
**ORDINARY MEETING
OF
PŪRORO HĀTEPE - REGULATORY PROCESSES COMMITTEE
AGENDA**

Time: 9:30am
Date: Wednesday, 11 August 2021
Venue: Ngake (16.09)
Level 16, Tahiwi
113 The Terrace
Wellington

MEMBERSHIP

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

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

1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the 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 8 June 2021 will be put to the Pūroro Hātepe | Regulatory Processes Committee for confirmation.

1.5 Items not on the Agenda

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

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

Minor Matters relating to the General Business of the Pūroro Hātepe | 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 Pūroro Hātepe | Regulatory Processes Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any 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 OFF KABUL ST IN KHANDALLAH

Purpose

1. This report asks the Pūroro Hātepe | Regulatory Processes Committee to approve a name for a new private right-of-way off Kabul Street in Khandallah, as shown on F Plan 3121 (Attachment 1 refers).

Summary

2. A new private right-of-way is to be formed leading off a private right-of-way off Kabul Street in Khandallah. 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 **Bamyan Way** is recommended by Council officers.

Recommendations

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Receives the information.
2. Agrees to approve the name **Bamyan Way** for the new private right-of-way shown on F Plan 3121.

Background

3. A new private right-of-way (ROW), giving access to at least five new lots, is to be formed leading off Kabul Street in Khandallah. Naming this ROW will allow addresses to be assigned to the properties that will be accessed from it in accord with the Addressing Standard AS/NZS 4819:2011 and the Council's Naming Policy: Te Māpihi Maurea. Addresses enable property owners to construct dwellings and arrange service connections. They also enable wayfinding. This latter is of vital importance in the event of an emergency.

Discussion

4. A new private ROW off Kabul Street will initially give access to five new lots. The developer has advised further new lots are to be created. Naming the new ROW will enable addresses to be allocated to those properties gaining access from it.
5. Part of Kabul Street is already a private ROW. It gives access to properties numbered 19, and 19A-N, Kabul Street. The Addressing Standard now requires ROWS with more than 5 lots to be named, with alphanumerics above 'E' - such as 19N - no longer sanctioned.

-
6. The new ROW will lead off the existing private ROW noted in paragraph 5. It is therefore pertinent to also consider renaming the current ROW, particularly since it is anticipated that signage for the new ROW will be located down the existing private ROW. Council only maintains signage for private ROWs when signage is on public land (that is, not on the private property). Thus, there is potential for wayfinding issues for emergency services if they are called out to an emergency in the new ROW. This issue may be exacerbated over time if signage is not maintained.
 7. If both ROWs have the same - new - name, development in either of these is future-proofed with regards to addresses and wayfinding made easier. Each property would be numbered with a whole number - for example, 1, 2, or 3 – and have the one road name. As noted above, limitations governing addressing means that properties accessed from the new ROW cannot be assigned further alphanumeric numbers off Kabul Street.
 8. Nevertheless, residents and owners of the properties numbered 19, and 19A-N Kabul Street have indicated they are largely opposed to the current ROW being renamed. The local residents' association, the Onslow Residents' Community Association, have not expressed a preference either way. They have indicated support for the majority view of the residents/occupants of 19, and 19A-N Kabul Street.
 9. With regards to names that have been proposed for use for the new private ROW, irrespective of whether both ROWs should have the same name, **Chamba**, **Kasauli**, **Solan**, **Bamyan**, and **Cedar** have been suggested. Whichever name is used, the road name type of 'Way' will be assigned in line with addressing guidelines with respect to road name types for right-of-ways.
 10. The current naming theme in Khandallah is of Indian place names. The first three names above reference this theme. They are pertinent for use in Khandallah with its hilly terrain since they are located in Himachal Pradesh, a hilly state in northwest India, in the 'Lesser Himalayas'. **Bamyan**, also variously noted as Bamiyan, is located approximately 140 kilometres from Kabul, in highlands of Afghanistan. **Cedar** is the name of a tree found in India and also elsewhere in the world (Canada, for example).
 11. More information regarding each name is as follows:
 - **Bamyan:** The name of a city, valley, river, and province, Bamyan is on the 'silk road', an old trading route. Located at altitude in the central highlands of Afghanistan, it is an important site for adherents of Buddhism. The Bamiyan Buddhist statues were recognised as being of important religious significance until they were destroyed by the Taliban in 2001. Much of the Bamyan area is noted by UNESCO as being a location of cultural significance. Members of the New Zealand Defence Force served in this area under the relevant UN charter, providing security, training and assistance to the Hazara community.
 - **Cedar:** The online Britannica encyclopaedia identifies four different types of 'true' cedar. One of these is the *Cedrus deodara*, or deodar cedar. This tree is native to the Western Himalayas. These include those parts of the Himalayas that encompass the Indian state of Himachal Pradesh. The Oregon State University states that the deodar cedar is the national tree of Pakistan, while the online Collins Dictionary states that the word 'deodar' means "wood of the gods". It is derived from Sanskrit. The other

three species of cedar are native to areas other than the Himalayas, including Lebanon, Mediterranean countries, and North America.

- **Chamba:** Chamba is spread over two river terraces above the Ravi River. Its average altitude is about 1000 metres. Agriculture, weaving (of cloth), and the manufacture of pharmaceutical products support the local economy. There are historic temples in the area.
 - **Kasauli:** Kasauli is a 'hill station' located near the Dhauladhar range (the white range). Hiking trails allow access to the picturesque landscape. It also has religious significance. The Indian author, Ruskin Bond, noted for his contributions to children's literature, was born in Kasauli.
 - **Solan:** Another hill town with historical buildings and scenic surroundings, Solan is an important producer of tomatoes and mushrooms. It is near Kasauli and the Lower Shivalik Ranges, at an altitude of about 1500m. Solan is also the name of the district.
12. Both the Addressing Standard and the Policy guide that an address should be unique. Names proposed for consideration as a street name are therefore compared with other names in the Greater Wellington Region. Council also checks all names for uniqueness, duplicity and similarity with the Greater Wellington Regional Council (GWRC) to ensure the provisions of the Addressing Standard and the Policy are upheld.
 13. Applying the provisions of the Addressing Standard and the Policy mean that the names **Bamyan**, **Chamba**, and **Kasauli** are more suitable options for this new private right-of-way than the names **Solan** and **Cedar**.
 14. Solan is less suitable as an option for this ROW than the other names referencing Indian placenames due to a small risk of confusion with Solander Place (in Whitby, a suburb of Porirua) in the Greater Wellington Region.
 15. Regarding the name 'Cedar': there is already a Cedarwood Street in the Wellington suburb of Woodridge, a Cedar Street in Maungaraki in Lower Hutt, a Cedar Court in the Porirua suburb of Whitby, and a Cedar Drive in Paraparaumu on the Kapiti Coast. This name would therefore not be unique in the Greater Wellington Region. It also does not meet the provisions of the Council's Naming Policy: Te Māurea, as it doesn't meet any of the criteria guiding the selection of names.
 16. GWRC have advised the names **Bamyan**, **Chamba**, and **Kasauli** are able to be used in Wellington city. Since the naming theme of roads in Khandallah is Indian place names, the names **Chamba** and **Kasauli** have more direct relevance to this theme, than **Bamyan**. The latter has merit, however, since it has a connection with New Zealand, noted above. **Bamyan** is also not especially distant from Kabul, the name of the right-of-way off which the new right-of-way will feed (unless this is also renamed), with **Kabul** being the name of both the public street and private ROW that lead to this new ROW. Kabul is both the capital of Afghanistan and the name of the province in which the city of Kabul is located.

17. Names that are in accord with an existing theme in a suburb meet the criteria to be awarded second-order priority for consideration (first-order priority is given to appropriate te reo Māori names where the site is important to iwi). The Policy notes these priority orders and the criteria by which a name meets each priority order on page 8. The Policy can be found at the following webpage:
<https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/naming-policy-te-mapihi-maurea>
18. Tira Poutama, Iwi Partnerships Team have advised there are no suggestions from iwi for a name in this instance, therefore the need to consider the criteria for awarding a first-order priority is negated.
19. Of the residents and owners of properties located in the current ROW, three indicated a preference for **Kasauli**, and one for **Chamba**. There was no indication of a preference from any other residents or owners; they would prefer to retain the name **Kabul** for the existing ROW. The Onslow Residents' Community Association support using **Bamyan**. The developer supports **Cedar**.

Options

20. The following options have been identified:
 - the Regulatory Processes Committee (the Committee) can agree to adopt the recommendations of this report; or
 - agree to adopt the recommendations of this report with an amendment to apply the new name to the existing private right-of-way as well as the new private right-of-way.
 - This option would mean all properties accessed from these ROWs would be numbered as a whole more or less sequentially with whole numbers (for example, 1, 2, 3...).
 - Future development off these right-of-ways would be future proofed with regards to addressing. Since many of the existing properties are large sites, there is potential for further numbers to be required for the existing right-of-way. Renaming the current ROW would provide for further addresses to be assigned from it, and also avoid the need to rename it in future if there is further development in this ROW,
 - the Committee can reject the recommendations of this report and select an alternative from those presented in this report; or
 - reject the recommendations of this report and direct officers to recommence the consultation process.

Next Actions

21. Should the Committee endorse the recommendations of this report, addresses will be allocated to the proposed new 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.

22. If the Committee elects to apply the new name to the existing private right-of-way, numbered 19 and 19A to N, in addition to the new private right-of-way, then addresses will be assigned to all properties as appropriate.
23. If the Committee rejects this report's recommendations, then consultation will recommence as appropriate.

Attachments

Attachment 1. F Plan 3121 [↓](#) 

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

SUPPORTING INFORMATION

Engagement and Consultation

The Council's Tira Poutama, Iwi Partnerships' Team, the Onslow Residents' Community Association, and the developer have been consulted. Purchasers of lots in the subdivision to date have been consulted by the developer and residents of the existing private right-of-way off which the new right-of-way will be accessed have been consulted by Council officers.

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 been consulted. The site isn't considered to be of particular significance to mana whenua.

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 will enable purchasers to obtain the necessary consents to construct dwellings and arrange service connections.

There is some risk associated with the signage of a private right-of-way where a ROW leads off another private right-of-way. These are private property, therefore Council doesn't erect or maintain signage for them.

Climate Change impact and considerations

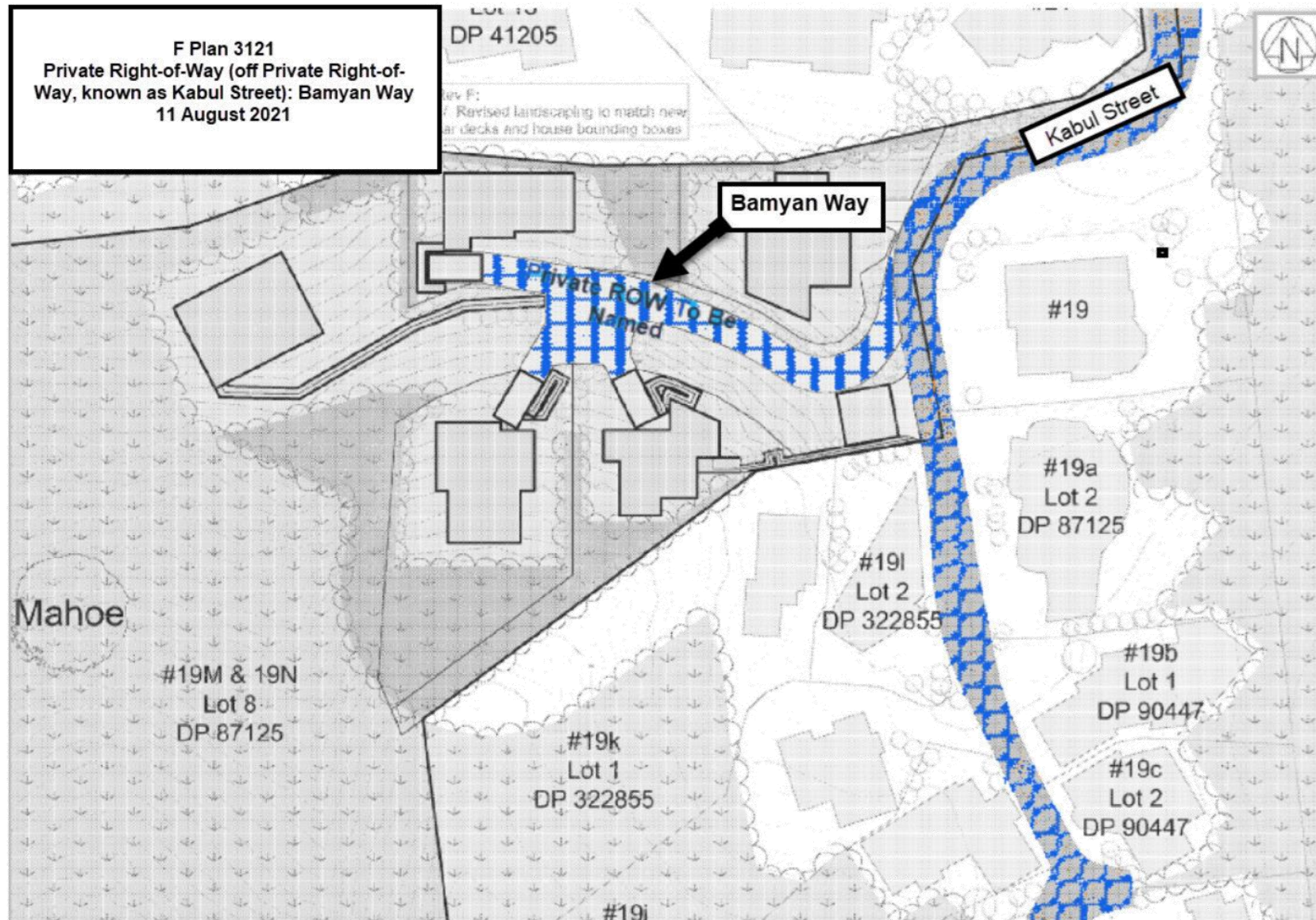
Not applicable.

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. Naming both the new and current right-of-way would further improve wayfinding.



TRAFFIC RESOLUTIONS

Purpose

1. This report asks the Pūroro Hātepe | Regulatory Processes Committee to consider ten 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 fifteen proposed traffic resolutions were issued for consultation between Monday 28 June 2021 and Sunday 11 July 2021.
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, eleven traffic resolutions are being recommended for approval (refer to recommendations), three traffic resolutions were deferred; and two traffic resolutions were withdrawn:
 - TR25-21 Longcroft Terrace, Newlands - No Stopping At All times, was deferred pending further investigation.
 - TR80-21 Thane Road, Roseneath - No Stopping At All Times, was deferred pending further investigation.
 - TR91-21 Kelburn Parade, Kelburn – Bus stop #4915 relocation was deferred pending further investigation.
 - TR88-21 Cuba Street, Te Aro - metered parking, was withdrawn as the proposal was no longer in alignment with the business owners' requirements.
 - TR90-21 Cambridge Terrace, Te Aro – Bus layover time limited parking was withdrawn due to implementation of the trial cycleway, brought forward by the Council increasing the budget. The trial cycleway will be implemented by the City Design and Place Planning team.
5. Two traffic resolutions were amended:
 - TR84-21 Ohiro Road, Todman Street, Cleveland Street Intersection, Brooklyn – Signal improvements; various parking changes (Amended), was modified due to feedback in opposition to the P60 parking restriction on Todman Street angle parking.

- TR96-21 Toi Pōneke Arts Centre Parking, Footscray Avenue, Te Aro – Various parking restrictions (Amended), was modified to exclude time restrictions on Saturday and Sunday.

6. 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 Pūroro Hātepe | 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) TR59-21 Park Road, Miramar - No Stopping At All Times
 - b) TR84-21 Ohiro Road, Todman Street, Cleveland Street Intersection, Brooklyn – Signal improvements; various parking changes (Amended)
 - c) TR89-21 Arlington Street, Mount Cook - No Stopping At All Times
 - d) TR92-21 Lyall Parade, Lyall Bay – new mobility parking space
 - e) TR93-21 Wadestown Road, Wadestown - No Stopping At All Times
 - f) TR94-21 Courtenay Place, Te Aro - P30 time limited parking
 - g) TR95-21 Wanaka Street Waitohi Community Hub car park, Johnsonville - Electric vehicle parking
 - h) TR96-21 Toi Pōneke Arts Centre Parking, Te Aro – Various parking restrictions (Amended)
 - i) TR97-21 Hanson Street, Newtown – Resident parking
 - j) TR99-21 Main Road, Tawa - P10 Time limited parking

Background

7. Fifteen proposed traffic resolutions were publicly advertised in the Dominion Post on 28 June 2021. Copies were either hand delivered or posted to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council website.

Discussion

8. A summary report for each traffic resolution can be found in the attachments. Each summary contains:

- 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

9. The attached 'Traffic Resolutions Summary Table RPC 11 August 2021' summarises the proposed changes which are detailed in the attached Traffic Resolutions. While 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

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

Attachments

Attachment 1.	Traffic Resolutions Summary Table RPC 11 August 2021 ↓ 	Page 19
Attachment 2.	Table of Traffic Resolutions Legal Description RPC 11 August 2021 ↓ 	Page 23
Attachment 3.	TR59-21 Park Road, Miramar - No Stopping At All Times ↓ 	Page 33
Attachment 4.	TR84-21 Ohiro Road, Todman Street, Cleveland Street Intersection, Brooklyn – Signal improvements; various parking changes (Amended) ↓ 	Page 39
Attachment 5.	TR89-21 Arlington Street, Mount Cook - No Stopping At All Times ↓ 	Page 61
Attachment 6.	TR92-21 Lyall Parade, Lyall Bay – new mobility parking space ↓ 	Page 66
Attachment 7.	TR93-21 Wadestown Road, Wadestown - No Stopping At All Times ↓ 	Page 73
Attachment 8.	TR94-21 Courtenay Place, Te Aro - P30 time limited parking ↓ 	Page 81
Attachment 9.	TR95-21 Wanaka Street Waitohi Community Hub car park Johnsonville - Electric vehicle parking ↓ 	Page 88
Attachment 10.	TR96-21 Toi Pōneke Arts Centre Parking, Footscray Avenue, Te Aro – Various parking restrictions (Amended) ↓ 	Page 99
Attachment 11.	TR97-21 Hanson Street, Newtown – Resident Parking ↓ 	Page 106
Attachment 12.	TR99-21 Main Road, Tawa - P10 Time limited parking ↓ 	Page 111

Author	Wendy Ferguson, Project Coordinator
Authoriser	Soon Teck Kong, Transport Engineering and Operations Manager Mike Mendonca, Head of Resilience

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 resolution 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 11 August 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/monthly volumes/Impact			Comments for Proposed Change	Feedback
								Weekday Traffic Volume	Monthly Passenger Number	Public Impact (Pedestrian; Bus)		
TR59-21	(Part of) Park Road, Miramar	Unrestricted	No Stopping At All Times	Accessibility	Resident	-3 unrestricted parking spaces	N/A	2,920	N/A	Pedestrian - no change	This proposal is to install 16 metres of broken yellow lines on Park Road. We have received accessibility concerns from a resident regarding the narrow section of Park Road between Revans Street and Camperdown Road. The width of the road measures 6.7 metres and with cars parked on both sides, through traffic is obstructed. We have visited the site and ascertained that installing 16 metres of broken yellow lines on the western side of the road will help improve traffic flow while still maintaining some on-street parking.	Yes = 2 No = 0 Yes/No = 0
TR84-21	(Part of) Ohiro Road, Todman Street, Cleveland Street Intersection, Brooklyn	Time Limited/ Class Restricted/ No Stopping At All Times	Time Limited/ Class Restricted/ No Stopping At All Times	Safety/ Accessibility	WCC	N/A	N/A	15,000	N/A	No change	This proposal is to upgrade signals to introduce a separate phase control for vehicles turning right into Todman Street and Cleveland Street. Add Time-limited parking on Ohiro Road and Todman Street. Change six angle parks to two parallel parking spaces on Todman Street. Increase the length of No Stopping on Ohiro Road from the intersection with Todman Street. Relocate the bus stop on Ohiro Road away from the intersection to allow better vehicle queuing at the traffic signal. Remove a P10 parking space no longer needed on Ohiro Road. Update resolution database, and remove, no longer operational, bus stop. There were several crashes related to vehicles travelling southbound on Ohiro Road turning right into Todman Street. The proposal will introduce a separate phase for right-turning vehicles into Todman and Cleveland Streets. These safety improvements require changes to the parking restrictions at the intersection and the relocation of the bus stop on the Ohiro Road southbound approach.	Yes = 6 No = 11 Yes/No = 3
TR89-21	(Part of) Arlington Street, Mount Cook	Unrestricted	No Stopping At All Times	Accessibility	WCC Parking Services	N/A	N/A	280	N/A	Pedestrian - no change	This proposal is to install broken yellow lines across driveways and fire hydrant and mark out parking bays for residents and coupon parking to designate angled parking. We have received feedback from Council Parking Services about the parking issues on Arlington Street. Vehicles are parking at an angle where it is not clearly marked as well as parking across driveways.	Yes = 2 No = 0 Yes/No = 0

Traffic Resolutions Summary Table RPC 11 August 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/monthly volumes/Impact			Comments for Proposed Change	Feedback
								Weekday Traffic Volume	Monthly Passenger Number	Public Impact (Pedestrian; Bus)		
TR92-21	(Part of) Lyall Parade, Lyall Bay	Unrestricted	Class Restricted	Safety/ Accessibility	Lyall Bay Surf Club	-1 unrestricted parking space +1 mobility parking space	N/A	10,447	N/A	Pedestrian - positive	This proposal is to install a mobility parking space on the south side of Lyall Parade. We have received a request from the Lyall Bay Surf Club regarding the safety and accessibility for mobility park users to access the beach. The Club has started regular accessible sessions with wheelchairs that can go in the water, however parking is a barrier for those wishing to attend these sessions or access the beach. We propose to install a parallel mobility park to ensure safety and all mobility parking guidelines are met. We will also reposition the other 3 parks in this section from angled to parallel parking spaces.	Yes = 6 No = 0 Yes/No = 0
TR93-21	(Part of) Wadestown Road, Wadestown	Unrestricted	No Stopping At All Times	Safety/ Accessibility	Residents	-5 unrestricted parking spaces	N/A	1,626	N/A	Pedestrian - positive	This proposal is to install 26 metres of broken yellow lines along the western side of Wadestown Road. We have received safety and accessibility concerns from local residents through a 'Request for Action' form regarding a section of Wadestown Road near the intersection of Sefton Street. Vehicles are currently parking on both sides of the road restricting accessibility. The road width measures approximately 6.5 metres which is inadequate to allow parking on both sides for safe thoroughfare. The existing parking on the western side of Wadestown Road also restricts visibility for vehicles travelling around the corner and up Wadestown Road.	Yes = 7 No = 1 Yes/No = 0
TR94-21	(Part of) Courtenay Place, Te Aro	Metered parking/ Time Limited/ Class Restricted	Metered parking/ Time Limited/ Class Restricted	Safety/ Accessibility	Businesses	N/A	-\$7,200 approx.	8,468	N/A	Pedestrian - positive	This proposal is to install P30 time limited parking restrictions on Courtenay Place At All Times. Following the feedback received and the Committee discussion on the TR83-21 Courtenay Place Taxi Stand, the businesses along the southern side of Courtenay Place have requested an extension of the time period for the short term P30 parking restrictions.	Yes = 0 No = 1 Yes/No = 0
TR95-21	(Part of) Wanaka Street Waitohi Community Hub car park, Johnsonville	Class restricted	Class restricted/ Time Limited	Sustainability	WCC	N/A	N/A	N/A	N/A	No change	This proposal is to restrict four parking spaces to electric vehicles only. There are four electric vehicle chargers installed at Waitohi Community Hub car park that need restriction to ensure only electric vehicles park in these spaces for charging.	Yes = 15 No = 1 Yes/No = 1
TR96-21	(Part of) Toi Pōneke Arts	Class restricted/	Class restricted/	Sustainability	WCC	N/A	N/A	N/A	N/A	No change	This proposal is to modify the metered parking and authorised vehicle parking at Toi Pōneke Arts Centre	Yes = 0 No = 0

Traffic Resolutions Summary Table RPC 11 August 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/monthly volumes/Impact			Comments for Proposed Change	Feedback
								Weekday Traffic Volume	Monthly Passenger Number	Public Impact (Pedestrian; Bus)		
	Centre Parking, Footscray Avenue, Te Aro	Metered Parking	Metered Parking								on Footscray Avenue, Te Aro. The parking restrictions at Toi Pōneke need to reflect the existing parking to allow Council Parking Services to manage and enforce parking at this location.	Yes/No = 0
TR97-21	(Part of) Hanson Street, Newtown	Resident Parking	Resident Parking	Accessibility	Resident	N/A	N/A	7,200	N/A	No change	This proposal is to convert Residents parking Mon – Fri (8am – 6pm) to Residents Parking At All Times. Council has received a request to convert the time restrictions for the Residents Parking outside no.120 Hanson Street to suit the parking requirements for residents.	Yes = 1 No = 1 Yes/No = 0
TR99-21	(Part of) Main Road, Tawa	Unrestricted	Time Limited	Efficiency	Business	N/A	N/A	17,010	N/A	Pedestrian - no change	This proposal is to time restrict 2 parking spaces to P10 time limit. We have received a request for short term parking from Nada bakery to service their customers. The bakery is located at no.72 Main Road in the Redwood area of Tawa. On and off-street parking takes place throughout the day and short-term parking is currently very limited. We have observed the high demand for parking in the area primarily from the local businesses. P10 time limited parking would also assist short term parking demand from other businesses in the area. The bakery has surveyed local adjacent businesses and obtained signatures to support time restricted parking for 2 spaces.	Yes = 0 No = 0 Yes/No = 0

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a.	Park Road, Miramar (TR59-21) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Park Road	No Stopping At All Times	West side, commencing 21 metres north of its intersection with Revans Street (Grid coordinates X=1,752,573.04m Y=5,425,589.99m) and extending in a northerly direction following the western kerb line for 16 metres.
b.	Ohiro Road, Todman Street, Cleveland Street Intersection, Brooklyn (TR84-21) Signal improvements; various parking changes (Amended)		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Ohiro Road	P10, At All Times	East side, commencing 23 metres east of its intersection with McKinley Crescent and extending in a northerly direction following the eastern kerblines for 10 metres.
	Todman Street	P60, Monday to Saturday, 8:00am - 6:00pm	North side, commencing 12.5 metres west of its intersection with Ohiro Road and extending in a westerly direction following the northern kerblines for 16.0 metres (angle parking 6 spaces).
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Ohiro Road	Bus Stop At All Times	East side, commencing 115.5 metres south of its intersection with Bretby Crescent and extending in a southerly direction following the eastern kerblines for 28.5 metres
	Todman Street	Bus Stop At All Times	South side, commencing 41 metres west of its intersection with Ohiro Road and extending in a westerly direction following the southern kerblines for 12 metres.
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Ohiro Road	No Stopping At All Times	East side, commencing 144 metres east of its intersection with Bretby Crescent and extending in a southerly direction following the eastern kerblines for 14 metres to its intersection with Cleveland Street.
	Ohiro Road	No Stopping At All Times	West side, commencing 4 metres north of its intersection with Todman Street and extending in a northerly direction following the western kerblines for 21 metres.
	Ohiro Road	No Stopping At All Times	East side, commencing 100.5 metres east of its intersection with McKinley Crescent and extending in a northerly direction following the eastern kerblines for 13.5 metres.

Table of Traffic Resolutions Legal Description RPC 11 August 2021

	Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 80.5 metres east of its intersection with McKinley Crescent and extending in a northerly direction following the eastern kerblane for 13 metres.</i>
	Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 60.5 metres east of its intersection with McKinley Crescent and extending in a northerly direction following the eastern kerblane for 5.5 metres.</i>
	Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 33 metres east of its intersection with McKinley Crescent and extending in a northerly direction following the eastern kerblane for 18 metres.</i>
	Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing from its intersection with McKinley Crescent and extending in a northerly direction following the eastern kerblane for 23 metres.</i>
	Todman Street	<i>No Stopping At All Times</i>	<i>North side, commencing 12 metres east of its intersection with Ohiro Road and extending in an easterly direction following the northern kerblane for 6.5 metres.</i>
	Todman Street	<i>No Stopping At All Times</i>	<i>South side, commencing 14 metres west of its intersection with Ohiro Road and extending in a westerly direction following the southern kerblane for 6.5 metres.</i>
	Todman Street	<i>No Stopping At All Times</i>	<i>South side, commencing at a point adjacent to the driveway of property number 5 and 11 Todman Street (Grid coordinates x= 1747585.2 m, y= 5425816.2 m), and extending in a westerly direction following the southern kerblane for 7 metres.</i>
	Cleveland Street	<i>No Stopping At All Times</i>	<i>North side, commencing 12 metres east of its intersection with Ohiro Road and extending in an easterly direction following the northern kerblane for 6.5 metres.</i>
<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Todman Street	<i>P60, 8am-6pm, Monday-Sunday</i>	<i>North side, commencing 13.5 metres west of its intersection with Ohiro Road (Grid coordinates X= 1,747,605.2 m, Y= 5,425,847.2 m) and extending in a westerly direction following the northern kerb line for 12 metres (parallel parking 2 spaces).</i>
	Todman Street	<i>P180, 8am-6pm, Monday-Friday</i>	<i>South side, commencing 4.5 metres south west of its intersection with Ohiro Road (Grid coordinates X= 1,747,608.6 m, Y= 5,425,832.2 m) and extending in a south westerly direction following the southern kerb line for 22 metres (parallel parking 4 spaces).</i>

Table of Traffic Resolutions Legal Description RPC 11 August 2021

	Ohiro Road	<i>P60, 8am-6pm, Monday-Friday</i>	<i>East side, commencing 22 metres south of its intersection with Cleveland Street Crescent (Grid coordinates X= 1,747,623.5m, Y= 5,425,839.736 m) and extending in a southerly direction following the eastern kerb line for 10 metres (parallel parking 2 spaces).</i>
	Ohiro Road	<i>P180, 8am-6pm, Monday-Friday</i>	<i>East side, commencing 41 metres south of its intersection with Cleveland Street Crescent (Grid coordinates X= 1,747,623.5m, Y= 5,425,839.736 m) and extending in a southerly direction following the eastern kerb line for 22 metres (parallel parking 4 spaces).</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Ohiro Road	<i>Bus Stop At All Times</i>	<i>East side, commencing 101.5 metres south of its intersection with Bretby Crescent (Grid coordinates X=1,747,649.7 m, Y= 5,426,016.2m) and extending in a southerly direction following the eastern kerb line for 26 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 92.5 metres south of its intersection with Bretby Crescent (Grid coordinates X=1,747,649.7 m, Y= 5,426,016.2m) and extending in a southerly direction following the eastern kerb line for 9 metres.</i>
	Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 127.5 metres south of its intersection with Bretby Crescent (Grid coordinates X=1,747,649.7 m, Y= 5,426,016.2m) and extending in a southerly direction following the eastern kerb line for 37 metres to its intersection with Cleveland Street.</i>
	Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing at its intersection with Cleveland Street (Grid coordinates X= 1,747,623.5m, Y= 5,425,839.7 m) and extending in a southerly direction following the eastern kerb line for 22 metres.</i>
	Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 32 metres south of its intersection with Cleveland Street Crescent (Grid coordinates X= 1,747,623.5m, Y= 5,425,839.7 m) and extending in a southerly direction following the eastern kerb line for 9 metres.</i>
	Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 63 metres south of its intersection with Cleveland Street Crescent (Grid coordinates X= 1,747,623.5m, Y= 5,425,839.7 m) and</i>

Table of Traffic Resolutions Legal Description RPC 11 August 2021

			<i>extending in a southerly direction following the eastern kerb line for 57 metres to its intersection with McKinley Crescent.</i>
	Ohiro Road	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Todman Street (Grid coordinates X=1,747,605.2m, Y=5,425,847.2m) and extending in a northerly direction following the western kerb line for 34 metres.</i>
	Todman Street	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Ohiro Road (Grid coordinates X= 1,747,608.6 m, Y= 5,425,832.2 m) and extending in a south westerly direction following the southern kerb line for 4.5 metres.</i>
	Todman Street	<i>No Stopping At All Times</i>	<i>South side, commencing 28.5 metres west of its intersection with Ohiro Road (Grid coordinates X= 1,747,608.6 m, Y= 5,425,832.2 m) and extending in a south westerly direction following the southern kerb line for 6 metres.</i>
	Todman Street	<i>No Stopping At All Times</i>	<i>North side, commencing at its intersection with Ohiro Road (Grid coordinates X= 1,747,605.2 m, Y= 5,425,847.2 m) and extending in a westerly direction following the northern kerb line for 13.5 metres.</i>
	Todman Street	<i>No Stopping At All Times</i>	<i>North side, commencing 25.5 metres from its intersection with Ohiro Road (Grid coordinates X= 1,747,605.2 m, Y= 5,425,847.2 m) and extending in a westerly direction following the northern kerb line for 9.0 metres.</i>
	Cleveland Street	<i>No Stopping At All Times</i>	<i>North side, commencing at its intersection with Ohiro Road (Grid coordinates X= 1,747,621.9, Y= 5,425,854.9 m) and extending in an easterly direction following the northern kerb line for 18.5 metres</i>
	Cleveland Street	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Ohiro Road (Grid coordinates X= 1,747,623.5m, Y= 5,425,839.736 m) and extending in an easterly direction following the southern kerb line for 9.0 metres</i>
c.	Arlington Street, Mount Cook (TR89-21) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Arlington Street	<i>No Stopping At All Times</i>	<i>South side, commencing 150 metres west of its intersection with Hopper Street (grid coordinates X= 1748488.56, 5426465.53m) and extending in a westerly direction following the southern kerb line for 18.0 metres.</i>
	Arlington Street	<i>No Stopping At All Times</i>	<i>North side, commencing 78.5 metres west of its intersection with Torrens</i>

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			<i>Terrace (grid coordinates X=1748424.80m, Y=5426501.05m) and extending in a westerly direction following the northern kerb line for 4.5 metres.</i>
d.	Lyal Parade, Lyall Bay (TR92-21) new mobility parking space		
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Lyal Parade	<i>Mobility parking - displaying an operation mobility permit only, At All Times</i>	<i>South side, commencing 108 metres west of its intersection with Onepu Road (Grid coordinates X=1,750,240.43m Y=5,423,141.74m) and extending in a westerly direction following the southern kerb line for 8 metres.</i>
e.	Wadestown Road, Wadestown (TR93-21) No Stopping At All Times		
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Wadestown Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 54 metres south of its intersection with Wade Street east and extending in a southerly direction following the western kerb line for 52 metres.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Wadestown Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 12 metres south of its intersection with Wade Street (Grid coordinates X=1,748,926.24m Y=5,430,287.07m) and extending in a southerly direction following the western kerb line for 100 metres.</i>
f.	Courtenay Place, Te Aro (TR94-21) P30 time limited parking		
	<i>Delete from Schedule F (Metered Parking) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Courtenay Place	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>Southwest side, following the kerbline 73 metres Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south-easterly direction for 22 metres. southwest of its intersection with Tory (4 parallel carparks)</i>
	Courtenay Place	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Fri 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 14 metres southeast of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m), and extending in a south-easterly direction following the kerbline for 28.5 metres. (5 parallel carparks)</i>
	<i>Delete from Schedule A (Time Limited) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Courtenay Place	<i>P15,</i>	<i>Southwest side, following the kerbline 73 metres Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and</i>

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		8pm Fri - 8am Sat, 6pm Sat - 8am Sun, 6pm Sun - 8am Mon	extending in a south-easterly direction for 22 metres. southwest of its intersection with Tory (4 parallel carparks)
<i>Add to Schedule A (Time Limited) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Courtenay Place	<i>P30 At All Times</i>	Southwest side, following the kerbline 73 metres (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south-easterly direction for 22 metres. (4 parallel carparks) southwest of its intersection with Tory Street
	Courtenay Place	<i>P30 At All Times</i>	Southwest side, following the kerbline 13 metres southeast of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m), and extending in a south-easterly direction for 28.5 metres. (5 parallel carparks)
	Courtenay Place	<i>P30 At All Other Times</i>	Southwest side, following the kerbline 42.5 metres southwest of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south-easterly direction for 11 metres.
<i>Delete from Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Courtenay Place	<i>Taxi Stand, 8pm Fri - 8am Sat, 6pm Sat - 8am Sun, 6pm Sun - 8am Mon</i>	Southwest side, commencing 161 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a southeasterly direction following the Southern kerbline for 16 metres. (3 parallel carparks)
	Column One	<i>Taxi Stand, 8pm Fri - 8am Sat, 6pm Sat - 8am Sun, 6pm Sun - 8am Mon</i>	Southwest side, commencing 110 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a southeasterly direction following the Southern kerbline for 45 metres. (8 parallel carparks)
	Column One	<i>Taxi Stand, 8pm Fri - 8am Sat, 6pm Sat - 8am Sun, 6pm Sun - 8am Mon</i>	Southwest side, commencing 73 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a southeasterly direction following the Southern kerbline for 22 metres. (4 parallel carparks)
<i>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Courtenay Place	<i>Taxi Stand, 10pm Fri - 8am Sat, 10pm Sat - 8am Sun, 10pm Sun - 8am Mon</i>	Southwest side, commencing 161 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a southeasterly direction

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			following the Southern kerbline for 16 metres. (3 parallel carparks)
	Column One	Taxi Stand, 10pm Fri -8am Sat, 10pm Sat -8am Sun, 10pm Sun -8am Mon	Southwest side, commencing 110 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y=5427129.6 m) and extending in a southeasterly direction following the Southern kerbline for 45 metres. (8 parallel carparks)
	Column One	Taxi Stand, 10pm Fri -8am Sat, 10pm Sat -8am Sun, 10pm Sun -8am Mon	Southwest side, commencing 73 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y=5427129.6 m) and extending in a southeasterly direction following the Southern kerbline for 22 metres. (4 parallel carparks)
Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule			
	Column One	Column Two	Column Three
	Courtenay Place	P120 Maximum, 8am - 10pm Fri - Sat 8am - 8pm Sun - Thurs	Southwest side, following the kerbline 114 metres southeast of its intersection with Tory (Grid coordinates x= 1749136.8 m, y= 5427129.6 m), and extending in a south-easterly direction for 44.5 metres. (8 parallel carparks)
	Courtenay Place	P120 Maximum, 8am - 10pm Fri - Sat 8am - 8pm Sun - Thurs	Southwest side, following the kerbline 70.5 metres southeast of its intersection with Tory (Grid coordinates x= 1749136.8 m, y= 5427129.6 m), and extending in a south-easterly direction for 28 metres. (5 parallel carparks)
	Courtenay Place	P120 Maximum, 8am - 10pm Fri - Sat 8am - 8pm Sun - Thurs	Southwest side, following the kerbline 164 metres southwest of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south-easterly direction for 17 metres. (3 parallel carparks)
g.	Wanaka Street Waitohi Community Hub car park, Johnsonville (TR95-21) Electric vehicle parking		
Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Wanaka Street Waitohi Community Hub Car Park	P120, Monday to Sunday 8:00am - 6:00pm. Angle parking	West side, commencing at its intersection with the Northern kerb line of Wanaka St (Grid X= 1,751,223.49 m, Y= 5,434,913.23 m) and extending in a northerly direction for 44 metres.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Wanaka Street Waitohi Community Hub Car Park	Electric vehicles only parking, P120 Maximum, At All Times. 4 Angle parking spaces	West side, commencing 8 metres from its intersection with the Northern kerb line of Wanaka St (Grid X= 1,751,223.49 m, Y= 5,434,913.23 m) and extending in a northerly direction

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			for 11 metres. (4 Angle parking spaces)
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Wanaka Street Waitohi Community Hub Car Park	P120, Monday to Sunday 8:00am - 6:00pm. 9 Angle parking spaces	West side, commencing 19 metres from its intersection with the Northern kerb line of Wanaka St (Grid X= 1,751,223.49 m, Y= 5,434,913.23 m) and extending in a northerly direction for 25 metres. (9 Angle parking spaces)
h.	Toi Pōneke Arts Centre Parking, Te Aro (TR96-21) Various parking restrictions (Amended)		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Wellington Arts Centre Car Parking Area	No Stopping Except for Authorised Vehicles, At All Times.	Eastern side of the Arts Centre Building at 65-69 Abel Smith Street, commencing 24 metres south of its intersection with Abel Smith Street and extending in a southerly direction following the western building line for 14 metres. (3 angle parked spaces)
	Wellington Arts Centre Car Parking Area	No Stopping Except for Authorised Vehicles, At All Times.	Southern end of the Arts Centre Building at number 61-63 Abel Smith Street commencing 2.5 metres west of its intersection with Footscray Avenue and extending westwards for 16 metres. (3 carparks)
	Wellington Arts Centre Car Parking Area	No Stopping Except Vehicles Displaying Operation Mobility Permits At All Times.	West side, commencing at a point 46.5 metres south of its intersection with Abel Smith Street and extending in a southerly direction for 3.5 metres (1 space)
	Wellington Arts Centre Car Parking Area	No Stopping Except Vehicles Displaying Operation Mobility Permits At All Times.	Southern boundary commencing 10 metres north of a point 15 metres from the western property boundary and extending in a northerly direction for 3.5 metres. (1 carpark)
	<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Wellington Arts Centre Car Parking Area	Pay and Display, 8:00am – 6:00pm, Monday – Saturday.	Southern end of the Arts Centre Building at number 61-63 Abel Smith Street commencing 37 metres west of its intersection with Footscray Avenue and extending westwards for 5 metres. (1 carpark)
	Wellington Arts Centre Car Parking Area	Pay and Display, 8:00am – 6:00pm, Monday – Saturday.	Eastern side of the Arts Centre carpark commencing at its south-eastern boundary and extending in a northerly direction for 14 metres. (5 angle carparks)
	Wellington Arts Centre Car Parking Area	Pay and Display, 8:00am – 6:00pm, Monday – Saturday.	Western property boundary line, commencing 50 metres south of its intersection with Abel Smith Street and extending in a southerly direction

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			following the western boundary line for 7.5 metres. (3 spaces)
	Wellington Arts Centre Car Parking Area	Pay and Display, 8:00am – 6:00pm, Monday – Saturday.	Southern boundary commencing 10 metres north of a point 15 metres from the western property boundary and extending in a northerly direction for 10 metres. (8 angle carparks)
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Footscray Ave	Authorised Vehicles Only Parking, At All Times	Toi Pōneke Arts Centre Car Park, ten parking spaces, (spaces 1 to 16 on plan)
	Footscray Ave	Mobility Parking, Displaying an Operation Mobility Permit Only At All Times. P600 Maximum, Mon-Fri 8:00am-8:00pm, \$4/h, \$15 Max	Toi Pōneke Arts Centre Car Park, one parking spaces, (space 17 on plan)
<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Footscray Ave	Metered Parking P600 Maximum, Mon-Fri 8:00am-8:00pm, \$4/h, \$15 Max	Toi Pōneke Arts Centre Car Park, thirteen parking spaces, (spaces 18 to 30 on plan)
i.	Hanson Street, Newtown (TR97-21) Resident parking		
	<i>Delete from Schedule E (Resident Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Hanson Street	Monday to Friday 8:00am – 6:00pm, except for vehicles displaying an authorised resident's vehicle parking permit.	West side, commencing 13.5 metres north of its intersection with Hall Street (Grid coordinates, x= 1748643.7m, y= 5425274.6m) and extending in a northerly direction following the western kerbline for 12 metres.
<i>Add to Schedule E (Resident Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Hanson Street	Resident Parking, At All Times, Displaying an Authorised Resident Vehicle Parking Permit Only	West side, commencing 13.5 metres north of its intersection with Hall Street (Grid coordinates, x= 1748643.7m, y= 5425274.6m) and extending in a northerly direction following the western kerbline for 12 metres.
j.	Main Road, Tawa (TR99-21) P10 Time limited parking		
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Main Road	Time Limited Parking, P10. Mon – Fri 7:30am to 4:00pm	East side, commencing 296 metres south of its intersection with Tawa Street (Grid Coordinates X= 1,753,101.0227 m, Y= 5,440,145.907 m) and extending in a southerly

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			<i>direction following the eastern kerb line for 10.5 metres.</i>
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We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR59-21 Park Road, Miramar - No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 16 metres of broken yellow lines on Park Road.
Why we are proposing the change	<ul style="list-style-type: none"> We have received accessibility concerns from a resident regarding the narrow section of Park Road between Revans Street and Camperdown Road. The width of the road measures 6.7 metres and with cars parked on both sides, through traffic is obstructed. We have visited the site and ascertained that installing 16 metres of broken yellow lines on the western side of the road will help improve traffic flow while still maintaining some on-street parking.
Location – where we propose to make the change	Park Road, Miramar - outside no.157
Impact	<ul style="list-style-type: none"> Improves accessibility for vehicles. Net parking impact – removal of three unrestricted parking spaces. Pedestrian impact – no change.
How this relates to the parking policy	<ul style="list-style-type: none"> Supports safe movement – facilitates the safe and efficient movement of people and goods by focusing on people moving along the transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 2,920. 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 Monday 28 June 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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. Please note if you are giving feedback the consultation period opens 9.00am Monday 28 June 2021 and finishes 5.00pm Sunday 11 July 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

We are proposing a change in your area

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Wellington City Council**
Me Heke Ki Pōneke

Next Steps

1. Feedback collated by Monday 12 July 2021.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 11 August 2021.
1. If approved, the proposal will be installed within the following 3 months.

Traffic Resolution Plan: TR59-21 Park Road, Miramar – No Stopping At All Times



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Park Road	<i>No Stopping At All Times</i>	<i>West side, commencing 21 metres north of its intersection with Revans Street (Grid coordinates X=1,752,573.04m Y=5,425,589.99m) and extending in a northerly direction following the western kerb line for 16 metres.</i>

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

Approved By: Amin Shahin **(Team leader Transport Engineering)**

Date: 26/07/2021

FEEDBACK RECEIVED

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Feedback Received:

Name: Robyn McDonald
Suburb: Miramar
Agree: Yes

Thank you for your leaflet dated 10/6/21 regarding the above change proposal.

I reside at 155 Park Road, the corner section on your map where there will be two remaining carparks on this stretch of road, if this proposal goes through.

I agree entirely with your proposal and the reasoning behind it. It's excellent news for we residents who have been concerned about the safety of this area since Weta and Post Production arrived which, as you are well aware, brought hundreds of workers and visitors cars, and made this narrow stretch of road far, far busier.

Don't get me wrong, I love having Weta as neighbours and the life and energy they have brought to the neighbourhood, I just have concerns about the effect the traffic and parking has had on we residents.

So along with the 3 carparks outside 157, I would like to suggest that you consider removing the remaining two carparks outside 155 on the west side of this stretch of road for the following reason:

- Cars will still have to cross the centre line when travelling north along this stretch to avoid any cars parked there - which relies on oncoming cars pulling over for them. If these two parks are removed cars should be able to stay in their own lane for this entire stretch.

On a personal note, I have had great difficulty exiting my driveway over the past few years. When I was working, up until 3 years ago, I left at 7am and returned at 5pm so had little problem as Weta staff parking doesn't start til around 8am. Weekends are no problem at all.

But now I am now retired and exit the driveway several times daily - it has proven at times a hair-raising undertaking. I've had to call Parking Services to get cars moved several times, and have gone direct to Weta many times, just so I can get out of my driveway. In effect I can be boxed in by cars parked each side of my driveway and across the narrow road, a unique situation on this stretch.

After discussion with your Roding team they acknowledged the difficulties and kindly moved one white parking line by approx. a meter to improve my exit. People have been inclined to squeeze an extra car in by parking way over the line which leaves me either blocked in or with little turning ability upon exiting. When large cars park on the other side of the road right opposite my driveway, the limit on turning is exacerbated.

So, the line move improved things, but to be frank, exiting is still a very dodgy exercise and I fully expect one day to be hit.

When a tourist motorhome (Weta tourists) RV or similar large vehicle parks just prior to my driveway, it almost completely inhibits my sight line when driving out.

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I do try to reverse into my driveway so I can drive out forwards, but often have vehicles on my tail as it's a busy stretch of road so I end up just driving in therefore mostly have to reverse out.

Some drivers are incredibly courteous, others aggressive when I'm slowing down to enter my driveway as I have to drive over the centreline to pass the parked cars and immediately turn into my driveway. Indicating has to happen as I pass the bottom of Revan Street otherwise it looks as if I'm going to turn up there.

So it is difficult, I know, as parking is at a premium, but I would ask you to consider whether leaving the remaining two carparks actually achieves what you are trying to do by removing the other 3 - because through traffic will still have to cross the centre line if cars are parked right at the beginning of this narrow stretch of road.

If they were also removed it would certainly have the added benefit of making my entry and exit much safer as the line of sight would be clear.

Thank you for the opportunity to comment. Happy to discuss on site if that is helpful to clarify my situation.



Officer's response:

Thank you for your feedback. We will consider further stopping restrictions by way of broken yellow lines in the future as this is outside the scope of this proposal.

Name: Alanna Irving
Suburb: Miramar
Agree: Yes

As a resident of this neighbourhood, I wholeheartedly support this proposed change.

With industrial warehouses and businesses along north Park Rd, plus all the traffic associated with Wētā (both employees and tourists), and two schools on Weka St, we deal with a lot of traffic,

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including large numbers of cars and also trucks and busses. It's a lot for an area with streets designed more for a quiet residential suburb.

The carparks at this specific point, which are virtually always occupied, create a big blockage, forcing traffic to stop as vehicles can only travel in one direction at a time. This affects probably hundreds of people every day, and it's just not worth it for only a few carparks. It slows down traffic flow significantly and also seems like a safety hazard, as cars negotiate two-way traffic in a space only wide enough for one. This small change would make a big difference to those of us who travel through here every day.

The only concern I have about this proposal is it might not go quite far enough. From the diagram, it looks like there will still be a few carparks on the west side of Park Rd, just north of Revans St, opposite the southernmost carpark on the east side of Park Rd (or with the nose of the car on one side flush with the tail of the car on the other). If so, it will not resolve the blockage, because through traffic will still have to stop and move in only one direction at a time. So please make sure

the spacing is designed so this doesn't happen. The goal is to enable cars to pass each other along the road traveling opposite directions simultaneously.

The only argument I can imagine against this change is due to losing some carparks. To that I would say, if Wētā is going to cause a huge number of cars to want to park in the area, then they should provide sufficient off-street carparks, and it's not fair to block the road for everyone else (I assume most of the demand for parking in this area is due to Wētā). Plus, while these few car parks really will not meaningfully change overall parking availability one way or the other, they make a big difference to traffic flow. My understanding is that the policy is to "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" — this is a prime example where moving people should take priority over parked cars.

Officer's response:

Thank you for your feedback. We will consider further stopping restrictions by way of broken yellow lines in the future as this is outside the scope of this proposal.

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	TR84-21 Ohiro Road, Todman Street, Cleveland Street Intersection, Brooklyn – Signal improvements; various parking changes (Amended)
What we'd like to do	<ul style="list-style-type: none"> • Upgrade signals to introduce a separate phase control for vehicles turning right into Todman Street and Cleveland Street. • Add Time-limited parking on Ohiro Road and Todman Street. • Change six angle parks to two parallel parking spaces on Todman Street. • Increase the length of No Stopping on Ohiro Road from the intersection with Todman Street. • Relocate the bus stop on Ohiro Road away from the intersection to allow better vehicle queuing at the traffic signal. • Remove a P10 parking space no longer needed on Ohiro Road. • Update resolution database and remove, no longer operational, bus stop.
Why we are proposing the change	<ul style="list-style-type: none"> • There were several crashes related to vehicles travelling southbound on Ohiro Road turning right into Todman Street. The proposal will introduce a separate phase for right-turning vehicles into Todman and Cleveland Streets. These safety improvements require changes to the parking restrictions at the intersection and the relocation of the bus stop on the Ohiro Road southbound approach.
Location – where we propose to make the change	Ohiro Road, Todman Street, Cleveland Street Intersection – Brooklyn
Impact	<ul style="list-style-type: none"> • Improves safety and efficiency at the intersection for vehicles. • Net parking impact: Convert six P60 angled parking spaces to two P60 parallel parking spaces. Change 10 unrestricted parking spaces to: <ul style="list-style-type: none"> ○ two x P60 Monday to Friday 8am-4pm parking spaces, and ○ eight x P180 Monday to Friday 8am-4pm parking spaces. • Pedestrian impact – no change.
How this relates to the parking policy	<ul style="list-style-type: none"> • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along the transport corridors rather than people parking or storing stationary vehicles. • Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic estimate – 15,000. • 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 Monday 28 June 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.

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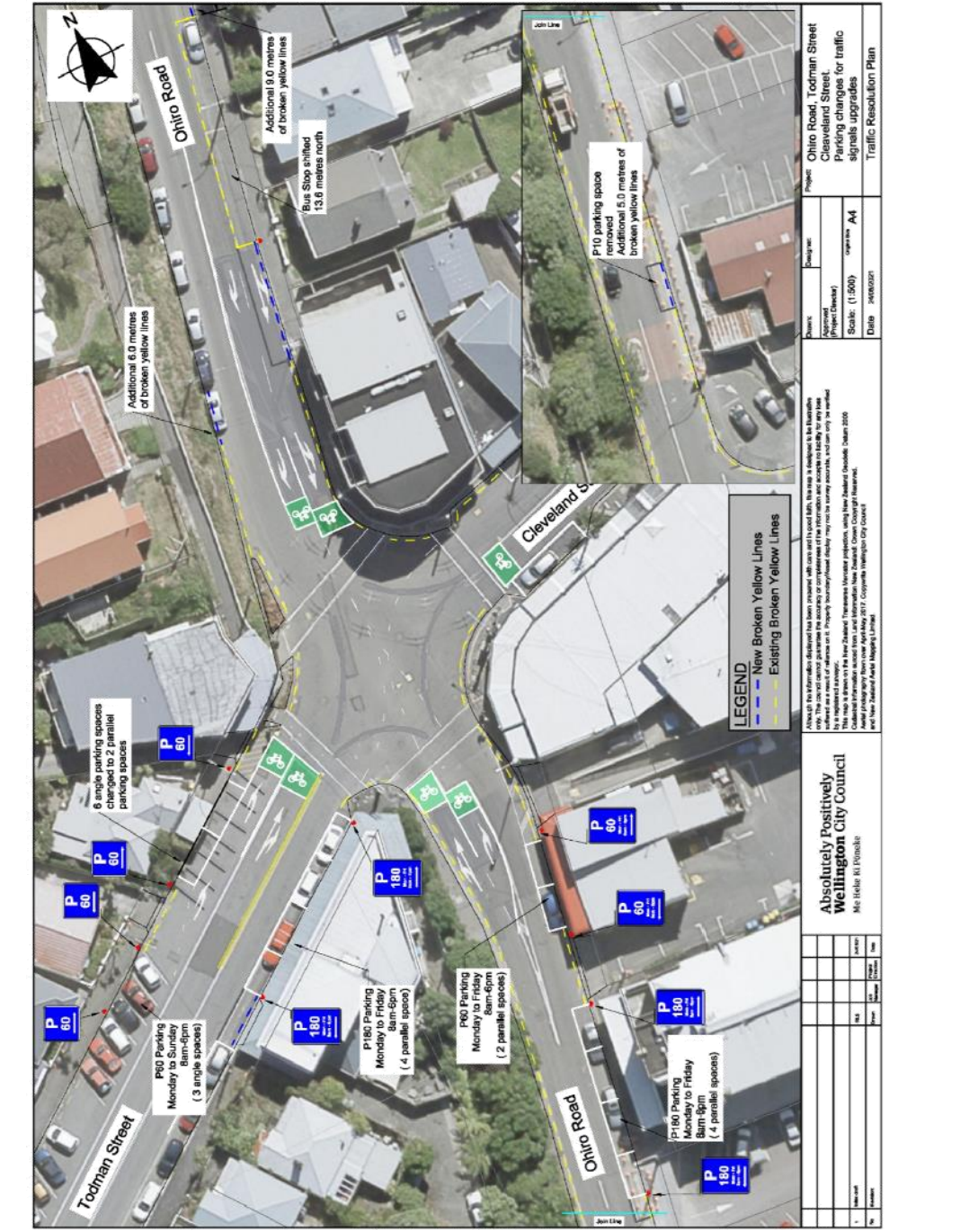
Feedback	<ul style="list-style-type: none">If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens 9.00am Monday 28 June 2021 and finishes 5.00pm Sunday 11 July 2021.</p> <ul style="list-style-type: none">What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">Feedback collated by Monday 12 July 2021.The proposal will go to the Regulatory Processes Committee on Wednesday 11 August 2021.If approved, the proposal will be installed within the following 3 months.

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Traffic Resolution Plan: TR84-21 Ohiro Road, Todman Street, Cleveland Street Intersection, Brooklyn –
Signal improvements; various parking changes



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AMENDED Traffic Resolution Plan: TR84-21 Ohiro Road, Todman Street, Cleveland Street Intersection,
Brooklyn – Signal improvements; various parking changes



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Legal Description:

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

Column One	Column Two	Column Three
Ohiro Road	<i>P10, At All Times</i>	<i>East side, commencing 23 metres east of its intersection with McKinley Crescent and extending in a northerly direction following the eastern kerbline for 10 metres.</i>
Todman Street	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>North side, commencing 12.5 metres west of its intersection with Ohiro Road and extending in a westerly direction following the northern kerbline for 16.0 metres (angle parking 6 spaces).</i>

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

Column One	Column Two	Column Three
Ohiro Road	<i>Bus Stop At All Times</i>	<i>East side, commencing 115.5 metres south of its intersection with Bretby Crescent and extending in a southerly direction following the eastern kerbline for 28.5 metres</i>
Todman Street	<i>Bus Stop At All Times</i>	<i>South side, commencing 41 metres west of its intersection with Ohiro Road and extending in a westerly direction following the southern kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 144 metres east of its intersection with Bretby Crescent and extending in a southerly direction following the eastern kerbline for 14 metres to its intersection with Cleveland Street.</i>
Ohiro Road	<i>No Stopping At All Times</i>	<i>West side, commencing 4 metres north of its intersection with Todman Street and extending in a northerly direction following the western kerbline for 21 metres.</i>
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 100.5 metres east of its intersection with McKinley Crescent and extending in a northerly direction following the eastern kerbline for 13.5 metres.</i>

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Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 80.5 metres east of its intersection with McKinley Crescent and extending in a northerly direction following the eastern kerbline for 13 metres.</i>
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 60.5 metres east of its intersection with McKinley Crescent and extending in a northerly direction following the eastern kerbline for 5.5 metres.</i>
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 33 metres east of its intersection with McKinley Crescent and extending in a northerly direction following the eastern kerbline for 18 metres.</i>
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing from its intersection with McKinley Crescent and extending in a northerly direction following the eastern kerbline for 23 metres.</i>
Todman Street	<i>No Stopping At All Times</i>	<i>North side, commencing 12 metres east of its intersection with Ohiro Road and extending in an easterly direction following the northern kerbline for 6.5 metres.</i>
Todman Street	<i>No Stopping At All Times</i>	<i>South side, commencing 14 metres west of its intersection with Ohiro Road and extending in a westerly direction following the southern kerbline for 6.5 metres.</i>
Todman Street	<i>No Stopping At All Times</i>	<i>South side, commencing at a point adjacent to the driveway of property number 5 and 11 Todman Street (Grid coordinates x= 1747585.2 m, y= 5425816.2 m), and extending in a westerly direction following the southern kerbline for 7 metres.</i>
Cleveland Street	<i>No Stopping At All Times</i>	<i>North side, commencing 12 metres east of its intersection with Ohiro Road and extending in an easterly direction following the northern kerbline for 6.5 metres.</i>

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

Column One	Column Two	Column Three
Todman Street	<i>P60, 8am-6pm, Monday-Sunday</i>	<i>North side, commencing 13.5 metres west of its intersection with Ohiro Road (Grid coordinates X= 1,747,605.2 m, Y= 5,425,847.2 m) and extending in a westerly direction following the northern kerb line for 12 metres (parallel parking 2 spaces).</i>

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Todman Street	<i>P180, 8am-6pm, Monday-Friday</i>	<i>South side, commencing 4.5 metres south west of its intersection with Ohiro Road (Grid coordinates X= 1,747,608.6 m, Y= 5,425,832.2 m) and extending in a south westerly direction following the southern kerb line for 22 metres (parallel parking 4 spaces).</i>
Ohiro Road	<i>P60, 8am-6pm, Monday-Friday</i>	<i>East side, commencing 22 metres south of its intersection with Cleveland Street Crescent (Grid coordinates X= 1,747,623.5m, Y= 5,425,839.736 m) and extending in a southerly direction following the eastern kerb line for 10 metres (parallel parking 2 spaces).</i>
Ohiro Road	<i>P180, 8am-6pm, Monday-Friday</i>	<i>East side, commencing 41 metres south of its intersection with Cleveland Street Crescent (Grid coordinates X= 1,747,623.5m, Y= 5,425,839.736 m) and extending in a southerly direction following the eastern kerb line for 22 metres (parallel parking 4 spaces).</i>

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

Column One	Column Two	Column Three
Ohiro Road	<i>Bus Stop At All Times</i>	<i>East side, commencing 101.5 metres south of its intersection with Bretby Crescent (Grid coordinates X=1,747,649.7 m, Y= 5,426,016.2m) and extending in a southerly direction following the eastern kerb line for 26 metres.</i>

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

Column One	Column Two	Column Three
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 92.5 metres south of its intersection with Bretby Crescent (Grid coordinates X=1,747,649.7 m, Y= 5,426,016.2m) and extending in a southerly direction following the eastern kerb line for 9 metres.</i>
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 127.5 metres south of its intersection with Bretby Crescent (Grid coordinates X=1,747,649.7 m, Y= 5,426,016.2m) and extending in a southerly direction following the eastern kerb line for 37 metres to its intersection with Cleveland Street.</i>
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing at its intersection with Cleveland Street (Grid coordinates X= 1,747,623.5m, Y= 5,425,839.7 m) and extending in a southerly direction following the eastern kerb line for 22 metres.</i>
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 32 metres south of its intersection with Cleveland Street Crescent (Grid coordinates X= 1,747,623.5m, Y= 5,425,839.7 m) and extending in a southerly direction following the eastern kerb line for 9 metres.</i>
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 63 metres south of its intersection with Cleveland Street Crescent (Grid coordinates X= 1,747,623.5m, Y= 5,425,839.7 m) and extending in a southerly direction following the eastern kerb line for 57 metres to its intersection with McKinley Crescent.</i>
Ohiro Road	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Todman Street (Grid coordinates X=1,747,605.2m, Y=5,425,847.2m) and extending in a northerly direction following the western kerb line for 34 metres.</i>
Todman Street	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Ohiro Road (Grid coordinates X= 1,747,608.6 m, Y= 5,425,832.2 m) and extending in a south westerly direction following the southern kerb line for 4.5 metres.</i>

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Todman Street	<i>No Stopping At All Times</i>	<i>South side, commencing 28.5 metres west of its intersection with Ohiro Road (Grid coordinates X= 1,747,608.6 m, Y= 5,425,832.2 m) and extending in a south westerly direction following the southern kerb line for 6 metres.</i>
Todman Street	<i>No Stopping At All Times</i>	<i>North side, commencing at its intersection with Ohiro Road (Grid coordinates X= 1,747,605.2 m, Y= 5,425,847.2 m) and extending in a westerly direction following the northern kerb line for 13.5 metres.</i>
Todman Street	<i>No Stopping At All Times</i>	<i>North side, commencing 25.5 metres from its intersection with Ohiro Road (Grid coordinates X= 1,747,605.2 m, Y= 5,425,847.2 m) and extending in a westerly direction following the northern kerb line for 9.0 metres.</i>
Cleveland Street	<i>No Stopping At All Times</i>	<i>North side, commencing at its intersection with Ohiro Road (Grid coordinates X= 1,747,621.9, Y= 5,425,854.9 m) and extending in an easterly direction following the northern kerb line for 18.5 metres</i>
Cleveland Street	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Ohiro Road (Grid coordinates X= 1,747,623.5m, Y= 5,425,839.736 m) and extending in an easterly direction following the southern kerb line for 9.0 metres</i>

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

Approved By: Zackary Moodie **(Team Leader Transport Engineering)**

Date: 26/07/2021

FEEDBACK RECEIVED

**Absolutely Positively
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Feedback Received:

Name: Celia McAlpine
Suburb: Brooklyn
Agree: Yes

Do it.

Name: Briar Dominick
Suburb: Kingston
Agree: Yes

I agree/am neutral about the parking changes. I think the bus stop on Ohiro Road should be removed altogether. There is another bus stop about 100m further back (#6718) and a third on Cleveland Road for buses that go that way. There is no need to have 3 bus stops within 300m of one another and these severely impact on the efficiency of the buses and the intersection.

Officer's response:

Thank you for your feedback regarding rationalising the Bus Stop location. We have passed this issue onto Greater Wellington Regional Council for their consideration.

Name: Fernanda Mottin
Suburb: Brooklyn
Agree: No

Yes, for the traffic light phasing—have asked for this for over a decade!
Absolutely NO to the parking changes. The six angled P60 spaces are fine. Do not further limit parking in Brooklyn.
It's not a problem so why make it worse?

The reason why there could be more cars on Todman is because the bus 17 route is so unreliable to get to work and kids to go to college (no school buses for Wellington girls). If buses were reliable people would not drive down and park on Todman Street.... If you want to make parking safer, then reduce a single parking space and make them each a little wider. Also, against changing the spaces outside salty pidgin to time restricted. Not necessary at all.

Perhaps WCC should have thought twice before allowing that stupid dense dwelling on Cleveland street to be built without parking....

Increasing the no-stop line on Ohiro Road seems safe, as buses often don't turn properly.

Officer's response:

Thank you for your feedback regarding rationalising the Bus Stop location. We have passed this issue onto Greater Wellington Regional Council for their consideration.

The proposed parking restrictions are implemented to support adjacent businesses and in response to the request of community members.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
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In accordance with the Parking Policy 4.4: Parking Space Hierarchy, we have proposed short stay parking as high priority for Suburban centres (shopping precincts) over commuter parking.

Name: Sarah Proctor-Thomson
Suburb: Brooklyn
Agree: No

1. We agree there is an urgent need to add in a right-hand turning arrow at the lights on Ohiro Road as one drives southward away from town.

2. We agree that the bus stop on Ohiro Road before Cleveland/Todman on the town side could be shifted back North.

3. We do not agree with all of the changes proposed to parking. By our count approximately 20 spaces of unlimited parking will be removed around the intersection in question. We live at 13 Todman street and more often than not can't get parking outside of our house. There is significant pressure on parking all along the lower end of Todman street and we often have to park around 47 Todman street. We have noticed that some of the greatest pressure times are on Saturday and Sunday late afternoon and evening when the cinema and restaurants are open.

We have also noticed that there are a number of people who drive to Todman from elsewhere, park their cars along this section and bus into town on weekdays. I suspect they will continue to do this on the unlimited areas of the street thus putting greater pressure on parking for residents (up to 20 cars extra!).

If car parks need to be removed around the intersection for safety and the effective functioning of the new signal system, then we agree they must be removed. But if that happens, we strenuously request that the following options are considered:

A) All of the P60 car parks are instead changed into P180 car parks to allow for cinema and restaurant goers to utilise.

B) There is a 'Residents Parking' area for the lower section of Todman Street (south side) extending from approx. 13 Todman to (at least) 40 Todman.

Thank you for your consideration.

Officer's response:

The proposed parking restrictions are implemented to support adjacent businesses and in response to the request of community members

In accordance with the Parking Policy 4.4: Parking Space Hierarchy, we have proposed short stay parking as high priority for Suburban centres (shopping precincts) over commuter parking.

Name: Jackson Cordery
Suburb: Brooklyn
Agree: No

FEEDBACK RECEIVED

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I live on Ohiro Road right where these changes are proposed. The bus network does not offer a route to where I work (Lyal Bay) so I need to drive (And park my car). Changing 13 unrestricted

parks to limited time will mean there will be nowhere for the residents of the road to park their vehicles, and I'm sure I'm not the only one who will be unable to access my workplace if these changes go through.

I totally understand the objective of freeing up parks for people to use the local businesses, but the extent proposed seems prohibitive to people living in the area. If parking is removed then public transport needs to be improved, including adding routes to the eastern suburbs. However, this does not seem to be on offer, which leaves no viable option for me. Shouldn't we prioritise people being able to drive to work, rather than people driving home after having some drinks at the pub?

Officer's response:

Thank you for your feedback regarding the current bus services. We have passed this issue onto Greater Wellington Regional Council for their consideration.

The proposed parking restrictions are implemented to support adjacent businesses and in response to the request of community members

In accordance with the Parking Policy 4.4: Parking Space Hierarchy, we have proposed short stay parking as high priority for Suburban centres (shopping precincts) over commuter parking.

Name: Izzy Cresswell
Suburb: Brooklyn
Agree: No

Parking at Ohiro Rd. Should stay unrestricted as opposed to 60mins to allow people to go to the movies & to dinner. Parking already difficult in surrounding streets. Often can't park anywhere near my house as street is full of people parking to go to movies or pub. Taking away yet more parks will only make it worse.

Officer's response:

The proposed parking restrictions are implemented to support adjacent businesses and in response to the request of community members

In accordance with the Parking Policy 4.4: Parking Space Hierarchy, we have proposed short stay parking as high priority for Suburban centres (shopping precinct) over commuter parking.

The proposed parking time limit restrictions will apply between 8am and 4pm, Monday to Friday.

Name: Lesley Mackle
Suburb: Brooklyn
Agree: Yes

FEEDBACK RECEIVED

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

Current intersection is very dangerous especially in the evenings when many cars are turning right from Ohiro into Todman. I have seen many cars run the orange or red lights as their only opportunity to cross and with my children crossing at the lights it terrifies me.

Parking on Ohiro road makes the road too narrow and buses cannot get along it heading north if there are trucks going south at the lights and vice versa.
Time limits on parking near the village is a great idea to encourage turnover in parking spaces and support local business. Parking enforcement measures should be increased in surrounding streets, however. Currently there is very often cars parked illegally on yellow lines and corners on Tanera Crescent that stay there all day and traffic wardens are very rarely seen. Perhaps permit parking for these areas?

Officer's response:

Thank you for your feedback.

We have passed this issue onto Council Parking Enforcement team for their information.

As part of the safety improvements, the kerb line on the western side of Ohiro Road will be relocated to widen the vehicle lanes. There will be road marking improvements to highlight these changes.

Name: Rebecca Fisher
Suburb: Wellington
Agree: No

Hopeless idea - Brooklyn needs more, not less parking spaces! buses unreliable and don't run in evening what about people visiting bar/restaurants in Brooklyn / friends etc

Officer's response:

Thank you for your feedback regarding the current bus services. We have passed this issue onto Greater Wellington Regional Council for their consideration.

The proposed parking restrictions are implemented to support adjacent businesses and in response to the request of community members

In accordance with the Parking Policy 4.4: Parking Space Hierarchy, we have proposed short stay parking as high priority for Suburban centres (shopping precincts) over commuter parking.

Name: James
Suburb: Brooklyn
Agree: Yes/No

We live at 178 Ohiro Rd. We are very happy about your proposal for separate phases for vehicles turning right into Todman and Cleveland as this will make this intersection much safer. Relocating the bus stop is also a good idea. Will you remove the bus stop before? It's already very close.

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We are not supportive of removing angle parks on Todman Street and making others limited time. There are many flats in the area with no car parks and this change will make life harder for these people. It's fine to encourage public transport use but unfortunately people still need cars.

Officer's response:

Thank you for your feedback regarding rationalising the Bus Stop location. We have passed this issue onto Greater Wellington Regional Council for their consideration.

The conversion of the angled parks to parallel parks on Todman Street is required to facilitate an additional lane for left turning traffic when the additional right turning movements are operating. This layout will reduce the delay and wait time for all users at this intersection including pedestrians and public transport.

The proposed parking restrictions are implemented to support adjacent businesses and in response to the request of community members

In accordance with the Parking Policy 4.4: Parking Space Hierarchy, we have proposed short stay parking as high priority for Suburban centres (shopping precincts) over commuter parking.

Name: Lewis Hensman
Suburb: Brooklyn
Agree: No

I agree with the majority of the changes, however living at the intersection I know that busses frequently do not pull into the stop completely and cause traffic flow issues. Would it not be better to remove the stop entirely as there is a stop a short way around the corner on Cleveland and up the road beforehand on Ohiro. Removing the stop here will also increase safety for bicycles as this is a point of congestion and high-risk area.

Officer's response:

Thank you for your feedback regarding rationalising the Bus Stop location. We have passed this issue onto Greater Wellington Regional Council for their consideration.

Name: M Hunt
Suburb: Brooklyn
Agree: No

It's really important that any new time limits introduced to parks in the area provide for at least 180 minutes at all of them, to ensure the economic survival of the Penthouse Cinema, which is a hugely important part of the Brooklyn community. Any shorter period will not allow time for a person to arrive, buy tickets and meet people, see the movie, and then have lunch/dinner, either at the cinema or another local eatery.

I would also more generally prefer not to have any time restrictions introduced on Todman Street. It is a really nice amenity of the street to be able to park on it, without fines, limits, coupons, residents' parking zones, etc. Like several neighbours, I don't own a car, but when I borrow one for a few days I

FEEDBACK RECEIVED

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like to be able to park it outside my house, or somewhere on the street. I don't see any need to introduce time limits to parks on Todman Street, when the current system seems to be working fine. I also don't think the traffic lights need changing, but don't otherwise object to this change if it is really considered necessary for safety.

Officer's response:

The proposed parking restrictions are implemented to support adjacent businesses and in response to the request of community members

In accordance with the Parking Policy 4.4: Parking Space Hierarchy, we have proposed short stay parking as high priority for Suburban centres (shopping precincts) over commuter parking.

The proposed parking time limit restrictions apply between 8am and 4pm, Monday to Friday. The P180 parking spaces are also located to support the adjacent activities such as the cinema and eatery.

Name: Megan Neill
Suburb: Brooklyn
Agree: Yes

Given the number and proximity of the bus stops either side of the one proposed to be moved (less than 1min in either direction), I suggest it could be removed entirely rather than shifted.

Officer's response:

Thank you for your feedback regarding rationalising the Bus Stop location. We have passed this issue onto Greater Wellington Regional Council for their consideration.

Name: Glenn Thrasher
Suburb: Brooklyn
Agree: Yes

I live in Brooklyn and frequently pass through this intersection. I often turn right from Ohiro Road into Cleveland Street. This is a very dangerous intersection, and what you have proposed (installing turn-signal lights) should help it considerably.

I am however concerned by the very short right-turn-only lane in north-bound Ohiro road (southern side of the intersection). At present the turn lane can barely fit two cars, or one truck, and turning traffic creeps into the intersection in hopes of getting a chance to turn. If the intersection gets a turn arrow light, then turning vehicles will have to stay within the short turn-only lane and backing up into the straight through lane. This will potentially clog up the intersection completely, not allowing straight through traffic to proceed.

Buses and big trucks often have to inch their way through between traffic waiting at the lights and parked cars in this part of the intersection.

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The way to solve at least some of this problem would be to extend the turn-only lane south by removing the two 60 min parking spacing in front of the cafe. It would be a shame to lose two parking spots, but better than leaving the intersection still difficult. Eventually those two and the four parking spots in front of the theatre will have to be removed anyway, as traffic continues to increase, and they become a safety hazard. Perhaps now is the time to bite the bullet and remove those six spots as a part of this exercise.

As you know, the real problem is that Ohiro Road carries too much traffic for its design. Truck traffic in particular, is too heavy (and the trucks too large) for this road. The longer term infrastructure upgrade that is needed is to either widen and straighten the entire road or to decrease the amount of heavy truck traffic on it by moving the tip to a more regionally central location.

Officer's response:

Thank you for your feedback.

The operations of the intersection changes will be actively managed to ensure that the right turn queue is contained within the lane most of the time. The signals settings will be adjusted to suit demands via traffic camera monitoring at this intersection. Removing additional parking spaces will directly impact on the adjacent retail activities which should be supported within the suburban centre. The longer-term infrastructure upgrade will be considered as part of a wider corridor study.

Name: Catharine Underwood
Suburb: Brooklyn
Agree: Yes/No

Thank you for the opportunity to comment on the traffic resolution for the Ohiro Road/Todman Street/Cleveland Street intersection.

I mostly support the proposed changes. Other than those changes which were made after the agreement at the onsite meetings.

1: I do not support with the imposing of a Monday to Sunday P60 time limit on the 3 angle parks outside 10-14 Todman Street. There is no need for this and wasn't part of the discussions. This change appeared without consultation and agreement. These car parks are far enough from the village that local businesses won't be impacted with residents' cars parked here. Having the limit extend through the weekend is an insult to residents and I'm not sure of the reason why this was included in the plans. While I don't support any changes to the existing situation i.e. no time limit, if you must make change, I would request Monday to Friday only 8-4pm. The aim is to stop commuters from other suburbs using Brooklyn as a car park. It is not to penalise residents. This will also allow guests to park to visit the Salty Pidgin.

2: I do not agree with the 6m extension on the North West side of the Ohiro Road intersection. I initially was opposed, then when I changed my support to the 6m I was told that this wasn't actually needed as the proposed curb changes would mean cars could park closer to the bank and 3m was all that was needed. A little bit picky of me but it is about consultation and agreement and not going

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back on what was agreed. If an extension is needed, then I support yellow lines extending 3m north of where they are currently and no further. Perhaps this was missed in the finalising of the plans.

3: The removal of the car park just north of McKinley Cres on the east side of Ohiro Road was to be offset with the addition of a car park in the weird space outside the double doors up the ramp of the Penthouse Cinema, with no overall loss of car parks on that stretch of the street.

There was no talk of removing 1 whole car park overall which is what the plan shows. There is plenty of space outside the cinema for 5 cars of varying lengths and sizes – sometime 4 cars, sometimes 5 cars. There is only a need to extend the yellow no parking lines the requisite 1m north from the driveway entrance to the Penthouse car park and repaint the L bars there. I went by last night (Monday 5th July) and there were 5 cars happily parked there. No need to paint any white lines to delineate individual car parks either.

The turn into the Penthouse car park area is, I agree, a very tight turn, but thought that the L bar would be moved the requisite 1m away from the car park entrance. There is room for 5 small cars here and the aim wasn't to remove a car park – just to swap the location.

I support the time limit Monday to Friday 8-4pm not 8-6pm. Unless the Penthouse Cinema specifically want something different.

4: Parking on Todman Street.

I support the 6 angle parking becoming 2 parallel parks in preparation for the introduction of a turning arrow. Though initial drawings showed this a 3 car parks. Is there a need for delineated car spaces? 3 small cars could fit in there.

5: The two car parks outside the Hairdresser and Café on the southeast of the intersection. I agree to this being p60 unless the café and hairdresser say it should be P120 or more.

6: The car park time limit on the parking outside the Penthouse Cinema. Thank you for listening to the association and not insisting on a clearway here. I agree to the p180 Monday to Friday 8-4pm. 4pm would be my preference but anyone wanting to go to the 4pm movies will still be able to park here which is good. The aim was to limit the all day parkers not make it difficult for customers to access the cinema. Often these spaces are used by those who don't have mobility cards but have mobility issues and for whom there is no closer place to park.

One last point – how often will these spaces be monitored to ensure that the changes are serving the purpose they will be introduced for please.

Officer's response:

Thank you for your feedback.

The proposed parking restrictions are implemented to support adjacent businesses and in response to the request of community members

In accordance with the Parking Policy 4.4: Parking Space Hierarchy, we have proposed short stay parking as high priority for Suburban centres (shopping precincts) over commuter parking.

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The NZ parking guides for the length of spaces do not allow 5 car parks between the service lane and the parking lot. The length requirements for parallel spaces are 5m for end parks and 6m for the middle parks.

Individually marked spaces are recommended to prevent observed problems where a vehicle gets trapped between two vehicles who squeeze into a tight space or a vehicle is parked inconsiderately and reduces the available space for others. There are also occasions where a vehicle is parked at the end space which overhangs the driveways and partly obstructs the access to the off-street parking lot.

We have made some changes to the proposed time limits to reflect the time limit requested.

Name: Katie Underwood on behalf of Greater Brooklyn Residents Association Inc
Suburb: Brooklyn
Agree: Yes/No

Submitter: Greater Brooklyn Residents Association Inc
Chair: Katie Underwood 04 894 3717

Thank you for consulting with the resident's association on these proposed traffic changes. It really was useful being involved in the process and we appreciate the consultation.

We note the following items are part of the traffic proposal with a view to making the intersection flow better. We also understand that this is the initial phase and the traffic light changes will follow.

1. Add Time-limited parking on Ohiro Road and Todman Street.
2. Change six angle parks to two parallel parking spaces on Todman Street.
3. Increase the length of No Stopping on Ohiro Road from the intersection with Todman Street.
4. Relocate the bus stop on Ohiro Road away from the intersection to allow better vehicle queuing at the traffic signal.
5. Remove a P10 parking space no longer needed on Ohiro Road.
6. Update resolution database remove no longer operational bus stop.

We support item 5. The removal of the single parking space on Ohiro Road, north of the McKinley Cres intersection and south of the car park exit from the Penthouse Cinema. As part of the car park removal, the following was agreed. That the unused space outside the double door exit from the Penthouse would become a car park. Meaning no car park spaces would be lost. We notice in the proposal, that in fact a car park is being lost. The car park closest to the entrance to the Penthouse Cinema parking has been removed. We agree that this is a very tight turn but assumed that the L bar/yellow lines would be moved the requisite 1m away from the car park entrance. But on scrutinising the plan, see that a whole car park has been removed and actual car park lines included. What we'd prefer is the yellow lines installed the requisite 1m away from the car park entrance and no car park delineation. There is room for 5 small cars here and the aim wasn't to remove a car park – but to swap the location. We have noted 5 small cars here on many an occasion.

We support the moving of the bus stop to improve bus turning access at the intersection. Parking on Todman Street.

We agree to the 6 angle parking becoming 2 parallel parks in preparation for the turning arrow.

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What we do not agree to is the 3 angle parks in the next section becoming P60 Monday to Sunday. This is a surprise to us as this wasn't included in our discussions – it just appeared in the proposal. We asked for this to be changed to p60 Monday to Friday 8-4pm if you weren't to remove it. Which is our preference. There is no need for this to be p60 at any time. We do not support this proposal

The two car parks outside the Hairdresser and Café on the southeast of the intersection. We agree to this being p60.

The car park time limit on the parking outside the Penthouse Cinema. Thank you for listening to the association and not insisting on a clearway. We agree to the p180 Monday to Friday 8-6pm. 4pm would be our preference. The aim was to limit the all day parkers not penalise movie goers or local businesses.

Thanks again for including us in the consultation.

Officer's response:

Thank you for your feedback

The NZ parking guides for the length of spaces do not allow 5 car parks between the service lane and the parking lot. The length requirements for parallel spaces are 5m for end parks and 6m for the middle parks.

Individually marked spaces are recommended to prevent observed problems where a vehicle gets trapped between two vehicles who squeeze into a tight space or a vehicle is parked inconsiderately and reduces the available space for others. There are also occasions where a vehicle is parked at the end space which overhangs the driveways and partly obstructs the access to the off-street parking lot.

We have made some changes to the proposal to reflect the time limit requested.

Name: Nicolas Hernandez
Suburb: Brooklyn
Agree: No

Thank you for asking for feedback on this. It is great that you take into account the community. How could we support this project with the very little information provided though? As a resident of Ohio road, I am failing to see the existing risks of the layout and the turn. Would love to know more detail of what type of accidents occur and exactly at which point of the turn and time of day.

I am very supportive generally of the amazing work from the council, but it would be valuable to differ that this is not simply a way to make more parking money. Yet, if this goes ahead it will affect immediately 13 residents permanently that live in the area as they will have to relocate or sell their vehicles, they use for work. Without mentioning the unreliability of the bus lines 7, 17, 39 that are daily cancelled at peak hours or the lack of security in Brooklyn road for pedestrians and bickers in central Park, Ohio Road and Brooklyn road (especially at night) where even people have been staved in the middle of the day. Have the "crashes" spiked since the adjustments in Brooklyn Road? Do you think we should put more work into this?

FEEDBACK RECEIVED

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

Officer's response:

Thank you for your feedback regarding the current bus services. We have passed this issue onto Greater Wellington Regional Council for their consideration.

The proposed parking restrictions are implemented to support adjacent businesses and in response to the request of community members.

In accordance with the Parking Policy 4.4: Parking Space Hierarchy, we have proposed short stay parking as high priority for Suburban centres (shopping precincts) over commuter parking.

There were a few crashes and several complaints relating to the right turning traffic at this intersection, the signals changes will improve public safety at this location. There were 8 crashes in the last 5 years, 2 minor injury and 6 non-injury.

Name: Kathleen Kerr
Suburb: Brooklyn
Agree: No

I am a resident of central Brooklyn and I am mostly very supportive of these measures, however I would like the negative impact on myself and other residents who may be in a similar situation to be considered.

I understand that measures like this are part of encouraging people to get rid of their cars, and I mostly use public transport or walk where I can. I do however need to retain a car as I need to use my car for things such as evening sports practices in Newtown which are not practically accessible by bus.

In the best case scenario with parking currently I need to walk about 120 metres to get to my house. If the 13 currently unrestricted parks are converted into time limited parking I will have to park even further away from my house than I already do. I am a single mother, with young children. I have to carry my groceries from the car when I do my shopping. I can't practically do this in a series of trips because I can't leave my children alone in the house and dragging them back and forward to the car is impractical. Carrying a week's worth of groceries is already difficult in that best case scenario. I don't want to be forced to park much further up Todman Street to avoid the timed parking.

The remaining unrestricted parks will fill up as they already do and make finding a park even more difficult - it will just push the problem even further up the hill. The commuters who drive down from the top of Brooklyn and park their cars near the shops to bus or walk into the city from here will fill the spaces and it will put even more pressure on the limited parking for residents. I will be forced to park further away from my house.

I hope that there is some compromise that can be reached which will allow parking for movie goers and shoppers visiting the village and also room for residents to park their cars. Can the commuters parking their cars during the day be more effectively targeted, or can residents be exempt from the time limited parking?

FEEDBACK RECEIVED

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Thank you for your consideration.

Officer's response:

Thank you for your feedback.

The proposed parking restrictions are implemented to support adjacent businesses and in response to the request of community members.

In accordance with the Parking Policy 4.4: Parking Space Hierarchy, we have proposed short stay parking as high priority for Suburban centres (shopping precincts) over commuter parking.

There will be a review of parking management in each suburb as part of the Council approved Parking Policy and implementation programme. At this stage, the programme and timeline for this review is being developed by Officers.

Name: Susan Rutherford
Suburb: Vogeltown
Agree: No

I support the proposed changes but would like to see more action on pedestrian safety at the intersection. Two things would improve this- a speed camera at the intersection to deter drivers and truck drivers in particular from racing the lights. I would also like to see a barn dance cross for pedestrians at the intersection.

Officer's response:

Thank you for your feedback.

We have passed your feedback to the Signals team for their information.

Name: Nicola Houlding
Suburb: Unknown
Agree: Yes

Thanks for the opportunity to give feedback on the proposed changes.

I'm in support of the changes as turning up Todman street from the south can be very sketchy and take a long time.

One suggestion though - which it's likely will happen anyway - providing a separate phase for southbound Ohiro Road traffic turning up Todman Street is great, however hopefully this phase can occur simultaneously with a separate phase for vehicles coming down Todman Street (east bound) and turning left (northbound) onto Ohiro Road. There are issues already with the significant amount of time it can take for vehicles leaving Todman Street (eastbound).

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Officer's response:

Thank you for your feedback.

The revised intersection signal settings will allow traffic exiting Todman Street to turn left into Ohiro Road to occur at the same time as Ohiro Road traffic turning right into Todman Street.

Name: Mike Mellor
Suburb: Wellington
Agree: No

As noted above, it is hard to see how the introduction of a new phase into the traffic light cycle will have no effect on pedestrians, particularly with respect to waiting times, and it is disappointing that this aspect is not mentioned. We have no view on the changes in general, but we strongly oppose any reduction in pedestrian levels of service. This would be in conflict with Council's sustainable transport hierarchy and should therefore be specifically drawn to councillors' attention when considering this resolution.

Officer's response:

The proposed parking changes in this traffic resolution is part of the safety improvements at this intersection. The safety benefit is to implement the new vehicle turning phases for Ohiro Road traffic turning into Todman Street and Cleveland Road.

The intersection will be operating more efficiently with separate turning phases. Multiple vehicle movements will operate at the same time and will reduce the delays for all users at this intersection. It is not expected that there will be an increase in delay for pedestrians.

There are also other pedestrian improvements as part of the civil works for the signals, including smooth transition from footpath to the crossing points.

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:

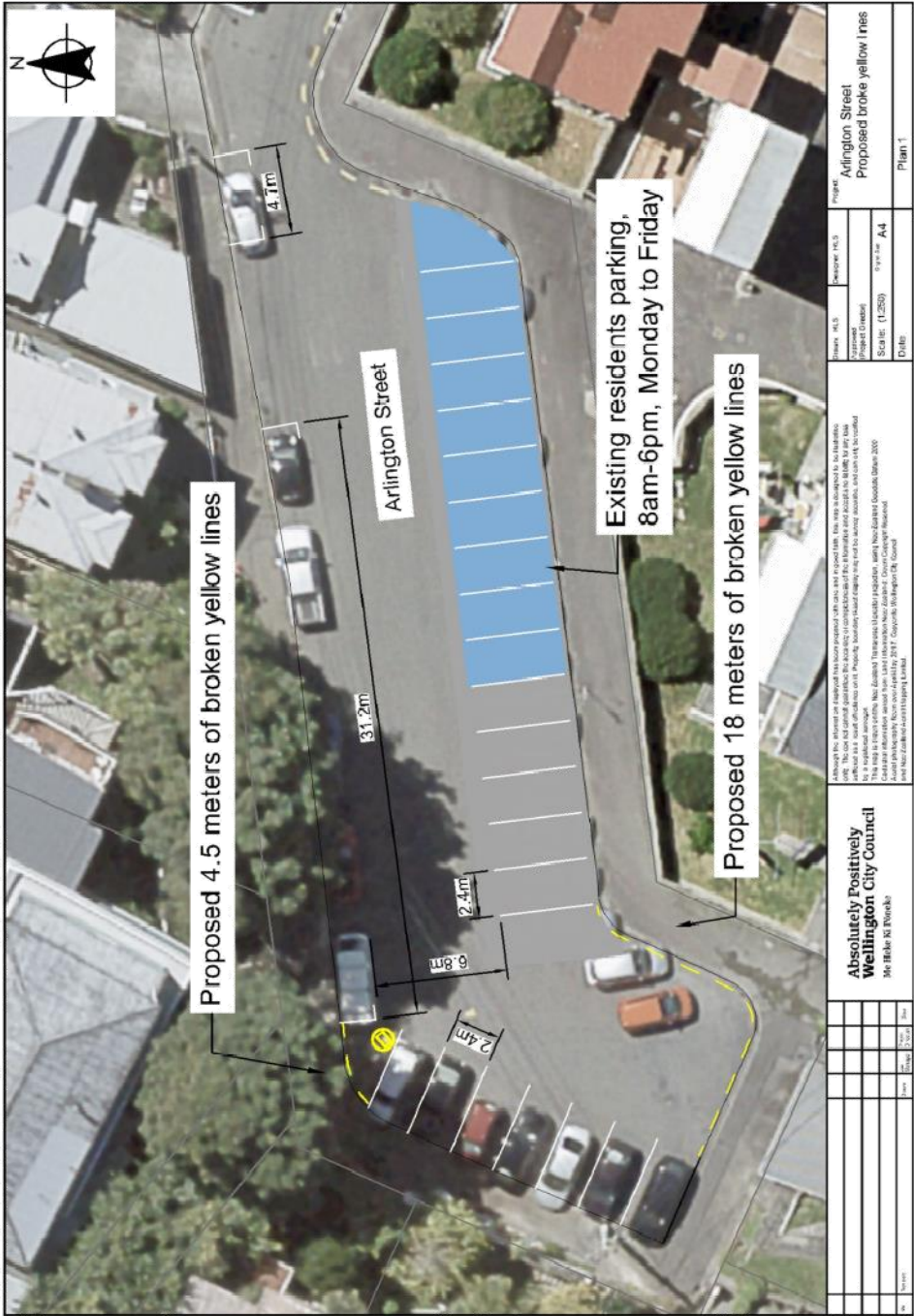
Reference	TR89-21 Arlington Street, Mount Cook - No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> • Install broken yellow lines across driveways and fire hydrant. • Mark out parking bays for residents and coupon parking to designate angled parking.
Why we are proposing the change	<ul style="list-style-type: none"> • We have received feedback from Council Parking Services about the parking issues on Arlington Street. Vehicles are parking at an angle where it is not clearly marked as well as parking across driveways.
Location – where we propose to make the change	Arlington Street, Mount Cook
Impact	<ul style="list-style-type: none"> • Improves accessibility for vehicles. • Net parking impact - marked parking bays for angle parking spaces. • Pedestrian impact - no change.
How this relates to the parking policy	<ul style="list-style-type: none"> • Support safe movement - facilitate the safe and efficient movement of people and goods by focusing on people moving along the transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> • Estimated daily traffic count – 280. • 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 Monday 28 June 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • 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. • Please note if you are giving feedback the consultation period opens 9.00am Monday 28 June 2021 and finishes 5.00pm Sunday 11 July 2021. • What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Monday 12 July 2021. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 11 August 2021. 3. If approved, the proposal will be installed within the following 3 months.

Wellington City Council | 1 of 5

We are proposing a change in your area

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Traffic Resolution Plan: TR89-21 Arlington Street, Mount Cook –No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
Arlington Street	<i>No Stopping At All Times</i>	<i>South side, commencing 150 metres west of its intersection with Hopper Street (grid coordinates X= 1748488.56, 5426465.53m) and extending in a westerly direction following the southern kerb line for 18.0 metres.</i>
Arlington Street	<i>No Stopping At All Times</i>	<i>North side, commencing 78.5 metres west of its intersection with Torrens Terrace (grid coordinates X=1748424.80m, Y=5426501.05m) and extending in a westerly direction following the northern kerb line for 4.5 metres.</i>

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

Approved By: Amin Shahin **(Team Leader Transport Engineering)**

Date: 26/07/2021

FEEDBACK RECEIVED

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Me Heke Ki Pōneke

Feedback Received:

Name: Tony Pham
Suburb: Mt Cook
Agree: Yes

For existing residents parking I would like from the current 8am-6pm Monday to Friday change to cover weekend include Saturday and Sunday and time limit to become resident parking at all time.

Officer's response:

Thank you for your feedback.

Changing the residents parking is outside the scope of this proposal and will be considered as a separate issue.

Name: Catherine Penetito
Suburb: Mt Cook
Agree: Yes

My comments on the proposal are as follows:

Broken yellow lines - sensible
Angle parking markings on South side of the street - sensible;

I have two additional suggestions for your consideration as follows:

1. Allow angle parking to continue on the North side of the street but add markings.

Angle parking developed recently ad hoc and has created many more spaces for coupon parking than were possible when parallel parking was in force. Any perceived problem with space for turning vehicles would be taken care of with the proposed yellow lines being in place at the top of the street by the garages.

2. Reduce the number of resident only parking spaces.

The resident parking areas are never full during the Monday to Friday 8am to 6pm period but are mostly fully utilised outside those times when they are available for coupon parking. The area reserved for residents parking against the Torrens Terrace Reserve is often completely empty from 8am until 6 pm Monday to Friday. This suggests there is a mismatch between the reserved spaces and the number of residents owning cars who wish to pay for a reserved space. The street is popular for parking at all times. It is frustrating to have empty spaces that are not able to be used. And the Council is losing the money that would come from parking coupons

I live at 16 Arlington Street and daily observe the frustration of motorists looking for a parking space in my street.

I do not own a vehicle.

No one in my household or in my property at 18 Arlington Street owns a vehicle.

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Officer's response:

Thank you for your feedback.

The road is only 14m wide. The minimum required width would need to be 17m to consider angled parking on both sides of the road.

Changing the residents parking is outside the scope of this proposal and will be considered as a separate issue.

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	TR92-21 Lyall Parade, Lyall Bay – new 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 Lyall Parade.
Why we are proposing the change	<ul style="list-style-type: none"> We have received a request from the Lyall Bay Surf Club regarding the safety and accessibility for mobility park users to access the beach. The Club has started regular accessible sessions with wheelchairs that can go in the water, however parking is a barrier for those wishing to attend these sessions or access the beach. We propose to install a parallel mobility park to ensure safety and all mobility parking guidelines are met. We will also reposition the other 3 parks in this section from angled to parallel parking spaces.
Location – where we propose to make the change	Lyall Parade, Lyall Bay – opposite no.92
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 – positive, mobility users will have better accessibility to the beach.
How this relates to the parking policy	<ul style="list-style-type: none"> Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 10,447. 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 Monday 28 June 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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. Please note if you are giving feedback the consultation period opens 9.00am Monday 28 June 2021 and finishes 5.00pm Sunday 11 July 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation.

We are proposing a change in your area

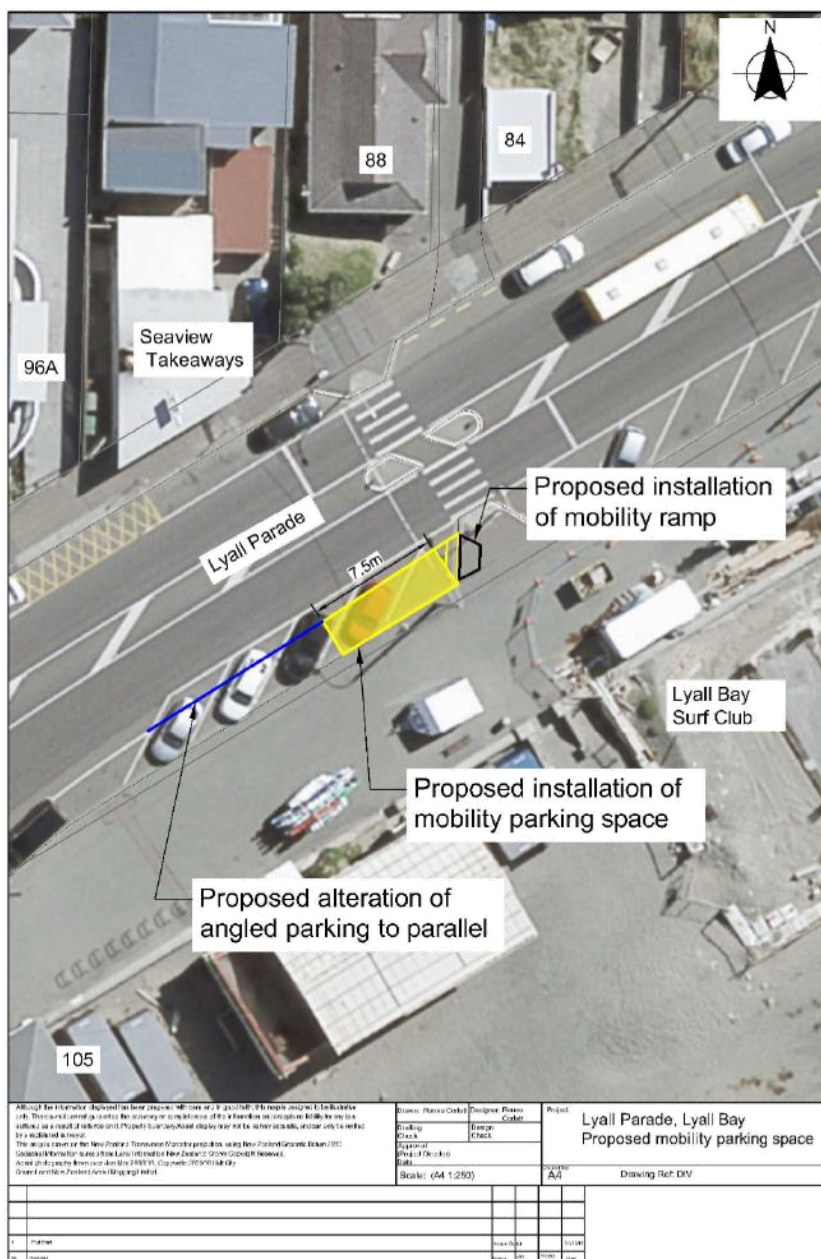
**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

	All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 12 July 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 11 August 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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Wellington City Council**
Me Heke Ki Pōneke

Traffic Resolution Plan: TR92-21 Lyall Parade, Lyall Bay– new mobility parking space



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Lyall Parade	<i>Mobility parking - displaying an operation mobility permit only, At All Times</i>	<i>South side, commencing 108 metres west of its intersection with Onepu Road (Grid coordinates X=1,750,240.43m Y=5,423,141.74m) and extending in a westerly direction following the southern kerb line for 8 metres.</i>

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

Approved By: Amin Shahin **(Team Leader Transport Engineering)**

Date: 26/07/2021

FEEDBACK RECEIVED

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Feedback Received:

Name: Bronwyn Haines
Suburb: Wellington
Agree: Yes

It is great to see a proposal for a mobility park to be installed near the Lyall Bay Surf Club. I fully support this proposal. However, I believe it is not adequate to install only one mobility park at Lyall Bay Beach.

As a disabled person I have often found it difficult to access Lyall Bay Beach, particularly the central part of the beach near Maranui Cafe because there is not a park close enough to the beach for me to access it.

The New Zealand Access standard (NZS4121) recommends that for 1-20 carparks, not less than 1 accessible parks are provided, for 21-50, not less than 2 accessible parks are provided, and for every additional 50 parks, not less than 1 accessible parks are provided.

<https://www.building.govt.nz/building-code-compliance/d-access/d1-access-routes/accessible-car-parkingspaces/what-does-the-d1-acceptable-solution-say-2/>

I don't know the total number of carparks at Lyall Bay Beach but estimate it to be more than 50 and perhaps more than 100. By the above standard there should be at least 2 accessible parks available at Lyall Bay, if not more. I have always been baffled that there are none. I am aware there are two accessible parks at the airport end of the beach, however this is a long way from the other end of the beach, the dairy, the surf club, toilets and cafe. While I would hope I don't need to make this point, disabled people can and do visit beaches. Yes, beaches are difficult to access in a wheelchair, but many disabled people are not wheelchair users. Many can walk but can't walk far. Accessible parking is a lifeline for this group. Lyall Bay is also a nice place to visit in a wheelchair, as you can still enjoy the beach from the footpath.

WCC has said in its parking policy that it is committed to providing access to the city for people with access barriers. If the Council is genuine in this goal, it needs to ensure that it is providing access to the whole city, including its beautiful beaches. This has been done very well in Oriental Bay, and I personally find this to be a really accessible part of Wellington. I would love to see the same access be provided at all Wellington beaches, starting with Lyall Bay.

Officers response:

Thank you for your feedback on the traffic resolution for Lyall Parade. I am sorry to hear about the difficulty you have experienced in accessing Lyall Bay Beach. The (NZS4121) is based on building standards and not applicable to the road network, however we do aim to install as many mobility parks as required to ensure access for all to local amenities.

We will monitor the use of this mobility park and determine if additional mobility parks are required in the future.

Alongside this if there are any other locations you deem appropriate and in need of a mobility park please log a ticket through our contact centre and we can investigate further.

Name: Arie Moore
Suburb: Houghton Bay
Agree: Yes

FEEDBACK RECEIVED

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As a member of Lyall Bay Surf Life Saving Club, it has been a constant challenge to have mobility park users asking to use the beach and the Club's water wheelchairs. This will vastly improve the accessibility of the beach environment for mobility park users.

Officers response:

Thank you for your feedback on the traffic resolution for Lyall Parade.

Name: Jenny Bishop
Suburb: Melrose
Agree: Yes

There is a real need for a mobility park at Lyall Bay, with those in need parking blocks away or others giving up and going home.

Officers response:

Thank you for your feedback on the traffic resolution for Lyall Parade.

Name: Matt Flannery
Suburb: Unknown
Agree: Yes

Supportive.

Officers response:

Thank you for your feedback on the traffic resolution for Lyall Parade.

Name: Jenny Bishop on behalf of Lyall Bay Surf Life Saving Club
Suburb: Melrose
Agree: Yes

We have received feedback from families attending our accessibility days that they find it very difficult to come to the beach due to the lack of a accessibility space.

We have also had challenges with ambulance access during the summer on busy days. The mobility park may assist with this as well.

Officers response:

Thank you for your feedback on the traffic resolution for Lyall Parade.

Name: Mike Mellor
Suburb: Wellington
Agree: Yes

We support better access for mobility users.

FEEDBACK RECEIVED

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Officers response:

Thank you for your feedback on the traffic resolution for Lyall Parade.

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	TR93-21 Wadestown Road, Wadestown - No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 26 metres of broken yellow lines along the western side of Wadestown Road.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety and accessibility concerns from local residents through a 'Request for Action' form regarding a section of Wadestown Road near the intersection of Sefton Street. Vehicles are currently parking on both sides of the road restricting accessibility. The road width measures approximately 6.5 metres which is inadequate to allow parking on both sides for safe thoroughfare. The existing parking on the western side of Wadestown Road also restricts visibility for vehicles travelling around the corner and up Wadestown Road.
Location – where we propose to make the change	Wadestown Road, Wadestown - intersection with Sefton Street
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles travelling along Wadestown Road. Net parking impact – removal of five unrestricted parking spaces. Pedestrian impact – positive as people are encouraged to exit their vehicle and park adjacent to the footpath.
How this relates to the parking policy	<ul style="list-style-type: none"> Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along the transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 1,626. 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 Monday 28 June 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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. Please note if you are giving feedback the consultation period opens 9.00am Monday 28 June 2021 and finishes 5.00pm Sunday 11 July 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website.

We are proposing a change in your area

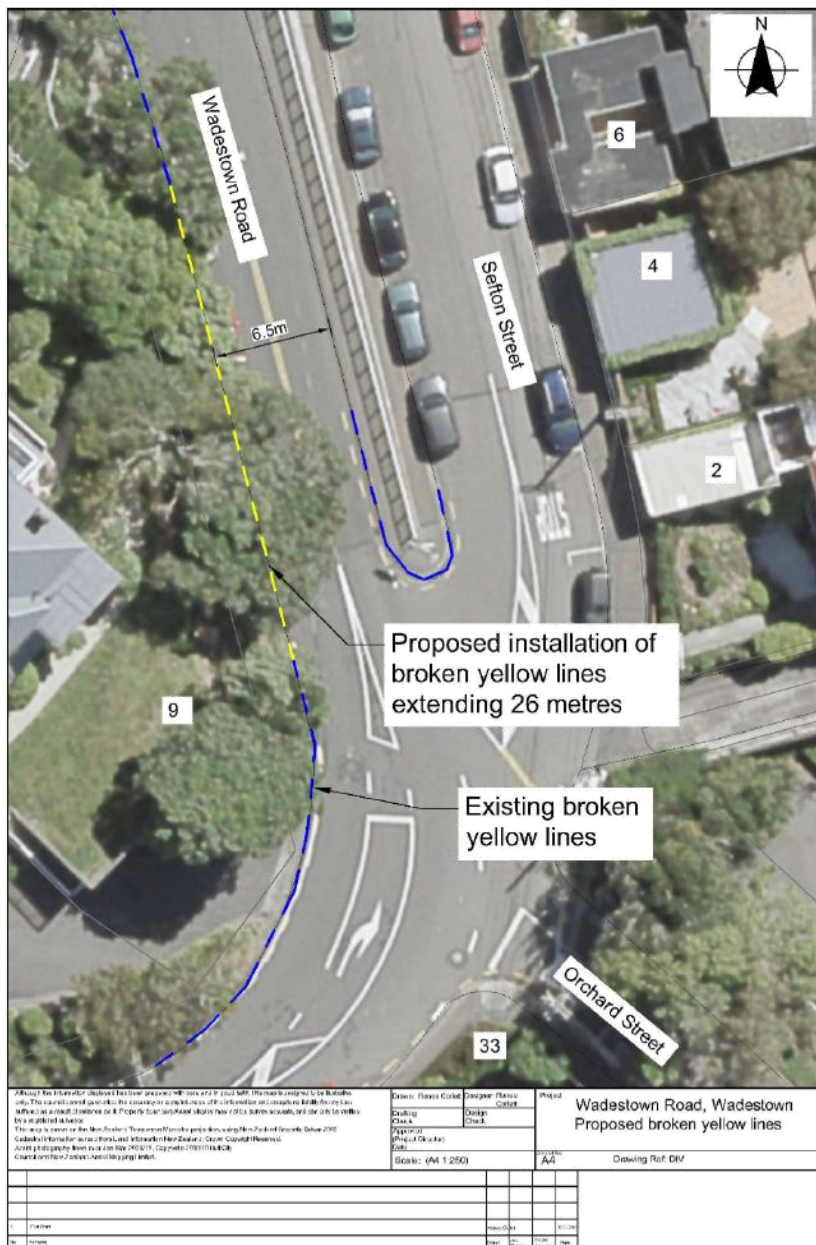
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	Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 12 July 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 11 August 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: TR93-21 Wadestown Road, Wadestown – No Stopping At All Times



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Wadestown Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 54 metres south of its intersection with Wade Street east and extending in a southerly direction following the western kerb line for 52 metres.</i>

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

Column One	Column Two	Column Three
Wadestown Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 12 metres south of its intersection with Wade Street (Grid coordinates X=1,748,926.24m Y=5,430,287.07m) and extending in a southerly direction following the western kerb line for 100 metres.</i>

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

Approved By: Amin Shahin **(Team Leader Transport Engineering)**

Date: 26/07/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Joshua Edwards
Suburb: Wadestown
Agree: Yes

No comment.

Officer's response:

Thank you for your submission.

Name: Fiona Mulder
Suburb: Wilton
Agree: Yes

Urgently needed. I've had so many near misses here, and just last week when I had to brake to let Large vehicle and trailer through the narrow gap between parked cars scooter that was following too close crash into the back of my car.

Please look at the other very hazardous areas on Wadestown and Cecil roads.

Officer's response:

Thank you for your feedback regarding the traffic resolution for Wadestown Road. If there are other areas of concern, please log a job through our contact centre and we will investigate further.

Name: Amy Russell
Suburb: Wadestown
Agree: Yes

I support the current WCC proposal to add 26m of yellow lines to the uphill section of Wadestown Rd where it joins Sefton St. I walk that way most days and have seen several near misses, including with cyclists.

Officer's response:

Thank you for your submission.

Name: Isla
Suburb: Unknown
Agree: No

Hi, I'm a motorcyclist. Please keep all the parking. It's the only thing that slows drivers down and makes it safer. Removing parking just enables and encourages people to drive too fast on the twisty roads.

I don't support the proposal to remove parking on Wadestown Road/Sefton Street

FEEDBACK RECEIVED

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Officer's response:

Thank you for your feedback regarding additional broken yellow lines on Wadestown Road. We are retaining parking on one side of the road through this section, however in this instance the width of the road is too narrow to safely facilitate parking on both sides. We will carry out further investigations into vehicle speeds throughout this area if it becomes a concern.

Name: Nigel Gould
Suburb: Wadestown
Agree: Yes

Thank you for the details of the proposed changes to road marking in Wadestown Rd - as per above reference.

Our property is accessed from both 7 Wadestown Rd, and Wade St.

We fully support the proposed changes which will ensure that parking will in future be only permitted on one side of the road - currently we experience cars parked on both sides which severely impacts road traffic.

However, we would also suggest that the parking restrictions be further extended in both directions from that proposed.

1: currently the restriction ceases approx. 3 spaces before the entrance to Wade St. Vehicles parked here result in upcoming vehicles being forced to cross the centre line at a place where visibility is also restricted - especially if oncoming vehicles are also travelling down the road. Parked vehicles also block the view for vehicles coming off Wade St.

2. but more importantly we note that the existing yellow restriction lines curving down Wadestown Rd stops just prior to our foot access to 7 Wadestown Road - not an issue to us, but it does result in vehicles travelling up Wadestown Road having to cross the median with it's no passing lines, without there being any visibility of oncoming traffic. There are frequent near misses. Our suggestion is that the current no parking restriction continues down to the access to number 1 which has a significant space for off road parking.

As a local resident, I also suggest that consideration be given to the danger which exists for vehicles turning right from Moorhouse St onto Lennel Rd - adjacent to the Wadestown Library. This area is still within the 50km hr zone, and frequently vehicles coming up Lennel Rd are surprised to find vehicles turning across them - despite the recently restored warning sign. Suggestion is either that the Wadestown 30km hr zone is extended to start at the Sefton Rd shops, or at minimum more dominant signage is installed warning of the probable crossing traffic.

I trust your proposals will attract mainly supportive comment and look forward to the changes in due course.

Officer's response:

Thank you for your feedback regarding the additional broken yellow lines on Wadestown Road.

FEEDBACK RECEIVED

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We have investigated the other areas of concern as follows:

1. The parked vehicles outside Wade Street 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. These vehicles are also parked on a relatively straight section of road where visibility of oncoming cars is sufficient. They also allow additional room and time for vehicles to pull out of Wade Street, directing uphill traffic slightly away from the entrance to the street.
2. These last two comments are outside the scope of the current traffic resolution and will need to be investigated under a separate enquiry.

Name: Genevieve Hancock
Suburb: Wellington
Agree: Yes

I very strongly support the proposed new broken yellow lines on Wadestown road. This is a very dangerous section of road and I've had a number of near misses on this same section of road.

Name: Dr Kristy Chong
Suburb: Wadestown
Agree: Yes

Hi, would it be possible to amend and extend the installation of broken yellow lines along the western side of Wadestown Road. Thank you for proposing to instal the broken yellow lines extending 26m along Wadestown Road. We are concerned that the cars currently parked here will park further up Wadestown Road when the broken yellow lines are installed.

All residents on Wade Street East off Wadestown Road exit and enter via a private driveway. Cars parked along the western side of Wadestown Road hamper visibility of oncoming traffic.

This road has a few blind corners and the road width measuring 6.5m extends until the turn off to Moorehouse Street.

We propose that the broken yellow lines be extended along the western side of Wadestown Road until the turnoff to Moorehouse Street.

Officer's response:

Thank you for your feedback regarding the additional broken yellow lines on Wadestown Road. This is outside the scope of the current traffic resolution and will need to be investigated under a separate enquiry.

Name: Andrew Scott-Howman
Suburb: Wadestown
Agree: Yes

FEEDBACK RECEIVED

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Thank you for the information in our letterbox about the proposal to install yellow lines alongside the western side of Wadestown Road.

We live at 4 Sefton Street, and regularly see the difficulties caused by cars parking on both sides of that stretch. Your proposal is sensible and supports road safety - and we support it.

Officer's response:

Thank you for your submission.

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	TR94-21 Courtenay Place, Te Aro - P30 time limited parking
What we'd like to do	<ul style="list-style-type: none"> Install P30 time limited parking restrictions on Courtenay Place At All Times.
Why we are proposing the change	<ul style="list-style-type: none"> Following the feedback received and the Committee discussion on the TR83-21 Courtenay Place Taxi Stand, the businesses along the southern side of Courtenay Place have requested an extension of the time period for the short term P30 parking restrictions.
Location – where we propose to make the change	<ul style="list-style-type: none"> Courtenay Place, Te Aro – outside no.25 to no.50
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for the public during the weekend. Net parking impact - alteration of nine Pay By Space parking spaces to P30 Parking Restrictions At All Times. The existing loading zone restrictions will remain, and a P30 parking restriction will apply At All Other Times. Pedestrian impact – positive, safety will be improved as double parking and queuing for parking will be reduced due to parking turnover and availability of parking will be increased. Monthly revenue impact – approximate decrease in revenue of \$7,200.
How this relates to the parking policy	<ul style="list-style-type: none"> Introduce time restrictions to prioritise short-stay parking and to increase turnover of parking spaces. Support business growth in the city centre.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 8,468. 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 Monday 28 June 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you. This TR also looks to formally legalize agreed to changes following TR83-21.
Feedback	<ul style="list-style-type: none"> 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. Please note if you are giving feedback the consultation period opens 9.00am Monday 28 June 2021 and finishes 5.00pm Sunday 11 July 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website.

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	Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 12 July 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 11 August 2021.3. If approved, the proposal will be installed within the following 3 months.

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[illegible]

We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Courtenay Place	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	Southwest side, following the kerbline 73 metres Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south-easterly direction for 22 metres. southwest of its intersection with Tory (4 parallel carparks)
Courtenay Place	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Fri 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, commencing 14 metres southeast of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m), and extending in a south- easterly direction following the kerbline for 28.5 metres. (5 parallel carparks)

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

Column One	Column Two	Column Three
Courtenay Place	P15, 8pm Fri - 8am Sat, 6pm Sat - 8am Sun, 6pm Sun - 8am Mon	Southwest side, following the kerbline 73 metres Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south-easterly direction for 22 metres. southwest of its intersection with Tory (4 parallel carparks)

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

Column One	Column Two	Column Three
Courtenay Place	P30 At All Times	Southwest side, following the kerbline 73 metres (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south- easterly direction for 22 metres. (4 parallel carparks) southwest of its intersection with Tory Street
Courtenay Place	P30 At All Times	Southwest side, following the kerbline 13 metres southeast of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m), and extending in a south-easterly direction for 28.5 metres. (5 parallel carparks)

We are proposing a change in your area

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Courtenay Place	P30 At All Other Times	Southwest side, following the kerbline 42.5 metres southwest of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south-easterly direction for 11 metres.
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Delete from Schedule B (Class Restricted) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Courtenay Place	Taxi Stand, 8pm Fri - 8am Sat, 6pm Sat - 8am Sun, 6pm Sun - 8am Mon	Southwest side, commencing 161 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a southeasterly direction following the Southern kerbline for 16 metres. (3 parallel carparks)
Column One	Taxi Stand, 8pm Fri - 8am Sat, 6pm Sat - 8am Sun, 6pm Sun - 8am Mon	Southwest side, commencing 110 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a southeasterly direction following the Southern kerbline for 45 metres. (8 parallel carparks)
Column One	Taxi Stand, 8pm Fri - 8am Sat, 6pm Sat - 8am Sun, 6pm Sun - 8am Mon	Southwest side, commencing 73 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a southeasterly direction following the Southern kerbline for 22 metres. (4 parallel carparks)

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

Column One	Column Two	Column Three
Courtenay Place	Taxi Stand, 10pm Fri - 8am Sat, 10pm Sat - 8am Sun, 10pm Sun - 8am Mon	Southwest side, commencing 161 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a southeasterly direction following the Southern kerbline for 16 metres. (3 parallel carparks)

We are proposing a change in your area

Absolutely Positively
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Column One	<i>Taxi Stand, 10pm Fri -8am Sat, 10pm Sat -8am Sun, 10pm Sun -8am Mon</i>	<i>Southwest side, commencing 110 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a southeasterly direction following the Southern kerbline for 45 metres. (8 parallel carparks)</i>
Column One	<i>Taxi Stand, 10pm Fri -8am Sat, 10pm Sat -8am Sun, 10pm Sun -8am Mon</i>	<i>Southwest side, commencing 73 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a southeasterly direction following the Southern kerbline for 22 metres. (4 parallel carparks)</i>

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

Column One	Column Two	Column Three
Courtenay Place	<i>P120 Maximum, 8am - 10pm Fri - Sat 8am - 8pm Sun - Thurs</i>	<i>Southwest side, following the kerbline 114 metres southeast of its intersection with Tory (Grid coordinates x= 1749136.8 m, y= 5427129.6 m), and extending in a south-easterly direction for 44.5 metres. (8 parallel carparks)</i>
Courtenay Place	<i>P120 Maximum, 8am - 10pm Fri - Sat 8am - 8pm Sun - Thurs</i>	<i>Southwest side, following the kerbline 70.5 metres southeast of its intersection with Tory (Grid coordinates x= 1749136.8 m, y= 5427129.6 m), and extending in a south-easterly direction for 28 metres. (5 parallel carparks)</i>
Courtenay Place	<i>P120 Maximum, 8am - 10pm Fri - Sat 8am - 8pm Sun - Thurs</i>	<i>Southwest side, following the kerbline 164 metres southwest of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south-easterly direction for 17 metres. (3 parallel carparks)</i>

Prepared By: Zackary Moodie

(Transport Engineer)

Approved By: Amin Shahin

(Team Leader Transport Engineer)

Date: 26/07/2021

FEEDBACK RECEIVED

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

Feedback Received:

Name: Mike Mellor
Suburb: Wellington
Agree: No

This is a very odd proposal. As part of LGWM, Council has agreed that private vehicles will be removed from the Golden Mile, of which Courtenay Place is part, improving safety and accessibility for the public, and supporting business growth in the city centre. Yet this proposal does precisely the opposite, increasing private car traffic through increasing parking turnover and availability of parking. This is a glaring inconsistency, a short-term proposal that is designed to achieve precisely the opposite of the agreed multi-agency longer-term plan. In addition, we cannot see how it could be positive for pedestrians, as the proposal claims. We submit that this proposal must be withdrawn.

Officer's response:

The proposed parking changes are an interim solution for the current high parking demand in an area where public safety is a high priority throughout the day. Reducing double parking and generating parking turnover in this area will alleviate current frustration for businesses operating in this area and their patrons.

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	TR95-21 Wanaka Street Waitohi Community Hub car park, Johnsonville - Electric vehicle parking
What we'd like to do	<ul style="list-style-type: none"> Restrict four parking spaces to electric vehicles only.
Why we are proposing the change	<ul style="list-style-type: none"> There are four electric vehicle chargers installed at Waitohi Community Hub car park that need restriction to ensure only electric vehicles park in these spaces for charging.
Location – where we propose to make the change	Wanaka Street Waitohi Community Hub car park, Johnsonville
Impact	<ul style="list-style-type: none"> Promotes sustainability. Net parking impact – none as this is a conversion of four existing parking spaces to four Electric Vehicle parking spaces. Pedestrian impact - no change.
How this relates to the parking policy	<ul style="list-style-type: none"> Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles, and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to reduced carbon emissions, better water quality, air quality, stormwater management, and biodiversity outcomes
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 June 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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. Please note if you are giving feedback the consultation period opens 9.00am Monday 28 June 2021 and finishes 5.00pm Sunday 11 July 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Next Steps

1. Feedback collated by Monday 12 July 2021.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 11 August 2021.
3. 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: TR95-21 Wanaka Street Waitohi Community Hub car park, Johnsonville – Electric vehicle parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Wanaka Street Waitohi Community Hub Car Park	<i>P120, Monday to Sunday 8:00am - 6:00pm. Angle parking</i>	<i>West side, commencing at its intersection with the Northern kerb line of Wanaka St (Grid X= 1,751,223.49 m, Y= 5,434,913.23 m) and extending in a northerly direction for 44 metres.</i>

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

Column One	Column Two	Column Three
Wanaka Street Waitohi Community Hub Car Park	<i>Electric vehicles only parking, P120 Maximum, At All Times. 4 Angle parking spaces</i>	<i>West side, commencing 8 metres from its intersection with the Northern kerb line of Wanaka St (Grid X= 1,751,223.49 m, Y= 5,434,913.23 m) and extending in a northerly direction for 11 metres. (4 Angle parking spaces)</i>

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

Column One	Column Two	Column Three
Wanaka Street Waitohi Community Hub Car Park	<i>P120, Monday to Sunday 8:00am - 6:00pm. 9 Angle parking spaces</i>	<i>West side, commencing 19 metres from its intersection with the Northern kerb line of Wanaka St (Grid X= 1,751,223.49 m, Y= 5,434,913.23 m) and extending in a northerly direction for 25 metres. (9 Angle parking spaces)</i>

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

Approved By: Amin Shahin **(Team Leader Transport
Engineering)**

Date: 26/07/2021

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

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

Feedback Received:

Name: Leigh Hunt
Suburb: Whitby
Agree: Yes

I discovered this resolution whilst enquiring as to whether these EV charging spots were reserved for charging EVs only, as my wife arrived to find all 4 charging spots at Waitohi Community Hub taken up with parked cars and was unable to charge until one of them moved on, making her late for her next appointment.

I was genuinely surprised that the measures proposed in this traffic resolution were not already in place. The most fitting analogy I can think of would be to turn up at a petrol station wanting to fill up your car, only to find all the pumps blocked because the near-by parking was full.

Please restrict these charging spots to charging EVs only.

Note - re the following point in the resolution:

> Net parking impact – None as this is a conversion of four existing parking spaces to four Electric Vehicles parking spaces.

I assume this is an error, and the spaces are reserved for *charging* EVs, not *parked* non-charging EV's.

Officer's response:

Thank you for your feedback.

The carparks are reserved for EVs to park rather than only for those that can charge as our bylaw does not allow us to reserve them for charging only.

Name: Philip Harvey
Suburb: Wellington
Agree: Yes

These parks definitely need to be restricted to EV parking while charging only. We are on the verge of a climate disaster. The largest barrier to EV uptake is lack of charging infrastructure. These are the only chargers available in the area and are almost always blocked by ICE vehicles making them unusable for charging.

I would however recommend making the following changes to signage/regulations.

1/ Parking should be for EVs ONLY while charging. It is currently written as EV parking only, this must be updated.

EV's don't need special parking while they are not charging.

2/ Regular enforcement is needed.

Officer's response:

Thank you for your feedback.

FEEDBACK RECEIVED

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

In response to point 1, the carparks are reserved for EVs to park rather than only for those that can charge as our bylaw does not allow us to reserve them for charging only.

Name: Steven Jones
Suburb: Ngaio
Agree: Yes

It has been a very frustrating time with these. These seem frequently blocked by non-EVs, I have been unable to charge on at least 2 occasions. Also add that in an emergency an EV might need to charge to go to say A&E and if blocked cannot.

Name: Christopher Baylis
Suburb: Ebdentown
Agree: Yes

It is a great step forward. We need access to charging which is all too often iced. Good work to make it EV only.

Name: Jo MacDonald
Suburb: Karori
Agree: Yes

Support EV only. When charging.

Officer's response:

Thank you for your feedback.

The carparks are reserved for EVs to park rather than only for those that can charge as our bylaw does not allow us to reserve them for charging only.

Name: Brian Worboys
Suburb: Tawa
Agree: Yes

Please ensure charging parks are not blocked by non charging vehicles.

Officer's response:

Thank you for your feedback.

The carparks are reserved for EVs to park rather than only for those that can charge as our bylaw does not allow us to reserve them for charging only.

Name: Megan Hurnard
Suburb: Ngaio
Agree: Yes/No

FEEDBACK RECEIVED

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Need an option for partially agree. I support having far clear signage and having spaces clearly allocated for EV charging. However, what I don't believe is accurate is the impact summary that says the conversion for four existing parks will have no impact on parking. EV charging spaces can/should only be used for charging - not for parking (i.e. an EV should not be parking in that space if not charging). Charging generally only needs to limit to 30 min, whereas parking for that area is ideally 60-120 min as many people combine a swim/library and cafe visit.

I would urge the council to consider:

1. Is there anywhere else the charging stations could be relocated to that has less impact on a prime parking area?

2. Make spaces available for EV parking only to encourage uptake of EVs etc as per your parking policy.

Perhaps there could be compromise of 2 dedicated EV charging only and 2 EV parking only spots?

Officer's response:

Thank you for your feedback.

These carparks are reserved for EVs to park rather than only for those that can charge as our bylaw does not allow us to reserve them for charging only.

In response to point 1, relocating the stations would be prohibitively expensive.

In response to point 2, the level of complaints we get indicates that there would likely be sufficient demand to justify these parks. Four car parks meet the demand for both EV's wanting to charge and those EV's just wanting to park.

Name: Martin Connelly
Suburb: Greytown
Agree: Yes

No comment.

Name: Susie Brown
Suburb: Johnsonville
Agree: Yes

It's important to encourage and enable electric cars. Electric cars can't park blocking petrol stations. We need to move to a more eco-friendly city and discourage driving ICE vehicles.

Name: Heidi Wruck
Suburb: Lower Hutt
Agree: Yes

Using my EV to come to Jville in order to come to the library and meet with friends, however it becomes very difficult to make the drive when I can't charge while I visit.

FEEDBACK RECEIVED

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Wellington City Council
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Name: Craig Burt
Suburb: Wadestown
Agree: Yes

Totally supportive of electric car park spaces only to be used by ev's. With petrol cars parking in these spaces discourages ev swap over and causes inconvenience for those who need charging and can't because of a petrol vehicle.

Name: Gareth Foster
Suburb: Johnsonville
Agree: Yes

Great idea!
It is often difficult to get a park in this area.
You need to make at least 2 of these car parks EV only. EV charging should be time limited (1 hr?) to ensure turnover.
Perhaps for one of the car parks could be used for 10 mins by other vehicles (for drop off and pickups etc).

Officer's response:

Thank you for your feedback.

We will pass on your comments to the Waitohi Community Hub.

Name: Chris McGrigor
Suburb: Tawa
Agree: Yes

Parking spaces adjacent to Electric Vehicle charging units are closely equivalent to the forecourt space adjacent to a petrol pump. In either instance the space should only be occupied when the adjacent service is being used, doing otherwise prevents others from using the service.

Name: Louise Tong
Suburb: Khandallah
Agree: Yes

The ev parks at Johnsonville library should be clearly labelled as only available for EVs that are charging – and regularly policed and offenders ticketed.

Officer's response:

Thank you for your feedback.

The car parks are reserved for EVs to park rather than only for those that can charge as our bylaw does not allow us to reserve them for charging only.

FEEDBACK RECEIVED

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Name: Warren King
Suburb: Maungaraki
Agree: Yes

Because of the new chargers it has attracted us to detour into Johnsonville as a charging destination and to see travel in the area as more attractive. This is good for local businesses as our family of four usually stretch our legs to get some food whilst waiting or add a stop in after to check out the mall or Toy World. However, every time we've stopped, except one time, there has always been at least one non-electric car parked there. There have been two occasions when we couldn't access chargers due to all 4 being parked in 2 with vehicles charging and the other 2 were nonelectric. We've never seen this situation anywhere else with EV parks to this extent and most EV charging parks are respected. When we've talked to people parking there it sounds like locals believe they're allowed to park there and it's not a problem. One of the Hub cafe workers was parking there one day and said they'd heard anyone could park there. These are not seen as 'just' parks to us, these are the same as the forecourt at a gas station - they're essential for us to be able to drive and safely make our journey. We would never park at a petrol pump and stop someone from using it let alone parking there for hours! These parks are essential for us to not be stranded. Because of this incorrect messaging and the lovely wardens not being able to enforce it means that Johnsonville is not a charging option for us as we can't rely on it. This is a loss for local businesses, a frustration for us as drivers not being able to access our "gas forecourt" and concerning to see that people are being taught to disrespect EV charging stations. Please correct this ASAP so these parks are used for what they're intended for and your lovely parking team can have the backing to educate and enforce.

Thanks

Officer's response:

Thank you for your feedback.

Following the approval of this traffic resolution at the Regulatory Processes Committee meeting on the 11 August 2021 our parking wardens will be able to legally enforce any non-compliance.

Name: Tony Randle on behalf of Johnsonville Community Association
Suburb: Johnsonville
Agree: No

The JCA reviewed Traffic Resolution TR95-21 to restrict four car parks at the Waitohi Community Hub to electric vehicles as they also have charging stations.

The JCA **opposes** this Traffic Resolution.

The starting point for the JCA opposition is that car parking around Waitohi is in short supply and so any further restriction of available car parks must be justified based on clear evidence. The JCA believes there are two issues with the proposed parking restriction which needs to be resolved.

1) The parking restriction is for these parks will permit them to be used by electric vehicles irrespective of whether they are using the charging facilities. The JCA does not support the use of car parks with electric charging facilities by electric cars that are not actually charging from the charging stations. This would be, in effect, a blanket preferential allocation of public car parks

FEEDBACK RECEIVED

**Absolutely Positively
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around our core community facilities to the owners of electric vehicles. The JCA believes it is important that all members of our community have a fair and equal opportunity to access the

Waitohi Community Hub. The JCA therefore requests the restriction be to "Electric Vehicles using the charging stations only".

2) While there may be a problem with non-electric cars parking in car parks with electric charging stations there is no clear evidence of the extent to which this is stopping electric car owners from using this facility. The JCA does not believe that there are so many electric car users who will wish to use these charging stations that four car parks would be in continuous use if these car parks were restricted as proposed. In practice there might be 1 - 2 cars charging at any time and the other car parks would remain unused (except perhaps by electric car owners who are not charging their vehicle).

Instead of applying this permanent change to parking, the JCA proposes the WCC have a temporary restriction on these four car parks (say for two months) and monitor the use of the four charging stations. This should provide the evidence of actual use of these charging stations thereby confirming the amount of car parks that are required to be kept free to support access to the electric car charging facilities.

We are happy to discuss our position further.

Officer's response:

Thank you for your feedback.

In response to point 1, the carparks are reserved for EVs to park rather than only for those that can charge as our bylaw does not allow us to reserve them for charging only.

In response to point 2, we are not able to do such a temporary restriction for vehicle classes. The current state is not tenable given it is causing the community – EV driving or otherwise – difficulty.

Converting the chargers to EV bays is in alignment with the Council's new Parking Policy as well as the *Te Atakura: First to Zero* programme of work.

Name: Sarah Johal
Suburb: Unknown
Agree: Yes

I don't often use a public charger but when I do it's the Waitohi public chargers. Unfortunately, these are often all blocked by petrol cars. Changing these car parks to EV only and potentially P30 or P60 would free up these chargers. These are the only chargers on SH1 between Porirua and Wellington so are a life saver for enabling me to use an EV for when I do need to go to Porirua or Kapiti Coast from South Wellington.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer's response:

Thank you for your feedback.

We will pass on your comments to the Waitohi Community Hub.

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	TR96-21 Toi Pōneke Arts Centre Parking, Footscray Avenue, Te Aro – Various parking restrictions (Amended)
What we'd like to do	<ul style="list-style-type: none"> Modify the metered parking and authorised vehicle parking at Toi Pōneke Arts Centre on Footscray Avenue, Te Aro.
Why we are proposing the change	<ul style="list-style-type: none"> The parking restrictions at Toi Pōneke need to reflect the existing parking to allow Council Parking Services to manage and enforce parking at this location.
Location – where we propose to make the change	Toi Pōneke Arts Centre Parking, Footscray Avenue, Te Aro – behind no.61 to no.65 Abel Smith Street.
Impact	<ul style="list-style-type: none"> Net parking impact: 13 metered parking spaces 16 authorised vehicles only parking spaces 1 mobility parking space Pedestrian impact - no change.
How this relates to the parking policy	<ul style="list-style-type: none"> Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – not applicable. 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 Monday 28 June 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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. Please note if you are giving feedback the consultation period opens 9.00am Monday 28 June 2021 and finishes 5.00pm Sunday 11 July 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation.

We are proposing a change in your area

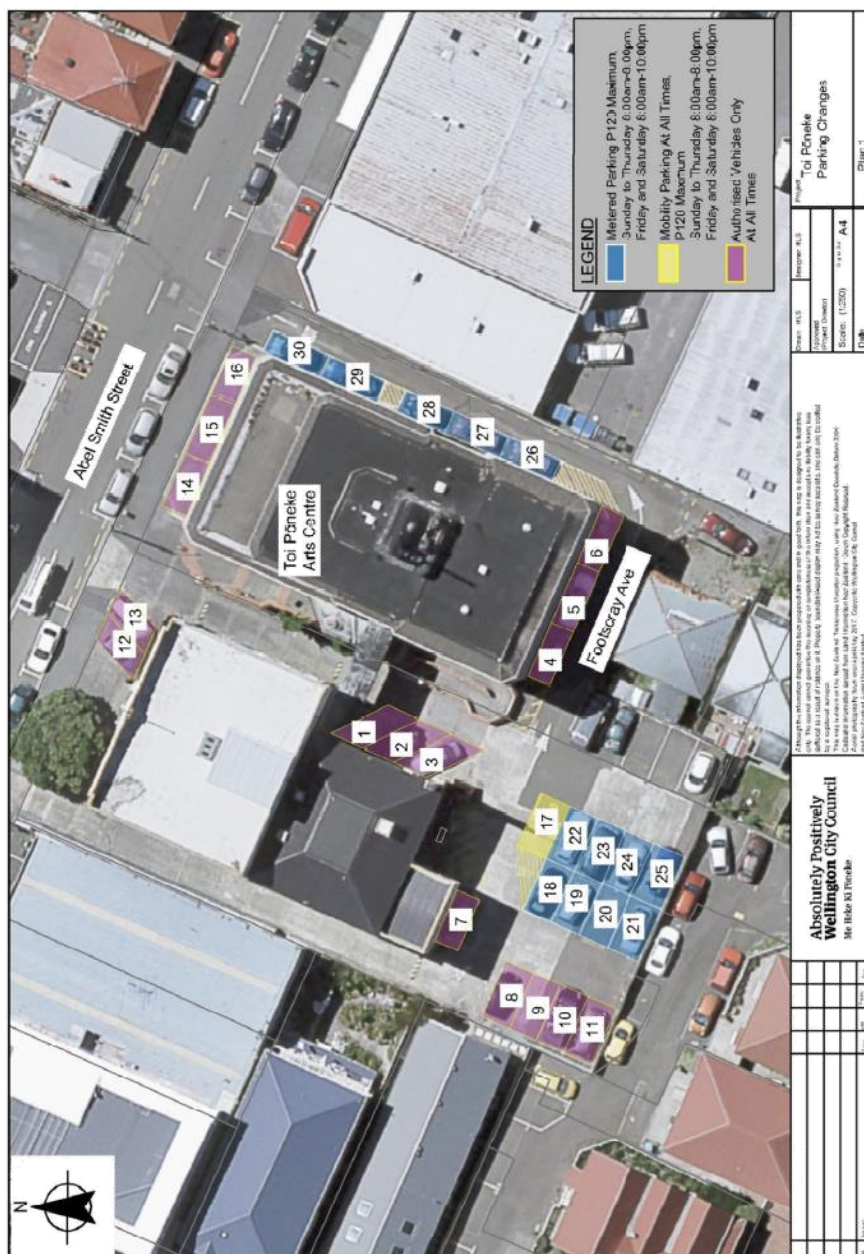
**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

	All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 12 July 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 11 August 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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Me Heke Ki Pōneke

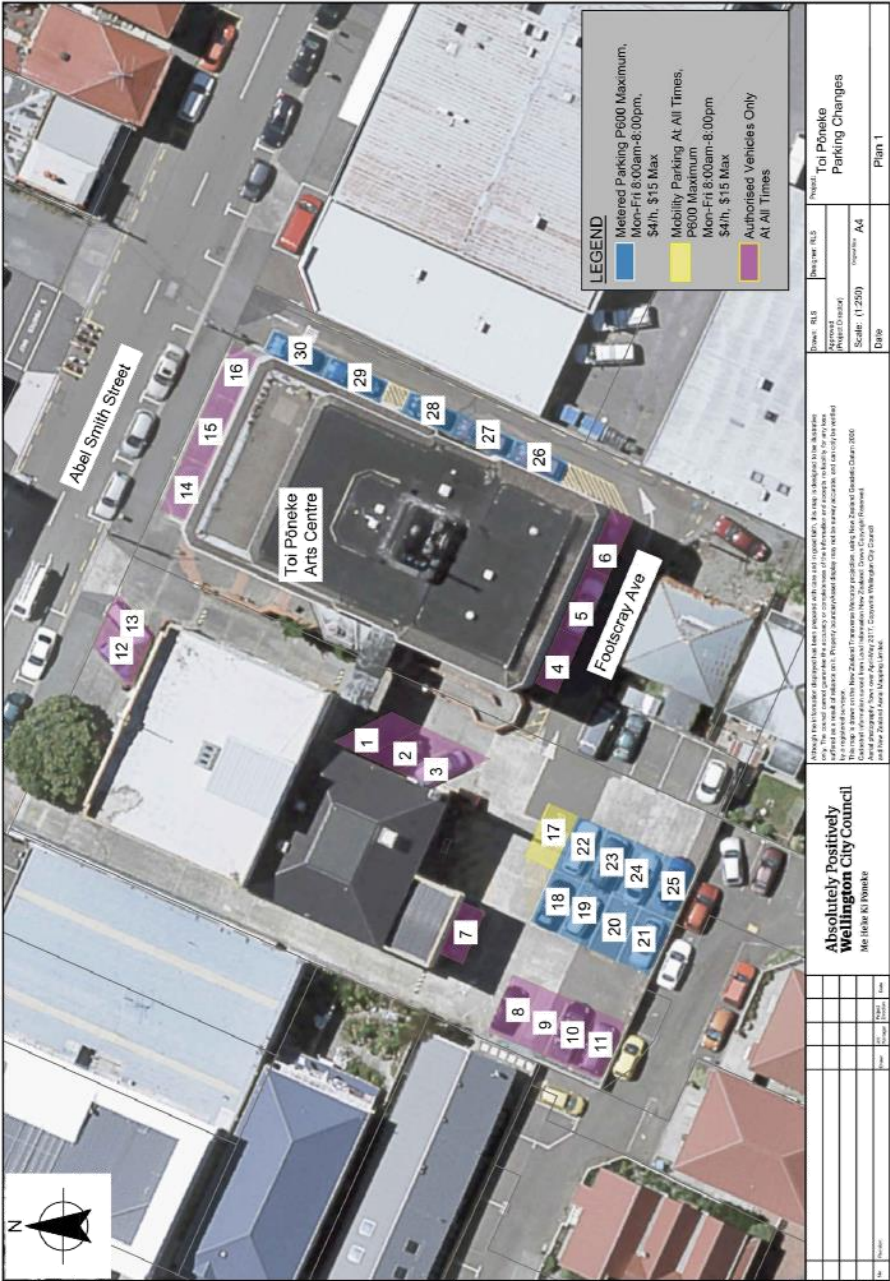
Traffic Resolution Plan: TR96-21 Toi Pōneke Arts Centre Parking, Footscray Avenue, Te Aro – Various parking restrictions



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AMENDED Traffic Resolution Plan: TR96-21 Toi Pōneke Arts Centre Parking, Footscray Avenue, Te Aro – Various parking restrictions



We are proposing a change in your area

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 Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Wellington Arts Centre Car Parking Area	<i>No Stopping Except for Authorised Vehicles, At All Times.</i>	<i>Eastern side of the Arts Centre Building at 65-69 Abel Smith Street, commencing 24 metres south of its intersection with Abel Smith Street and extending in a southerly direction following the western building line for 14 metres. (3 angle parked spaces)</i>
Wellington Arts Centre Car Parking Area	<i>No Stopping Except for Authorised Vehicles, At All Times.</i>	<i>Southern end of the Arts Centre Building at number 61-63 Abel Smith Street commencing 2.5 metres west of its intersection with Footscray Avenue and extending westwards for 16 metres. (3 carparks)</i>
Wellington Arts Centre Car Parking Area	<i>No Stopping Except Vehicles Displaying Operation Mobility Permits At All Times.</i>	<i>West side, commencing at a point 46.5 metres south of its intersection with Abel Smith Street and extending in a southerly direction for 3.5 metres (1 space)</i>
Wellington Arts Centre Car Parking Area	<i>No Stopping Except Vehicles Displaying Operation Mobility Permits At All Times.</i>	<i>Southern boundary commencing 10 metres north of a point 15 metres from the western property boundary and extending in a northerly direction for 3.5 metres. (1 carpark)</i>

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

Column One	Column Two	Column Three
Wellington Arts Centre Car Parking Area	<i>Pay and Display, 8:00am – 6:00pm, Monday – Saturday.</i>	<i>Southern end of the Arts Centre Building at number 61-63 Abel Smith Street commencing 37 metres west of its intersection with Footscray Avenue and extending westwards for 5 metres. (1 carpark)</i>
Wellington Arts Centre Car Parking Area	<i>Pay and Display, 8:00am – 6:00pm, Monday – Saturday.</i>	<i>Eastern side of the Arts Centre carpark commencing at its south-eastern boundary and extending in a northerly direction for 14 metres. (5 angle carparks)</i>

We are proposing a change in your area

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Wellington Arts Centre Car Parking Area	<i>Pay and Display, 8:00am – 6:00pm, Monday – Saturday.</i>	<i>Western property boundary line, commencing 50 metres south of its intersection with Abel Smith Street and extending in a southerly direction following the western boundary line for 7.5 metres. (3 spaces)</i>
Wellington Arts Centre Car Parking Area	<i>Pay and Display, 8:00am – 6:00pm, Monday – Saturday.</i>	<i>Southern boundary commencing 10 metres north of a point 15 metres from the western property boundary and extending in a northerly direction for 10 metres. (8 angle carparks)</i>

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

Column One	Column Two	Column Three
Footscray Ave	<i>Authorised Vehicles Only Parking, At All Times</i>	<i>Toi Pōneke Arts Centre Car Park, ten parking spaces, (spaces 1 to 16 on plan)</i>
Footscray Ave	<i>Mobility Parking, Displaying an Operation Mobility Permit Only At All Times. P600 Maximum, Mon-Fri 8:00am-8:00pm, \$4/h, \$15 Max</i>	<i>Toi Pōneke Arts Centre Car Park, one parking spaces, (space 17 on plan)</i>

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

Column One	Column Two	Column Three
Footscray Ave	<i>Metered Parking P600 Maximum, Mon-Fri 8:00am-8:00pm, \$4/h, \$15 Max</i>	<i>Toi Pōneke Arts Centre Car Park, thirteen parking spaces, (spaces 18 to 30 on plan)</i>

We are proposing a change in your area

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Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Reuben Lovell-Smith	(Transport Engineer Assistant)
Approved By:	Amin Shahin	(Team Leader Transport Engineering)
Date:	26/07/2021	

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	TR97-21 Hanson Street, Newtown – Resident Parking
What we'd like to do	<ul style="list-style-type: none"> Convert Residents parking Mon – Fri (8am – 6pm) to Residents Parking At All Times.
Why we are proposing the change	<ul style="list-style-type: none"> Council has received a request to convert the time restrictions for the Residents Parking outside no.120 Hanson Street to suit the parking requirements for residents. Officers have reviewed this request and propose this Traffic Resolution to amend the changes requested.
Location – where we propose to make the change	Hanson Street, Newtown - outside no.120
Impact	<ul style="list-style-type: none"> Net parking impact – no loss or gain of parking spaces. Pedestrian impact - no change.
How this relates to the parking policy	<ul style="list-style-type: none"> This proposal aligns with the parking policy as it prioritises resident requirements.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 June 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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. Please note if you are giving feedback the consultation period opens 9.00am Monday 28 June 2021 and finishes 5.00pm Sunday 11 July 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 12 July 2021. The proposal will go to the Regulatory Processes Committee on Wednesday 11 August 2021. If approved, the proposal will be installed within the following 3 months.

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Me Heke Ki Pōneke

LEGEND

- Proposed New Restrictions
- Existing Restrictions

SCALE 1:250 ORIGINAL SIZE

Proposed No Parking At All Times Except for Authorised Residents Vehicles

HANSON ST

HALL ST

Unrestricted

P120 Mon-Fri 8am-6pm Except for Authorised Residents Vehicles

Mobility At All Times

116

118

120

122

124

139

141

Hanson Street Proposed Residents Parking At All Times TR97-21

Drawn: Z. Moode

Design: Z. Moode

Project: Hanson Street Proposed Residents Parking At All Times TR97-21

Scale: (A4 1:250)

A4

Absolutely Positively Wellington City Council

Me Hika Ki Pōneke

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 Restrictions Schedule

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

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

Column One	Column Two	Column Three
Hanson Street	Resident Parking, At All Times, Displaying an Authorised Resident Vehicle Parking Permit Only	West side, commencing 13.5 metres north of its intersection with Hall Street (Grid coordinates, x= 1748643.7m, y= 5425274.6m) and extending in a northerly direction following the western kerbline for 12 metres.

Prepared By:	Amin Shahin	(T/L Transport Engineering)
Approved By:	Soon Kong	(Manager, Transport Engineering and Operations)
Date:	26/07/2021	

FEEDBACK RECEIVED

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

Feedback Received:

Name: jvandervoorn@icloud.com
Suburb: Newtown
Agree: Yes

The proposed change doesn't include the requested, and much needed, extension of this block of residents parking. Particularly outside 116 Hanson St and north towards the city. A lot of people park here on weekdays and walk into the city, so residents find it really hard to get a park. There are currently only 3 residents parks for the 5 houses on this side of the street. At a minimum, it needs to be extended to the southern border of the southern cross hospital land to about 5 residents parks - 1 for each house.

Officer's response:

Thank you for your feedback.

Your request is outside the scope of this proposal and will be considered as a separate issue.

The approved Council parking policy will review the existing residents parking scheme in the different areas and evaluate their future requirements.

Name: Maryanne Fogarty
Suburb: Newtown
Agree: No

I wish to strongly object to the proposed changes for parking outlined in your dated 10/06/21 and received today by post.

The parking outside of my home, (120 Hanson St) has become a contentious issue due to one resident on the street. She is constantly calling the council requesting for parking tickets to be handed out - she has cost some neighbours thousands of dollars over the years. Recently she did the same for a group of hardworking tradespeople who literally had nowhere else to park in order to complete the work needed at their property!

The rest of the street allows parking for residents as well as non-residents for up to 2 hours. It is only the parking in question that is different from the entire rest of the street.

This is confusing enough for residents and worse for non-residents!

This change would make it even more difficult for trades vehicles to park and be able to complete work that requires hooking up to machinery on their vehicles.

This change for me personally, would have a HUGE impact. It would mean my caregivers (I am medically retired due to cancer) would not be able to park outside my house when they come to assist me and take me to appointments. This parking is frequently needed overnight - and I strongly and urgently request that this be considered - it's important to me that parking is available for the hours currently specified (after 6pm and before 8pm).

FEEDBACK RECEIVED

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Wellington City Council
Me Heke Ki Pōneke

This change would also cause me significant and added financial stress. I have costly medical expenses and no income. Paying for a residents parking permit is simply not an option for me at this time.

This change would be for the benefit and at the request of one, selfish individual. It would negatively affect me hugely, and I have also spoken to the residents of 122 & 124 Hanson who also have no desire for this change at all.

If this change were to be affected, family could not park outside my home on weekends and holidays. This is outrageous!

It also should be noted that it actually should be changed to P120 Mon-Fri 8am - 6pm just like the rest of the street.

Please do not make this change on the back of one very persistent, angry, mean spirited old lady of privilege.

Officer's response:

Thank you for your feedback.

There is no guarantee that parking is available for any visitors in this area due to the current high parking demand from both residents and commuters. The proposed residents parking restriction is to ensure that residents in the area have a higher priority over commuters in terms of parking.

Tradesmen can apply for an exemption permit when carrying out works in the neighbourhood where there is a residents parking area.

Caregivers can also apply for an exemption permit to allow them to park as required for their work.

The approved Council parking policy will review the existing residents parking scheme in the different areas and evaluate their future requirements.

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	TR99-21 Main Road, Tawa – P10 Time limited parking
What we'd like to do	<ul style="list-style-type: none"> Time restrict 2 parking spaces to P10 time limit.
Why we are proposing the change	<ul style="list-style-type: none"> We have received a request for short term parking from Nada bakery to service their customers. The bakery is located at no.72 Main Road in the Redwood area of Tawa. On and off-street parking takes place throughout the day and short-term parking is currently very limited. We have observed the high demand for parking in the area primarily from the local businesses. P10 time limited parking would also assist short term parking demand from other businesses in the area. The bakery has surveyed local adjacent businesses and obtained signatures to support time restricted parking for 2 spaces.
Location – where we propose to make the change	Main Road, Tawa – outside no.72
Impact	<ul style="list-style-type: none"> Promotes turnover of parking spaces. Supports neighbouring businesses. Net parking impact – designate 2 parking spaces to P10. Pedestrian impact - no change.
How this relates to the parking policy	<ul style="list-style-type: none"> This proposal aligns with the parking policy which encourages short term stay and promotes businesses. Current carparks are unrestricted parking spaces and can continue to serve existing long stay/commuters.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 June 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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. Please note if you are giving feedback the consultation period opens 9.00am Monday 28 June 2021 and finishes 5.00pm Sunday 11 July 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

We are proposing a change in your area

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Next Steps

1. Feedback collated by Monday 12 July 2021.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 11 August 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: TR99-21 Main Road, Tawa – P10 Time limited parking



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Main Road	<i>Time Limited Parking, P10. Mon – Fri 7:30am to 4:00pm</i>	<i>East side, commencing 296 metres south of its intersection with Tawa Street (Grid Coordinates X= 1,753,101.0227 m, Y= 5,440,145.907 m) and extending in a southerly direction following the eastern kerb line for 10.5 metres.</i>

Prepared By: Amin Shahin (T/L Transport Engineering)

Approved By: Soon Kong (Manager, Transport Engineering and Operations)

Date: 26/07/2021

NO FEEDBACK RECEIVED

PROPOSED ROAD CLOSURE

Purpose

1. This report asks the Pūroro Hātepe | 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:
 - Spring into Tawa Saturday 30 October 2021 5am to 5pm
 - Thorndon Fair Sunday 5 December 2021 6am to 6pm
 - Khandallah Village Street Fair Sunday 12 December 2021 5am to 5pm
 - A Very Welly Christmas Friday 26 November 2021 11.59 pm to Sunday 28th November 2021 10pm.
 - Johnsonville Christmas Parade Saturday 4 December 2021 6am to 4pm
 - Gazley Volkswagen Wellington Marathon Sunday 10 October 2021 6.00am to 1.00 pm.

Recommendation/s

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Agree to close the following road and sections of the road for these events (as Listed below) to vehicles and cycles only, subject to the conditions listed in the proposed Road Closure Impact Reports.
 - a. Spring into Tawa Saturday 30 October 2021 5am to 5pm
 - i. Main Road (between Lyndhurst Road roundabout and Surrey Street intersection)
 - b. Thorndon Fair Sunday 5 December 2021 6am to 6pm
 - i. Tinakori Road (between Bowen Street and Harriett Street)
 - ii. Hill Street (between Tinakori Road and Selwyn Terrace)
 - c. Khandallah Fair Sunday 12 December 2021 5am to 5pm
 - i. Ganges Road (from Agra Crescent to Dekka Street)
 - d. A Very Welly Christmas Friday 26th November 2021 Midnight to Sunday 28th November 2021 10pm
 - i. Lambton Quay (Whitmore Street to Willis Street)
 - ii. Ballance Street Lambton (Old Bailey side entrance to Lambton Quay)
 - iii. Stout Street (Ballance Street to Lambton Quay)
 - iv. Waring Taylor Street (intersection Maginnity and Waring Taylor to Lambton Quay)
 - v. Johnson Street (Wilson carpark to Lambton Quay)
 - vi. Brandon Street (Halfway on Brandon Street to Lambton Quay)
 - e. Johnsonville Christmas Parade Saturday 4 December 2021 6am to 4pm

-
- i. Wanaka Street (6am to 4pm)
 - ii. Dr Taylor Terrace (6am to 1.30pm)
 - iii. Moorefield Road (between Haumia Street and Johnsonville Road roundabout (10.45am to 12pm)
 - iv. Moorefield Road (between Johnsonville Road and Middleton Road roundabouts (11am to 12.30pm)
 - v. Rotoiti Street (closed to through traffic 11am to 12.30pm)
 - vi. Broderick Road (Phillip Street to Johnsonville Road 11am to 12.30pm)
- f. Gazley Volkswagen Wellington Marathon Sunday 10 October 2021 6am to 1.00pm
- 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 to be closed between 6.00am to 10.00am reducing to one lane until 1.00pm.
 - iii. 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.
 - iv. Seaward Lane Closure, Waterloo Quay, from Westpac Stadium traffic lights south along Waterloo Quay to intersection with Whitmore Street.
 - v. Lane closure to be in place between 6.00am to 1.00pm
 - vi. This is for the outward section and return journey if all races.
 - vii. Residents, Business owners, would have controlled access.
 - viii. Seaward Lane Closure Cable Street to Oriental Parade.
 - ix. Lane Closure to be in place between 6.00am to 10.00am
 - x. This is for the outward section of the route only.
 - xi. Residents, Business owners, Te Papa and market goers would have controlled access.
 - xii. Road Closure Oriental Parade and Evans Bay Parade between Cable Street and Cobham Drive.
 - xiii. Full road closure to be in place between 6.00am to 12noon.
 - xiv. Landward lane for normal westbound traffic would be open by approx. 11.00am
 - xv. Residents and business owners would have controlled access
 - xvi. Road Closure Shelly Bay Road between Miramar Avenue and Scorching Bay.
 - xvii. Full road closure to be in place between 7.00am to 11.30am
 - xviii. This is for entire event, both outward and return journeys.
 - xix. Residents and business owners would have controlled access.
 - xx. Road Closure ends north end Scorching Bay so public access to Café, beach, carparks are unaffected.
 - xxi. Marshalled Resident Access Herd Street between 6.00am to 12.00pm
 - xxii. This is for the entire event, both outward and return journeys.
 - xxiii. Controlled Waterfront Access between 9.00am to 1.00pm from Herd Street through Chafers Marina, Frank Kitts Park Queens Wharf to Bluebridge Ferry Terminal.
 - xxiv. This is for the return journey only.
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.
4. The authority to approve request for road closures is made under Schedule 10, clause 11e, of the local Government Act 1974 and the Transport (vehicular Traffic Road closure) Regulations 1965. This authority is delegated to the Regulatory Processes Committee.
5. This report has been prepared in accordance with the procedures that were approved by the Committee on 15 December 2010. In summary, these are:
 - An event organiser applies for a road closure when proposed events require one
 - Council officers receive the proposal and assess the merits and need for a road closure.
 - The council advertised its intention to close the road in the public notice column of the local newspaper and on social media.
 - Together with the event organiser. Council officers ensure consultation with affected stakeholders are carried out and a communication plan is formulated.
 - Any objections are followed up and resolved as far as practical.
 - The event organiser works together with Council officers who modify any plan in response to public submissions and prepare an impact report for Committee.
 - Council officers recommend any conditions that should apply to the approval.
 - The committee deliberates on the proposed road closure.
 - A Council officer notifies the event organiser of the committee's decision
 - If the proposed closure is approved, Council officers ensure the event organiser follow the agreed communications plan including notifying the public and affected parties. The event is also monitored to ensure the traffic management plan is adhered to and any associated conditions are followed to keep the public safe and to avoid any unreasonable impact on traffic.

Discussion

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

Public Notification

7. Members of the public have been advised of the road closures and informed of their right to object
8. The public notice advertising that the Councils is proposing to consider this closure was notified via the following channels:
 - Dominion Post
 - Facebook
 - Twitter
 - Have Your Say

These details on this are part of the Impact Report

9. Event organisers are working with resident groups where applicable, community groups, local retailers and businesses and have advised them of their intention to close the road.

10. Members of the public will again be advised of the road closures prior to the event.
 - Advanced roadside signage
 - Media releases
 - Council website
 - Council social media channels
11. This proposed road closure is subject to the Government Covid-19 guideline announcements (or any subsequent announcements) regarding events of this nature. Government timelines will dictate any postponement date should it be required.

Objections

12. No objections have been received for Spring into Tawa, Khandallah Village Fair, A Very Welly Christmas, and Gazley Volkswagen Wellington Marathon.
13. However, objections were received for Thorndon Fair and Johnsonville Christmas Parade, please see impact report for details.

Impact Assessment

14. A temporary plan will be prepared by a Council approved traffic management company for approval by Council prior to the event.
15. Any objections as a result of the road closure will be dealt with before the event.
16. The proposed closures (when implemented according to the approved temporary traffic management plan) are generally considered unlikely to unreasonably impede traffic. A detailed impact report for each event, including conditions placed on the event organiser is attached.
17. Council encourages all event organisers to consider the environmental impact of their events. As part of their application, they are required to provide information about the steps they are taking in this area. Full details are included in the relevant impact reports.

Options



18. Option 1: Agree to the temporary road closures.
19. Option 2: Do not agree to the temporary road closures. If you choose this option, then the events relying on the road closures will not be able to go ahead.

Next Actions

20. If the proposed road closures are approved, the event organiser will issue further public notices advising of the approved closures, implement the approved traffic management plan, run the event and clean the site. Council officers will monitor the impact of the closures and debrief with the organisers following the conclusion of the event.

Attachments

Attachment 1.	Spring into Tawa 	Page 123
Attachment 2.	Thorndon Fair 	Page 129
Attachment 3.	Khandallah Village Street Fair 	Page 134
Attachment 4.	Johnsonville Christmas Parade 	Page 139

Attachment 5. A Very Welly Christmas [↓](#) 
Attachment 6. Gazley Marathon [↓](#) 

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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 Mike Mendonca, Head of Resilience

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, Have Your Say. These advertisements invited the public to make submissions on the proposed road closures.

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

- New Zealand Police
- NZTA
- Fire and Emergency New Zealand
- Wellington Free Ambulance
- Public Transport Operators
- Relevant Council Business units, e.g. Roading, Communications, WREDA.

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

The City Events Team has assessed the proposed events with regard to their contribution towards Council's 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

See 'Impact Assessment' in this report and Impact Reports for event organiser/s considerations of climate change impacts.

Communications Plan

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

Health and Safety Impact considered

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

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

SPRING INTO TAWA
SATURDAY 30 OCTOBER 2021 5.00AM TO 5.00PM

1. Description of Event

"Spring into Tawa" is Tawa's annual spring festival. It is held in Main Road, Tawa, and provides an opportunity for local retailers, community groups, education providers, and families to gather. The event features stalls selling a range of products – including baking, crafts, gifts, and household items.

The event is also an opportunity to showcase all the recreation activities that are on offer in the community – including swimming, music, entertainment, gymnastics. The festivals are a key fundraising opportunity for many of the community groups and organisations and is well supported by local schools and early childhood education providers.

The event has reached its limit in terms of the space available on the footpath and the plaza area and the community organisers would like to see it grow, with more space to enjoy activities. Therefore, it is proposed to close a small section of Main Road to provide a larger space for the event to grow.

The proposed road closures to vehicles and cyclists, are as follows: Spring into Tawa: Saturday 30th October 2021 5am to 5pm

- Main Road (between Lyndhurst Road intersection and Surrey Street roundabout)

Please refer to the map attachment for further detail.

Parking restrictions will be in place, the Taxi Stand and Bus Stops will be relocated.

The road closure is to be carried out under an approved temporary traffic management plan.

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

Climate Change

In line with Te Atakura, Wellington city's goal of a zero-carbon capital, Spring into Tawa is working toward a low carbon/zero waste event. We started this journey in 2020 and you can find more information on our Spring into Tawa website – [https://springintotawa.nz/zero waste](https://springintotawa.nz/zero-waste)

Organisers have a goal of zero to landfill and to avoid carbon emissions from organics in the landfill, we separate food waste and compostable packaging which is sent to Capital Compost at the Southern Landfill. In 2020 we diverted 63% of waste away from landfill and this year we are aiming to hit 75%.

Advocacy -The organisers will be promoting biking, walking, public transport, or ride sharing to the event which is outlined on our website and through our social media channels – Instagram & Facebook. We also promote that event goers should also bring their reusable food containers, drink bottles, cutlery

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(less resources emissions in the production of packaging etc). To assist, organisers have included free water fill stations using the "Refill my bottle" app and will be providing branded keep cups and drink bottles as prizes.

A stall will promote sustainable messaging around both energy efficient buildings and protecting and enhancing the environment (predator free, friends of tawa bush etc). Communications with stall holders will be encouraging the same e.g. no plastic bags last year, moving away from balloons etc.

Event Logistics –The organisers have been working on ensuring signage is reusable from year to year so avoid printing dates where possible, to limit the amount of printing done every year. For signage that does require printing, they work with groups to share billboard skins, corflute signs that they can reuse for their purposes e.g. Sharing with the local scout group.

2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 5 June 2021
- Social Media, Wednesday 16 June 2021
- Twitter, Wednesday 16 June 2021
- Facebook, Wednesday 16 June 2021
- Have your say, Wednesday 16 June 2021

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

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

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

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

Traffic Impact

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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 5am to 5pm on Saturday 30 October 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 their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- 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.

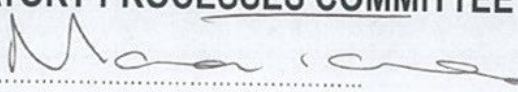
However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the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

Attachments

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

REGULATORY PROCESSES COMMITTEE

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Prepared By 
Maria Taumaa
Street Activities Coordinator

Approved By 
Jacqui Austin
Team Leader Street Activities and Audit Coordination

The Dominion Post | 5 Jun 2021

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 11 August 2021 to consider the following temporary road closure for Events.

Spring into Tawa

Road Closure Saturday 30 October 2021 5.00 am to 5.00 pm
Main Road (between Lyndhurst Road intersection and Surrey Street roundabout)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 25 June 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: Spring into Tawa

From: 30/10/2021 5:00:00 am

Until: 30/10/2021 5:00:00 pm

Event Type: Road Closure

Event Details:

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

THORNDON FAIR SUNDAY 5 DECEMBER 2021 6.00 AM TO 6.00 PM

1. Description of Event

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

The proposed road closures to vehicles and cyclists, are as follows: Thorndon Fair: Sunday 5 December 2021 6.00 am to 6.00 pm.

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

Please refer to the map attachment for further detail.

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

Climate Change Perspective:

The event organiser recognises a fair of this size has the potential to have a considerable impact on the environment and climate.

To minimise the impact, the event organiser will:

- Encourage attendees to take public transport to and from the fair. This is on our social media channels, in information packs, also on the website.
- Run a waste minimisation programme on the day of the fair. This includes information sheets on bins and also volunteer to help encourage people to put their waste in the correct bins.
- Encourage a variety of stall holders. For example, last year we had stall about e-bikes, second-hand clothing and repurposed items into jewellery and homeware.
- Promote people to bring reusable shopping bags.
- Run a second-hand book stall.
- Continue to look at ways we can run the fair with less impact on the environment and climate.

2. Events Directorate Support

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

REGULATORY PROCESSES COMMITTEE

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3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 19 June 2021
- Social Media, Tuesday 22 June 2021
- Twitter, Tuesday 22 June 2021
- Facebook, Tuesday 22 June 2021
- Have your say, Tuesday 22 June 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 was one retailer objection from Tinakori Road regarding a stall holder for the fair being on the footpath outside their premises.

Thorndon Fair organisers have talked to retailer and will look at improving communications this year.

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 6.00 pm on Sunday 5 December 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 their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.

REGULATORY PROCESSES COMMITTEE

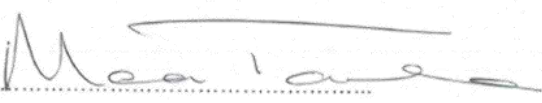
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- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Thorndon Fair on Sunday 5 December 2021 6.00 am to 6.00 pm. 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

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 11 August 2021 to consider the following temporary road closure for Events.

A Very Welly Christmas

Friday 26th November 2021 Midnight to Sunday

28th November 2021 10pm

Lambton Quay (Whitmore Street to Willis Street)

Ballance Street Lambton (Old Bailey side entrance to Lambton Quay)

Stout Street (Ballance Street to Lambton Quay)

Waring Taylor Street (intersection Maginnity and Waring Taylor to Lambton Quay)

Johnson Street (Wilson carpark to Lambton Quay)

Brandon Street (halfway on Brandon Street to Lambton Quay)

Thorndon Fair

Sunday 5 December 2021 6am to 6pm

Tinakori Road (between Bowen Street and Harriett Street)

Hill Street (between Tinakori Road and Selwyn Terrace)

Khandallah Village Street Fair

Sunday 12 December 2021 5am to 5pm

Ganges Road (from Agra Crescent to Dekka Street)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 2 July 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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The Dominion Post 19 Jun 2021



Event Name: Khandallah Village Fair

From: 12/12/2021 5:00:00 am

Until: 12/12/2021 5:00:00 pm

Event Type: Road Closure

Event Details:

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

KHANDALLAH VILLAGE STREET FAIR SUNDAY 12 DECEMBER 2021 5.00 AM TO 5.00 PM

1. Description of Event

The Khandallah Village Street Fair has been a signature project for the Rotary Club of Wellington North and as a local community project, is one of the Club's flagship annual fundraising events. The club is extremely excited to be putting this event together for their local community and would love to see as many people there as possible.

The proposed road closures to vehicles and cyclists, are as follows: Khandallah Village Street Fair Sunday 12 December 2021 5.00 am to 5.00 pm.

- Ganges Road (from Agra Crescent to Dekka Street)

Please refer to the map attachment for further detail.

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

Climate Change Considerations:

The Fair is a local community event which has grown in popularity in recent years. The products on sale are predominantly made in New Zealand, many which are local products, from Wellington city and Greater Wellington (Kapiti) areas. This means less transport emissions than would be the case if they were imported.

Additionally, the Fair appeals to local products and involves less travel than the alternative of shopping at other places in Wellington city or in wider Wellington region Council support will help us to grow the event and increase the potential climate change benefits.

2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 19 June 2021
- Social Media, Tuesday June 2021
- Twitter, Tuesday 22 June 2021
- Facebook, Tuesday 22 June 2021

REGULATORY PROCESSES COMMITTEE

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- Have your say, Tuesday 22 June 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

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 5.00 am to 5.00 pm on Sunday 12 December 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 their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.

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- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

Attachments

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

Prepared By

Maria Taumaa

Street Activities Coordinator

Approved By

Jacqui Austin

Team Leader Street Activities and Audit Coordination

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 11 August 2021 to consider the following temporary road closure for Events.

A Very Welly Christmas

Friday 26th November 2021 Midnight to Sunday

28th November 2021 10pm

Lambton Quay (Whitmore Street to Willis Street)

Ballance Street Lambton (Old Bailey side entrance to Lambton Quay)

Stout Street (Ballance Street to Lambton Quay)

Waring Taylor Street (intersection Maginnity and Waring Taylor to Lambton Quay)

Johnson Street (Wilson carpark to Lambton Quay)

Brandon Street (halfway on Brandon Street to Lambton Quay)

Thorndon Fair

Sunday 5 December 2021 6am to 6pm

Tinakori Road (between Bowen Street and Harriett Street)

Hill Street (between Tinakori Road and Selwyn Terrace)

Khandallah Village Street Fair

Sunday 12 December 2021 5am to 5pm

Ganges Road (from Agra Crescent to Dekka Street)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 2 July 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

**Absolutely Positively
Wellington City Council**
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The Dominion Post 19 Jun 2021



Event Name: Khandallah Village Fair

From: 12/12/2021 5:00:00 am

Until: 12/12/2021 5:00:00 pm

Event Type: Road Closure

Event Details:

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

JOHNSONVILLE CHRISTMAS PARADE SATURDAY 4 DECEMBER 2021 6.00 AM TO 4.00 PM

1. Description of Event

The annual Johnsonville Community Christmas parade, organised by the Lions Club of Johnsonville, is this year celebrating 15 years. There are an estimated 10,000 spectators that enjoy the parade and Christmas celebrations. The event is well supported by the community, including local businesses and the local Police.

The Johnsonville Lions Club has a core of very dedicated members, organisers and marshals who put large amount of un-paid time and efforts into this event.

The proposed road closures to vehicles and cyclists, are as follows: Johnsonville Christmas Parade; Saturday 4 December 2021, 6.00 am to 4.00 pm

- Wanaka Street (6 am to 4 pm)
- Dr Taylor Terrace (6 am to 1.30 pm)
- Moorefield Road (Between Haumia Street and Johnsonville Road roundabout 10.45 am to 12 pm)
- Rotoiti Street (Closed to through traffic 11 am to 12.30 pm)
- Broderick Street (Phillip Street to Johnsonville Road 11 am to 12.30 pm)
- Johnsonville Road (from Fraser Avenue intersection to Moorefield Road roundabout 11 am to 12.30 pm)
- Frankmoore Avenue (between Earp Street and Moorefield Road 11 am to 12.30 pm)
- Phillip Street, Frankmoore Avenue (Phillip Street to Earp Street)
- No Parking 7 am to 1 pm Bannister Avenue, Broderick Road (Bannister Avenue to Phillip Street)
- Detour Route Johnsonville Road, Fraser Avenue, Haumia Street, Bannister Avenue, Broderick Road.

Please refer to the map attachment for further detail.

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

Climate Change

The Johnsonville Charitable Trust Lions Christmas parade organisers are aware of the factors impacting climate change and will do their reasonable utmost to mitigate the potential impact of the parade. Understandably the biggest contributor by numbers are from vehicles used to transport children to and from the parade. As parking spaces are traditionally scarce, we will in our pre-parade publicity encourage all caregivers to consider arriving by public transport or by foot. In the parade itself most of the parade entries are foot propelled, leaving little opportunity for practical mitigation. However, on a lighter note, Father Christmas, and his team of elves will be propelled by their own small herd of

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reindeer. We understand they are solely grass-fed but have been unable to scientifically ascertain what volume of methane they typically emit per hour.

2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 19 June 2021
- Social Media, Tuesday 22 June 2021
- Twitter, Tuesday 22 June 2021
- Facebook, Tuesday 22 June 2021
- Have your say, Tuesday 22 June 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 was one objection from a resident objecting to the road being closed outside her house. She had just moved into Dr Taylor Terrace and was not aware of the road closure.

Event organisers do a letter drop one week before the Johnsonville Christmas Parade.

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 4.00 pm on Saturday 4 December 2021
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.

REGULATORY PROCESSES COMMITTEE

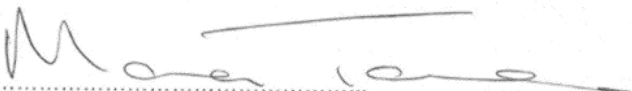
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- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. 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 their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to provide access to all properties affected by the road closures for the parade assembly.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

Attachments

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

Prepared By 
Maria Taumaa
Street Activities Coordinator

Approved By 
Jacqui Austin
Team Leader Street Activities and Audit Coordination

The Dominion Post | 19 Jun 2021

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 11 August 2021 to consider the following temporary road closure for Events.

Johnsonville Christmas Parade

Saturday 4 December 2021 6am to 4pm

Wanaka Street (6am to 4pm)

Dr Taylor Terrace (6am to 1.30pm)

Moorefield Road (between Haumia Street and Johnsonville Road roundabout 10.45 am to 12pm)

Moorefield Road (between Johnsonville Road and Middleton Road roundabouts 11am to 12.30pm)

Rotoiti Street (closed to through traffic 11am to 12.30pm)

Broderick Road (Phillip Street to Johnsonville Road 11am to 12.30pm)

Johnsonville Road (from Fraser Avenue intersection to Moorefield Road roundabout 11am to 12.30pm)

Frankmoore Avenue (between Earp Street and Moorefield Road 11am to 12.30pm)

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

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

Phillip Street Frankmoore Avenue (Phillip Street to Earp Street)

Detour Route Johnsonville Road, Fraser Avenue, Haumia Street Bannister Avenue Broderick Road.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 2 July 2021.

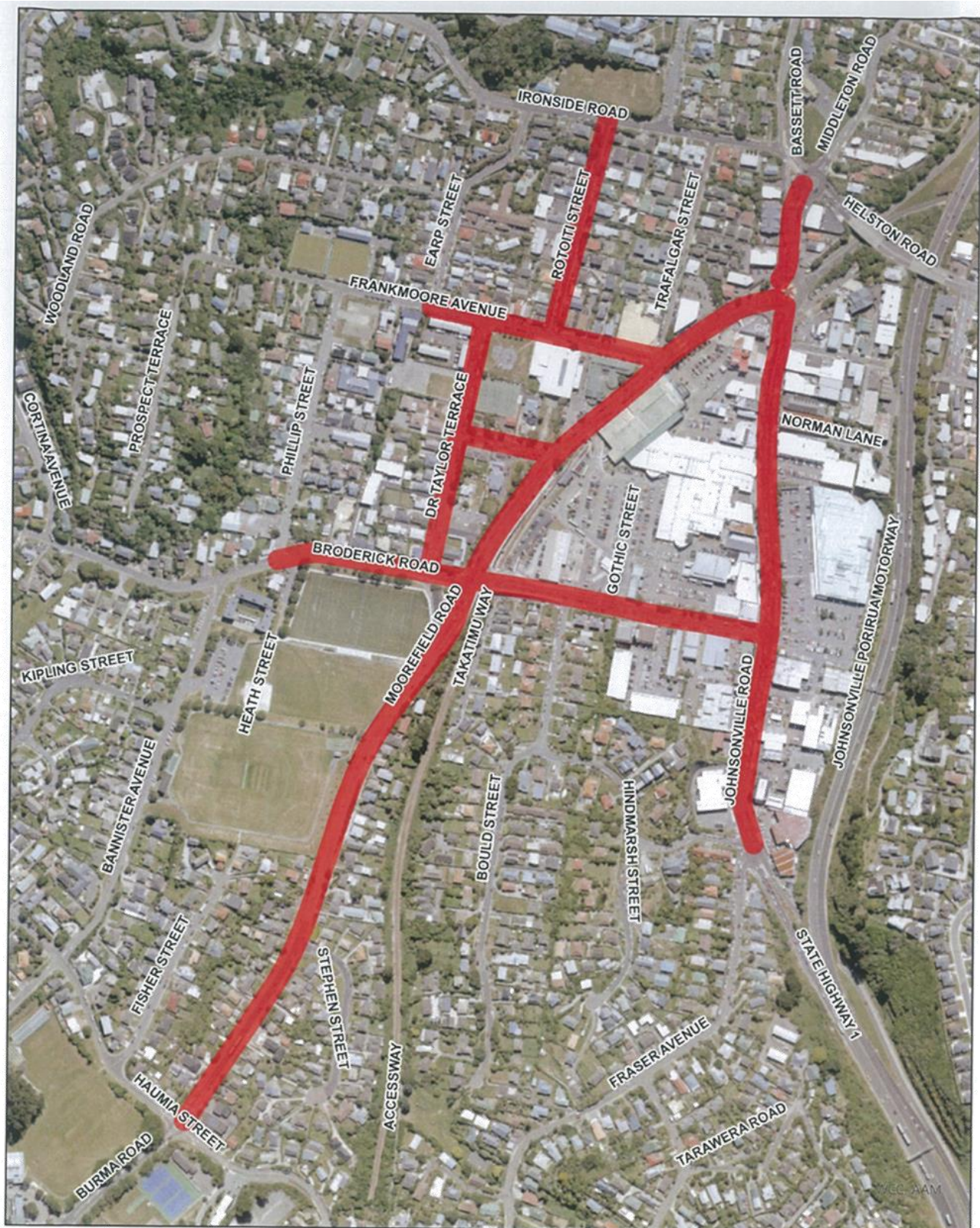
Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

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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PO Box 2199, Wellington 6140
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Event Name: Johnsonville Christmas Parade From: 4/12/2021 8:00:00 am Until: 4/12/2021 3:00:00 pm

Event Type: Road Closure

Event Details:

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

***A VERY WELLY CHRISTMAS
FRIDAY 26TH NOVEMBER 2021 11.59 PM TO SUNDAY 28 NOVEMBER 2021 10.00 PM***

1. Description of Event

The Wellington Christmas Festival is to take place on the weekend of Friday 27 November 11.59 pm to Sunday 28 November 2021 10.00 pm. This festival provides a wonderful way for our community to celebrate Christmas in the Capital.

Key stakeholders, Santa Parade participants, local retailers, the Chamber of Commerce, the general public have been involved with the development of the festival concept which has generated considerable excitement and support.

The Christmas festival will extend the length of Lambton Quay, which will run from 12 pm (Midday) to 8pm, Saturday 27th November 2021 and 12 pm (Midday) to 5.00 pm Sunday 28 November 2021.

Vehicular access to retail outlets for restocking within the road closure times will be managed. A Northbound access-way on Lambton Quay between 10 pm Saturday and 8 am Sunday will enable this.

The Bus service will be relocated to Run Southbound on Featherston Street and Northbound on Customhouse Quay.

For these two days of Christmas, the downtown area will become a place of community celebration, creativity and retail engagement.

Climate Change

The event is held within the local community for the local community. It is a 2-day pedestrian-based event that aims to bring fun, laughter and Christmas cheer to Wellington locals. The event itself is based on Christmas activities and uses minimal power except where this is unavoidable.

We use Wellington based suppliers and food operators. Those in the wider Wellington region are encouraged to travel into the city using the trains or buses, often adopting a gold coin donation as payment to further encourage usage. The event is located near the bus and train terminus. The event has a full recycling waste management system to minimise landfill and also to educate the public.

All food vendors are spoken to in advance to make sure they are using suitable recyclable napkins, cups and utensils. The event re-uses its installations and decorations year in year out so the actual waste each year is very low. With a post event street cleaning team returning the city centre space to how we found it.

Other small initiatives have been adopted like the banning of rubber balloons, no giveaways involving any wrappers or lolly sticks, also the ban on glitter or anything that might get blown by the wind in the stormwater drains.

REGULATORY PROCESSES COMMITTEE

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The proposed road closures to vehicles and cyclists, are as follows: A Very Welly Christmas:
Friday 11.59 pm to Sunday 28 November 2021 10.00 pm

- Lambton Quay (Whitmore Street to Willis Street)
- Ballance Street (Old Bailey side entrance to Lambton Quay)
- Stout Street (Ballance Street to Lambton Quay)
- Waring Taylor Street (intersection Maginnity and Waring Taylor to Lambton Quay)
- Johnson Street (Wilson Carpark to Lambton Quay)
- Brandon Street (Halfway on Brandon Street to Lambton Quay)

Please refer to the map attachment for further detail.

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

2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday, 19 June 2021
- Social Media, 22 June 2021
- Twitter, 22 June 2021
- Facebook, 22 June 2021
- Have your say, 22 June 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

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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 to 10.00 pm on Friday 26 November 2021 to Sunday 28 November 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 their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to provide access to all properties affected by the road closures for the parade assembly.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

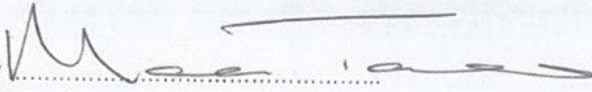
However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the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

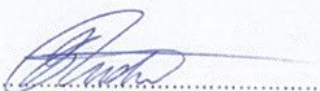
Attachments

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

REGULATORY PROCESSES COMMITTEE

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

Prepared By 
Maria Taumaa
Street Activities Coordinator

Approved By 
Jacqui Austin
Team Leader Street Activities and Audit Coordination

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 11 August 2021 to consider the following temporary road closure for Events.

A Very Welly Christmas

Friday 26th November 2021 Midnight to Sunday

28th November 2021 10pm

Lambton Quay (Whitmore Street to Willis Street)

Ballance Street Lambton (Old Bailey side entrance to Lambton Quay)

Stout Street (Ballance Street to Lambton Quay)

Waring Taylor Street (intersection Maginnity and Waring Taylor to Lambton Quay)

Johnson Street (Wilson carpark to Lambton Quay)

Brandon Street (halfway on Brandon Street to Lambton Quay)

Thorndon Fair

Sunday 5 December 2021 6am to 6pm

Tinakori Road (between Bowen Street and Harriett Street)

Hill Street (between Tinakori Road and Selwyn Terrace)

Khandallah Village Street Fair

Sunday 12 December 2021 5am to 5pm

Ganges Road (from Agra Crescent to Dekka Street)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 2 July 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

**Absolutely Positively
Wellington City Council**
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The Dominion Post | 19 Jun 2021



Event Name: A Very Welly Christmas

From: 27/11/2021 12:01:00 am

Until: 28/11/2021 10:00:00 pm

Event Type: Road Closure

Event Details:

REGULATORY PROCESSES COMMITTEE

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Wellington City Council**
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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

GAZLEY VOLKSWAGEN WELLINGTON MARATHON SUNDAY 10 OCTOBER 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, and was not able to be held on the originally approved event date of 27th June 2021.

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 10 October 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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Climate/Environment/Community initiatives

As an event that promotes human endeavour the Wellington Marathon is a very relevant community occasion, meeting increasingly important social objectives such as health and well-being, community goodwill and climate change.

Organisationally the event involves the wider community in such a way as utilising local service providers as much as possible and donating more than \$20,000 to local community groups and charities in exchange for the 200-plus volunteers required. We meet climate-change objections by the promotion of human-powered endeavour and initiatives such as, the use of recyclable and compostable consumables, by following the Greater Wellington event waste minimisation guidelines, by staging the event close to regional public transport networks, by promoting those transport networks, by not providing waste-heavy participant goodie bags and by providing clean-up crews to leave the course "as we found it".

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, Saturday 3 July 2021
- Social Media, Thursday 8 July 2021
- Twitter, Thursday 8 July 2021
- Facebook, Thursday 8 July 2021
- Have your say, Thursday 8 July 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](#)

REGULATORY PROCESSES COMMITTEE

**Absolutely Positively
Wellington City Council**
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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 10 October 2021.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where road closures transition from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all of their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required 10 days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must 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

REGULATORY PROCESSES COMMITTEE

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

Prepared By 
Maria Taumaa
Street Activities Coordinator

Approved By 
Jacqui Austin
Team Leader Street Activities and Audit Coordination

THE DOMINION POST
3 Jul 2021

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 11 August 2021 to consider the following temporary road closure for Events.

Gazley Volkswagen Wellington Marathon Sunday 10 October 2021

Road Closure

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 to be closed between 6.00am to 10.00am reducing to one Lane until 1.00pm.

NB: 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.

Seaward Lane Closure, Waterloo Quay, from Westpac Stadium traffic lights south along Waterloo Quay to intersection with Whitmore Street.

Lane closure to be in place between 6.00am and 1.00pm.

NB: This is for the outward section and return journey if all races.

NB: Residents, Business owners, would have controlled access.

Seaward Lane Closure Cable Street to Oriental Parade.

Lane Closure to be in place between 6.00am to 10.00am.

NB: This is for the outward section of the route only.

NB: Residents, business owners, Te Papa and market goers would have controlled access.

Road Closure Oriental Parade and Evens Bay Parade, between Cable Street and Cobham Drive.

Full road closure to be in place between 6.00am to 12noon.

NB: Landward lane for normal westbound traffic would be open by approx. 11.00am.

NB: Residents and business owners would have controlled access.

Road Closure Shelly Bay Road, between Miramar Avenue and Scorching Bay.

Full road closure to be in place between 7.00am to 11.30am.

NB: This is for entire event, both outward and return journeys.

NB: residents and business owners would have controlled access.

NB: road closure ends at north end scorching Bay, so public access to Café, beach, car parks etc are unaffected.

Marshallled Resident Access Herd Street, between 6.00am to 12.00pm.

NB: This is for the entire event, both outward and return journeys.

Controlled Waterfront Access between 9.00am to 1.00pm.

From Herd Street through Chaffers Marina, Frank Kitts Park, Queens Wharf to Bluebridge Ferry Terminal.

NB: 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 16 July 2021. Please send correspondence to Street Activities at mailing address P O 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: Gazley Marathon
Event Type: Road Closure

From: 27/06/2021 6:00:00 am
Until: 27/06/2021 1:00:00 pm



PROPOSED ROAD STOPPING - LAND ADJOINING 40 STANLEY STREET, BERHAMPORE

Purpose

1. This report asks the Pūroro Hātepe | Regulatory Processes Committee to recommend to Council that it stops and sells approximately 25.5m² (subject to survey) of unformed legal road land located on Stanley Street and adjoining 40 Stanley Street, Berhampore. Refer to Attachment 1 for the location plan.

Summary

2. The owners of 40 Stanley Street, Berhampore (the Owners) have applied to purchase legal road land adjoining their property.
3. The approximately 25.5m² of legal road land (the Land) proposed to be stopped and sold is shown outlined in red on Attachments 2 and 3.
4. Utility providers and relevant Council business units have been consulted. All support the proposal, subject to conditions (where relevant).
5. Initial consultation letters were sent to the adjoining neighbours and, at the time of writing this report, no responses had been received.
6. If the Council agrees with the recommendations of the Regulatory Processes Committee, the road stopping will then be publicly notified. At that time, any neighbours, organisations, or any other member of the public will have the opportunity to make a submission.

Recommendation/s

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Recommend to Council that it:
 - a. Declare that approximately 25.5m² (subject to survey) of unformed legal road land in Stanley Street (the Land), adjoining 40 Stanley Street (being Lot 49 DP 1616 held on ROT WN145/125), is not required for a public work and is surplus to Council's operational requirements.
 - b. Agree to dispose of the Land.
 - c. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.

3. Note that if objections are received to the road stopping, and the applicant wished to continue, a further report will be presented to the Regulatory Processes Committee for consideration.

Discussion

7. 40 Stanley Street is a regular shaped lot with frontage on Stanley Street. The property sits slightly above road level and contains a single storey dwelling and separate single car garage.
8. The Land contains part of the applicant's garage and retained front yard and is currently used under an encroachment licence.
9. Advisors from Council's Transport Network Team have confirmed the Land is not required for future road widening or public access purposes. They supported the proposal subject to 2.5m of legal road land being stopped, with a batter easement required should the foot of the retaining wall extend beyond the surveyed stopping area.
10. Should the road stopping proposal be successful, the Land will be amalgamated with 40 Stanley Street, with its current use not proposed to change.
11. Road stopping is provided for under Sections 319 and 342 and the Tenth Schedule of the Local Government Act 1974 (LGA).
12. The Council, under Section 40 of the Public Works Act 1981 (PWA), 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any public work. Sections 345 of the LGA provides Council with the statutory power to dispose of stopped land.
13. Relevant Council business units have been consulted and none wish to retain the Land.
14. Officers are giving the Walking Access Commission the opportunity to comment on road stopping proposals early in the process. The Commission supports the proposal by 40 Stanley Street, without conditions.
15. As is normal practise in the early stages of the road stopping process, officers have written to the adjoining owners notifying them that Council had received the road stopping application. All adjoining owners will be consulted again when formal public consultation is carried out later in the road stopping process.
16. If Council approves the above, officers will establish whether any offer back obligations under Section 40 of the PWA exist.



Options

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

Next Actions

18. The proposed next steps, subject to the Regulatory Processes Committee approval of the recommended option, are to:
- conclude a Section 40 PWA investigation
 - prepare a Survey Office Plan
 - prepare a Sale and Purchase Agreement
 - begin the public notification process.

Attachments

Attachment 1.	Location Plan ↓ 	Page 163
Attachment 2.	Aerial ↓ 	Page 164
Attachment 3.	Street Views ↓ 	Page 165

Author	Sarah-Jane Still, Property Advisor
Authoriser	John Vriens, Acting Property Services Manager Brad Singh, Transport Assets Manager Tom Williams, Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

Letters were sent to the relevant adjoining owners notifying them that Council had received the road stopping application. At the time of preparing this report no responses had been received.

These neighbouring owners will be consulted again when the formal public consultation is carried out later in the road stopping process and they will have an opportunity to enter a written submission if they so choose. The local Residents Association will also be notified.

Treaty of Waitangi considerations

Iwi groups have not been consulted. The proposal does not conflict with the principles of the Treaty of Waitangi nor is the Land located within a Māori Precinct or an area identified as significant to Māori. The Land is not being disposed of on the open market and will not become a standalone allotment as amalgamation is being proposed with 40 Stanley Street.

Financial implications

There are no significant financial considerations related to this recommendation. Any costs associated with the disposal of the Land will be recovered from the applicant, and the proceeds of the sale are directed towards the general fund.

In August 2011 new cost sharing initiatives were approved by Council. The rebate amount is determined at the end of the road stopping process when all costs are known.

Policy and legislative implications

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

The proposed road stopping has no significant impact on the Long-Term Plan.

Risks / legal

The road stopping process is consistent with both legislative and Council requirements.

Climate Change impact and considerations

There are no known climate change implications for this road stopping.

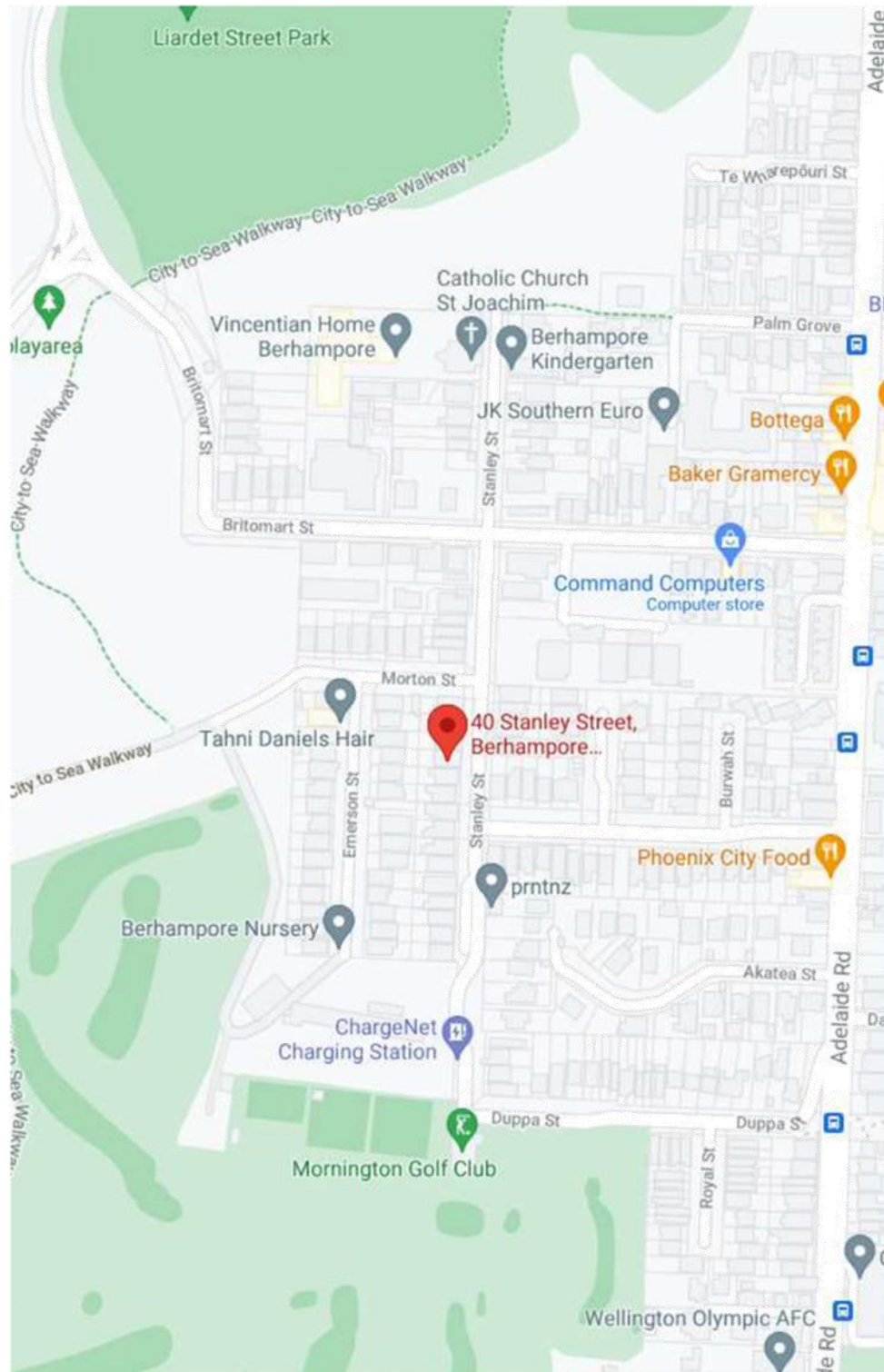
Communications Plan

Public consultation in accordance with the Tenth Schedule of the LGA will be carried out later in the road stopping process.

Health and Safety Impact considered

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

Location Plan



LocalMaps Print



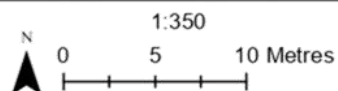
February 3, 2021

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Data Statement:
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Property Boundaries Accuracy:
+/- 1m in urban areas
+/- 30m in rural areas

Data Source:
Census data - Statistics NZ.
Postcodes - NZ Post.



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Street Views





PROPOSED ROAD STOPPING - GOVERNOR ROAD, LAND ADJOINING 24 NORTHLAND ROAD, NORTHLAND

Purpose

1. This report asks the Pūroro Hātepe | Regulatory Processes Committee to recommend to Council that it stops and sells approximately 130m² (subject to survey) of unformed legal road land located on Governor Road and adjoining 24 Northland Road, Northland. Refer to Attachment 1 for the location plan.

Summary

2. The owners of 24 Northland Road, Northland (the Owners) have applied to purchase unformed legal road land adjoining their property.
3. The approximately 130m² of unformed legal road proposed to be stopped and sold (the Land) is shown outlined red on Attachment 2.
4. Utility providers and relevant Council business units have been consulted. All support the proposal, subject to conditions (where relevant).
5. Initial consultation letters were sent to the adjoining and adjacent neighbours and, at the time of writing this report, one response had been received.
6. If the Council agrees with the recommendations of the Regulatory Processes Committee, the road stopping will then be publicly notified. At that time, any neighbours, organisations, or any other members of the public will have the opportunity to make a submission.

Recommendation/s

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Recommend to Council that it:
 - a. Declare that approximately 130m² (subject to survey) of unformed legal road land in Governor Road (the Land), adjoining 24 Northland Road (being Part Lot 283 DP 1087 held on ROT WN368/124), is not required for a public work and is surplus to Council's operational requirements.
 - b. Agree to dispose of the Land.
 - c. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.

3. Note that if objections are received to the road stopping, and the applicant wished to continue, a further report will be presented to the Regulatory Processes Committee for consideration.

Discussion

7. 24 Northland Road is a semi-regular shaped lot with frontages on Northland Road and Governor Road. The property is sloped and sits below Northland Road and above Governor Road. The property contains a single storey dwelling with walk-on access. Refer to Attachment 3 for street views from Governor Road.
8. The Land is not currently being used under an Encroachment Licence, though the Owners hold a current Encroachment Licence for a car deck on their Northland Road frontage.
9. Advisors from the Council's Transport Network Team have confirmed the Land is not required for future road widening or public access purposes. They supported the proposal subject to 8.5m of legal road land being stopped, isolation strips being created on both side boundary extensions, and a batter easement being registered on the property's title.
10. Should the road stopping proposal be successful, the Land will be amalgamated with 24 Northland Road, with its current use not proposed to change.
11. Road stopping is provided for under Sections 319 and 342 and the Tenth Schedule of the Local Government Act 1974 (LGA).
12. The Council, under Section 40 of the Public Works Act 1981 (PWA), 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any public work. Section 345 of the LGA provides Council with the statutory power to dispose of stopped road.
13. Relevant Council business units have been consulted and none wish to retain the Land.
14. Offices are giving the Walking Access Commission the opportunity to comment on road stopping proposals early in the process. The Commission supports the proposal by 24 Northland Road, without conditions.
15. As is normal practise in the early stages of the road stopping process, officers have written to the adjoining and adjacent owners notifying them that Council had received the road stopping application. At the time of writing this report, one response had been received. All the owners will be consulted again when formal public consultation is carried out later in the road stopping process.
16. If Council approves the above, officers will establish whether any offer back obligations under Section 40 of the PWA exist.


Options

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

Next Actions

18. The proposed next steps, subject to the Regulatory Processes Committee approval of the recommended option, are to:
- Conclude a Section 40 PWA investigation;
 - Prepare a Survey Office Plan;
 - Prepare a Sale and Purchase Agreement; and
 - Begin public notification process.

Attachments

Attachment 1.	Location Plan ↓ 	Page 172
Attachment 2.	Aerial ↓ 	Page 173
Attachment 3.	Street Views ↓ 	Page 174

Author	Sarah-Jane Still, Property Advisor
Authoriser	John Vriens, Acting Property Services Manager Brad Singh, Transport Assets Manager Tom Williams, Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

Letters were sent to the relevant adjoining and adjacent owners notifying them that Council had received this road stopping application. At the time of preparing this report one response had been received.

The owner of 8 Governor Road wrote to Council expressing concerns that the new front yard setback resource consent requirement, that would be triggered as a result of the road stopping, would affect the owners ability to alter the existing building or rebuild in the event of a disaster. The Resource Consent team were asked to comment on these concerns, advising that as the building at 8 Governor Road is a multi-unit dwelling in an Outer Residential area, any alteration to, or replacement of, the existing building would require a resource consent regardless of the front yard setback being in place or not. This response was provided to the owner of 8 Governor Road.

These neighbouring owners will be consulted again when the formal public consultation is carried out later in the road stopping process and they will have an opportunity to enter a written submission if they so choose.

Treaty of Waitangi considerations

Iwi groups have not been consulted. The proposal does not conflict with the principles of the Treaty of Waitangi nor is the Land located within a Māori Precinct or an area identified as significant to Māori. The Land is not being disposed of on the open market and will not become a standalone allotment as amalgamation is proposed with the adjoining 24 Northland Road.

Financial implications

There are no significant financial considerations related to this recommendation. Any costs associated with the disposal of the Land will be recovered from the applicant, and the proceeds of the sale are directed towards the general fund.

In August 2011 new cost sharing initiatives were approved by Council. The rebate amount is determined at the end of the road stopping process when all of the costs are known.

Policy and legislative implications

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

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

Risks / legal

The road stopping process is consistent with both legislative and Council requirements.

Climate Change impact and considerations

There are no known climate change implications for this road stopping.

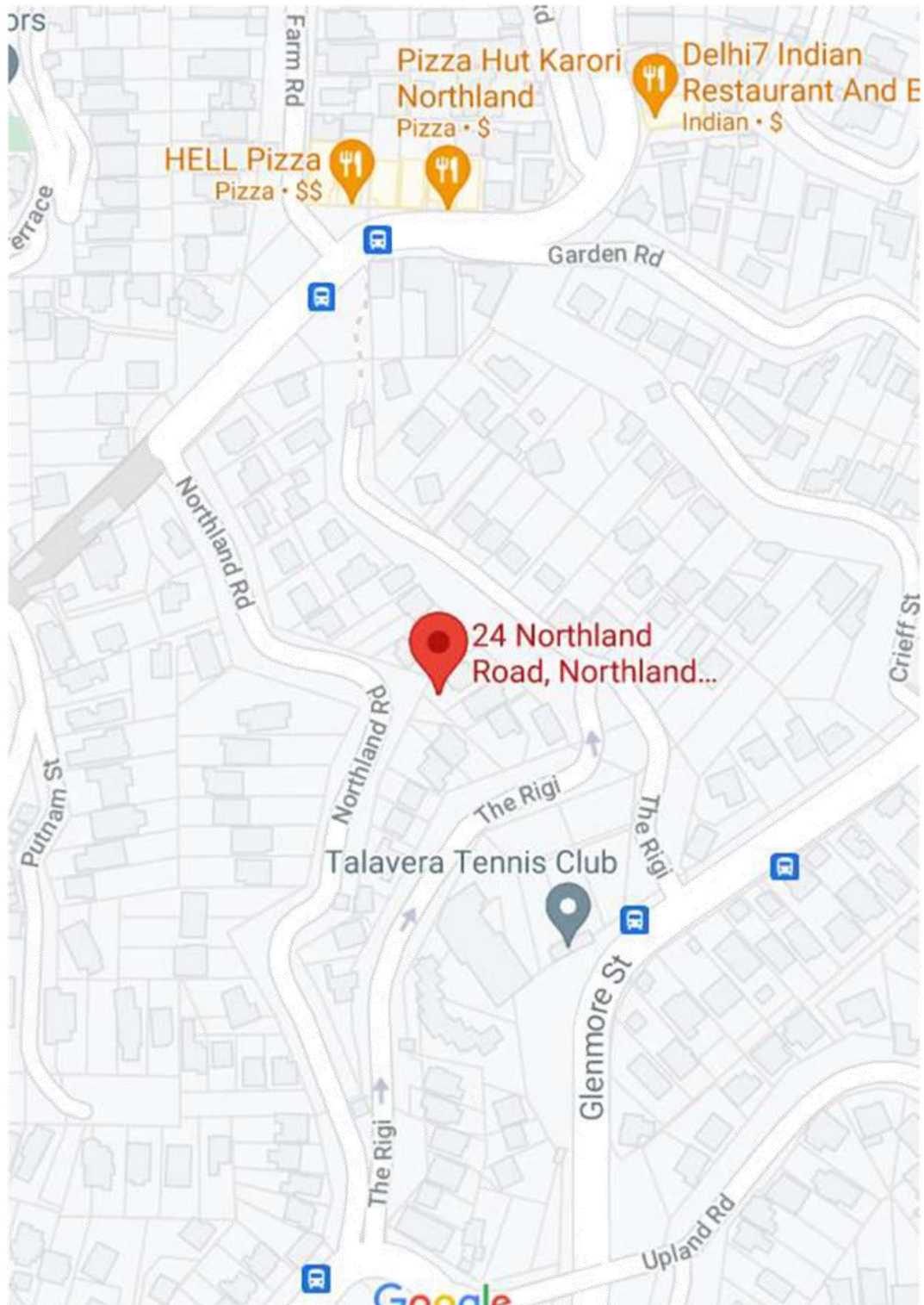
Communications Plan

Public consultation in accordance with the Tenth Schedule of the LGA will be carried out later in the road stopping process.

Health and Safety Impact considered

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

Location Plan



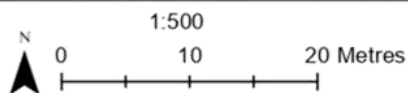
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Data Statement:
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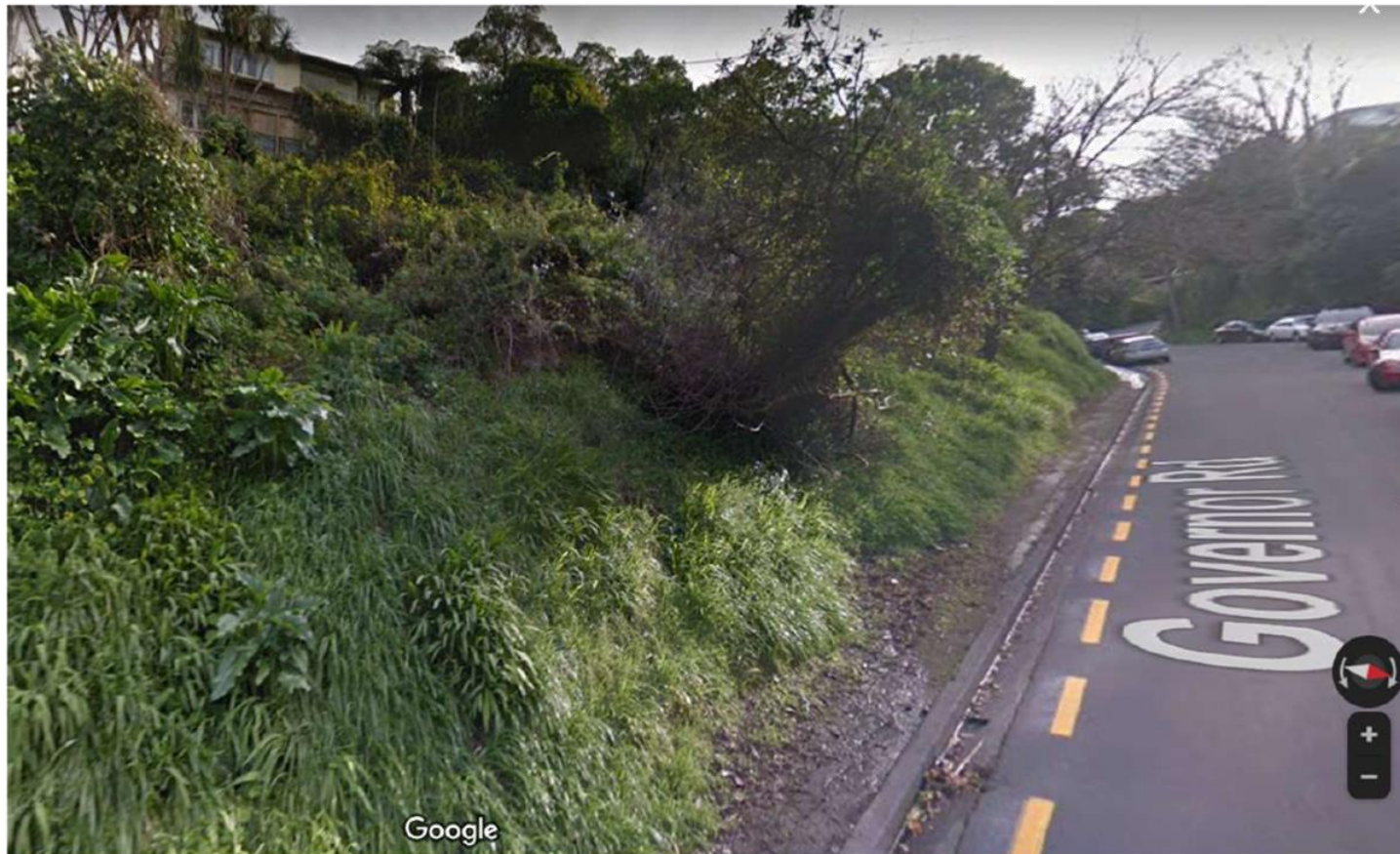
Property Boundaries Accuracy:
+/-1m in urban areas
+/-30m in rural areas

Data Source:
Census data - Statistics NZ.
Postcodes - NZ Post.



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Street Views





PROPOSED ROAD STOPPING - LAND ADJOINING 9 DALLAS COURT, MIRAMAR

Purpose

1. This report asks the Pūroro Hātepe | Regulatory Processes Committee to recommend to Council that it stops and sells approximately 131m² (subject to survey) of unformed legal road adjoining 9 Dallas Court, Miramar. Refer to Attachment 1 for the location plan.

Summary

2. The owners of 9 Dallas Court, Miramar (the Owners) have applied to purchase legal road land adjoining their property.
3. The approximately 131m² of legal road land (the Land) proposed to be stopped and sold is shown outlined red on Attachments 2 and 3.
4. Utility providers and relevant Council business units have been consulted. All support the proposal, subject to conditions (where relevant).
5. Initial consultation letters were sent to the adjoining and adjacent neighbours and, at the time of writing this report, one response had been received.
6. If the Council agrees with the recommendations of the Regulatory Processes Committee, the road stopping will then be publicly notified. At that time, any neighbours, organisations, or any other member of the public will have the opportunity to make a submission.

Recommendation/s

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Recommend to Council that it:
 - a. Declare the approximately 131m² (subject to survey) of unformed legal road land in Dallas Court (the Land), adjoining 9 Dallas Court (being Lot 49 DP 33367 held on ROT WN10B/1421), is not required for a public work and is surplus to Council's operational requirements.
 - b. Agree to dispose of the Land.
 - c. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.

3. Note that if objections are received to the road stopping, and the applicant wished to continue, a further report will be presented to the Regulatory Processes Committee for consideration.

Discussion

7. 9 Dallas Court is a generally rectangular-shaped lot with drive-on access from Dallas Court. The property sits slightly below road level and contains the applicant's single storey dwelling.
8. The Land adjoins the rear of 9 Dallas Court and slopes away from the property. The Land contains grass and small-medium sized trees, and adjoins a walkway leading to Otaki Street and Madison Place. Refer to Attachment 3.
9. Advisors from Council's Transport Network Team have confirmed the Land is not required for future road widening or public access purposes.
10. Should the road stopping proposal be successful, the Land will be amalgamated with 9 Dallas Court.
11. Road stopping is provided for under Sections 319 and 342 and the Tenth Schedule of the Local Government Act 1974 (LGA).
12. The Council, under Section 40 of the Public Works Act 1981 (PWA), 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any public work. Section 345 of the LGA provides Council with the statutory power to dispose of stopped land.
13. Relevant Council business units have been consulted and none wish to retain the Land.
14. Officers are giving the Walking Access Commission the opportunity to comment on the road stopping proposals early in the process. The Commission supports the proposal by 9 Dallas Court, without conditions.


Options

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

Next Actions

16. The proposed next steps, subject to the Regulatory Processes Committee approval of the recommended options, are to:
 - a. Conclude a Section 40 PWA investigation.
 - b. Prepare a Survey Office Plan.
 - c. Prepare a Sale and Purchase Agreement.
 - d. Begin the public notification process.

Attachments

Attachment 1.	Location Plan ↓ 	Page 181
Attachment 2.	Aerial ↓ 	Page 182
Attachment 3.	View from walkway ↓ 	Page 183

Author	Sarah-Jane Still, Property Advisor
Authoriser	John Vriens, Acting Property Services Manager Brad Singh, Transport Assets Manager Mike Mendonca, Head of Resilience

SUPPORTING INFORMATION

Engagement and Consultation

Letters were sent to the relevant adjoining owners notifying them that Council had received the road stopping application. At the time of preparing this report, one response had been received from the adjoining property. The adjoining owners raised concerns about future development of the road stopping land, these concerns were resolved by explaining to the adjoining owner that an easement would prevent the owner from building right up the boundary between the properties.

These neighbouring owners will be consulted again when the formal public consultation is carried out later in the road stopping process and they will have an opportunity to enter a written submission if they so choose. The local Resident's Association will also be notified.

Treaty of Waitangi considerations

Iwi groups have not been consulted. The proposal does not conflict with the principles of the Treaty of Waitangi nor is the Land located within a Māori Precinct or an area identified as significant to Māori. The Land is not being disposed of on the open market and will not become a standalone allotment as amalgamation is being proposed with 9 Dallas Court.

Financial implications

There are no significant financial considerations related to this recommendation. Any costs associated with the disposal of the Land will be recovered from the applicant, and the proceeds of the sale are directed towards the general fund.

In August 2011 new cost sharing initiatives were approved by Council. The rebate amount is determined at the end of the road stopping process when all costs are known.

Policy and legislative implications

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

The proposed road stopping has no significant impact on the Long-Term Plan.

Risks / legal

The road stopping process is consistent with both legislative and Council requirements.

Climate Change impact and considerations

There are no known Climate Change implications for this road stopping.

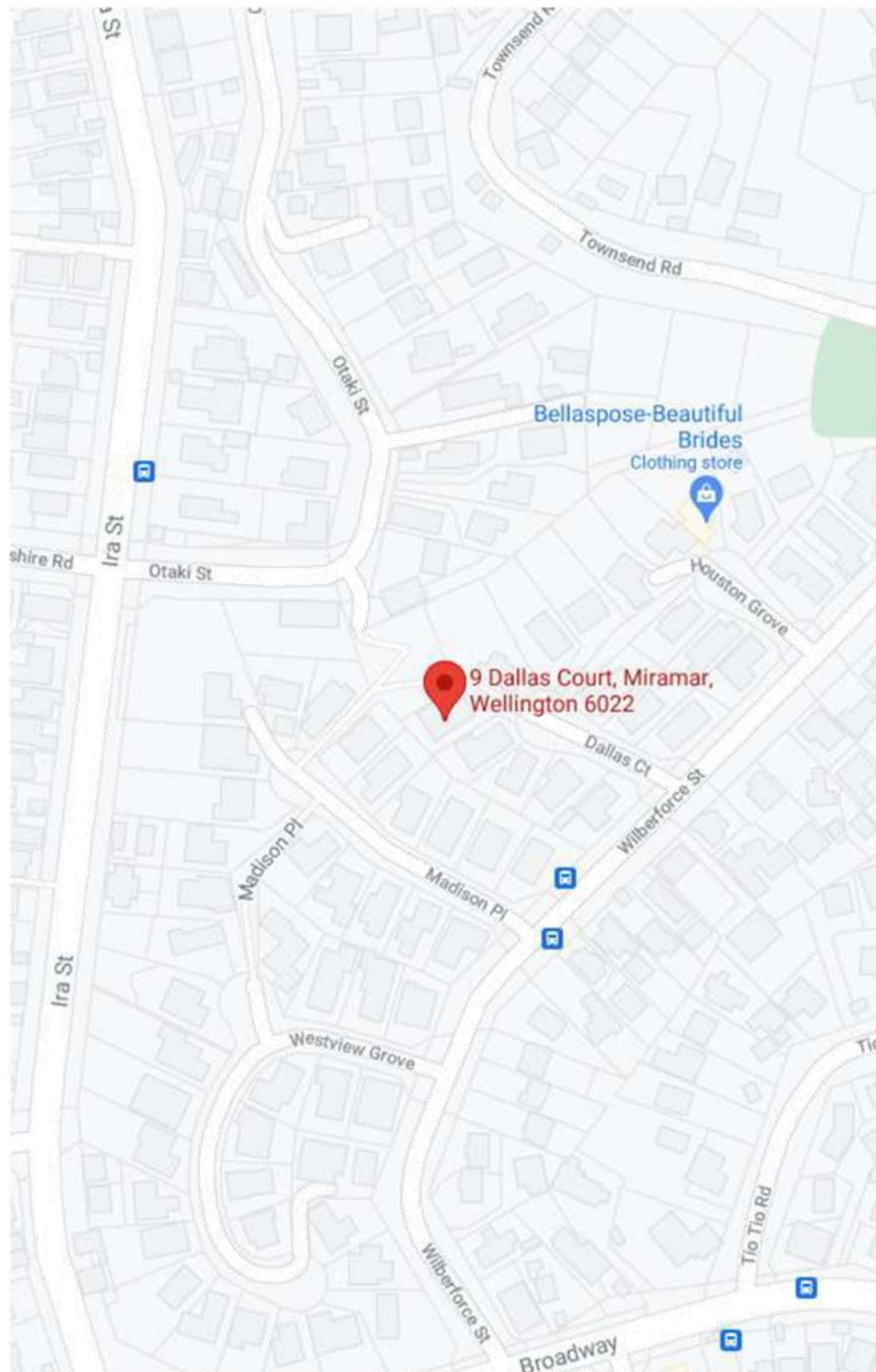
Communications Plan

Public consultation in accordance with the Tenth Schedule of the LGA will be carried out later in the road stopping process.

Health and Safety Impact considered

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

Location Plan



LocalMaps Print



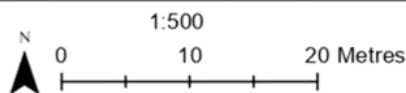
January 20, 2021

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Property Boundaries Accuracy:
+/- 1m in urban areas
+/- 30m in rural areas

Data Source:
Census data - Statistics NZ.
Postcodes - NZ Post.



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Street View



FORWARD PROGRAMME

Purpose

1. This report provides the Forward Programme for the Pūroro Hātepe | Regulatory Processes Committee for the next two months.

Summary

2. The Forward Programme sets out the reports planned for Pūroro Hātepe meetings in the next two months that require committee consideration.
3. The Forward Programme is a working document and is subject to change on a regular basis.

Recommendation/s

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Receive the information.

Discussion

4. Wednesday 8 September 2021:
 - Proposed road closure (Chief Infrastructure Officer)
 - Proposed road stopping – Knigges Avenue (Chief Infrastructure Officer)
 - One new lease on reserve land (Chief Customer and Community Officer)
5. Wednesday 13 October 2021:
 - Proposed road closure (Chief Infrastructure Officer)
 - Traffic resolutions (Chief Infrastructure Officer)

Attachments

Nil

Author	Sean Johnson, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

SUPPORTING INFORMATION

Engagement and Consultation

N/A

Treaty of Waitangi considerations

N/A

Financial implications

N/A

Policy and legislative implications

Timeframes and deliverables are reliant on organisational resourcing and priorities.

Risks / legal

N/A

Climate Change impact and considerations

N/A

Communications Plan

N/A

Health and Safety Impact considered

N/A

ACTION TRACKING

Purpose

1. This report provides a progress update on the actions agreed by the Pūroro Hātepe | Regulatory Processes Committee at its previous meeting.

Summary

2. As part of the implementing the recommendations of the Wellington City Council Governance Review, officers will provide each Committee with a monthly update on decisions taken in previous meetings.
3. This Attachment to this report contains the list of actions from this Committee's previous meeting and progress in implementing those actions.
4. Each clause within the resolution has been considered separately and the following statuses assigned:
 - No action required: For clauses with no specific action required, including resolutions to receive information and most noting resolutions.
 - In progress: Resolutions with this status are currently being implemented.
 - Complete: Clauses which have been completed.
5. All actions that are still underway will be included in the subsequent monthly updates. Completed actions and those that require no action will only appear once.

Recommendation/s

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Receive the information.

Background

6. At the 13 May 2021 Council meeting, the recommendations of the Wellington City Council Governance Review (the Review Report) were endorsed and agreed to be implemented.
7. The Review Report recommended an increased focus on monitoring the implementation of Council resolutions and delivery of the work programme. As part of the implementation of this recommendation, each Committee will be provided with a monthly update on its previous decisions.

Discussion

8. Of the 9 resolutions of the Pūroro Hātepe | Regulatory Processes Committee in June 2021:
 - 5 require no action from staff
 - 4 are in progress

9. Further detail is provided in Attachment One.

Attachments

Attachment 1. Actions Tracking - August 2021  

Page 191

Author	Sean Johnson, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

SUPPORTING INFORMATION

Engagement and Consultation

N/A

Treaty of Waitangi considerations

N/A

Financial implications

N/A

Policy and legislative implications

Timeframes and deliverables are reliant on organisational resourcing and priorities.

Risks / legal

N/A

Climate Change impact and considerations

N/A

Communications Plan

N/A

Health and Safety Impact considered

N/A

Meeting Date	Item	Clause	Status
Tuesday, 8 June 2021	2.1 Proposed Road Closure	1. Receive the information	No action required
		2.a. Agree to close the following roads and sections of the road for this event (as listed below) to vehicles and cycles only, subject to the conditions listed in the proposed Road Closures Impact Reports: Shelly Bay Seal Sprint Sunday 3 October 2021 7.00am to 6.00pm Massey Road (North Scorching Bay Reserve to Northern entrance of Shelly Bay Defence Base)	In progress
		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.	No action required
	2.2 Traffic Resolutions - Implementation of Annual Plan/Long Term Plan Committee Decisions	1. Receive the information	No action required
		2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008: a. TR66-21 Central Business District, Wellington - Metered parking fee increase; weekdays b. TR67-21 Central Business District, Wellington – AMENDED Metered parking fee increase; weekend c. TR68-21 Central Business District, Wellington - Loading Zone Permit fee increase d. TR69-21 Wellington suburbs, Wellington - AMENDED Coupon parking fee increase; daily, monthly & suburban trade e. TR70-21 Central Business District, Wellington – AMENDED Coupon parking fee increase; Trade f. TR71-21 Central Business District, Wellington – Metered operating hours increase g. TR72-21 Oriental Parade, Wellington – Convert coupon parking to P10hrs metered parking h. TR73-21 Glasgow Street, Kelburn – Convert P120 parking to P10hrs metered parking i. TR74-21 Salamanca Road, Kelburn – Convert P120 parking to P10hrs metered parking j. TR75-21 Kelburn Parade, Kelburn – Convert P120 parking to P10hrs metered parking k. TR76-21 Hill Street, Thorndon – Convert coupon parking to P120 metered parking	In progress
		3. Note that officers will monitor occupancy and turnover of parking spaces near Kelburn campus being changed to P10hrs metered and will report back to committee six months after the changes are implemented.	In progress
	2.3 Traffic Resolutions	1. Receive the information	No action required
		2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008: a. TR77-21 Kate Sheppard Place, Thorndon - Police vehicle parking b. TR78-21 Norway Street, Aro Valley - No Stopping At All Times c. TR79-21 Lookout Road, Hataitai - No Stopping At All Times d. TR81-21 Tory Street, Wellington Central - No Stopping At All Times, Removal of one metered parking space e. TR82-21 Edinburgh Terrace, Berhampore - No Stopping At All Times f. TR83-21 Courtenay Place, Te Aro - Implement and remove Taxi Stands g. TR85-21 Gloucester Street, Wilton - No Stopping At All Times h. TR86-21 Moeller Street, Mount Victoria - No Stopping At All Times i. TR87-21 Hutt Road, Kaiwharawhara - No Stopping At All Times	In progress
	2.4 Forward Programme	1. Receive the information	No action required