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

**Time:** 9:30am  
**Date:** Wednesday, 10 November 2021  
**Venue:** Zoom meeting

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**MEMBERSHIP**

Mayor Foster  
Deputy Mayor Free  
Councillor Condie  
Liz Kelly  
Councillor Matthews  
Councillor O'Neill (Deputy Chair)  
Councillor Pannett  
Councillor Woolf (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](mailto:public.participation@wcc.govt.nz) or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.*

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## **AREA OF FOCUS**

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

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

To read the full delegations of this Committee, please visit [wellington.govt.nz/meetings](https://wellington.govt.nz/meetings).

**Quorum:** 4 members



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## 1. Meeting Conduct

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### 1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

### 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 13 October 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](mailto:public.participation@wcc.govt.nz), by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

## 2. General Business

### TRAFFIC RESOLUTIONS

#### Kōrero taunaki

#### Summary of considerations

##### Purpose

1. This report to Pūroro Hātepe - Regulatory Processes Committee asks the Pūroro Hātepe | Regulatory Processes Committee to consider twenty 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.

##### Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

##### Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- ☐ Sustainable, natural eco city
- ☒ People friendly, compact, safe and accessible capital city
- ☐ Innovative, inclusive and creative city
- ☐ Dynamic and sustainable economy
- ☐ Functioning, resilient and reliable three waters infrastructure
- ☐ Affordable, resilient and safe place to live
- ☒ Safe, resilient and reliable core transport infrastructure network
- ☐ Fit-for-purpose community, creative and cultural spaces
- ☐ Accelerating zero-carbon and waste-free transition
- ☐ Strong partnerships with mana whenua

##### Relevant Previous decisions

Outline relevant previous decisions that pertain to the decision being considered in this paper.

##### Significance

The decision is rated medium significance in accordance with schedule 1 of the Council's Significance and Engagement Policy. Outline the criteria that apply as set out in the Council's [Significance and Engagement Policy](#). This is a mandatory consideration, regardless of the level of significance. Democracy Services will peer review the level of significance.

##### Financial considerations

- |                              |   |   |
|------------------------------|---|---|
| <input type="checkbox"/> Nil | <input checked="" type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|------------------------------|---|---|

2.

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**Risk**

| ☐ Low | ☒ Medium | ☐ High | ☐ Extreme

3.

Author	Wendy Ferguson, Project Coordinator
Authoriser	Soon Teck Kong, Transport Engineering and Operations Manager Siobhan Procter, Manager, Transport and Infrastructure

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## **Taunakitanga**

### **Officers' Recommendations**

Officers recommend the following motion

That 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) TR101-21 (Part of) Tawa Street, Tawa - No Right Turn
  - b) TR102-21 (Part of) Tanera Crescent, Brooklyn - Stop Control
  - c) TR103-21 (Part of) Amritsar Street, Khandallah - No Stopping At All Times
  - d) TR106-21 (Part of) Victoria Street, Te Aro - Authorised Drainage Vehicles Only, At All Times
  - e) TR107-21 (Part of) Fox Street, Ngaio - No Stopping At All Times
  - f) TR108-21 (Part of) Monaghan Avenue; Shotter Street, Karori - No Stopping At All Times
  - g) TR109-21 (Part of) Aruba Grove: Antilles Place, Grenada Village - No Stopping At All Times
  - h) TR110-21 (Part of) Durham Street, Te Aro - No Stopping At All Times
  - i) TR111-21 (Part of) Raroa Road, Kelburn - No Stopping At All Times
  - j) TR112-21 (Part of) Boulcott Street, Wellington Central - Metered parking
  - k) TR113-21 (Part of) Duthie Street, Karori - New Bus Stop layouts (#4385 and #5385)
  - l) TR115-21 (Part of) Chelmsford Street, Ngaio - No Stopping At All Times
  - m) TR116-21 (Part of) Bunny Street, Pipitea - Metered mobility parking
  - n) TR117-21 (Part of) Tarikaka Street, Ngaio - P10 time limited parking restriction; No Stopping At All Times
  - o) TR118-21 (Part of) Moxham Avenue, Hataitai - Convert P60 time limited parking to motorcycle parking
  - p) TR119-21 (Part of) Molesworth Street, Thorndon - Convert metered parking to motorcycle parking
  - q) TR120-21 (Part of) The Rigi, Northland - No Stopping At All Times
  - r) TR122-21 (Part of) Collingwood Street, Ngaio - No Stopping At All Times
  - s) TR123-21 (Part of) Garden Road, Northland - No Stopping At All Times
- 3) Council Officers will not be recommending TR35-21 Silverbirch Grove, Churton Park – No Stopping At All Times as the requested broken yellow lines will not add any safety benefits to the neighbourhood due to increased vehicle speed resulting from lack of roadside friction.

## **Whakarāpopoto**

### **Executive Summary**

4. A total of twenty two proposed traffic resolutions were issued for consultation between Monday 27 September 2021 and Sunday 10 October 2021. 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. After reviewing the feedback, twenty traffic resolutions are being recommended for approval (refer to recommendations), two traffic resolutions were amended; and two traffic resolutions were deferred:
  - TR110-21 Durham Street, Aro Valley - No Stopping At All Times (Amended); was amended, following feedback, to decrease the length of broken yellow lines as the total no stopping area was no longer required.
  - TR115-21 Chelmsford Street, Ngaio - No Stopping At All Times (Amended); was amended, following feedback, to reduce the extent of the broken yellow lines to allow more parking on the straight and wider section of Chelmsford Street.
  - TR100-21 Broadway, Miramar – Time restricted school bus stop was deferred to increase the hours to include the morning hour of 8am – 9am.
  - TR114-21 Donald Street, Karori – School Bus Stop time limited parking was deferred due to temporary construction in the area and the impact this may have on the current proposal.

Officers are confident that the attached Traffic Resolutions, if approved, will improve the transport network in terms of transport safety, accessibility, efficiency and sustainability.

## **Takenga mai**

### **Background**

5. Twenty two proposed traffic resolutions were publicly advertised in the Dominion Post on 27 September 2021. Copies were either hand delivered or posted to all properties in the affected area and electronic copies were sent to local Ward Councillors, residents, residents associations and business associations. Electronic copies were also available on the Wellington City Council website. The consultation was posted on social media platform Twitter.

## **Kōrerorero**

### **Discussion**

6. 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.

## **Kōwhiringa**

### **Options**

7. The attached 'Traffic Resolutions Summary Table RPC 10 November 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.

## **Whai whakaaro ki ngā whakataunga**

### **Considerations for decision-making**

#### **Alignment with Council's strategies and policies**

8. The proposed changes are in alignment with the Council Parking Policy at <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies>.

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

### **Engagement and Consultation**

9. Twenty two proposed traffic resolutions were publicly advertised in the Dominion Post on 27 September 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. The consultation was posted on social media platform Twitter.

### **Implications for Māori**

10. Not applicable.

### **Financial implications**

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

### **Legal considerations**

12. 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 and mitigations**

13. None identified.

<http://wccecm/otcs/trovequest.asp?doc=22083952&action=download>

### **Disability and accessibility impact**

14. The proposed changes will improve the accessibility for all users at all ages utilising different transport choices.

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

15. 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**

16. Not required.

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











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














### **Ngā mahinga e whai ake nei**

### **Next actions**

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

### **Attachments**

Attachment 1.	Traffic Resolutions Summary Table RPC 10 November 2021 	Page 15
Attachment 2.	 Table of Traffic Resolutions Legal Description RPC 10 November 2021 	Page 23
Attachment 3.	TR35-21 Silverbirch Grove, Churton Park – No Stopping At All Times 	Page 30
Attachment 4.	TR101-21 Tawa Street, Tawa - No Right Turn 	Page 44
Attachment 5.	TR102-21 Tanera Crescent, Brooklyn - Stop Control 	Page 57
Attachment 6.	TR103-21 Amritsar Street, Khandallah - No Stopping At All Times 	Page 64
Attachment 7.	TR106-21 Victoria Street, Te Aro - Authorised Drainage Vehicles Only, At All Times 	Page 87
Attachment 8.	TR107-21 Fox Street, Ngaio - No Stopping At All Times 	Page 91
Attachment 9.	TR108-21 Monaghan Avenue; Shotter Street, Karori - No Stopping At All Times 	Page 98

Attachment 10.	TR109-21 Aruba Grove; Antilles Place, Grenada Village – No Stopping At All Times <a href="#">↓</a> 	Page 104
Attachment 11.	TR110-21 Durham Street, Aro Valley - No Stopping At All Times (Amended) <a href="#">↓</a> 	Page 108
Attachment 12.	TR111-21 Raroa Road, Kelburn - No Stopping At All Times <a href="#">↓</a> 	Page 114
Attachment 13.	TR112-21 Boulcott Street, Wellington Central – Metered parking <a href="#">↓</a> 	Page 119
Attachment 14.	TR113-21 Duthie Street, Karori - New Bus Stop layouts (#4385 and #5385) <a href="#">↓</a> 	Page 123
Attachment 15.	TR115-21 Chelmsford Street, Ngaio - No Stopping At All Times (Amended) <a href="#">↓</a> 	Page 129
Attachment 16.	TR116-21 Bunny Street, Pipitea – Metered mobility parking <a href="#">↓</a> 	Page 137
Attachment 17.	TR117-21 Tarikaka Street, Ngaio – P10 time limited parking restriction; No Stopping At All Times <a href="#">↓</a> 	Page 141
Attachment 18.	TR118-21 Moxham Avenue, Hataitai – Convert P60 time limited parking to motorcycle parking <a href="#">↓</a> 	Page 148
Attachment 19.	TR119-21 Molesworth Street, Thorndon – Convert metered parking to motorcycle parking <a href="#">↓</a> 	Page 153
Attachment 20.	TR120-21 The Rigi, Northland – No Stopping At All Times <a href="#">↓</a> 	Page 159
Attachment 21.	TR122-21 Collingwood Street, Ngaio - No Stopping At All Times <a href="#">↓</a> 	Page 164
Attachment 22.	TR123-21 Garden Road, Northland – No Stopping At All Times <a href="#">↓</a> 	Page 170



Traffic Resolutions Summary Table RPC 10 November 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	Weekly Passenger Number	Public Impact (Pedestrian; Bus)		
TR35-21	(Part of) Silverbirch Grove, Churton Park	Unrestricted	No Stopping At All times	Safety/ Accessibility	Residents	-2 unrestricted parking spaces	N/A	143	N/A	N/A	This proposal is to install 10 metres of broken yellow lines. We have received a petition from residents of Silverbirch Grove who have highlighted in a signed “Request for Action Form” that parked cars in the vicinity of no.27 are obstructing the traffic flow along this cul-de-sac. We are proposing additional broken yellow lines along the cul-de-sac to prevent kerbside parking and to assist vehicles in turning area at the end of the cul-de-sac. This proposal was previously consulted with the public in May 2021. The support of the petitioners in the signed form which highlighted that parked cars were obstructing the road and their request for parking restrictions was not recorded on the feedback received in the formal submission process. We re-consulted with the public to enable all submissions to be presented for Council consideration. Council Officers will not be recommending TR35-21 Silverbirch Grove, Churton Park – No Stopping At All Times as the requested broken yellow lines will not add any safety benefits to the neighbourhood due to increased vehicle speed resulting from lack of roadside friction.	Yes = 1 No = 10
TR101-21	(Part of) Tawa Street, Tawa	N/A	No Right Turn	Safety/ Accessibility	Public	N/A	N/A	5,078	N/A	N/A	This proposal is to install No Right Turn into Redwood Station Southern carpark. We have received requests about safety and accessibility concerns from members of the public regarding vehicles queuing on the railway tracks while waiting to turn right into the Redwood station carpark. By removing the Right Turn, vehicles approaching the car park over the railway lines will need to progress up the hill to the intersection and turn at the roundabout to approach from the opposite direction. This will ensure motorists are not caught behind stationary vehicles while on or near the railway tracks ensuring their safety.	Yes = 9 No = 4 Not Stated = 1
TR102-21	(Part of) Tanera Crescent, Brooklyn	N/A	Stop Control	Safety/ Accessibility	Residents	N/A	N/A	2,385	N/A	N/A	This proposal is to install a Stop Control and associated road markings. We have received concerns from residents regarding the unmanaged practice of motorists exiting Tanera Crescent onto Ohiro Road without stopping to check for approaching vehicles. There is currently no control	Yes = 3 No = 1

Traffic Resolutions Summary Table RPC 10 November 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	Weekly Passenger Number	Public Impact (Pedestrian; Bus)		
											on traffic exiting Tanera Crescent onto Ohiro Road which allows vehicles to proceed into this intersection without stopping at a safe location to check for opposing motorists. By adding a stop control, motorists exiting Tanera Crescent will be required to stop and check prior to safely moving out onto the intersection with Ohiro Road.	
TR103-21	(Part of) Amritsar Street, Khandallah	Unrestricted	No Stopping At All times	Safety	Residents	-2 unrestricted parking spaces	N/A	658	N/A	N/A	This proposal is to install 11 metres of broken yellow lines along the southern side of Amritsar Street between no.20 and no.22 driveways. We have received safety concerns from residents regarding vehicles parking on the corner outside no.22 Amritsar Street. Currently vehicles parking on the corner creates a visibility hazard for opposing vehicles along a narrow section of the carriageway. We have visited the site and ascertained that installing 11 metres of broken yellow lines on the southern side of the road will improve the forward visibility and safety for opposing vehicles travelling around this corner.	Yes = 6 No = 8
TR106-21	(Part of) Victoria Street, Te Aro	Metered	Class restricted	Safety/ Accessibility	Wellington Water	-1 metered parking space, +1 Authorised Drainage Vehicles only	Not available due to construction in the area	8,968	N/A	Pedestrian impact = positive as Wellington Water Drainage Vehicles will not have to park on footpath	This proposal is to install an Authorised Drainage Vehicles Only parking space on the western side of Victoria Street. We have received requests from Wellington Water regarding accessibility to its wastewater pump station on Victoria Street which requires regular monthly maintenance including urgent attendance during emergency events. Currently Wellington Water is having difficulty accessing the pump station in an emergency event due to the inability to park in a safe location and access the pump station with the necessary equipment. We propose the installation of an Authorised Drainage Vehicles only, At All Times, parking space so that Wellington Water can safely access the wastewater pump station during regular maintenance and emergency events.	No feedback received
TR107-21	(Part of) Fox Street, Ngaio	Unrestricted	No Stopping At All times	Safety	Residents	-5 unrestricted parking spaces	N/A	1,646	N/A	N/A	This proposal is to install 29 metres of broken yellow lines along the western side of Fox Street opposite no.6 Fox Street. We have received safety concerns from residents regarding vehicles parking on the corner opposite no.6 Fox Street. Currently vehicles parked on this blind corner creates visibility and	Yes = 4 No = 1



Traffic Resolutions Summary Table RPC 10 November 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	Weekly Passenger Number	Public Impact (Pedestrian; Bus)		
											safety concerns for opposing vehicles. We have visited the site and ascertained that installing 29 metres of broken yellow lines on the western side of the road will improve the visibility between opposing vehicles and safety for vehicles travelling around the narrow carriageway at this corner.	
TR108-21	(Part of) Monaghan Avenue; Shotter Street, Karori	Unrestricted	No Stopping At All times	Safety	Residents	-3 unrestricted parking spaces	N/A	932	N/A	N/A	This proposal is to install 19 metres of broken yellow lines along the northern side of Monaghan Avenue at the intersection with Shotter Street. We have received safety concerns from residents regarding vehicles parking at the intersection of Monaghan Avenue and Shotter Street, restricting visibility for opposing vehicles travelling around this corner. We have visited the site and ascertained that installing 19 metres of broken yellow lines on the northern side of this intersection will improve safety and visibility.	Yes = 1
TR109-21	(Part of) Aruba Grove and Antilles Place, Grenada Village	Unrestricted	No Stopping At All times	Safety	Residents	-4 unrestricted parking spaces	N/A	200	N/A	N/A	This proposal is to install 41 metres of broken yellow lines at the intersection of Aruba Grove and Antilles Place and extend the existing broken yellow lines on the south side of Antilles Place by 5 metres. We have received safety concerns from residents regarding vehicles parking at the corners of Antilles Place and Aruba Grove on both sides of the intersection. This area is zoned industrial. Service vehicles and large trucks frequently get obstructed or are unable to turn within the remaining carriageway width at this intersection. We have visited the site and ascertained that installing 41 metres of broken yellow lines on the western side of Aruba Grove and extending the existing broken yellow lines on the east side of Antilles Place by 5 metres, will provide additional space for large vehicles to manoeuvre and turn at this intersection.	No feedback received
TR110-21	(Part of) Durham Street, Aro Valley	Unrestricted	No Stopping At All times	Safety/ Accessibility	Residents	-1 unrestricted parking space	N/A	569	N/A	N/A	This proposal is to install 5 metres of broken yellow lines on the western side of Durham Street (Original Proposal: install 12 metres of broken yellow lines on the western side of Durham Street). We have received accessibility and safety concerns from residents on Durham Street about difficulties accessing their car deck. The existing width between	No = 1

Traffic Resolutions Summary Table RPC 10 November 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	Weekly Passenger Number	Public Impact (Pedestrian; Bus)		
											the fence and kerbline is approximately 6.86 metres which is insufficient for vehicles to safely manoeuvre in and out of the car deck when vehicles are parked on the opposite side of the road. Broken yellow lines opposite these car decks will provide easier access. The original proposal of 11 metres of broken yellow lines has been amended to 5 metres due to feedback received in the consultation period. Residents have raised concerns of removing two car parks when there is enough room to access the double car deck outside no.9 with no issues. The reason we are continuing to keep some broken yellow lines is due to the single car deck being very narrow outside no.7. This makes it hard for vehicles to get in and out, as compared to the double car deck for no.9, where there is a lot more room for manoeuvring. The road width outside no.7 also measures 5.1m with parked vehicle on the opposite side of the road. This distance is below the minimum distance required of 6m in accordance with the Parking facilities guidelines AS/NZS 2890 for safe entry and exit manoeuvring.	
TR111-21	(Part of) Raroa Road, Kelburn	Unrestricted	No Stopping At All times	Safety	Residents	-3 Unrestricted parking spaces	N/A	6,685	N/A	N/A	This proposal is to install 20 metres of broken yellow lines along the western side of Raroa Road opposite no.5B and no.5C. We have received safety concerns from residents regarding vehicles parking near the corner opposite no.5B and no.5C on Raroa Road restricting forward visibility and increasing safety risk for opposing traffic. We have visited the site and ascertained that installing 20 metres of broken yellow lines on the western side of the road will improve forward visibility and safety for opposing vehicles travelling near the corner.	Yes = 1
TR112-21	(Part of) Boulcott Street, Wellington Central	Metered/ No Stopping At All times	Metered	Accessibility	WCC	+3 metered parking spaces	+\$41,783 .13	7,630	N/A	N/A	This proposal is to install three metered parking spaces opposite no.22 Boulcott Street. We have received information from Council Parking Services that the existing kerbside parking restriction - "No Parking between 6am-6pm Monday to Friday" is not required now. We propose to install three metered parking spaces which are in line with the existing metered parking	No feedback received



Traffic Resolutions Summary Table RPC 10 November 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	Weekly Passenger Number	Public Impact (Pedestrian; Bus)		
											along this street and will ensure parking accessibility to the surrounding businesses.	
TR113-21	(Part of) Duthie Street, Karori	Unrestricted	Class restricted/ No Stopping At All times	Safety	GWRC	-2 unrestricted parking spaces	N/A	2,192	1,244 (BS #4385); 1,610 (BS #5385)	Bus patrons = positive due to improved accessibility and reliability and safe access to and from the bus stops	This proposal is to improve the layout of Bus Stops (#4385 and #5385) on Duthie Street, Karori, by marking the bus stops. To improve the operation of the bus services on this route and to improve road safety. The marking of the bus stops will enable bus drivers to safely manoeuvre their buses at the bus stop as cars are currently parking at these unmarked bus stops. When cars are parked within the bus stops, the bus driver cannot manoeuvre adjacent to the bus stop and must stop the bus in the middle of the road or across the centre line for passengers to board and alight from the bus in an unsafe manner. When cars are parked on both sides of the road, buses also have difficulty getting through which causes safety and accessibility problems for bus operations and general traffic.	Yes = 2
TR115-21	(Part of) Chelmsford Street, Ngaio	Unrestricted	No Stopping At All times	Safety/ Accessibility	Residents	-14 unrestricted parking spaces	N/A	279	N/A	N/A	This proposal is to install 70 metres of broken yellow lines on the inside of the bend and 32 metres on the outside of the bend at the entrance to the street. We have received safety concerns from residents that the road width at this location is too narrow to allow vehicles to park on both sides of the road. The road width is approximately 5.9 metres and being a blind corner, there is insufficient width for opposing vehicles to pass safely through if vehicles are parked on either side of the road. Broken yellow lines proposed along the narrow carriageway around this bend will improve forward visibility and safety for opposing vehicles.	Yes = 1 No = 2
TR116-21	(Part of) Bunny Street, Pipitea	Class restricted	Metered	Accessibility	Public	-5 unrestricted mobility parking spaces, +5 metered mobility	+ \$37,800				This proposal is to alter the existing mobility parking spaces on Bunny street to metered mobility parking spaces. We have received concerns from members of the public that the existing mobility parks on Bunny Street are currently unrestricted which is not in line with surrounding restrictions. The current fringe parking area is designed to allow able-bodied people	No feedback received

Traffic Resolutions Summary Table RPC 10 November 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	Weekly Passenger Number	Public Impact (Pedestrian; Bus)		
						parking spaces					approximately 15mins of walking time into the CBD boundary. However, for mobility users, they are unable to park on the fringe parking area and reach the CBD within the same timeframe. Therefore, to ensure that the mobility users are treated equitably and their accessibility into the CBD is catered for, we propose to alter the existing 5 mobility park spaces on Bunny Street to the same arrangement as the current fringe parking, \$3 per hour up to 10 hours. The adjacent activities and amenities around these mobility parks include the University campuses, National Library, Parliament building, and surrounding grounds with various Government sectors and by altering these parks to a 10hr time limited parking restriction allows adequate time for mobility users to attend these amenities which often require a longer stay.	
TR117-21	(Part of) Tarikaka Street, Ngaio	Unrestricted	Time limited/ No Stopping At All times	Safety/ Accessibility	Childcare facility	-2 unrestricted parking spaces, +2 time limited parking spaces	N/A	340	N/A	Pedestrian = positive due to a reduction in the need for those exiting and boarding these vehicles to walk across the road	This proposal is to install two P10 pick up and drop off spaces; install 3 metres of broken yellow lines over the fire hydrant on the southern side of Tarikaka Street, Ngaio, and confirm existing broken yellow lines outside no.56 Tarikaka Street, Ngaio. We have received safety and accessibility concerns from Te Kōhanga Reo o Ngaio regarding their ability to safely pick up and drop off their tamariki (children). There are currently no pickup and drop off parking spaces outside Te Kōhanga Reo o Ngaio. We propose to install two P10 time limited vehicle parking spaces between 8:00am - 9:30am and 3:00pm - 5:00pm Monday to Friday. We propose to install 3 metres of broken yellow lines over the fire hydrant to ensure accessibility and safety for emergency services in the case of an emergency.	Yes = 8 No = 1
TR118-21	(Part of) Moxham Avenue, Hataitai	Time limited	Class restricted	Safety	Public	-1 P60 parking space, +1 motorcycle parking space	N/A	9,328	N/A	Pedestrian impact – positive as visibility of pedestrians for drivers approaching the crossing	This proposal is to convert one P60 parking space to motorcycle parking outside no.5 Moxham Avenue. We have received safety concerns from the public about the limited visibility of pedestrians, for drivers approaching the crossing, when a large vehicle is parked in the P60 carpark. There is a slight curve in the road that further obstructs the visibility of pedestrians. Preventing large vehicles from parking	Yes = 1

Traffic Resolutions Summary Table RPC 10 November 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	Weekly Passenger Number	Public Impact (Pedestrian; Bus)		
										makes it safer for pedestrians to cross the road.	here will improve visibility. By converting the P60 parking space to motorcycle parking we are efficiently utilising the space and maintaining support for local businesses.	
TR119-21	(Part of) Molesworth Street, Thorndon	Metered	Restricted	Safety/ Accessibility	Resident	-1 metered parking space, +1 motorcycle parking space	-\$563	4,116	N/A	N/A	This proposal is to alter existing metered parking space to motorcycle parking on the west side of Molesworth Street. We have received safety and accessibility concerns from a resident about access to their driveway on Molesworth Street. The existing parking bay extends within 1 metre of the resident's vehicle access, obstructing their ability to safely enter and exit their property. In accordance with the Land Transport Road User Rule (2004) vehicles are not allowed to park within 1 metre from a vehicle entranceway. We propose to alter the existing parking space to ensure it is 1 meter from the vehicle access way. This will reduce the space to 4 meters which is not sufficient for a standard parking space, motorcycle parking will maximise its use.	No = 2
TR120-21	(Part of) The Rigi, Northland	Unrestricted	No Stopping At All times	Safety/ Accessibility	Residents	-2 unrestricted parking spaces	N/A	1,474	N/A	N/A	This proposal is to install 11 metres of broken yellow lines along the western side of The Rigi opposite no.27 driveway. We have received safety and accessibility concerns from residents of no. 27 The Rigi about vehicles parking on the opposite side of the road adjacent to their driveway leaving insufficient space for private vehicles/emergency vehicles to manoeuvre through to access all properties and turn into their driveway. To ensure there is adequate space for a vehicle to safely travel through this section of road and turn unhindered into the driveway we propose the installation of broken yellow lines.	Yes = 2
TR122-21	(Part of) Collingwood Street, Ngaio	Unrestricted	No Stopping At All times	Safety/ Accessibility	Residents	-34 unrestricted parking spaces	N/A	2,459	N/A		This proposal is to install 121 metres of broken yellow lines on the western side of Collingwood Street and 60 metres on the eastern side of the bend by Ngaio train station and rail bridge. We have received safety concerns from residents that the road is too narrow to allow vehicles to park on both sides of the road and under the rail bridge. Feedback from a previous Traffic resolution (TR28-21) on	Yes = 2 No = 1

Traffic Resolutions Summary Table RPC 10 November 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	Weekly Passenger Number	Public Impact (Pedestrian; Bus)		
											Collingwood Street also suggested extending the broken yellow lines near the station for safety and visibility concerns. The road width narrows down from Ngaio train station and under the rail bridge which is insufficient space to drive safely if vehicles are parked on either side of the road. Broken yellow lines are proposed along the narrowest part of the road and the bend under the rail bridge and will improve visibility and safety for road users.	
TR123-21	(Part of) Garden Road, Northland	Unrestricted	No Stopping At All times	Safety/ Accessibility	Residents/ Local drivers	-5 unrestricted parking spaces	N/A	1,811	N/A	Pedestrian impact - positive as the footpath will no longer be obstructed by vehicles hindering pedestrian movement	This proposal is to install 25 metres of broken yellow lines along the northern side of Garden Road. We have received safety and accessibility concerns from residents and local drivers travelling through the top section, no.41 - no.47, of Garden Road. The road width in this section measures approximately 5.5 metres. The current parking arrangement allows vehicles to park on both sides of the road which leaves a lane width of 1.5 metres for vehicles to travel through. This results in vehicles parking on the footpath to accommodate through traffic flow. To ensure there is adequate space for a vehicle to safely travel through and prevent vehicles from parking on the footpath while allowing unhindered access for emergency service vehicles, we propose the installation of broken yellow lines.	Yes = 1 No = 6 Not Stated = 0



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<b>a.</b>	<b>Silverbirch Grove, Churton Park (TR35-21) No Stopping At All Times</b>		
	<i>Delete from Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Silverbirch Grove</b>	No Stopping At All Times	East side, commencing at a point adjacent to the driveway of property number 32 Silverbirch Grove (Grid coordinates x= 1751942.3 m, y= 5435925.6 m), and extending in a southerly direction following the eastern kerbline for 6 metres.
	<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Silverbirch Grove</b>	No Stopping At All Times	East side, commencing 225 northeast from its intersection with Middleton Road (Grid coordinates x= 1,751,822.0 m y= 5,435,795.9 m) and extending in a northerly direction following the eastern kerbline for 16 metres.
<b>b.</b>	<b>Tawa Street, Tawa (TR101-21) No Right Turn</b>		
	<i>Add to Schedule G (Give Way &amp; Stop) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Tawa Street</b>	No Right Turn	South side, commencing 57.86 metres South West of its intersection with Duncan Street (Grid coordinates X=1,753,311.81m Y=5,440,191.45m)
<b>c.</b>	<b>Tanera Crescent, Brooklyn (TR102-21) Stop Control</b>		
	<i>Add to Schedule G (Give Way &amp; Stop) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Tanera Crescent</b>	Stop Control	East side, commencing 10.63 metres north of its intersection with Ohiro Road (Grid coordinates X= 1,747,644.84m Y= 5,426,032.94m)
<b>d.</b>	<b>Amritsar Street, Khandallah (TR103-21) No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Amritsar Street</b>	No Stopping At All Times	South side, commencing 107 metres east of its intersection with Jubilee Road (Grid coordinates X=1,750,424.28m Y=5,432,055.03m) and extending in an easterly direction following the Southern kerb line for 11 metres.
<b>e.</b>	<b>Victoria Street, Te Aro (TR106-21) Authorised Drainage Vehicles Only, At All Times</b>		
	<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Victoria Street</b>	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm	West side, commencing 107.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 13.0 metres.

**Table of Traffic Resolutions Legal Description RPC 10 November 2021**

<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
<b>Column One</b>		<b>Column Two</b>	<b>Column Three</b>
<b>Victoria Street</b>		<i>Authorised Drainage Vehicles only, At All Times</i>	<i>West side, commencing 123 metres north of its intersection with Ghuznee Street (Grid coordinates X=1,748,530.03 m, Y=5,427,238.73 m) and extending in a northerly direction following the western kerb line for 6.5 metres.</i>
<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
<b>Column One</b>		<b>Column Two</b>	<b>Column Three</b>
<b>Victoria Street</b>		<i>Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm</i>	<i>West side, commencing 116.5 metres north of its intersection with Ghuznee Street (Grid coordinates X=1,748,530.03 m, Y=5,427,238.73 m) and extending in a northerly direction following the western kerb line for 6.5 metres.</i>
<b>f.</b>	<b>Fox Street, Ngaio (TR107-21) No Stopping At All Times</b>		
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
<b>Column One</b>		<b>Column Two</b>	<b>Column Three</b>
<b>Fox Street</b>		<i>No Stopping At All Times</i>	<i>West side, commencing 40 metres north of its intersection with Awarua Street (Grid coordinates X=1,748,541.93m Y=5,432,561.15m) and extending in a northerly direction following the western kerb line for 29 metres.</i>
<b>g.</b>	<b>Monaghan Avenue; Shotter Street, Karori (TR108-21)</b>		
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
<b>Column One</b>		<b>Column Two</b>	<b>Column Three</b>
<b>Shotter Street and Monaghan Avenue</b>		<i>No Stopping At All Times</i>	<i>North side, commencing 145 metres west of its intersection with Vervier Street (Grid coordinates X=1,745,6161.96m Y=5,427,441.91m) and extending in a westerly direction following the northern kerb line for 19 metres.</i>
<b>h.</b>	<b>Aruba Grove and Antilles Place, Grenada Village (TR109-21) No Stopping At All Times</b>		
<i>Delete from schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule</i>			
<b>Column One</b>		<b>Column Two</b>	<b>Column Three</b>
<b>Antilles Place</b>		<i>No Stopping, At All times</i>	<i>South side, commencing at its intersection with Aruba Grove (grid coordinates x= 1,753,197.03m, y= 5,437,479.98m), and extending in an easterly direction following the southern kerb line for 8 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
<b>Column One</b>		<b>Column Two</b>	<b>Column Three</b>
<b>Aruba Grove</b>		<i>No Stopping, At All times</i>	<i>West side, commencing 86 metres north of its intersection with Grenada Drive (grid coordinates x=</i>

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			1,753,214.52 m, y= 5,437,372.43m), and extending in a northerly direction following the western kerb line for 41 metres.
	<b>Antilles Place</b>	No Stopping, At All times	South side, commencing at its intersection with Aruba Grove (grid coordinates x= 1,753,197.03m, y= 5,437,479.98m), and extending in an easterly direction following the southern kerb line for 13 metres.
<b>i.</b>	<b>Durham Street, Aro Valley (TR110-21) No Stopping At All Times</b>		
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Durham Street</b>	No Stopping At All Times	West side, commencing 53 metres west of its intersection with Durham Crescent (Grid coordinates X=1,747,746.30m Y=5,426,869.66m) and extending in a westerly direction following the westerly kerb line for 5 metres.
<b>j.</b>	<b>Raroa Road, Kelburn (TR111-21) No Stopping At All Times</b>		
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Raroa Road</b>	No Stopping At All Times	West side, commencing 170.31 metres north of its intersection with Cluny Avenue (Grid coordinates X=1,748,541.93m Y=5,432,561.15m) and extending in a northerly direction following the western kerb line for 22 metres.
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Raroa Road</b>	No Stopping At All Times	West side, commencing 170.31 metres north of its intersection with Cluny Avenue (Grid coordinates X=1,748,541.93m Y=5,432,561.15m) and extending in a northerly direction following the western kerb line for 42 metres.
<b>k.</b>	<b>Boulcott Street, Wellington Central (TR112-21) Metered parking</b>		
	<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Boulcott Street</b>	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, commencing 47 metres northwest of its intersection with Willis Street (Grid coordinates x= 1748591.9 m, y= 5427623.3 m), and extending in a north-westerly direction following the kerbline for 61.5 metres. (10 parallel carparks)
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Boulcott Street</b>	Monday to Friday, 8:00am - 6:00pm	Southwest side, commencing 108.5 metres northwest of its intersection with Willis Street (Grid Coordinates X=2658619.794377 m,

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			Y=5989335.373105 m) and extending in a north-westerly direction following the kerblne for 19 metres.
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Boulcott Street	P120 Maximum, Sunday to Thursday 8:00am – 8:00pm, Friday and Saturday 8am - 6pm and P240 Maximum 6pm - 10pm	Southwest side, commencing 40 metres northwest of its intersection with Willis Street (Grid coordinates x= 1748591.9 m, y= 5427623.3 m), and extending in a north-westerly direction following the kerblne for 85.5 metres. (13 parallel carparks)
I.	Duthie Street, Karori (TR113-21) New Bus Stop layouts (#4385 and #5385)		
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Duthie Street	Bus Stop, At All Times	West side, commencing 172 metres north of its intersection with Hurman Street (grid coordinates x = 1,746,312.5m, y = 5,427,695.5m) and extending in a northerly direction following the western kerb line for 15 metres.
	Duthie Street	Bus Stop, At All Times	East side, commencing 10 metres south of its intersection with Plymouth Street (grid coordinates x = 1,746,340.2m, y = 5,427,864.9m) and extending in a southerly direction following the eastern kerb line for 15 metres.
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Gipps Street	No Stopping, At All Times	South side, commencing at its intersection with Duthie Street (grid coordinates x = 1,746,325.7m, y = 5,427,869.3m) and extending in a westerly direction following the southern kerb line for 12 metres.
	Duthie Street	No Stopping, At All Times	West side, commencing 157 metres north of its intersection with Hurman Street (grid coordinates x = 1,746,312.5m, y = 5,427,695.5m) and extending in a northerly direction following the western kerb line for 15 metres.
	Duthie Street	No Stopping, At All Times	West side, commencing 187 metres north of its intersection with Hurman Street (grid coordinates x = 1,746,312.5m, y = 5,427,695.5m) and extending in a northerly direction following the western kerb line for 15 metres.
	Plymouth Street	No Stopping, At All Times	South side, commencing at its intersection with Duthie Street (grid coordinates x = 1,746,340.2m, y = 5,427,864.9m) and extending in an



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			<i>easterly direction following the southern kerb line for 15 metres.</i>
	<b>Duthie Street</b>	<i>No Stopping, At All Times</i>	<i>East side, commencing at its intersection with Plymouth Street (grid coordinates x = 1,746,340.2m, y = 5,427,864.9m) and extending in a southerly direction following the eastern kerb line for 10 metres.</i>
	<b>Duthie Street</b>	<i>No Stopping, At All Times</i>	<i>East side, commencing 25 metres south of its intersection with Plymouth Street (grid coordinates x = 1,746,340.2m, y = 5,427,864.9m) and extending in a southerly direction following the eastern kerb line for 5 metres.</i>
<b>m.</b>	<b>Chelmsford Street, Ngaio (TR115-21) No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Chelmsford Street</b>	<i>No Stopping At All Times</i>	<i>North side, commencing at its intersection with Rothsay Road (Grid coordinates X=1,748,449.15m Y=5,432,394.74m) and extending in a westerly direction following the northern kerb line for 70 metres.</i>
	<b>Chelmsford Street</b>	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Rothsay Road (Grid coordinates X=1,748,454.74m Y=5,432,390.43) and extending in a westerly direction following the southern kerb line for 32 metres</i>
<b>n.</b>	<b>Bunny Street, Pipitea (TR116-21) Metered mobility parking</b>		
	<i>Delete from Schedule B (Class restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Bunny Street</b>	<i>Mobility Park, At All Times, Displaying an Operation Mobility Permit Only</i>	<i>Southwest side, commencing 11 metres northwest of its intersection with Stout Street (Grid Coordinates X=2659012.191081 m, Y=5990398.008715 m) and extending in a north-westerly direction following the kerbline for 29.5 metres. (5 parallel carparks)</i>
	<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Bunny Street</b>	<i>Metered Mobility Parking, P10hrs Maximum, Sunday to Thursday 8:00am - 8:00pm, Friday and Saturday 8:00am - 10:00pm</i>	<i>Southwest side, commencing 11 metres northwest of its intersection with Stout Street (Grid Coordinates X=1,748,990.27m, Y=5,428,685.64m) and extending in a north-westerly direction following the southwest kerb line for 29.5 metres.</i>
<b>o.</b>	<b>Tarikaka Street, Ngaio (TR117-21) P10 time limited parking restriction; No Stopping At All Times</b>		
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>

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	<b>Tarikaka Street</b>	<i>P10 8-9:30am, 3-5pm Monday to Friday</i>	<i>South side commencing 6 meters west of its intersection with Bombay Street (Grid coordinates X=1,749,224.17 m, Y=5,432,036.14 m) and extending in a westerly direction following the southern kerb line for 9.5 metres.</i>
	<b>Tarikaka Street</b>	<i>P10 8-9:30am, 3-5pm Monday to Friday</i>	<i>South side commencing 18.5 meters west of its intersection with Bombay Street (Grid coordinates X=1,749,224.17 m, Y=5,432,036.14 m) and extending in a westerly direction following the southern kerb line for 6 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Tarikaka Street</b>	<i>No Stopping, At All Times</i>	<i>South side commencing 15.5 meters west of its intersection with Bombay Street (Grid coordinates X=1,749,224.17 m, Y=5,432,036.14 m) and extending in a westerly direction following the southern kerb line for 3 metres.</i>
	<b>Tarikaka Street</b>	<i>No Stopping, At All Times</i>	<i>South side commencing 24.5 meters west of its intersection with Bombay Street (Grid coordinates X=1,749,224.17 m, Y=5,432,036.14 m) and extending in a westerly direction following the southern kerb line for 3 metres.</i>
<b>p.</b>	<b>Moxham Avenue, Hataitai (TR118-21) Convert P60 time limited parking to motorcycle parking</b>		
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Moxham Avenue</b>	<i>Motorcycle parking, At All Times</i>	<i>East side, commencing 166 metres north of its intersection with Tapiri Street (Grid coordinates x= 1750138.9 m, y= 5425721.8 m), and extending in a northerly direction following the eastern kerbline for 5 metres.</i>
<b>q.</b>	<b>Molesworth Street, Thorndon (TR119-21) Convert metered parking to motorcycle parking</b>		
<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Molesworth Street</b>	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>West side, following the kerb line 40 metres north of its intersection with SH1 (Grid Coordinates X=2658926.808965 m, Y=5991048.671395 m) and extending in a northerly direction for 21 metres. (4 parallel carparks)</i>
<i>Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Molesworth Street</b>	<i>P120 Maximum, Sunday to Thursday 8:00am – 8:00pm</i>	<i>West side, commencing 40 metres north of its intersection with SH1 (Grid Coordinates X=1 748 905 05m</i>

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		Friday and Saturday 8am - 6pm and P240 Maximum, Friday and Saturday 6pm - 10pm	Y=5,429,337.52m) and extending in a northerly direction following the western kerb line for 16 metres. (3 parallel carparks)
	<i>Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule</i>		
	<b>Molesworth Street</b>	Motorcycle parking only, At All Times	West side, commencing 56 metres north of its intersection with SH1 (Grid Coordinates X=1,748,905.05m, Y=5,429,337.52m) and extending in a northerly direction following the western kerb line for 4 metres.
<b>r.</b>	<b>The Rigi, Northland (TR120-21) No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>The Rigi</b>	No Stopping, At All Times	West side, commencing 146 metres north from its intersection with Glenmore Street (grid coordinates X= 1,747,140,41m, Y= 5,427,899,66m) and extending in a northerly direction following the western kerb line for 11 metres.
<b>s.</b>	<b>Collingwood Street, Ngaio (TR122-21) No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Collingwood Street</b>	No Stopping At All Times	Western kerb line, commencing at 91 metres east from its intersection with Chelmsford Street (Grid coordinates X=1,748,486.54m Y=5,431,937.62m) and extending in a north easterly direction following the western kerb line for 121 metres.
	<b>Collingwood Street</b>	No Stopping At All Times	Eastern kerb line, commencing at 160 metres east of its intersection with Chelmsford Street (Grid coordinates X=1,748,479.96m Y=5,431,973.11) and extending in a north easterly direction following the southern kerb line for 60 metres
<b>t.</b>	<b>Garden Road, Northland (TR123-21) No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping restriction) of the Traffic Restrictions Schedule.</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Garden Road</b>	No Stopping At All Times	West side, commencing 373 metres north of its intersection with Northland Road (Grid coordinates X= 1,747,192,14m, Y= 5,428,300,30m) and extending in a northerly direction following the western kerb line for 25 metres.

## We are proposing a change in your area

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

Kia ora,

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

### Proposal:

<b>Reference</b>	<ul style="list-style-type: none"> <li>TR35-21 Silverbirch Grove, Churton Park – No Stopping At All Times</li> </ul>
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install 10 metres of broken yellow lines.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received a petition from residents of Silverbirch Grove who have highlighted in a signed "Request for Action Form" that parked cars in the vicinity of no.27 are obstructing the traffic flow along this cul-de-sac.</li> <li>We are proposing additional broken yellow lines along the cul-de-sac to prevent kerbside parking and to assist vehicles in turning area at the end of the cul-de-sac.</li> <li>This proposal was previously consulted with the public in May 2021.</li> <li>The support of the petitioners in the signed form which highlighted that parked cars were obstructing the road and their request for parking restrictions was not recorded on the feedback received in the formal submission process.</li> <li>We are now re-consulting with the public to enable all submissions to be presented for Council consideration.</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Silverbirch Grove, Churton Park – outside no.32</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety and accessibility for turning vehicles and large vehicles such as refuse/recycle trucks.</li> <li>Net parking impact – removal of two unrestricted parking spaces.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Parking will be removed to prioritise safe and efficient movement of people and goods by ensuring vehicles can safely turn around at the end of Silverbirch Grove.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 143.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul> <p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></p>

## We are proposing a change in your area

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Wellington City Council**  
Me Heke Ki Pōneke

	<ul style="list-style-type: none"><li>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.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>Feedback collated by Monday 11 October 2021.</li><li>The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.</li><li>If approved, the proposal will be installed within the following three months.</li></ol>



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

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

**Traffic Resolution Plan: TR35-21 Silverbirch Grove, Churton Park - 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 Resolutions Schedule

Column One	Column Two	Column Three
<b>Silverbirch Grove</b>	<i>No Stopping At All Times</i>	<i>East side, commencing at a point adjacent to the driveway of property number 32 Silverbirch Grove (Grid coordinates x= 1751942.3 m, y= 5435925.6 m), and extending in a southerly direction following the eastern kerbline for 6 metres.</i>

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

Column One	Column Two	Column Three
<b>Silverbirch Grove</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 225 northeast from its intersection with Middleton Road (Grid coordinates x= 1,751,822.0 m y= 5,435,795.9 m) and extending in a northerly direction following the eastern kerbline for 16 metres.</i>

**Prepared By:** Zackary Moodie

**(Acting Team Leader  
Transport Engineering)**

**Approved By:** Soon Teck Kong

**(Transport Engineering and  
Operations Manager)**

**Date:** 20/10/2021

## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Christine O'Connor  
**Suburb:** Churton Park  
**Agree:** No

I have test this turn around at different times. ONE car park space outside house no 32 should remain e.g., on the end close to house no 30. This would allow for clear turn arounds.

### Officer's response:

Thank you for your feedback on TR35-21 Silverbirch Grove, Churton Park – No Stopping At All Times.

**Name:** Nic and Alice Paton  
**Suburb:** Churton Park  
**Agree:** No

This is in addition to the email I sent before the consultation period for the proposed change opened. Please treat this as my official objection.

I write to you again in relation to the proposed propose change to parking on Silverbirch Grove that you, the Wellington City Council, is proposing (TR35-21). We unequivocally object this proposal for several reasons.

1. Our primary concern regarding the proposed change is in relation to the safety of our three children who live with myself and my wife at 23 Silverbirch Grove (on the cul-de-sac where the parking change is proposed). If you have visited the site, you would have seen that our front entrance path terminated at the road. In recent months we have had to tell multiple road users to slow down when rounding the cul-de-sac. This is especially the case when cars are not parked in the section you are proposing to put broken yellow lines. When cars are not parked in this area it is possible and evident that other road users, some of which reside on Silverbirch Grove, drive dangerously when rounding the turning area. When cars are parked in the proposed area for broken yellow lines, it is still possible for cars to round the turning area in one motion without needing to do a 3-point turn. I have will send in another email a video of myself in an old Toyota Surf with a limited turning circle rounding the cul-de-sac in one motion even with cars parked in the parking area (please confirm it has been received).
2. If there is a concern that the owner/occupier in no. 32 cannot access the garden at the front of their property, this too is unfounded as there is no garden to maintain. As you can see in the pictures below the owner of no 32 has concreted in the trees and used tarpaulins as weed control.



## FEEDBACK RECEIVED

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3. Regarding utility trucks, I have not observed any issues with their ability to do a three-point turn and would suggest this is common practice in most cul-de-sacs. As it stands the cul-de-sac on Silverbirch Grove is in excess of 18 m across. Other cul-de-sacs in the area are significantly smaller and still allow parking. I attach a couple of examples below in comparison to Silverbirch Grove.



In respect to the points above we urge/implore the council to reject the proposal and petition of the other street users. It is proposed safety will be improved, but it simply will not.

Thank you and please treat this response and the earlier responses as high priority.

### **Officer's response:**

Thank you for your feedback on TR35-21 Silverbirch Grove, Churton Park – No Stopping At All Times.

Council parking policy does prioritize the safe and efficient movement of people and goods by focusing on people and services moving along transport corridors, this includes larger service/emergency vehicles, rather than the parking or storage stationary vehicle. Council considers all factors and character of the area when implementing this policy, we understand the concerns you raised and appreciated the feedback you have submitted on this proposal.

## FEEDBACK RECEIVED

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

**Name:** Dave Zora  
**Suburb:** Churton Park  
**Agree:** No

Thank you for taking the time to re- consulting in regard to the proposal above.

The proposal to take out the two parking slots and install the 10 meters dotted yellow line is neither logical nor rationale for these following reasons.

- 1- There is already a shortage in spaces for parking off the street around the cul-de-sac for the Silverbirch residents
2. Residents have young kids that play outside on the street in the cul-de-sac
3. With yellow dotted lines, we are incentivising drivers to drive fast around the cul-de-sac making it unsafe for backing vehicles and also for the kids who are playing. By doing a 3-point turn this will slow down vehicles making it safer for all.
4. there is a very good provision for the rubbish truck to make the turn and that was the case for more than 15 years. There is some other cul-de-sac which is smaller than the Silverbirch one and still the rubbish trucks go in and collect the resident's rubbish.
5. We have witnessed at many times some cars making a fast turn when there are no cars at the two designated car parks around the cul-de-sac and they came down the street very fast making it very unsafe for the upcoming traffic and they carry on coming down the street without stopping because of the speed.
6. By installing the 10 meters dotted yellow line and getting rid of the two car parks slots will encourage crowdedness (many cars parking) on the two side of the street and make it too narrow then unsafe for the down going and upcoming traffic especially when two cars will meet at the middle of the street and cars are parked on both side of the street because of the shortage of spaces for cars to park.
7. We highly recommend for the traffic drawing lines to stay as they are for it is safe for everyone and there will be good provision for car park spaces for both the residents and their whanau and visiting friends.

We endeavour to keep it safe and for people to make a safe turn without imposing any threat to residents and their properties by making a provision for cars to speed up around the cul-de-sac.

Your consideration into the matter and your wise and fair decision are much appreciated.

### **Officer's response:**

Thank you for your feedback on TR35-21 Silverbirch Grove, Churton Park – No Stopping At All Times.

Council parking policy does prioritize the safe and efficient movement of people and goods by focusing on people and services moving along transport corridors, this includes larger service/emergency vehicles, rather than the parking or storage stationary vehicle. Council considers all factors and character of the area when implement this policy, we understand the concerns you raised and appreciated the feedback you have submitted on this proposal.

## FEEDBACK RECEIVED

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

**Name:** Meelad  
**Suburb:** Churton Park  
**Agree:** No

I completely disagree with the proposal to install yellow lines per the pamphlet.

This proposal has deeply upset and angered me as a resident of Silverbirch Grove as many times I have experienced when backing out of my driveway, cars zooming by when there are no cars present in the 2 \* carparks making it more dangerous and have had to use my car horn to warn them.

By creating yellow lines, this would make the matter worse and encourage more people to speed around the end of the cul- de sac. I would not feel safe walking nor driving near the end of the cul de sac when we would now be encouraging more people to speed done that end by not having cars parked at the end to slow people down. I have experienced that when there are cars parked at the end of the cul-de-sac, cars slow down significantly and vice versa.

There are no issues for large trucks or rubbish bin collectors, and they have never complained about this.

We have been doing fine for nearly 4 years now with the carparks and with car space being extremely limited on Silverbirch Grove, by now removing further 2 shared car parks would make the problem even worse and new subdivisions in Wellington are having this problem and we don't want to follow suit.

By allowing the yellow lines to replace the communally shared car parks, the council would be putting the safety of Silverbirch grove's residents in jeopardy.

Please carefully consider the proposal and the negative impact that it will have on the safety above all else that it will have on residents of Silverbirch Grove.

### Officer's response:

Thank you for your feedback on TR35-21 Silverbirch Grove, Churton Park – No Stopping At All Times.

Council parking policy does prioritize the safe and efficient movement of people and goods by focusing on people and services moving along transport corridors, this includes larger service/emergency vehicles, rather than the parking or storage stationary vehicle. Council considers all factors and character of the area when implement this policy, we understand the concerns you raised and appreciated the feedback you have submitted on this proposal.

**Name:** Amelia Spring  
**Suburb:** Churton Park  
**Agree:** No

During my time staying in Silverbirch Grove, I am really disappointed to hear the Council is considering getting rid of the car parks at the top of the grove.

## FEEDBACK RECEIVED

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

I don't find it difficult to turn around at the top of the grove at all currently. Those parks don't hinder that at all. There are no issues with the rubbish trucks etc being able to get to the top of the grove.

Getting rid of these parks will just create even more congestion coming up the street. It is already tight coming up the street, if these parks were removed it would make it harder for vehicles to come up the street.

At the moment the cul-de-sac is a safe place, for children to play, and to reverse out and turn around. If the parks were removed this would only encourage people to turn around at speed, which would make it more dangerous.

Please do not get rid of these parks.

### Officer's response:

Thank you for your feedback on TR35-21 Silverbirch Grove, Churton Park – No Stopping At All Times.

Council parking policy does prioritize the safe and efficient movement of people and goods by focusing on people and services moving along transport corridors, this includes larger service/emergency vehicles, rather than the parking or storage stationary vehicle. Council considers all factors and character of the area when implement this policy, we understand the concerns you raised and appreciated the feedback you have submitted on this proposal.

**Name:** Xavier Cyril  
**Suburb:** Churton Park  
**Agree:** No

I would like to elaborate some concerns why this proposal is NOT beneficial for the residents in Silverbirch Grove.

1) Safety Issues - Considering Silverbirch Grove being a cul-de-sac, installing broken yellow lines and preventing kerbside parking allows the vehicles to turn at a speed that could cause damages to the houses and driveways. We have children in our houses who are playing in their respective driveways, there is a very likely chance that the oncoming vehicle may not slow down and could hurt the kids playing around. This may also affect the people who are walking/exercising as the end of the cul-de-sac does not have a sidewalk for pedestrians.

2) Road Infrastructure - It is to be noted that Silverbirch Grove is a narrow street with cars parked at both the ends of the kerb, the oncoming vehicle has to stop in order for the other vehicle to pass. This proposal does not incentivise the vehicle to slow down while returning to the start of the street and considering it is a downhill while returning. It poses a risk to other vehicles due to negligence of the vehicle's speed, especially those who are not quite familiar with this Grove.

3) Space for Visitors - From time to time we get family and friends visiting us for dinner or for weekends. These spaces in front of 32 Silverbirch are quite helpful to park their cars during the stay with us.



## FEEDBACK RECEIVED

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

In the current scenario, a vehicle has to take a three-point turn at the end of the cul-de-sac, where the vehicle has to slow down which eliminates the risk of damaging private driveways and houses, kids being hurt due to uncontrolled speed, safety of pedestrians and ensuring controlled speed of vehicles while returning to the start of the street.

We are a small and friendly bunch of people in the deep end of the cul-de-sac who enjoy a quick chat and smile while we bump into each other. We would love to keep the parking spaces in front of 32 Silverbirch Grove for the safety and wellbeing of us and our neighbours.

Thank you for your consideration.

### **Officer's response:**

Thank you for your feedback on TR35-21 Silverbirch Grove, Churton Park – No Stopping At All Times.

Council parking policy does prioritize the safe and efficient movement of people and goods by focusing on people and services moving along transport corridors, this includes larger service/emergency vehicles, rather than the parking or storage stationary vehicle. Council considers all factors and character of the area when implement this policy, we understand the concerns you raised and appreciated the feedback you have submitted on this proposal.

**Name:** Lavan Mahes  
**Suburb:** Churton Park  
**Agree:** No

I am writing this email to give my view/feedback regarding the new proposal in my street.

### **Concern about the safety of my neighbourhood**

- My neighbourhood's kids usually spend their leisure time in their driveways for playing, sketching and coloring and their driveways are very close to the street. By installing the broken yellow lines for 10m, it gives more room for the incoming vehicles which tempts them not to slow down while doing U-Turn and having a chance of missing to pay attention to the children who are playing there. I consider this is harmful for those kids playing in that area.

### **Concern about my street infrastructure**

- Based on the existing infrastructure of my street road, either the incoming vehicle or the outgoing vehicle has to wait on the side of the road to let the other vehicle to pass by as cars are parked on both sides of the street. If the new proposal gets implemented, it gives more room for the incoming vehicles to do the U-Turn which may not eliminate the need to slow down. Eventually, this may result in causing accidents or damage to the parked vehicles.

### **Concern about parking spaces in my street**

- If my neighbour or I throw a party at their home, there are not enough parking spaces in my street for guests. My driveway can accommodate parking one car, If I buy another car, I have to park that car on the street. Will I always have space to park my car???

As I mentioned above, cars are parked on both sides of the road which makes the road one way. If the no. of cars gets increased in my street, definitely we will be facing scarcity of parking spaces.

## FEEDBACK RECEIVED

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

### Officer's response:

Thank you for your feedback on TR35-21 Silverbirch Grove, Churton Park – No Stopping At All Times.

Council parking policy does prioritize the safe and efficient movement of people and goods by focusing on people and services moving along transport corridors, this includes larger service/emergency vehicles, rather than the parking or storage stationary vehicle. Council considers all factors and character of the area when implement this policy, we understand the concerns you raised and appreciated the feedback you have submitted on this proposal.

**Name:** Matthew  
**Suburb:** Churton Park  
**Agree:** No

The proposal to take out the two parking slots and install the 10 meters dotted yellow line is neither logical nor rationale for these following reasons.

- 1- There is already a shortage in spaces for parking off the street around the cul-de-sac for the Silverbirch residents
2. Residents have young kids that play outside on the street in the cul-de-sac
3. With yellow dotted lines, we are incentivising drivers to drive fast around the cul-de-sac making it unsafe for backing vehicles and also for the kids who are playing. By doing a 3-point turn this will slow down vehicles making it safer for all.
4. there is a very good provision for the rubbish truck to make the turn and that was the case for more than 15 years. There is some other cul-de-sac which is smaller than the Silverbirch one and still the rubbish trucks go in and collect the resident's rubbish.
5. We have witnessed at many times some cars making a fast turn when there are no cars at the two designated car parks around the cul-de-sac and they came down the street very fast making it very unsafe for the upcoming traffic and they carry on coming down the street without stopping because of the speed.
6. By installing the 10 meters dotted yellow line and getting rid of the two car parks slots will encourage crowdedness (many cars parking) on the two side of the street and make it too narrow then unsafe for the down going and upcoming traffic especially when two cars will meet at the middle of the street and cars are parked on both side of the street because of the shortage of spaces for cars to park.
7. We highly recommend for the traffic drawing lines to stay as they are for it is safe for everyone and there will be good provision for car park spaces for both the residents and their whanau and visiting friends.
8. The address 32 Silverbirch Grove has disabled people residing there that at times drive between now and then and as they back up into the cul-de-sac and we don't want any cars to make the turn swiftly around that corner that would compromise their safety.

We endeavour to keep it safe and for people to make a safe turn without imposing any threat to residents and their properties by making a provision for cars to speed up around the cul-de-sac.

Your consideration into the matter and your wise and fair decision are much appreciated.

## FEEDBACK RECEIVED

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

### Officer's response:

Thank you for your feedback on TR35-21 Silverbirch Grove, Churton Park – No Stopping At All Times.

Council parking policy does prioritize the safe and efficient movement of people and goods by focusing on people and services moving along transport corridors, this includes larger service/emergency vehicles, rather than the parking or storage stationary vehicle. Council considers all factors and character of the area when implement this policy, we understand the concerns you raised and appreciated the feedback you have submitted on this proposal.

**Name:** Ben  
**Suburb:** Churton Park  
**Agree:** No

I am against making the proposed change for the following reasons:

- there is little on street parking on the street, and the area further down the street already gets busy enough with cars parking on both sides of the road, leaving little space for drivers. The removal of additional parking would make this area even busier.

- Designing an environment that limits speed on entry and exit of the area improves safety - I don't believe removing the parks will prioritise safety in the area. While some vehicles have to do a three-point turn, the more limited space slows them and other road users entering the area down. This is key when we have to back out partially blind to traffic on the cul-de-sac. It is also important as children often play across the cul-de-sac. Slower vehicles give other users a chance to react to oncoming traffic

- even large vehicles are comfortably able to turn in the cul-de-sac. I have not witnessed any vehicles that have had any particular difficulties.

### Officer's response:

Thank you for your feedback on TR35-21 Silverbirch Grove, Churton Park – No Stopping At All Times.

Council parking policy does prioritize the safe and efficient movement of people and goods by focusing on people and services moving along transport corridors, this includes larger service/emergency vehicles, rather than the parking or storage stationary vehicle. Council considers all factors and character of the area when implement this policy, we understand the concerns you raised and appreciated the feedback you have submitted on this proposal.

**Name:** Alex  
**Suburb:** Churton Park  
**Agree:** No

I am an owner-occupier of a property in Silverbirch Grove and am against the proposed changes, for the following reasons:



## FEEDBACK RECEIVED

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Me Heke Ki Pōneke

- There is very little parking at the end of the street. Removing the proposed parks would mean that residents at the end of the cul-de-sac without off street parking would have to park much further down the street. This is already an issue with a number of residents parking on both sides of the street leading up to the road, making accessibility challenging at times.

- I disagree with the proposed changes improving safety. Having cars parked in the existing spaces naturally slows incoming traffic just using the cul-de-sac as a turning point. Removing the parks would make safely exiting our driveway more risky. We also have a number of young families living near the cul-de-sac and children occasionally play in or near the road, so vehicles entering this area not slowly would be safer here as well.

Happy to be contacted if there are any queries about the above submission.

### Officer's response:

Thank you for your feedback on TR35-21 Silverbirch Grove, Churton Park – No Stopping At All Times.

Council parking policy does prioritize the safe and efficient movement of people and goods by focusing on people and services moving along transport corridors, this includes larger service/emergency vehicles, rather than the parking or storage stationary vehicle. Council considers all factors and character of the area when implement this policy, we understand the concerns you raised and appreciated the feedback you have submitted on this proposal.

**Name:** Not Stated  
**Suburb:** Churton Park  
**Agree:** Yes

Silverbirch Grove, Johnsonville, residential dead end narrow grove.

The function of the grove is for all the vehicles to make U-turn safely, as my tradesman said, all the cars should not park here, as it is very difficult for them to come to my house to do the work, it should have yellow line at the dead end.

As a residential street, it is not supposed to draw car parks, especially at the dead end. Because of this, all the cars have to make 3 point turn, rubbish truck have to make 7 point turn, recycling truck have to make 5 point turn. Years ago, because of the parked cars at the dead end illegally, rubbish truck had to make 9 point turn in order to avoid the parked cars, but instead of knocking off our mailbox & damaging our driveway.

In the year 2016, with the help from the parkwise, they removed the original yellow line by resurfacing the cul-de-sac for 8 days by 10 workers. In order to erase the evidence of the original yellow line, they dug out the tar, removed the stones, put new chips, using heavy vehicles to flatten the stones, spread the liquid to harden the stones, cooked the fine tar, laid on the surface using heavy vehicle to flatten the tar again, on the 14 metres by 20 something metres of area. It cost \$100,000 by doing all these, about 30 years rates of no 27, just to draw these two car parks.

This cul-de-sac car park is part of my front yard, 60 metres away from no 27, 30 metres away from no 23, 50 metres away from no 36, 20 metres away from no 34.

The front parking of this cul-de-sac is 0 metres from my property of no 32. It totally belongs to no 32, nothing to do with all these no houses

## FEEDBACK RECEIVED

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

No 27 can get parkwise to draw two parks at this cul-de-sac and own the car parks (dumping the taxi for 8 months without moving, access the cars anytime especially at night stealing the mails, causing a lot of trouble) then everyone in the street should have the right to draw car parks far away from their properties, and own the carparks. This is what no 27 did.

We never park our cars at this cul-de-sac while all the cars in the street making 3 point turn thought the parked cars belong to no 32, so they all parked their cars along the street for two weeks, you can drive through but it is difficult, in protest of the "so called no 32 parked cars.

So, we want yellow lines no 32 Silverbirch Grove, Churton Park

### **Officer's response:**

Thank you for your feedback on TR35-21 Silverbirch Grove, Churton Park – No Stopping At All Times.

Council parking policy does prioritize the safe and efficient movement of people and goods by focusing on people and services moving along transport corridors, this includes larger service/emergency vehicles, rather than the parking or storage stationary vehicle. Council considers all factors and character of the area when implement this policy, we understand the concerns you raised and appreciated the feedback you have submitted on this proposal.

I am unable to find any record or evidence of historic broken yellow lines in this cul-de-sac. The resurfacing work that you mention would have been maintenance/installation of a service line (most likely installing fibre for the street).

The parking/road reserve outside of a property does not belong to that property, it is public road reserve, therefor any changes proposed on the road is collective decision, in line with council's policies.

### **Officer's additional comments:**

10 of 33 properties signed in support of the original request for action form.

2 objected and 0 supported the original TR, we are now re-consulting with the public to enable all submissions to be presented for Council consideration.

10 objections and 1 in support of this current TR.

## We are proposing a change in your area

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

Kia ora,

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

### Proposal:

<b>Reference</b>	TR101-21 Tawa Street, Tawa – No Right Turn
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install No Right Turn into Redwood Station Southern carpark.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received requests about safety and accessibility concerns from members of the public regarding vehicles queuing on the railway tracks while waiting to turn right into the Redwood station carpark.</li> <li>By removing the Right Turn, vehicles approaching the car park over the railway lines will need to progress up the hill to the intersection and turn at the roundabout to approach from the opposite direction. This will ensure motorists are not caught behind stationary vehicles while on or near the railway tracks ensuring their safety.</li> </ul>
<b>Location – where we propose to make the change</b>	Tawa Street, Tawa – Redwood Station intersection
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety and accessibility.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 5,078.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> <li><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></li> <li>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.</li> </ul>

## We are proposing a change in your area

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

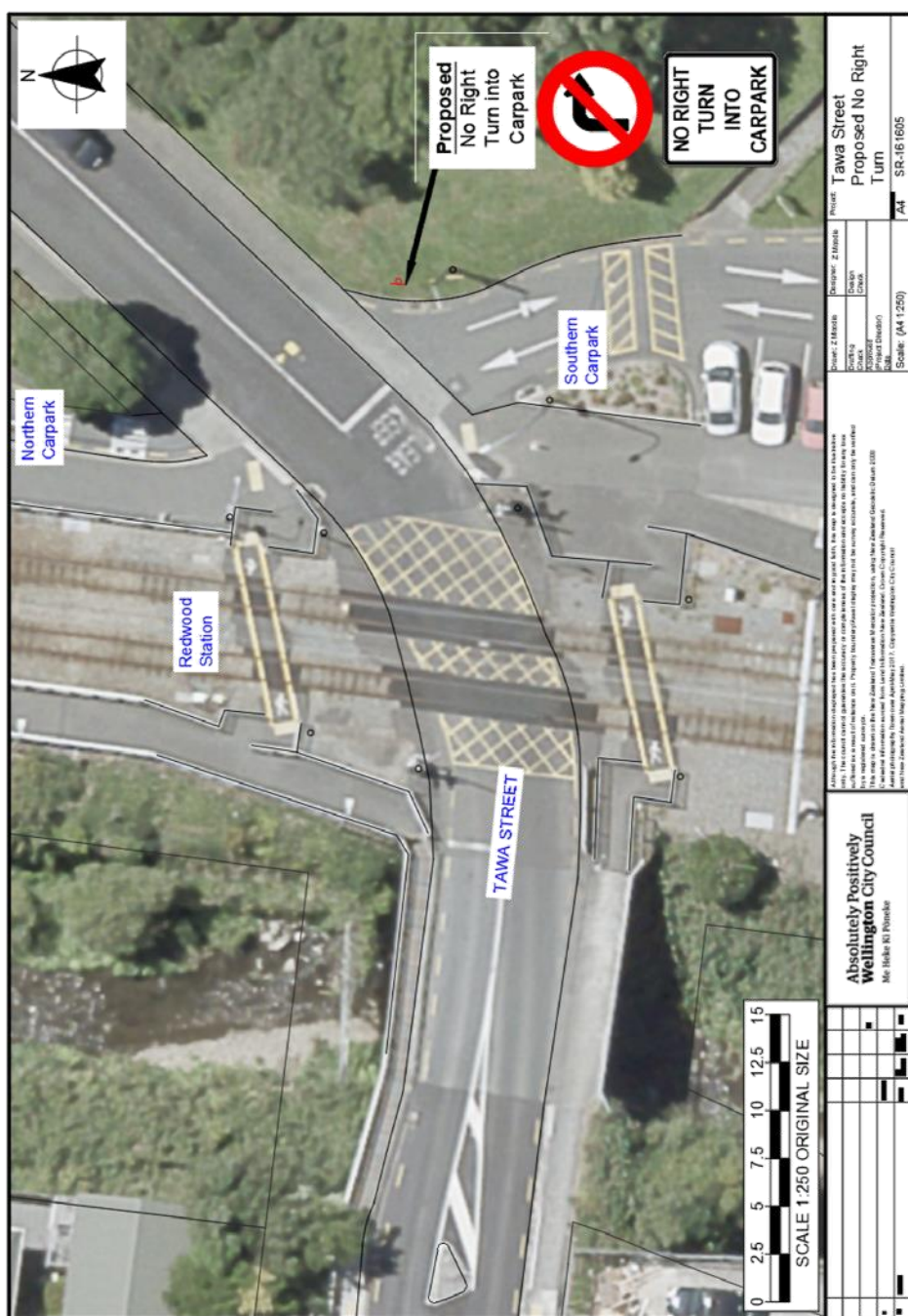
### Next Steps

1. Feedback collated by Monday 11 October 2021.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.
3. If approved, the proposal will be installed within the following three months.

## We are proposing a change in your area

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

## Traffic Resolution Plan: TR101-21 Tawa Street, Tawa – No Right Turn





## We are proposing a change in your area

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

### Legal Description:

*Add to Schedule G (Give Way & Stop) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Tawa Street</b>	<i>No Right Turn</i>	<i>South side, commencing 57.86 metres South West of its intersection with Duncan Street (Grid coordinates X=1,753,311.81m Y=5,440,191.45m)</i>

<b>Prepared By:</b>	Zackary Moodie	<b>(Team Leader Transport Engineering)</b>
	Corey Pugh	<b>(Transport Engineering Assistant)</b>
<b>Approved By:</b>	Stephen Harte	<b>(Transport and Place Planning Project Manager)</b>
<b>Date:</b>	20/10/2021	

## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Peter  
**Suburb:** Not Stated  
**Agree:** No

This beggars belief. The issue here is "drivers" moving onto the yellow grid seeing that their exit off this grid is not clear. Some basic road code education would be far better and a lot cheaper. This particular piece of the road code is simple to interpret - if you can't drive off the yellow grid, don't drive on it in the first place. I'm assuming of course that people would have read and understood the road code as part of their driver's licence qualification.

Moving all traffic to the roundabout at the top of Tawa Street won't fix this problem. Traffic will queue back down Tawa Street and people will continue to drive onto the yellow grid even though their exit is blocked.

My suggestion - put a camera on that railway crossing and heavily fine every "driver" who breaches that simple piece of road code. Hit them right in the pocket and force them into driver retraining until they cease their ridiculous habit.

Alternatively, I'm retired, and I'll happily stand at that crossing taking pictures of the offending vehicles so that the appropriate enforcement agency can follow up with each and every one of these muppets.

### Officer's response:

Thank you for your feedback on TR101-21 Tawa Street, Tawa – No Right Turn.

TrackSafe works to educate local communities about safe behaviour at railway level crossings, however drivers do still make mistakes.

The problem here is drivers will tend to follow the vehicles in front when they see the way ahead is clear and not expect them to stop short for the right turn, stranding them on the tracks.

Because in this case there is a relatively easy option for cars not to turn right into the carpark, but to instead head up to the nearby roundabout and come back down then turn left into the carpark, this is a short detour for motorists that will have immediate safety benefits and potentially prevent a catastrophic rail collision.

By making the right turn here illegal, onsite officers or the rail staff camera operators can report and penalize offenders.

Council and KiwiRail staff will continue to monitor the compliances here and potentially consider further changes to ensure safety.



## FEEDBACK RECEIVED

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

**Name:** Susan Guiniven  
**Suburb:** Linden  
**Agree:** Not Stated

Regarding the No Right Turn into Redwood Station Southern Carpark investigation:

I have often thought that an additional parking area could be built on Duncan Street, above the railway line just to the north of the station where there is a large, grassed area, of no use, requiring mowing, and where currently cars park on the side of the road when all other parks in the designated parking areas are full. There are only a couple of lamp posts there at present and I would think it would be relatively easy to widen the road to incorporate additional parking as has been done further along at Tawa Station.

It is very difficult to find a park following the early morning peak, and where the tennis club members need to share the area.

**Officer's response:**

Thank you for your feedback on TR101-21 Tawa Street, Tawa – No Right Turn.

This area may already be on GWRC Priority list for improved ParknRide car parks.

**Name:** Tony Hassed on behalf of Tawa Residents Association  
**Suburb:** Tawa  
**Agree:** Yes

The proposal makes good sense

**Officer's response:**

Thank you for your feedback on TR101-21 Tawa Street, Tawa – No Right Turn.

**Name:** Anna Scott on behalf of Tawa Community Board  
**Suburb:** Tawa  
**Agree:** Yes

Traffic being caught behind Right turning traffic into the Tawa St park n ride is a real safety hazard. One suggestion would be having two signs - so another as traffic approaches the railway crossing travelling east. Compliance monitoring will be necessary to ensure this sign achieves its objectives.

**Officer's response:**

Thank you for your feedback on TR101-21 Tawa Street, Tawa – No Right Turn.

A secondary sign along with additional road hatching was considered and may be included in the final installation plans.

## FEEDBACK RECEIVED

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

**Name:** David Bewick  
**Suburb:** Tawa  
**Agree:** No

I fear that a significant number of people may either not notice the "No Turn Right" sign, or ignore it, and still try to turn right, but if there is traffic coming the other way, they have to wait until there is a clear space; meanwhile other vehicles following that one that wants to turn right, get stranded on the crossing.

At the very least the cross hatching over the railway lines needs to be re-painted. But a far more certain solution is to close off the entrance to the southern carpark (for vehicles), and built a new entrance & exit down from Taylor Tce. In addition, the existing entrance to the northern car park should be blocked off, and the existing exit onto Duncan Street made two-way.

I could provide a sketch drawing of these entrance/ exits off Taylor Tce and off Duncan Street, if that would help explain my submission (please let me know how to attach a sketch drawing to my submission).

### Officer's response:

Thank you for your feedback on TR101-21 Tawa Street, Tawa – No Right Turn.

A secondary sign along with additional road hatching was considered and may be included in the final installation plans.

Council and KiwiRail staff will continue to monitor the compliances here and potentially consider further changes to ensure safety.

Changes to the entry/exit to the carparks have been considered and may be part of future improvements and developments for the area.

**Name:** Megan Drayton on behalf of TrackSAFE NZ  
**Suburb:** Wellington  
**Agree:** Yes

We write in support of the above proposed traffic change at Tawa Street in Tawa.

TrackSAFE NZ is a charitable trust that works to educate local communities about safe behaviour at railway level crossings, and we advocate for safety improvements based on risk. Our aim is to prevent harm and reduce the number of deaths and serious injuries on the rail network.

When vehicles become trapped on the Tawa Street level crossing, due to vehicles ahead stopping to turn into the carpark, this creates an enormous risk of a serious train versus car collision at the crossing. This would put not only the life of the trapped motorist at risk (and any passengers), but also the rail staff and passengers on the train, and any pedestrians standing nearby. A collision between a stationary vehicle and either a passenger or freight train, could de-rail the train with potentially catastrophic results.

## FEEDBACK RECEIVED

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

While a potential collision is the immediate risk, it can also be traumatic for rail staff to witness vehicles stopped on the tracks in front of their train. Trains cannot stop in a hurry and when a vehicle is on the tracks in front of a train, all the locomotive engineer can do is apply the emergency brake and hope that the train will stop in time. The anxiety created by this, of not knowing whether or not they will hit that vehicle, cannot be understated.

In the past ten years there have been ten reports of near collisions between trains and vehicles at the Tawa Street crossing, and there have been anecdotal reports of many more incidents of vehicles being trapped on the crossing (not always when a train is approaching).

We therefore fully support the move to restrict the right-hand turn into the carpark, requiring motorists to drive up the hill and back down the road to make a left hand turn into the carpark.

This is a very small detour for motorists that will have immediate safety benefits and potentially prevent a future catastrophic rail collision.

### Officer's response:

Thank you for your feedback and support on TR101-21 Tawa Street, Tawa – No Right Turn.

**Name:** Eddie Cook on behalf of KiwiRail  
**Suburb:** Wellington  
**Agree:** Yes

I am writing on behalf of KiwiRail in support of the above proposed traffic change at Tawa Street in Tawa.

As you would expect, KiwiRail has a keen interest in improving safety on and near railways lines.

The current road layout offers traffic travelling in an easterly direction on Tawa St the opportunity to turn right into the Redwood Station carpark, just after exiting the Tawa St level crossing.

As your own leaflet notes, members of the public have observed motorists queuing on the railway tracks as they wait behind a car intending to turn into the carpark. We call this "short-stacking", where there are insufficient roadway so queueing vehicles can be caught on the railway line.

Although a motorist should not drive on to the tracks if they cannot see sufficient clearance for their vehicle on the other side, KiwiRail encourages road layout changes which reduce the risk of harm occurring within the rail corridor. Right now, there is an obvious risk that a vehicle travelling east on Tawa St could get trapped across the lines and unable to move forwards or backwards if it becomes wedged in traffic, with a train approaching.

The railway tracks at the Tawa St level crossing are part of the North Island Main Trunk Line – carrying heavy freight trains which cannot easily stop, even if the driver sees a vehicle stuck on the tracks ahead. The line also carries long-distance passenger trains, as well as metro commuter trains. Your leaflet notes about 5000 vehicle movements a day here, too. It is therefore a busy level crossing for vehicles and trains and the more there are, the greater the risk.

## FEEDBACK RECEIVED

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

Because in this case there is a relatively easy option for cars not to turn right into the carpark, but to instead head up to the nearby roundabout and come back down then turn left in to the carpark, KiwiRail fully supports and encourages the proposed change.

### Officer's response:

Thank you for your feedback and support on TR101-21 Tawa Street, Tawa – No Right Turn.

**Name:** Murray Chapman  
**Suburb:** Tawa  
**Agree:** No

I regularly cross this rail crossing at peak times and my wife uses the Redwood station park and ride. The Issue you are addressing has been going on for years and I'm pretty sure you won't make any difference with the work you propose doing. That is it will be a waste of my rate paying dollars.

I have taken a close look at the proposed changes and sadly consider they will have little or no impact on the issue you are trying to resolve. In fact, may I suggest you are trying to fix the wrong problem. You are addressing a symptom not a cause.

The real problem is idiot drivers entering the rail crossing area without having a clear exit and the exit is often blocked by either left or right turning traffic or both. You are only addressing the right turning traffic. There is also a reasonable number of people who turn left and have to give way to cyclists and pedestrians at the entrance to the north car park.

Here are some points for you to consider:

1. The sign whilst very visible if you "want to see it", will be "blind" to those people in the queue waiting to turn right because of the vehicle ahead of them or because they will be deliberately ignoring the sign because they "don't have time" to drive up the hill to the roundabout and back to the entrance as you are proposing in time to catch their train. It is often a mad scramble of last-minute Larry's who will turn right irrespective of any signage because the consequences of missing their train are far greater than any paltry penalty that would be dished out if they did ever get caught.
2. The problem is exacerbated by turning traffic not indicating they plan to turn right or left until they move forward having waited for the barrier arms to go up. The sound of their indicators must be overwhelming so early in the morning.
3. If the sign was going to be of any use it maybe needs to be duplicated on the island before you enter the rail crossing area so that it is "in the face" of drivers parked in the queue.
4. A more meaningful sign would be a "don't enter the crossing until clear" sign but I suspect no amount of signs are going to stop idiots who park on railway lines in peak times.

Feel free to call me if you want to discuss my input

### Officer's response:

Thank you for your feedback on TR101-21 Tawa Street, Tawa – No Right Turn.

## FEEDBACK RECEIVED

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

A secondary sign along with additional road hatching was considered and may be included in the final installation plans.

The problem here is drivers will tend to follow the vehicles in front when they see the way ahead is clear and not expect them to stop short for the right turn, stranding them on the tracks.

Because in this case there is a relatively easy option for cars not to turn right into the carpark, but to instead head up to the nearby roundabout and come back down then turn left into the carpark, this is a short detour for motorists that will have immediate safety benefits and potentially prevent a catastrophic rail collision.

By making the right turn here illegal, onsite officers or the rail staff camera operators can report and penalize offenders.

Council and Rail staff will continue to monitor the compliances here and potentially consider further changes to ensure safety.

**Name:** Marissa Liu  
**Suburb:** Tawa  
**Agree:** Yes

The no right turn rule would prevent cars from being clogged up on the train tracks behind the turning vehicle.

### Officer's response:

Thank you for your feedback on TR101-21 Tawa Street, Tawa – No Right Turn.

**Name:** Blair Teesdale-Moore on behalf of Transdev Wellington  
**Suburb:** Wellington  
**Agree:** Yes

Transdev Wellington write in support of the above proposed traffic change at Tawa Street in Tawa. We operate the Wellington passenger rail service under the Metlink brand, on behalf of the Greater Wellington Regional Council. We have 450+ staff that work hard to get passengers where they need to be and 'safety first' is one of our guiding values.

Our staff see first-hand the effects of unsafe behaviour around the rail network, often with devastating consequences. Even near-misses cause ripples through our workforce and the community.

The Kāpiti Line has the added risk of freight trains running regularly along this section of track, in addition to the frequent passenger services.

Therefore, we strongly support the move to restrict the right-hand turn into the car park as this will increase the safety of our staff, passengers, and the public.



## FEEDBACK RECEIVED

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

### Officer's response:

Thank you for your feedback and support on TR101-21 Tawa Street, Tawa – No Right Turn.

**Name:** Richard Herbert  
**Suburb:** Tawa  
**Agree:** Yes

I support the proposal but do not believe that the proposed additional sign will be noticed in time to prevent people stopping to turn right. I think an additional sign on the western side of the railway line is also required to give effect to this proposal.

### Officer's response:

Thank you for your feedback on TR101-21 Tawa Street, Tawa – No Right Turn.

A secondary sign along with additional road hatching was considered and may be included in the final installation plans.

**Name:** Ran Wang  
**Suburb:** Tawa  
**Agree:** No

The proposed change is going to hold up traffic at the upper roundabout (intersection at Duncan St / Taylor Tce).

Based on approx. 10 years of experience in using the Redwood Station Southern carpark, I have not personally observed any cars that wait for the right turn by queuing on the railway tracks. Instead, traffic coming from the Main Rd direction wait before the railway tracks and only crosses the tracks when the passage for turning right into the carpark is clear.

This suggests that the safety concern reports you received apply to an extremely small number of cases. As an alternative, I recommend making the sign of not blocking the railway track more obvious.

### Officer's response:

Thank you for your feedback on TR101-21 Tawa Street, Tawa – No Right Turn.

This is a short detour for motorists that will have immediate safety benefits and potentially prevent a future catastrophic rail collision.

Along with public raised concerns, Tracksafe have reported 10 near collisions at this location.

Although the likelihood of this causing an incident is small the outcome can be catastrophic.

This proposal follows WCC Safe System Approach to remove, reduce and minimize.  
Further signs will be considered to discourage public blocking the railway track.



## FEEDBACK RECEIVED

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

**Name:** Fiona Abbott on behalf of Greater Wellington Regional Council  
**Suburb:** Wellington  
**Agree:** Yes

Greater Wellington Regional Council (Greater Wellington) welcomes the opportunity to provide comments on Wellington City Council's (WCC) proposed Traffic Resolution TR101-21 (the Traffic Resolution).

We support this Traffic Resolution in principle, as it coincides with helping Greater Wellington with one of its principal roles of providing an efficient public transport system and ensuring accessibility and safety is always a priority when considering situations concerning the safety of railway level crossings.

We support WCC's aspirations to better manage traffic around railway stations and train tracks. We have also reviewed this proposal in the context of the safe delivery of the Bus Replacing Train (BRT) network, which we are reviewing to see if we can improve the utilisation of existing assets and infrastructure to increase the security, safety, and positive public transport experiences for our customers.

We look forward to continuing to work with WCC to improve public transport in Wellington City. We support the proposed traffic resolution to implement a 'no right turn' from Tawa St into Redwood Station Southern Carpark to reduce the risk of injury/collision at the rail level crossing, and to improve the safety of the area for the community. We appreciate the safety concerns and reasoning behind this proposal; we are aware that vehicles sometimes queue on the train tracks behind vehicles that are waiting to turn right into the carpark.

We are currently investigating a new BRT bus stop within Redwood Station Southern carpark as part of a network wide review of BRT bus stops.

Given this proposed Traffic Resolution, we will look at alternative locations for a BRT bus stop that allows for our customers to safely board and alight from the bus in a location that remains in a close proximity to Redwood Station. Greater Wellington supports measures to make this area safer for everyone, including our customers using the rail network.

### Officer's response:

Thank you for your feedback and support on TR101-21 Tawa Street, Tawa – No Right Turn.

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

Living Street recommends adding stop signs to the vehicle accessways to the railway station free parking areas. This would provide a clear indication that pedestrians have priority on the footpath on this important route to, among other destinations, Tawa School.

Will some physical barriers prevent vehicles making the right turn?

## FEEDBACK RECEIVED

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

**Officer's response:**

Thank you for your feedback on TR101-21 Tawa Street, Tawa – No Right Turn.

Officers will discuss the option of a Stop Control with GWRC/Kiwirail.

Physical barrier would likely restrict the roadway width and left turners into the site, however this option may be investigated further if the No Right Turn is ignored.

## We are proposing a change in your area

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

Kia ora,

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

### Proposal:

<b>Reference</b>	TR102-21 Tanera Crescent, Brooklyn – Stop Control
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install a Stop Control and associated road markings.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received concerns from residents regarding the unmanaged practice of motorists exiting Tanera Crescent onto Ohiro Road without stopping to check for approaching vehicles.</li> <li>There is currently no control on traffic exiting Tanera Crescent onto Ohiro Road which allows vehicles to proceed into this intersection without stopping at a safe location to check for opposing motorists.</li> <li>By adding a stop control, motorists exiting Tanera Crescent will be required to stop and check prior to safely moving out onto the intersection with Ohiro Road.</li> </ul>
<b>Location – where we propose to make the change</b>	Tanera Crescent, Brooklyn – at its intersection with Ohiro Road opposite no.150A Tanera Crescent.
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety and accessibility for vehicles.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 2,385.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> <li><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></li> <li>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.</li> </ul>

## We are proposing a change in your area

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Wellington City Council**  
Me Heke Ki Pōneke

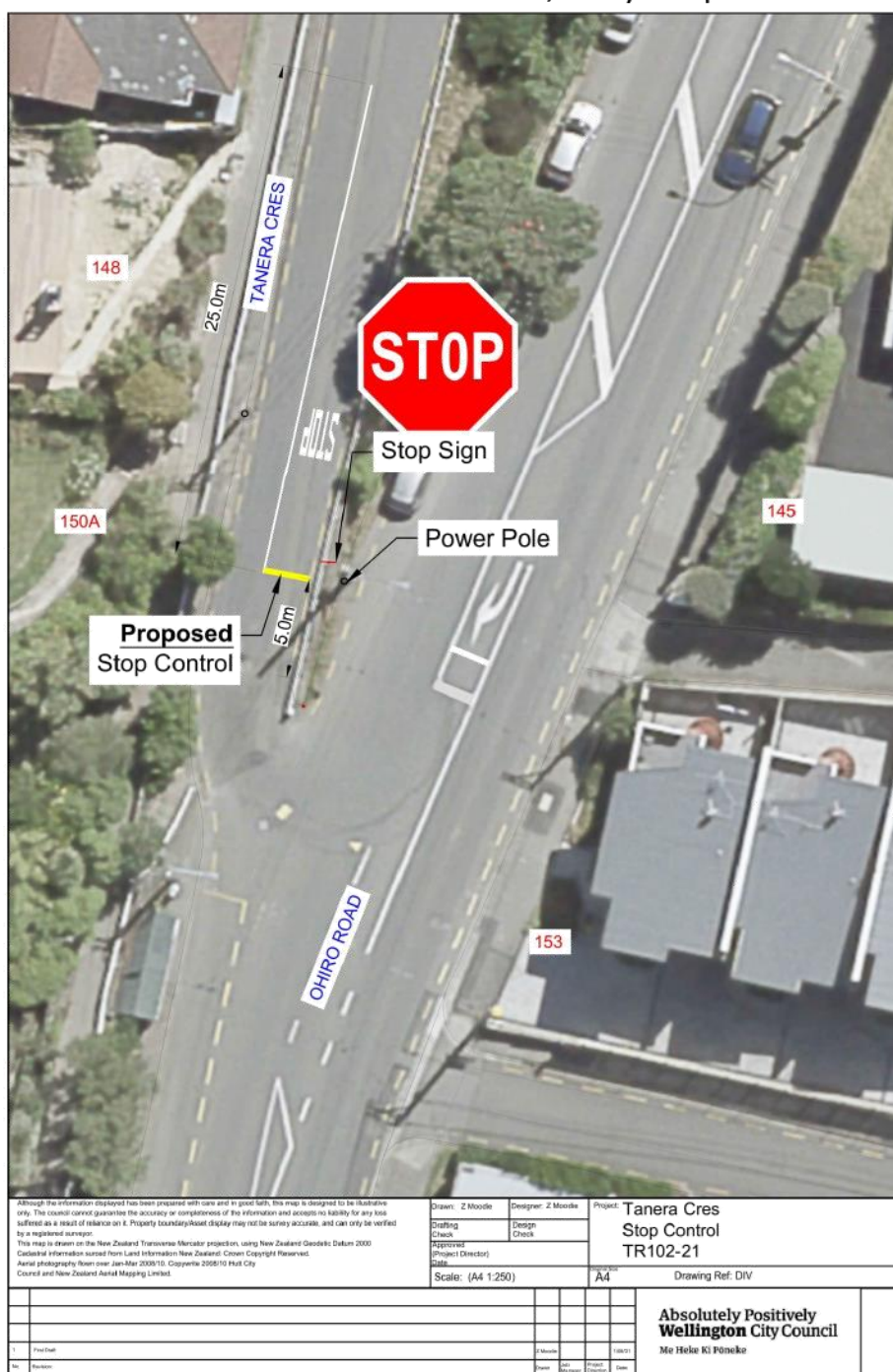
### Next Steps

1. Feedback collated by Monday 11 October 2021.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.
3. If approved, the proposal will be installed within the following three months.

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

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

**Traffic Resolution Plan: TR102-21 Tanera Crescent, Brooklyn – Stop Control**



## We are proposing a change in your area

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

### Legal Description:

Add to Schedule G (Give Way & Stop) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Tanera Crescent</i>	<i>Stop Control</i>	<i>East side, commencing 10.63 metres north of its intersection with Ohiro Road (Grid coordinates X= 1,747,644.84m Y= 5,426,032.94m)</i>

<b>Prepared By:</b>	Corey Pugh Zackary Moodie	<b>(Transport Engineer Assistant) (Transport Engineer Team Leader)</b>
<b>Approved By:</b>	Stephen Harte	<b>(Transport &amp; Place Planning Project Manager)</b>
<b>Date:</b>	20/10/2021	



## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Carolyn Carr  
**Suburb:** Brooklyn  
**Agree:** Yes

Thank you for the information about the proposed Stop Control sign on Tanera Cres /Ohiro Rd intersection, and the opportunity to comment.

We have lived in Helen Street for 20 years so my family of three and myself have used that intersection a lot. To be honest, I've never had any real trouble. It's just that people don't always follow the 'give way to uphill traffic' convention so I guess a Stop Control would make that very clear.

I am more concerned about the existing Stop sign further up on the corner of Tanera Cres / Helen St, at which at least 60% of traffic DO NOT stop. A camera to record drivers' non-compliance there would be most instructive.

### Officer's response:

Thank you for your feedback and support on TR102-21 Tanera Cres, Brooklyn – Stop Control.

Officers will review the layout at Tanera Cres / Helen St for improvements as a separate matter.

**Name:** Ben Lampard  
**Suburb:** Brooklyn  
**Agree:** Yes

Thanks for the opportunity to provide feedback. I think this is a great idea, having lived on Helen Street for the last 9 years my experience is that it gets pretty hairy on that corner.

I agree with the proposal, you could also consider:

- including a mirror to make it easier for cars on Tanera to see traffic in the queue on Ohiro Road. Cars turning onto Tanera Crescent often wait several metres back from the give way line on Ohiro Road making them very hard to see.
- a traffic camera. It might stop the occasional impatient drivers who pass cars waiting on Tanera Crescent and turn onto Ohiro Road causing all sorts of strife.

The main issue I see with is that a stop sign will prevent experienced residents simultaneously turning in both directions - as sometimes happens now.

### Officer's response:

Thank you for your feedback and support on TR102-21 Tanera Cres, Brooklyn – Stop Control.

Unfortunately, mirrors are not an approved traffic control device for roads of this volume, they give drivers a false sense of security and a number of other problems and are only considered for private driveways or very low volume/speed roads at and engineers discretion.

## FEEDBACK RECEIVED

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

If other drivers are overtaking and jumping the que please report these vehicle to police.

**Name:** Ian Brewer  
**Suburb:** Brooklyn  
**Agree:** Yes

I agree with the need for a stop sign as there is often driver confusion about applying give way rules here.

There needs to be a convex mirror near the bus stop as when approaching this intersection from Tanera Cres, it is not possible to see if there is a vehicle wanting to turn right from Ohiro Road. The mirror could be mounted on the power pole near the bus shelter or preferably on a separate structure above the bottom of the pedestrian steps leading from the footpath above so it would be closer. This is needed because Ohiro Road is at a much lower level than Tanera Cres a car driver is having to look over the left side of their car, a low partly solid fence, vegetation and their passenger. It is therefore often not possible to see if there is a vehicle on Ohiro Road waiting to turn.

It feels unsafe to move too close to the corner to get good visibility of tuning traffic because the narrowness of Tanera Cres which has a power pole in the rain gutter that influences vehicles that have turned right to move over their right side of the road, making it feel unsafe to move too close to the corner.

### Officer's response:

Thank you for your feedback and support on TR102-21 Tanera Cres, Brooklyn – Stop Control.

Unfortunately, mirrors are not an approved traffic control device for roads of this volume, they give drivers a false sense of security and a number of other problems and are only considered for private driveways or very low volume/speed roads at and engineers discretion.

Motorists exiting Tanera Crescent will be required to stop and check (for immediate turning traffic into Tanera) at the stop control prior to moving forward to the continuity line (white dashed lines) where they will conduct a second check where they will have clear view along Ohiro Road before entering the intersection.

**Name:** Sonya Bissmire  
**Suburb:** Brooklyn  
**Agree:** No

I live in Sugarloaf Road and regularly drive, bike and walk these intersections.

Tanera Crescent is a confusing piece of road that traverses diverse terrain. It is not entirely clear from the proposal which of two possible intersections it relates to. There are two different places where Tanera Crescent meets Ohiro Road and neither of these are controlled.

I can imagine the speed or visibility issues reported at the lower section of Tanera Crescent near the Tanera Bowling Club.

## FEEDBACK RECEIVED

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

There are currently no street signs and if you are exiting the street it is not immediately obvious that there is a road coming to your left as it is a blind corner. It would be useful to have a stop sign in this location.

However, this doesn't correspond with the location described in the proposal which mentions 150a Tanera Crescent.

There is a 150a near the bus stop on Ohiro Road that feeds the upper section of Tanera Cres as well as traffic heading to Bruce Ave, Helen St, Sugarloaf Rd, Apuka Street etc. This is an incredibly difficult intersection with a tight hairpin bend and a requirement to give way to uphill traffic. Traffic has to travel slowly around this intersection because you have to monitor traffic coming from many directions together with a narrow road and extremely tight turn. It is indeed a tricky and sometimes stressful intersection to negotiate but a stop sign will not help matters. It will just cause banked up traffic in all directions because you must stop again when you have already checked for uphill and left and right traffic. I would not be in support of this change if that is what is proposed.

Thank you for considering my submission.

### **Officer's response:**

Thank you for your feedback and support on TR102-21 Tanera Cres, Brooklyn – Stop Control.

The intersection at the lower (northern) location of Tanera Cres and Ohiro Road (outside #116 Ohiro Road) has a lower volume and better width and angle onto Ohiro Rd and is defined by the continuity line (white dashed lines). A stop control can still be considered for this intersection.

Motorists exiting Tanera Cres will be required to stop and check (for immediate turning traffic into Tanera Cres) at the stop control prior to moving forward to the continuity line (white dashed lines) where they will conduct a second check where they will have clear view along Ohiro Road before entering the intersection.

## We are proposing a change in your area

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

Kia ora,

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

### Proposal:

<b>Reference</b>	TR103-21 Amritsar Street, Khandallah – No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install 11 metres of broken yellow lines along the southern side of Amritsar Street between no.20 and no.22 driveways.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received safety concerns from residents regarding vehicles parking on the corner outside no.22 Amritsar Street.</li> <li>Currently vehicles parking on the corner creates a visibility hazard for opposing vehicles along a narrow section of the carriageway.</li> <li>We have visited the site and ascertained that installing 11 metres of broken yellow lines on the southern side of the road will improve the forward visibility and safety for opposing vehicles travelling around this corner.</li> </ul>
<b>Location – where we propose to make the change</b>	Amritsar Street, Khandallah – outside no.20 to no.22
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety for vehicles travelling along Amritsar Street.</li> <li>Net parking impact - removal of two unrestricted parking spaces.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 658.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> <li><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></li> <li>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.</li> </ul>

**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.
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 11 October 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>



## We are proposing a change in your area

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

### Traffic Resolution Plan: TR107-21 Amritsar Street, Khandallah – No Stopping At All Times



## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Amritsar Street</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 107 metres east of its intersection with Jubilee Road (Grid coordinates X=1,750,424.28m Y=5,432,055.03m) and extending in an easterly direction following the Southern kerb line for 11 metres.</i>

**Prepared By:** Yohannes Mesfun **(Graduate Transport Engineer)**

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

**Date:** 20/10/2021

## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Ronald Watt  
**Suburb:** Khandallah  
**Agree:** Yes

As a resident who encounters uncertainty and risk every day negotiating this bend in the street, definitely support the additional yellow line proposal with introduction the sooner the better.

### Officer's response:

Thank you for your feedback on TR103-21 Amritsar Street, Khandallah – No Stopping At All Times.

**Name:** Yvonne Oldfield and Basil Prestidge  
**Suburb:** Ngaio  
**Agree:** Yes

We write in response to your recent letter to householders in Amritsar street.

We are further down the street and travel over the section in question every day.

We cannot stress how much we support the proposal as we have had several alarming near misses as a result of having to pass a parked vehicle in that spot, while unable to see vehicles coming the other way.

Thanks for your work on this

### Officer's response:

Thank you for your feedback on TR103-21 Amritsar Street, Khandallah – No Stopping At All Times.

**Name:** John Farrow  
**Suburb:** Khandallah  
**Agree:** Yes

Yellow lines should be extended downhill more to stop drivers being forced to approach the corner on the wrong side of the road.

### Officer's response:

Thank you for your feedback on TR103-21 Amritsar Street, Khandallah – No Stopping At All Times.

There is sufficient forward visibility between no.22 - no.28 so additional broken yellow lines in this section are not warranted. There are currently broken yellow lines on one side of the road through the winding sections to ensure traffic can safely manoeuvre through without crossing the centreline. While parked vehicles may affect traffic flow on Amritsar Street to a single lane along this straight section of road, the traffic volume is low enough that will not cause excessive delays.

## FEEDBACK RECEIVED

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

Parked vehicles also discourage drivers from speeding as cars parked on either side of the road give drivers the perception of a narrow road and therefore encouraging greater care while driving.

On street parking serves as an effective tool for maintaining appropriate speeds as the forward visibility for drivers is acceptable along this straight section of road.

**Name:** Patricia Farrow  
**Suburb:** Khandallah  
**Agree:** (No) because they want more

The problem is cars parking on the S-bend between 22 and 28 Amritsar St. This makes it hazardous for traffic driving up the street to overtake when cars are coming downhill at speed (300+ per day?). The lines need to start at 20(as proposed), continuing to existing lines at 28.

### Officer's response:

Thank you for your feedback on TR103-21 Amritsar Street, Khandallah – No Stopping At All Times.

There is sufficient forward visibility between no.22 - no.28 so additional broken yellow lines in this section are not warranted. There are currently broken yellow lines on one side of the road through the winding sections to ensure traffic can safely manoeuvre through without crossing the centreline. While parked vehicles may affect traffic flow on Amritsar Street to a single lane along this straight section of road, the traffic volume is low enough that will not cause excessive delays. Parked vehicles also discourage drivers from speeding as cars parked on either side of the road give drivers the perception of a narrow road and therefore encouraging greater care while driving. On street parking serves as an effective tool for maintaining appropriate speeds as the forward visibility for drivers is acceptable along this straight section of road.

**Name:** Thomas Davis  
**Suburb:** Khandallah  
**Agree:** Yes

While I support the change proposed I don't believe this is sufficient to mitigate the risks of a collision on this S bend.  
The yellow lines should be continuous from the existing yellow lines outside No. 28 and continue to No. 18.

### Officer's response:

Thank you for your feedback on TR103-21 Amritsar Street, Khandallah – No Stopping At All Times.

There is sufficient forward visibility between no.22 - no.28 so additional broken yellow lines in this section are not warranted. There are currently broken yellow lines on one side of the road through the winding sections to ensure traffic can safely manoeuvre through without crossing the centreline. While parked vehicles may affect traffic flow on Amritsar Street to a single lane along this straight section of road, the traffic volume is low enough that will not cause excessive delays. Parked vehicles also discourage drivers from speeding as cars parked on either side of the road give drivers the perception of a narrow road and therefore encouraging greater care while driving.



## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

On street parking serves as an effective tool for maintaining appropriate speeds as the forward visibility for drivers is acceptable along this straight section of road.

**Name:** Kennedy Baird/ Caitlin Ferguson  
**Suburb:** Wellington  
**Agree:** No

We are writing this because we do not accept the aforementioned proposal on the following grounds:

1. The proposal will not solve the main issue that is presented (safety).
2. The proposal will potentially cause further issues regarding safety
3. The proposal is out of character for the Wellington area.
4. The proposal is encouraging social injustice regarding parking
5. There was no evidence given regarding the decision-making process

### 1. Safety

The proposal is stated as intending to solve safety concerns. There has been no evidence given of the impact of vehicles that are parking regularly in the area that is proposed to be yellow lined.

As we understand it, the impact of having a vehicle parked there currently only has a net positive as it forces vehicles to approach a blind corner more carefully, and we have observed this change in the time we have been living here.

The main issue is that vehicles descending the road from the initial straight stretch are oftentimes not travelling at the designated speed limit (15km/hr).

Vehicles parked in the location proposed to be yellow lined actually improve the safety of traffic flow, however it could be made better through a different approach (namely, deterring the vehicles travelling down the hill from speeding). What has been proposed to solve this, which is in effect the main problem?

### 2. Further on safety

One of our concerns regarding this proposal is the net effect on safety. By forcing vehicles that have only one place to park currently will cause further congestion on the upper portion of the road, reducing the road to being significantly narrower.

Vehicles driving into Amritsar Street are often travelling very near or above the speed limit. Currently with the freedom of movement down the initial portion of the Amritsar Street, there is rarely ever congestion near the entrance. We are concerned that implementation of this proposal will cause an increase in likelihood of congestion at the start of the street.

Drivers will adapt to this however, and they will decrease their speed when entering Amritsar Street - **like they are currently doing at the corner of the proposal**. This is the most frustrating part of this proposal as all it is going to do is move the issue to another location. Residents that live on the street are forced to slow down before a dangerous corner, which it seems they were not doing prior to vehicles being parked in this location on a regular basis.

Wellington City residents have a right to parking - see point (4).



## FEEDBACK RECEIVED

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

### **3. The proposal is out of character for the Wellington area.**

We have lived in 5 different cities in New Zealand. Wellington has some of the most difficult streets in the country, by far. One of our concerns regarding this proposal is that it is in fact significantly unfair when considering a “whole of system” approach.

Firstly, this proposal is not at all in alignment with the state of roading in Wellington. There are countless other roads that are significantly narrower, with people allowed to park on either side. Some of these roads are not even dead-ends and need to cater for a large amount of multi directional usage. The lower portion of Ohiro Road leaving from Aro Valley is a brilliant example of this. The main thoroughfare from Zealandia along Raroa Road towards town has parking on both sides, creating an even narrower portion of road than experienced on Amritsar Street.

Why is a thoroughfare servicing hundreds or thousands of cars a day in both directions not required to have more yellow lines? The reason is parking which leads to point (4).

### **4. Social injustice regarding parking**

Residents need to be able to park their private motor vehicles. The parking available for the four main houses that would be affected by this proposal is already insufficient.

The proposal has been initiated by a portion of neighbours further down the street, the majority of whom have enough off-street parking for themselves and guests.

This proposal unfairly affects a portion of the residents in that they have no further option than parking either in another place that creates congestion issues, or park in some cases up to 100m away from the entrance to their residence. These residents have been very vocal (and on one occasion have been abusive towards one of us regarding our decision to park in the only place that we have available to us). We have no option on where to park due to the availability of parking.

This proposal will only further the distance between those who are simply “lucky” enough to have been able to purchase a house on a portion of the street with more parking and does not provide fair representation for ALL the residents of Amritsar Street.

### **5. Decision making process**

There has been no evidence given regarding the decision-making process. To us it seems there are significant issues with this proposal, and it does not apply the Wellington Council’s self-described whole-of-system approach to the solution.

### **In conclusion:**

We are extremely frustrated with this decision due to the aforementioned reasons. In the 14 months that we have lived here, we have:

- been subjected to abuse,
- had our legally parked trailer (parked further up the road away from the corner in this proposal) subject to a hit and run causing over \$1000 damage,
- had the same trailer regularly filled with rubbish by a neighbour until we finally managed to catch them (again, the trailer being legally parked, marked with a road cone for visibility, parked in a location where vehicles would be parking if it wasn’t parked there).

## FEEDBACK RECEIVED

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

During this time, we have consulted with many neighbours on the best way to manage the parking on the street and have come to solutions with them.

This proposal is also out of character for Wellington due to the topography of the city and the state of the streets, as mentioned in point 3, there are countless examples of roads with higher traffic usage that have worse conditions for thoroughfare.

This proposal seems to be coming from people who are inconsiderate of their fellow residents. There was no discussion from these neighbours prior to them initiating a proposal. We also understand that this is not the first time that they have proposed to have yellow lines in more areas on Amritsar Street and it seems to point towards people that want their lives to be easier than everyone else's, without regard, or consideration for their fellow residents.

They seem to want to have the road to themselves, which is certainly not possible in Wellington in particular, let alone any city in the world.

### Officer's response:

Thank you for your feedback on TR103-21 Amritsar Street, Khandallah – No Stopping At All Times.

WCC parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods. This section of Amritsar St is on a tight narrow S-bend with poor forward visibility, and there are safety concerns raised by those that must travel through this section of narrow S-bend. It is Council's responsibility to investigate and ensure those who wish to travel along Amritsar St can continue to have safe and unimpeded access at all times.

There is a speed advisory sign installed prior to the bend. Even with vehicles traveling at lower speeds, the forward visibility for opposing drivers around this bend is unsatisfactory and unsafe as vehicles are required to travel around the bend on the wrong side of the road due to these parked cars.

Council parking policy prioritises the safe and efficient movement of people and goods by focusing on people and services moving along the transport corridors rather than the parking or storage of stationary vehicles. Council assesses all transport factors, safety consideration and mode of travel when implement this policy. Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

**Name:** Ruth Gordon  
**Suburb:** Khandallah  
**Agree:** (No) because they want more

These changes are insufficient. There need to be continuous yellow lines from outside no.28 to no.18. Drivers will still be forced on to the wrong side of the road but right on the corner.

### Officer's response:

Thank you for your feedback on TR103-21 Amritsar Street, Khandallah – No Stopping At All Times.

## FEEDBACK RECEIVED

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

The proposed broken yellow lines stopped at the start of no.20 driveway as there is insufficient space between no.18 and no.20 driveways for a vehicle to park without obstructing the access to these driveways.

There is sufficient forward visibility between no.22 - no.28 so additional broken yellow lines in this section are not warranted. There are currently broken yellow lines on one side of the road through the winding sections to ensure traffic can safely manoeuvre through without crossing the centreline. While parked vehicles may affect traffic flow on Amritsar Street to a single lane along this straight section of road, the traffic volume is low enough that will not cause excessive delays.

Parked vehicles discourage drivers from speeding as cars parked on either side of the road give drivers the perception of a narrow road and therefore encouraging greater care while driving. On street parking serves as an effective tool for maintaining appropriate speeds as the forward visibility for drivers is acceptable along this straight section of road.

**Name:** Andrew Smaill  
**Suburb:** Khandallah  
**Agree:** No

Thank you for the opportunity to submit on the Transport Resolution proposal to install 11 metres of broken yellow lines along the southern side of Amritsar Street between the driveways of No.20 and No.22 (TR103-21).

I do not agree with or support proposal (TR103-21) for the following reasons:

1. This is a perceived safety issue which is not backed by the facts. I understand there has only been one crash on Amritsar Street in the last 10 years, which occurred near the intersection on a straight piece of the road, and not in the section of the road associated with TR103-21. In my view the proposal will likely increase more crashes like the one that occurred at the top of the street.
2. Driver behaviour and speed is the primary issue and not the parking of cars on the widest section of Amritsar Street. A recent Facebook post on the Khandallah Community page provides clear evidence of the disregard that some drivers continue to have to the driving conditions in Amritsar Street. I have attached a print-out of the comments made. While I find the post and comments a very sad indictment on some people, it does provide evidence of what we have observed over a long period of time - 60km/h is not an appropriate speed, nor should pedestrians, the elderly or anyone be abused for being concerned about the speed of some drivers. I believe that "right" to travel at speed up and down the road is the motivation behind the proposal to remove the parks.
3. Amritsar Street is a suburban cul-de-sac and not a through route traffic corridor. Parking is significantly constrained as it is. Removing two parks is likely to cause significant consequential issues. There are also many examples all over Wellington where there are significantly tighter corners on which parking has not been restricted. I can provide example photos from around Khandallah if this would be useful. Driver behaviour is the primary reason for this proposal and not safety.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

4. Wellington Parking Policy calls for use of a “whole-of-system” approach. From the information within TR103-21 it does not appear such an approach has been taken.
5. There are other solutions which could be implemented that would assist driver awareness of the environment which do not adversely affect disabled people, older people, people who are pregnant, and people with babies. Increased signage to remind drivers to slow down near the bend where TR103-21 is proposing the yellow lines to be placed is one example. There is already a recommended speed limit of 15km for this section of the street. My experience is that there is a small number of residents that do not wish to follow this recommended speed. I do not believe driving at 50km/h is a “right” or even a road rule, and driver behaviour needs to be appropriate to the circumstances. This is particularly true with Wellington topography.
6. The portion of the street where TR103-21 is proposing to place the yellow lines is one of the widest sections of Amritsar Street. I believe this is one of the reasons why a few drivers feel the need to speed up as they perceive the road to widen at this point. Increasing speed is clearly inappropriate within a suburban cul-de-sac.
7. The proposal in TR103 is likely to cause safety issues, and potentially restricting access to the street and due to the lack of parking likely to mean residents will have to walk further than necessary to their houses. This is a personal safety issue particularly at night, as the street is dark in many places. This will significantly disadvantage those with disabilities, the older generation and those with young dependants.

Accordingly, I do not consider the proposal is holistic nor does it recognise the practical situation in the street. Driver behaviour is the issue and there is no evidence to support the perceived “safety” issue.

I discuss some of these points further below.

### 1. There has only been one crash in the street in the last 10 years

I have lived on Amritsar Street for 20 years, and I am only aware of one crash in the last 10 years. This did not occur on the section of street which is covered by TR103-21. This crash occurred when a vehicle hit a parked car. The removal of parking spaces will make parking harder in a section of the street that is already constrained parking. This means that with even more cars parked and fewer opportunities for cars to pass each other, it is likely that there will be further instances where cars are damaged. My observation is that a small number of residents wish to travel up and down the street at a speed that is inappropriate for the conditions. The presence of parked cars in the section where TR103-21 proposes yellow lines have slowed these drivers down and made it safer for many drivers including for me when I access and exit my off-street parking space. Allowing drivers to increase speed around the bend by installing yellow lines will in my view exacerbate the likelihood of further accidents not lessen them.

I have logged an OIA request with WCC to confirm my understanding of the number of crashes on the street. The OIA information is not due to arrive until after the closing date of this submission.

### 2. Amritsar Street is a suburban cul-de-sac and not a through route corridor

Amritsar Street is a suburban cul-de-sac. It does not have a through route function. Predominantly the vehicles travelling on Amritsar Street are residents traveling to and from their home, people visiting residents or delivery / utility vehicles. It is far better than many other streets in Wellington which are characterised by even steeper topography with narrow, winding streets.



## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

In general, we are already seeing more cars being parked on suburban streets. The majority of Wellington drivers know how to drive to these conditions. Amritsar Street is no different. We are seeing more cars parked on the street due to lack of off-street parking and an increasing number of residents. Most streets do not have yellow lines. Drivers are aware to drive to these conditions, i.e. slowly around corners in case of parked cars and on-coming traffic. It appears that a small number of residents in Amritsar Street do not wish to control their speed appropriately.

**3. Other solutions could be implemented that would ensure driver awareness which do not affect disabled people, older people, people who are pregnant, and people with babies**

I consider there are other solutions that could improve driver awareness that do not result in the consequential, and unintended consequences from removing parks. At the recommended speed of 15km/h for this section of the street there is no safety issue whatsoever in this area. Increased signage before the bend would be a reminder for drivers to slow down. Formally placing a speed limit on the street would lead to safer driver behaviour, in the extreme placing speed bumps would also slow drivers coming into the street. These are all solutions that would assist with the driver behaviour without effecting disabled people, older people, people who are pregnant, and people with babies through the removal of the car parks.

**4. The portion of the street is one of the widest sections of Amritsar Street**

In my understanding this section of Amritsar Street where the yellow lines is proposed is the widest section of Amritsar Street. The entrance of Amritsar Street is narrow and widens on approach to this S-bend. After the S-bend it narrows again. Hence, it is incorrect to state, as it does in TR103-21, that this is a narrow section of the carriageway. It is the widest section of Amritsar Street.

**5. Wellington Parking Policy calls for use of a “whole-of-system” approach**

Amritsar Street is a suburban cul-de-sac and is not a transport corridor. The phrasing used in TR103-21 comes from the WCC parking policy. I note that the parking policy also:

- a. supports access for all – i.e., ensuring access for disabled people, older people, people who are pregnant, and people with babies.
- b. calls for using a tailored and ‘whole-of-system’ approach.
- c. includes the need to consider the relationship between both the on street and nearby off-street parking

Due to the significant constraints on parking within the area proposed by the yellow lines, the removal of these two parks will create significant harm.

I fear an unintended consequence, should TR103-21 be successful, is that people will start parking their cars on both sides of Amritsar Street. This may mean that further requests for yellow lines be submitted. This also means there will be insufficient room for service or emergency vehicles to pass.

In and of itself, the impact on residents and visitors to those residents, the loss of two carparks on this section of Amritsar Street would appear insignificant. However, the proposal needs to be considered within the wider context and to ensure a holistic, and not a fragmented, approach is taken. The cumulative effects of the loss of a further two carparks within this section of Amritsar Street are significant, particularly the impact on mobility impaired and disabled people.

### Conclusion

This is a driver behavioural issue and not one of safety. I do not believe there is any safety data to support this proposal. There are measures which could be undertaken which will support driver awareness, and if needed ensure the speed of a few residents is reduced, which do not have the

## FEEDBACK RECEIVED

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

consequential impacts on other residents. As such I request that the WCC does not proceed with the proposal.

### Officer's response:

Thank you for your feedback on TR103-21 Amritsar Street, Khandallah – No Stopping At All Times.

There was one Police reported accident at this location, and a hit and run mentioned in the above feedback. The signed request for action form shows that the local community strongly supports to prioritise safe movement around this blind bend in the road.

WCC parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods. This section of Amritsar St is on a tight narrow S-bend with poor forward visibility, and there are safety concerns raised by those that must travel through this section of narrow S-bend. It is Council's responsibility to investigate and ensure those who wish to travel along Amritsar St can continue to have safe and unimpeded access at all times.

Council parking policy prioritises the safe and efficient movement of people and goods by focusing on people and services moving along the transport corridors rather than the parking or storage of stationary vehicles. Council assesses all transport factors, safety consideration and mode of travel when implementing this policy. Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

**Name:** Liz Smaill  
**Suburb:** Khandallah  
**Agree:** No

Kia ora,

Thank you for the opportunity to submit on the Transport Resolution proposal, "TR103-21 Amritsar Street, Khandallah – No Stopping At All Times," (TR103-21) from WCC to install 11 metres of broken yellow lines along the southern side of Amritsar Street between the driveways of No.20 and No.22 Amritsar Street.

From the information provided in TR103-21 I do not agree with or support the proposal for the following reasons:

1. Data shows safety is clearly not an issue. The safety issue noted in TR103-21 is perceived and is not based on fact. There has not been a crash on this section of the road. NZTA crash data will back this up. According to the data, there has only been one crash in Amritsar Street in the last 10 years (please note I have not searched back longer). The crash was a driver behaviour related. The crash happened on the straight section of Amritsar Street – the driver of the vehicle crashed into a parked car. The parking of cars in the section of Amritsar Street covered by TR103-21 is not a safety issue. I do not believe there is any evidence to support this. The speed that a few drivers go up and down the street is the primary concern. In addition to our own observations this is evidenced by the recent facebook post on the Khandallah Community Facebook page (please refer to the end of this submission for a photo of the post). Aside from those that seem to think it is ok to abuse pedestrians on the street (which it is not), I note one post in particular by a concerned resident that has also observed drivers are "driving too fast for a narrow suburban street".



## FEEDBACK RECEIVED

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

2. The section of the street is not narrow. From my understanding it is in fact the widest part of Amritsar Street. Your geospatial maps will be able to confirm this.
3. The proposal is based on social inequality. Requests by residents who have ample off-street parking for themselves and their visitors to remove on-street parking for those who do not have off street parking (so that residents can speed up and down the street) is wrong. It also negatively affects the disabled and mobility impaired (parking on Amritsar Street is already constrained).
4. I believe more signage highlighting that the speed limit is 15km/hr be installed by WCC. This will be an equitable and safe solution for all residents and users of Amritsar Street.
5. Amritsar Street is a suburban cul-de-sac and not a through route traffic corridor. I believe the decision in TR103-21 does not take into account all of WCC's Parking Policy guidelines and has wrongly said the proposal will assist with the efficient movement of traffic. Unlike the section of the road covered by TR103-21 (which is very wide in comparison to the rest of Amritsar Street) most of Amritsar Street is "one lane" due to parked cars. Cars already have to stop to let other vehicles pass.
6. WCC's decision-making methodology is not conveyed in TR103-21. The proposal did not seem to consider other solutions that account for the environment that exists within the street. It also does not appear to take into account past roading engineering assessments which assessed this section of the road was safe for cars to park. This assessment was completed last time a resident submitted a yellow line request. Crash data will back this up. I have submitted an OIA requesting information on WCC's decision-making methodology to understand why this section of Amritsar Street is no longer deemed safe for cars to park there.
7. The proposal will likely cause real personal safety issues for people who are forced to park a significant way from their residence, as already there is very limited parking space available.

I discuss some of these points further below.

### **Data shows safety is clearly not an issue. The safety issue is perceived and not based on fact.**

I have lived on Amritsar Street for 20 years, and I am not aware of any crashes or safety issues on this corner. There has only been one crash further up the street where a vehicle hit a parked car on the straight section of the road close to the Jubilee Road intersection. This is not close to the corner where the yellow parking lines are proposed. Hence, I do not consider there is a real safety issue at all. Our observation is that a small number of residents wish to travel up and down the street at a speed that is inappropriate for the conditions. My feeling is that cars parked on the section of the street where TR103-21 is proposing yellow lines actually appears to have slowed these drivers down which has made this section of the road safer. I know I feel safer accessing and existing my garage when cars are parked in those spaces, as I know that the speed of oncoming traffic is slowed. I have logged an OIA request with WCC to confirm my understanding of the crash data for Amritsar Street. Under the same OIA I have also requested the speed data. I have not yet received the OIA data. In accordance with WCC OIA timelines, I assume this information will be received after the submission closing date for TR103-21.

### **The proposal is based on social inequality**

I am fortunate to have off-street parking (though no off-street parking space for visitors). Unfortunately, many residents within Amritsar Street do not have this luxury. The request for yellow lines has come from a group of residents who all have the luxury of ample off-street parking, for both themselves and their visitors. These residents want this whole section of Amritsar Street to be yellow-lined. I am aware that it is likely that further requests for more yellow lines will be made in the future by residents.

## FEEDBACK RECEIVED

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

To stop fragmentation and the further widening of the gap between the haves and have-nots (“have off street parking” verses “not have off street parking” residents”)

I request that the committee pause on a decision for this proposal and look for other equitable, safe, solutions that will ensure that Amritsar Street is safe for all vehicle users and also ensures there is adequate parking for the residents and visitors.

### **WCC’s decision-making methodology not conveyed in TR103-21**

The proposal did not set out WCC’s decision making methodology, nor did it advise if other solutions had been thought through and the reasons for not proceeding with them. WCC’s decision making process as conveyed in the WCC Wellness Framework, (which it states applies to all areas of WCC,) provides a framework for assessing the problem or opportunity and exploring solutions. As shown below I have taken the opportunity to complete this in relation to the perceived safety issue; with the limited time I have. I am happy, if invited, to work with WCC to go through this decision-making process so that equitable, safe solutions can be made. As noted above, I do not believe TR103-21 has applied a full problem/opportunity and solutions decision-making process.

Can you please provide me the analysis of the different solutions that were considered that enable Amritsar Street to be safe and accessible for all.



## FEEDBACK RECEIVED

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

### Causing further safety issues

Please see attached photos taken of Amritsar Street over lockdown. As you can see there is not a spare carpark from the beginning of the street to approximately half-way down the street (on the south side). As these photos were taken over lockdown, the cars shown are residents' cars and not visitors' cars.

I fear that removing two more parks could cause personal safety issues, particularly for young women who are forced late at night to park further out on Jubilee Road and walk back to their place of residence in the dark. In addition, the removal of the two parks may force cars to park on the upper north side of the street (towards the entrance to Amritsar Street).

In addition to causing significant issues, it is highly likely to cause further requests for more yellow lines by residents as vehicles and utility/emergency vehicles won't be able to pass by.

I have logged an OIA request with WCC requesting information on the decision-making process and the solution options analysis, including the taking of a whole of system approach to parking on Amritsar Street. In accordance with WCC OIA timelines, I assume this information will be received after the submission closing date for TR103-21.

### Conclusion

As I stated above, I do not believe there is a safety issue on the section of the street covered by TR103-21. The perceived safety issue is caused by drivers travelling at a speed that is inappropriate. The removal of the car parks further creates social inequity, adversely affects the disabled and mobility impaired, and is likely to cause personal safety issues for residents needing to park or access their vehicle in the dark. As such I request that the proposal for yellow lines does not proceed. I believe more signage highlighting that the speed limit is 15km/hr be installed by WCC. This will be an equitable and safe solution for all residents and users of Amritsar Street.

### Photos

Please refer to the attached photos of Amritsar Street taken during lockdown. They were taken when residents were not allowed visitors due to lockdown and illustrate that almost all on-street parking spaces are taken up by residents. The issue of no on-street parking space is exasperated when there are visitors parking in Amritsar Street.



## FEEDBACK RECEIVED

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



The below photo also shows the parking around the corner in Jubilee Road. Jubilee Road is also becoming more constrained with limited on-street parking available. It is a very real possibility that residents from the section of Amritsar Street where the yellow lines are proposed may be forced to park hundreds of meters from their home (on Jubilee Street close to Nicholson Road). This could cause a personal safety issue when parking or accessing their vehicle in the dark.



### **Officer's response:**

Thank you for your feedback on TR103-21 Amritsar Street, Khandallah – No Stopping At All Times.

There was one Police reported accident at this location, and a hit and run mentioned in the above feedback. The signed request for action form shows that the local community strongly supports to prioritise safe movement around this blind bend in the road.

The road is 7.7m wide at the bend which will ensure vehicles are not on the same side of the road and within their own lane when traveling around this bend with limited forward visibility. The road width on the approach to the bend is only 5.9m wide.



## FEEDBACK RECEIVED

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

Council parking policy prioritises the safe and efficient movement of people and goods by focusing on people and services moving along the transport corridors rather than the parking or storage of stationary vehicles. Council assesses all transport factors, safety consideration and mode of travel when implementing this policy.

Council officers must consider any request for parking changes in-line with our parking policy, Motsam (Manual of traffic signs and markings), Land Transport Road User Rule 2004 and Wellington City Council Transport Standard Operating procedures.

Officers conducted a Desktop review, followed by a site visit where the safety concerns were investigated, and the proposal was then developed. Officers consulted with the affected residents and wider community to gauge their feedback.

Speed humps are not suitable prior to a bend and are only installed on straight section of roads. There is a speed advisory sign installed prior to the bend, even with vehicles traveling at lower speeds, the forward visibility around this bend is unsatisfactory.

**Name:** Elyse Smail  
**Suburb:** Khandallah  
**Agree:** No

I am a young female adult in my 20s and a resident of Amritsar Street. I do not have access to off street parking and as such I oppose the proposal to put yellow lines between 20 and 22 Amritsar Street (TR103-21). Due to the hours, I work for my job, I often need to park or access my car either late at night or in the early hours of the morning when it is dark. Already there is often no available parking spaces close to my home now, let alone with the removal of two further car parks. I fear that I may not be able to get a park on Amritsar Street and instead being forced to park on Jubilee Road (which is also constrained at times). Having to park a significant distance away from home, causes me to fear for my personal safety getting to a from my car in the dark. The street lighting in the area is also very poor. As such, I would ask that the proposal to install the yellow lines does not proceed.

### Officer's response:

Thank you for your feedback on TR103-21 Amritsar Street, Khandallah – No Stopping At All Times.

WCC parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods. This section of Amritsar St is on a tight narrow S-bend with poor forward visibility, and there are safety concerns raised by those that must travel through this section of narrow S-bend. It is Council's responsibility to investigate and ensure those who wish to travel along Amritsar St can continue to have safe and unimpeded access at all times.

Council parking policy prioritises the safe and efficient movement of people and goods by focusing on people and services moving along the transport corridors rather than the parking or storage of stationary vehicles. Council assesses all transport factors, safety consideration and mode of travel when implementing this policy. Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

## FEEDBACK RECEIVED

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

**Name:** Matthew Smail  
**Suburb:** Khandallah  
**Agree:** No

I do not agree with the proposal to install yellow lines on Amritsar Street. I am an essential worker and as such parking and access my car is often done in the dark. Parking is already hard enough with the current number of cars from residents who rely on on-street parking as they do not have off-street parking. Removal of two parks will make this issue even harder. There are many times that navigating to the end of the street is also hazardous due to the number of parked cars and the speed some people travel at. I therefore do not support the proposal and ask that it does not go ahead.

### Officer's response:

Thank you for your feedback on TR103-21 Amritsar Street, Khandallah – No Stopping At All Times.

WCC parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods. This section of Amritsar St is on a tight narrow S-bend with poor forward visibility, and there are safety concerns raised by those that must travel through this section of narrow S-bend. It is Council's responsibility to investigate and ensure those who wish to travel along Amritsar St can continue to have safe and unimpeded access at all times.

Council parking policy prioritises the safe and efficient movement of people and goods by focusing on people and services moving along the transport corridors rather than the parking or storage of stationary vehicles. Council assesses all transport factors, safety consideration and mode of travel when implement this policy. Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

**Name:** Brian & Maree Roche  
**Suburb:** Khandallah  
**Agree:** (Yes) but want more

We wrote in response to your proposal to install 11 metres of broken lines between #20 and #22 Amritsar Street.

We believe the addition of the lines is critical but think that the new lines should not stop at #22 but be extended to join the existing broken lines as shown on your diagram.

### Officer's response:

Thank you for your feedback on TR103-21 Amritsar Street, Khandallah – No Stopping At All Times.

There is sufficient forward visibility between no.22 - no.28 so additional broken yellow lines in this section are not warranted. There are currently broken yellow lines on one side of the road through the winding sections to ensure traffic can safely manoeuvre through without crossing the centreline. While parked vehicles may affect traffic flow on Amritsar Street to a single lane along this straight section of road, the traffic volume is low enough that will not cause excessive delays.



## FEEDBACK RECEIVED

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

Parked vehicles also discourage drivers from speeding as cars parked on either side of the road give drivers the perception of a narrow road and therefore encouraging greater care while driving. On street parking serves as an effective tool for maintaining appropriate speeds as the forward visibility for drivers is acceptable along this straight section of road.

**Name:** Wouter, Ilana and Caelum de Vos  
**Suburb:** Khandallah  
**Agree:** No

We welcome the opportunity to submit our response to the Transport Resolution proposal, TR103-21 Amritsar Street, Khandallah – No Stopping At All Times, (TR103-21) from Wellington City Council (WCC) to install 11 metres of broken yellow lines along the southern side of Amritsar Street between the driveways of No.20 through No.22 Amritsar Street.

After carefully reading your proposal we do not accept the proposal for the following reasons:

- We feel we have not been consulted at all regarding this process.
- The proposal is discriminative to some of the ratepayers in the street.
- There has been no incidents of accidents that we are aware of in the section of this road where the proposed yellow lines would be added.
- The already limited parking spaces will be further exaggerated by reducing even more parking space.
- The main issue of speed on Amritsar is not being addressed. Alternative measures for “apparent dangerous parking” can be solved by addressing the real issue, i.e. speeding down Amritsar street.
- Other roads with more traffic and less width, like Cashmere, in the neighbourhood have more parking available than Amritsar.
- We already have to park far up Amritsar because of the few parking spaces.
- This change will cause inequality and injustice in our streets and affect our property value as a result.

**We feel we have not been consulted at all regarding this process.**

There has been no consultation by anyone from the council nor the neighbours regarding this change, and we have not had an opportunity to discuss these proposed changes.

**The proposal is discriminative to some of the ratepayers in the street.**

Some of the ratepayers in the street will now have plenty more parking than numbers 18 through to 22. If the yellow lines are added, there will be fewer parking spaces for 18a, 20 & 22 to park their vehicles or for any of their visitors or utilities/services.

As a result, the one parking space that we have will be further reduced, and we will have to park either somewhere up the street or around the corner. This is not fair, and we should then not have to pay the same rates as others in the street with more parking available.

**— There has been no incidents of accidents that we are aware of in the section of this road where the proposed yellow lines would be added.**

As far as we know, there have been no incidents in the street in the area indicated by this proposal of accidents or near misses.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

— **The already limited parking spaces will be further exaggerated by reducing even more parking space.**

Reducing the already confined parking spaces in this section of the street will cause further problems with the cars then contending for spaces up the road from outside number 16 onwards p the road.

— **The main issue of speed on Amritsar is not being addressed.** Alternative measures for “apparent dangerous parking” can be solved by addressing the real problem, i.e. speeding down Amritsar street.

Vehicles are not sticking to the 15kmp speed limit in Amritsar street. When cars drive up Amritsar, they are closer to the 15kmp speed limit; however, cars coming down Amritsar are speeding frequently and causing dangerous driving. Adding mirrors or speed bumps could reduce the speed limit and increase safety.

— **Other roads with more traffic and less width, like Cashmere, in the neighbourhood have more parking available than Amritsar.**

There are very narrow parts of Cashmere where only one car can pass at a time, and it is a through-route. Surprisingly there are significantly few yellow lines in Cashmere and adding more yellow lines to Amritsar street would not be fair compared to Cashmere. Again, a case of discrimination and inequality of rules.

— **We already have to park far up Amritsar because of the few parking spaces.**

We already have to park further up Amritsar because of the parking spaces available. Adding yellow lines will further compound this problem, and you will pass the problem situation with parking further up the street and reduce parking of neighbours further up the road. Have you consulted those neighbours too?

— **This change will cause inequality and injustice in our streets and affect our property value as a result.**

When reducing parking bays in the street, you will reduce the value of the affected properties and create inequality because of this reduction. Not only will numbers 18a, 20 & 22 not have any parking available in from of their properties, but no services vehicles would be able to park outside their houses. Number 18a is busy renovating their home, and it would be impossible for services/construction etc., vehicles to work at 18a. This is not just unfair but an obstruction to our fundamental rights to maintain our neighbourhood and properties.

We would embrace the opportunity to further discuss in detail how this proposal process has been formulated and what planning and consultation process has been followed to arrive at this particular proposed solution.

Thank you for your time and consideration.

**Officer's response:**

Thank you for your feedback on TR103-21 Amritsar Street, Khandallah – No Stopping At All Times.

## FEEDBACK RECEIVED

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

This Traffic resolution is part of the public consultation process, where residents and the public are given two weeks to submit feedback on a proposal where their submissions are presented to the Council Regulatory Processes Committee. Submitters are invited to present their feedback during the Committee meeting for the Councillors' consideration and clarification. There was a request for action form completed prior to developing this proposal, where the requesting resident spoke with the local community to gauge support.

WCC parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods. This section of Amritsar St is on a tight narrow S-bend with poor forward visibility, and there are safety concerns raised by those that must travel through this section of narrow S-bend. It is Council's responsibility to investigate and ensure those who wish to travel along Amritsar St can continue to have safe and unimpeded access at all times.

There was one Police reported accident at this location, and a hit and run mentioned in the above feedback. The signed request for action form shows that the local community strongly supports to prioritise safe movement around this blind bend in the road.

There is a speed advisory sign just prior to the bend, even with vehicles traveling at lower speeds the forward visibility around this bend is still unsatisfactory.

Mirrors are not an accepted traffic control device to mitigate safety risks as they provide drivers a false sense of safety and other problems associated with visual distortion and image confusion. Mirrors are only considered for private driveways.

Speed humps are not suitable just prior to a bend and are only installed on straight level roads.

The carriageway along Amritsar Street is approximately 6m wide as compared to Cashmere Avenue which is approximately 8-9m wide with straight sections of road with adequate forward visibility.

The whole of Amritsar Street was included in the public consultation letter drop.

Council parking policy prioritises the safe and efficient movement of people and goods by focusing on people and services moving along the transport corridors rather than the parking or storage of stationary vehicles. Council assesses all transport factors, safety consideration and mode of travel when implementing this policy. Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

**Name:** Lizzie Chambers  
**Suburb:** Khandallah  
**Agree:** Yes

I have only just opened the mail regarding this traffic change and while the consultation period may have ended, I just want to thank you and applaud the change.

I have three small children who walk down the road every day and I myself have had more near misses than I can count both going up and down the road, particularly because there is one car HDB something that persistently parks on the blind corner with no regard for anyone's safety.

Thanks for making this change, I was going to write in and ask for exactly that.

## FEEDBACK RECEIVED

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

### Officer's response:

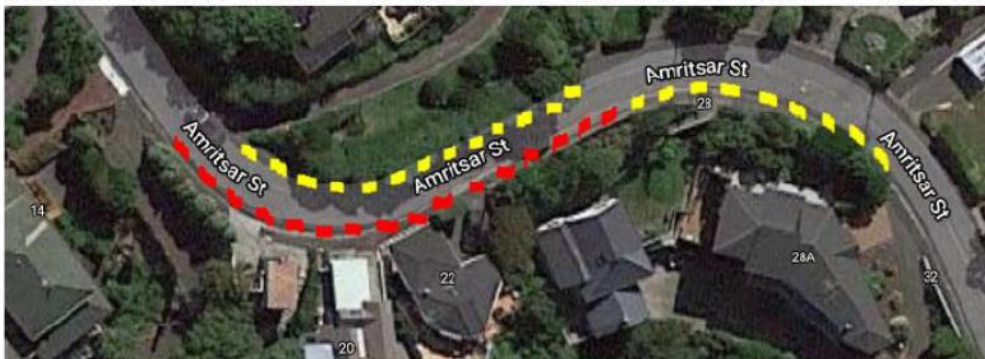
Thank you for your feedback on TR103-21 Amritsar Street, Khandallah – No Stopping At All Times.

### Officer's additional comments:

Traffic volumes for the street shows a 10% increase in volume over 10 years, this equates to 60 additional vehicles traveling through the street in the last 10 years.

This Proposed Traffic Resolution has the following submissions  
5 Support, 3 requested more and 6 oppose

The original Request for Action (RFA) form proposed broken yellow lines from no.18 – no.28 Amritsar Street (see diagram below included with the submitted request for action form). In the RFA 23 Supported, 1 requested more, and 9 opposed.





## We are proposing a change in your area

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

Kia ora,

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

### Proposal:

<b>Reference</b>	TR106-21 Victoria Street, Te Aro – Authorised Drainage Vehicles Only, At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install an Authorised Drainage Vehicles Only parking space on the western side of Victoria Street.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received requests from Wellington Water regarding accessibility to its wastewater pump station on Victoria Street which requires regular monthly maintenance including urgent attendance during emergency events.</li> <li>Currently Wellington Water is having difficulty accessing the pump station in an emergency event due to the inability to park in a safe location and access the pump station with the necessary equipment.</li> <li>We propose the installation of an Authorised Drainage Vehicles only, At All Times, parking space so that Wellington Water can safely access the wastewater pump station during regular maintenance and emergency events.</li> </ul>
<b>Location – where we propose to make the change</b>	Victoria Street, Te Aro – outside no.154
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety and accessibility for Wellington Water drainage vehicles</li> <li>Net parking impact – converting one metered parking space to Authorised Drainage Vehicles only, At All Times.</li> <li>Pedestrian impact – positive as Wellington Water Drainage Vehicles will not park on the footpath restricting pedestrian accessibility.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 8,968.</li> <li>Annual Revenue Impact – the Parking Sensors team was unable to provide the revenue impact as there is no data available due to the current building construction in the area.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul>

## We are proposing a change in your area

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

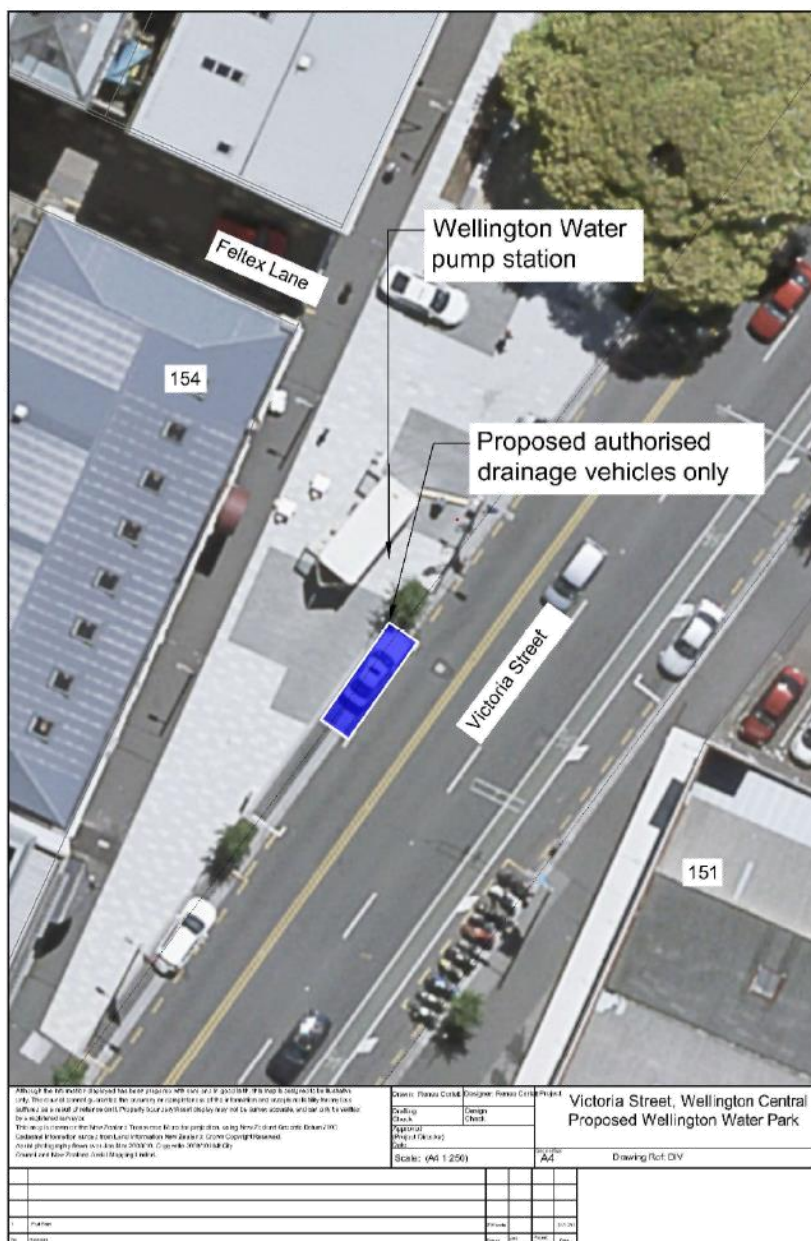
	<p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></p> <ul style="list-style-type: none"><li>• What we do with your personal information: All submissions (including name, but not contact details) 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.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 11 October 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>



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

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

**Traffic Resolution Plan: TR106-21- Victoria Street, Te Aro – Authorised Drainage Vehicles Only, At All Times**



## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Victoria Street</b>	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm	West side, commencing 107.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 13.0 metres.

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

Column One	Column Two	Column Three
<b>Victoria Street</b>	Authorised Drainage Vehicles only, At All Times	West side, commencing 123 metres north of its intersection with Ghuznee Street (Grid coordinates X=1,748,530.03 m, Y=5,427,238.73 m) and extending in a northerly direction following the western kerb line for 6.5 metres.

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

Column One	Column Two	Column Three
<b>Victoria Street</b>	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	West side, commencing 116.5 metres north of its intersection with Ghuznee Street (Grid coordinates X=1,748,530.03 m, Y=5,427,238.73 m) and extending in a northerly direction following the western kerb line for 6.5 metres.

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

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

**Date:** 20/10/2021

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:

<b>Reference</b>	TR107-21 Fox Street, Ngaio - No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>• Install 29 metres of broken yellow lines along the western side of Fox Street opposite no.6 Fox Street.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• We have received safety concerns from residents regarding vehicles parking on the corner opposite no.6 Fox Street.</li> <li>• Currently vehicles parked on this blind corner creates visibility and safety concerns for opposing vehicles.</li> <li>• We have visited the site and ascertained that installing 29 metres of broken yellow lines on the western side of the road will improve the visibility between opposing vehicles and safety for vehicles travelling around the narrow carriageway at this corner.</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>• Fox Street, Ngaio – opposite no.6.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>• Improves safety for opposing vehicles travelling along Fox Street.</li> <li>• Net parking impact - removal of five unrestricted parking spaces.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>• Average daily traffic count - 1,646.</li> <li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>• If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> <li>• <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></li> <li>• 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.</li> </ul>

## 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.
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 11 October 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>



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

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

**Traffic Resolution Plan: TR107-21 Fox Street Ngaio – No Stopping At All Times**





## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Fox Street</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 40 metres north of its intersection with Awarua Street (Grid coordinates X=1,748,541.93m Y=5,432,561.15m) and extending in a northerly direction following the western kerb line for 29 metres.</i>

**Prepared By:** Yohannes Mesfun **(Graduate Transport Engineer)**

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

**Date:** 20/10/2021

## FEEDBACK RECEIVED

**Absolutely Positively  
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### Feedback Received:

**Name:** Clare Doyle  
**Suburb:** Ngaio  
**Agree:** Yes

Strongly support the addition of yellow lines as proposed - thank you!

### Officer's response:

Thank you for your feedback on TR107-21 Fox Street, Ngaio - No Stopping At All Times.

**Name:** Susan Shipley  
**Suburb:** Ngaio  
**Agree:** Yes

I strongly support this proposal and suggest, in addition, that the broken yellow lines could come down a little further towards Awarua St. This would give more opportunity for vehicles going up Fox St to get back to the left-hand lane when overtaking parked cars, to avoid confronting any opposing traffic on the blind corner.

Perhaps because this section of Fox St is quite steep, some vehicles coming down the hill towards Awarua St are travelling too fast as they approach the blind corner. With an average daily traffic count here of 1,646 vehicles there are plenty of opportunities for traffic collisions when vehicles coming up Fox St have to pull out to pass parked vehicles. Bearing that in mind, a little more clearance on the near side of the road would be warranted, by extending the proposed 29 metres of broken yellow lines by another 2 - 3 metres towards Awarua St.

Thank you for your consideration of my feedback.

### Officer's response:

Thank you for your feedback on TR107-21 Fox Street, Ngaio - No Stopping At All Times.

While parked vehicles may reduce the traffic flow on Fox Street to a single lane in this section, the traffic volume is low enough that does not cause excessive delays. These same parked vehicles also discourage drivers from speeding as cars parked on either side of the road give drivers the impression of a narrow road, encouraging greater care when driving.

As a result, we believe that on street parking serves as an effective tool for maintaining acceptable speeds in the street. Therefore, we are only proposing to extend broken yellow lines around the blind corner. There's sufficient visibility in this straight section and additional broken yellow lines are not warranted

## FEEDBACK RECEIVED

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**Name:** M and G Smith  
**Suburb:** Ngaio  
**Agree:** Yes

Thanks for the leaflet about the proposed yellow lines opposite no 6 Fox St, Ngaio. We are two Fox Street residents who are delighted that this will be done – it is certainly needed.

**Officer's response:**

Thank you for your feedback on TR107-21 Fox Street, Ngaio - No Stopping At All Times.

**Name:** Kennedy Baird  
**Suburb:** Wellington  
**Agree:** No

No comment.

**Officer's response:**

Thank you for your submission on TR107-21 Fox Street, Ngaio - No Stopping At All Times.

**Name:** Laurel Ferguson  
**Suburb:** Ngaio  
**Agree:** Yes

I fully support the proposal to make part of Fox St Ngaio a no stopping at all times/broken yellow line area. This is long overdue in my opinion.

I live in a street not far from Fox St and drive up and down it almost every day. Increasing numbers of cars are parking on lower Fox St from the intersection with Awarua St and uphill towards the blind right-hand bend. On occasion, going uphill, I have had to pass 4-5 parked cars in a row, while on the wrong side of the road with no clear line of sight. Sometimes I just manage to pull back into my lane to avoid cars hurtling around the bend from upper Fox St. I believe the current parking situation is an accident waiting to happen and there have been several near misses. Bear in mind that cars coming downhill on Fox St are travelling at speed as one invariably does on a downhill trajectory.

I consider that the proposed broken yellow lines indicated on your map do not extend far enough down towards Awarua St and ask that, to ensure safety, you consider extending them as far down as house number 4 (which is on the opposite side).

In the interests of road safety for all, I look forward to this change being implemented and thank you for the opportunity to make a submission.

**Officer's response:**

Thank you for your feedback on TR107-21 Fox Street, Ngaio - No Stopping At All Times.

## **FEEDBACK RECEIVED**

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We believe that on street parking serves as an effective tool for maintaining acceptable speeds in the street. Therefore, we are only proposing to install broken yellow lines around the blind corner. There's sufficient visibility in this straight section and additional broken yellow lines are not warranted.

The road width on that section measures over 7m which is more than the standard requirement for parking on both sides of the road. There're sufficient existing broken yellow lines on bottom side of the road, from the intersection with Awarua Street.

We are therefore unable to justify any immediate changes at this present time. We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

## We are proposing a change in your area

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

Kia ora,

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

### Proposal:

<b>Reference</b>	TR108-21 Monaghan Avenue; Shotter Street, Karori – No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install 19 metres of broken yellow lines along the northern side of Monaghan Avenue at the intersection with Shotter Street.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received safety concerns from residents regarding vehicles parking at the intersection of Monaghan Avenue and Shotter Street, restricting visibility for opposing vehicles travelling around this corner.</li> <li>We have visited the site and ascertained that installing 19 metres of broken yellow lines on the northern side of this intersection will improve safety and visibility.</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Monaghan Avenue at its intersection with Shotter Street, Karori - between no.67 Monaghan Avenue and no.14 Shotter Street.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety for vehicles travelling through this Intersection.</li> <li>Net parking impact - removal of three unrestricted parking spaces.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 932.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> <li><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></li> <li>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.</li> </ul>



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	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.
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 11 October 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

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

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**Traffic Resolution Plan: TR108-21 Monaghan Avenue; Shotter Street, Karori – 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
<b>Shotter Street and Monaghan Avenue</b>	<i>No Stopping At All Times</i>	<i>North side, commencing 145 metres west of its intersection with Vervier Street (Grid coordinates X=1,745,6161.96m Y=5,427,441.91m) and extending in a westerly direction following the northern kerb line for 19 metres.</i>

**Prepared By:** Yohannes Mesfun **(Graduate Transport Engineer)**

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

**Date:** 20/10/2021

## FEEDBACK RECEIVED

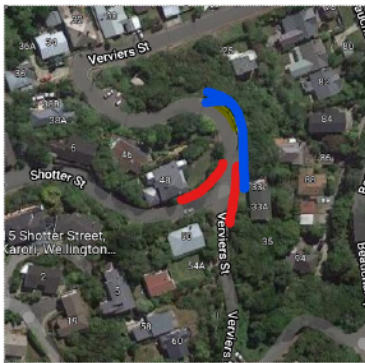
**Absolutely Positively  
Wellington City Council**  
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### Feedback Received:

**Name:** Shotter Street Resident  
**Suburb:** Karori  
**Agree:** Yes

Thank you for notifying us of the proposed change to install the broken yellow lines at the proposed intersection. It will definitely improve safety for residents and through traffic drivers once the lines are installed.

We do have the same problem with the corner at Vervier St and Shotter St which is notorious and prone to car crashes due to the narrowness of the road and zero visibility of other cars travelling the opposite direction. There have been a number of crashes on that corner. I also strongly recommend installing outdoor traffic mirrors on each end of the bendy bit highlighted in blue in the picture below.



### Officer's response:

Thank you for your feedback on TR108-21 Monaghan Avenue, Shotter Street, Karori – No Stopping At All Times.

As part of this assessment, we found the intersection has been operating safely over the last five years with no reported crashes.

Due to it being illegal to park within six meters of an intersection as per the Land Transport (Road User) Rule 2004, Part 6.3 we will not be installing the suggested broken yellow lines on Shotter and Verviers street's intersection in this instance.

However, if you do witness vehicles parking illegally, please contact our Parking Services Team on 04 499 4444 to request enforcement action to be taken.

Council does not install Traffic Mirrors anymore. This is due to several safety reasons, some of which are listed below for your information:

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- They provide limited visibility when raining, at dawn or at dusk.
- They have image distortion which can cause deception in terms of how far a vehicle really is from the point of conflict.
- A driver can misjudge speed and distances of approaching vehicles because of the mirror's convex curvature.
- Glare or reflections can dazzle or disorientate driver – sunstrike is a common problem to road users where mirrors are located.
- They get easily broken and vandalised.

We are therefore unable to justify any immediate changes on Shotter street and Verviers Street intersection at this present time. We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.



## 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:

<b>Reference</b>	TR109-21 Aruba Grove and Antilles Place, Grenada Village – No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>• Install 41 metres of broken yellow lines at the intersection of Aruba Grove and Antilles Place.</li> <li>• Extend the existing broken yellow lines on the south side of Antilles Place by 5 metres.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• We have received safety concerns from residents regarding vehicles parking at the corners of Antilles Place and Aruba Grove on both sides of the intersection.</li> <li>• This area is zoned industrial. Service vehicles and large trucks frequently get obstructed or are unable to turn within the remaining carriageway width at this intersection.</li> <li>• We have visited the site and ascertained that installing 41 metres of broken yellow lines on the western side of Aruba Grove and extending the existing broken yellow lines on the east side of Antilles Place by 5 metres, will provide additional space for large vehicles to manoeuvre and turn at this intersection.</li> </ul>
<b>Location – where we propose to make the change</b>	Antilles Place and Aruba Grove intersection, Grenada Village
<b>Impact</b>	<ul style="list-style-type: none"> <li>• Improves safety for vehicles in particular large trucks travelling along Aruba Grove and Antilles Place.</li> <li>• Net parking impact – removal of four unrestricted parking spaces.</li> </ul>
<b>How this relates to the parking policy</b>	Support and facilitate the safe and efficient movement of people and goods along transport corridors rather than motorists parking or storing stationary vehicles.
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>• Average daily traffic count – estimated 200.</li> <li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>• If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul> <p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></p>

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

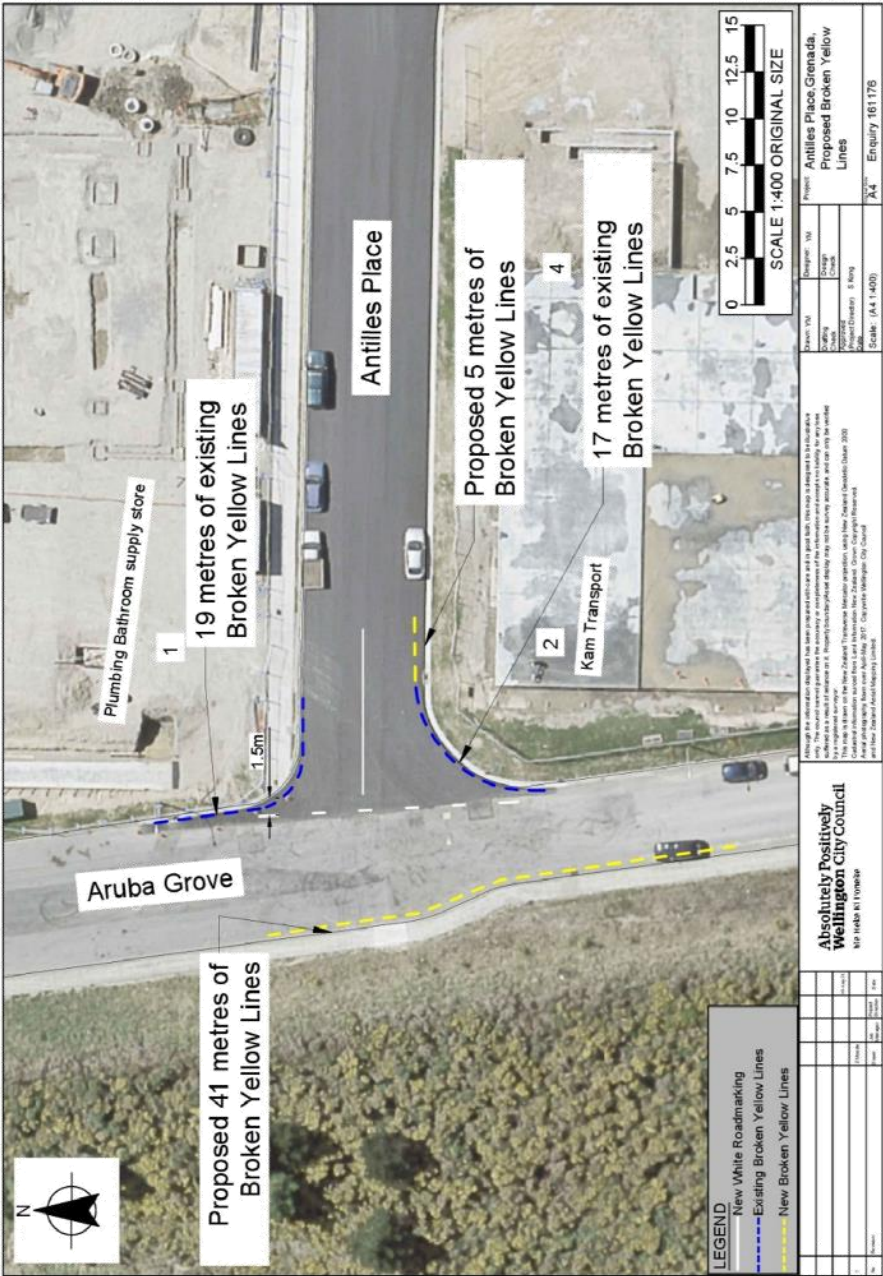
**Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke

	<ul style="list-style-type: none"><li>• 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.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 11 October 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

We are proposing a change in your area

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Wellington City Council  
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Traffic Resolution Plan: TR109-21 Aruba Grove and Antilles Place, Grenada Village – No  
Stopping At All Times



## FEEDBACK RECEIVED

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Antilles Place</b>	No Stopping, At All times	South side, commencing at its intersection with Aruba Grove (grid coordinates x= 1,753,197.03m, y= 5,437,479.98m), and extending in an easterly direction following the southern kerb line for 8 metres.

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

Column One	Column Two	Column Three
<b>Aruba Grove</b>	No Stopping, At All times	West side, commencing 86 metres north of its intersection with Grenada Drive (grid coordinates x= 1,753,214.52 m, y= 5,437,372.43m), and extending in a northerly direction following the western kerb line for 41 metres.
<b>Antilles Place</b>	No Stopping, At All times	South side, commencing at its intersection with Aruba Grove (grid coordinates x= 1,753,197.03m, y= 5,437,479.98m), and extending in an easterly direction following the southern kerb line for 13 metres.

**Prepared By:** Yohannes Mesfun **(Graduate Transport Engineer)**

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

**Date:** 20/10/2021

**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:

<b>Reference</b>	TR110-21 Durham Street, Aro Valley - No Stopping At All Times (Amended)
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install 5 metres of broken yellow lines on the western side of Durham Street (Original Proposal: install 12 metres of broken yellow lines on the western side of Durham Street).</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received accessibility and safety concerns from residents on Durham Street about difficulties accessing their car deck.</li> <li>The existing width between the fence and kerbline is approximately 6.86 metres which is insufficient for vehicles to safely manoeuvre in and out of the car deck when vehicles are parked on the opposite side of the road.</li> <li>The minimum distance required for the entry and exit manoeuvre is 6m in accordance with the Parking facilities guidelines AS/NZS 2890. Broken yellow lines opposite these car decks will provide easier access.</li> </ul>
<b>Location – where we propose to make the change</b>	Durham Street, Aro Valley – opposite no.7
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety and accessibility for vehicles by creating greater distance for vehicles to manoeuvre safely onto their car deck without colliding with parked vehicles on the opposite side of the road.</li> <li>Net parking impact - removal of one unrestricted parking spaces.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles on road reserve.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 569.</li> <li>The original proposal of 11 metres of broken yellow lines has been amended to 5 metres due to feedback received in the consultation period. Residents have raised concerns of removing two car parks when there is enough room to access the double car deck outside no.9 with no issues. The reason we are continuing to keep some broken yellow lines is due to the single car deck being very narrow outside no.7. This makes it hard for vehicles to get in and out, as compared to the double car deck for no.9, where there is a lot more room for manoeuvring. The road width outside no.7 also measures 5.1m with parked vehicle on the opposite side of the road. This distance is below the minimum distance required of 6m for safe entry and exit manoeuvring.</li> </ul>



## We are proposing a change in your area

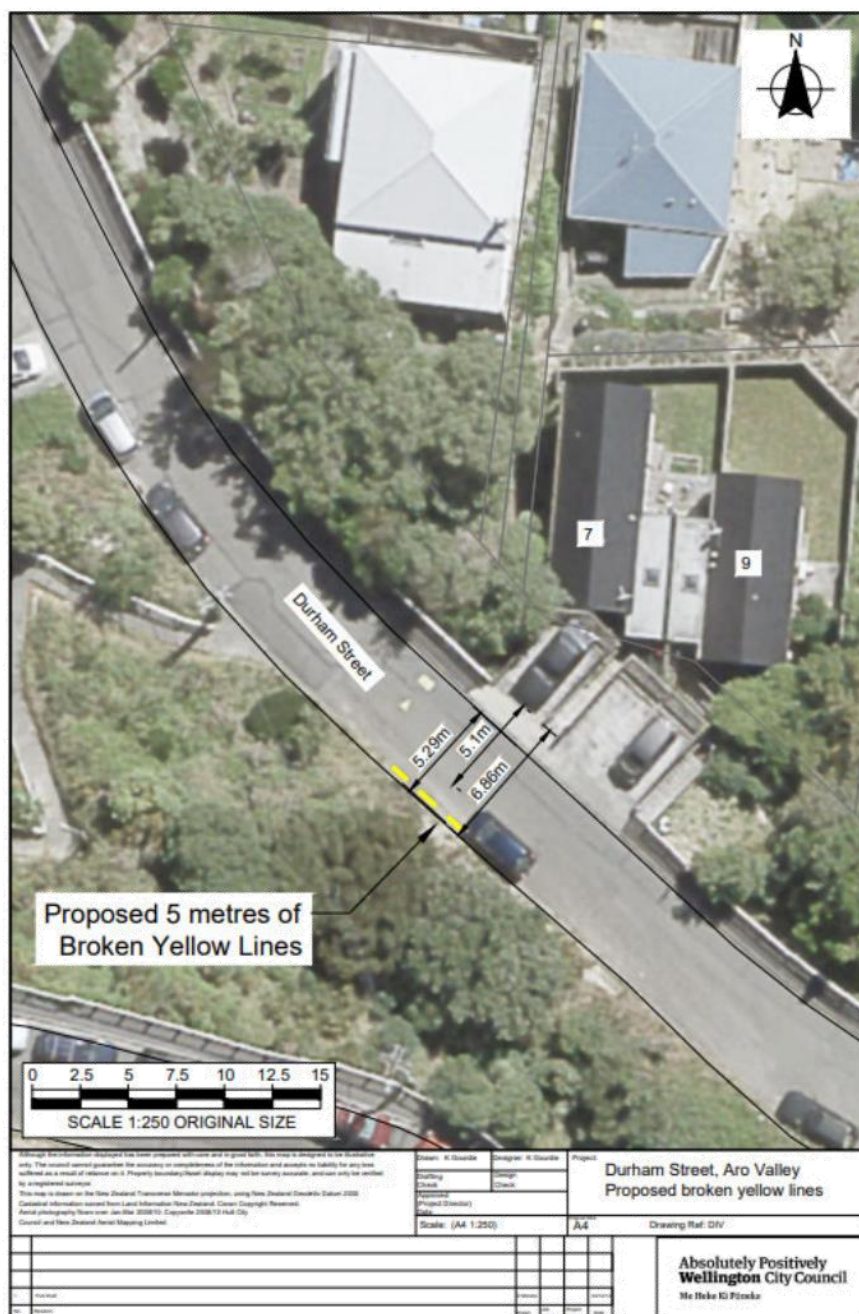
**Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke

<b>Feedback</b>	<ul style="list-style-type: none"><li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li><li><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></li><li>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.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>Feedback collated by Monday 11 October 2021.</li><li>The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.</li><li>If approved, the proposal will be installed within the following three months.</li></ol>

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

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Wellington City Council**  
Me Heke Ki Pōneke

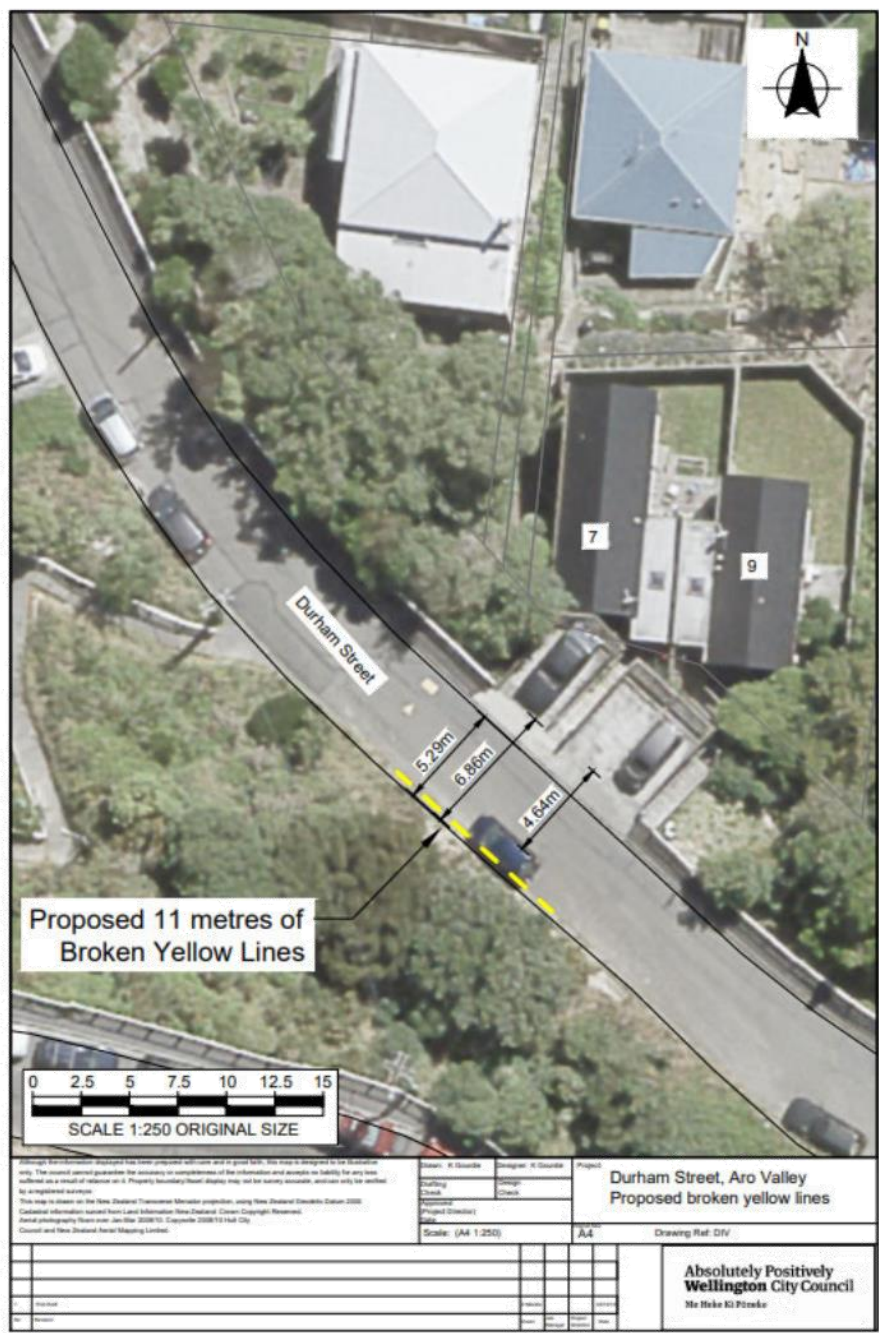
**AMENDED PLAN – Post Consultation: TR110-21 Durham Street, Aro Valley – No Stopping At All Times**



We are proposing a change in your area

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Traffic Resolution Plan: TR110-21 Durham Street, Aro Valley – No Stopping At All Times



## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Durham Street</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 53 metres west of its intersection with Durham Crescent (Grid coordinates X=1,747,746.30m Y=5,426,869.66m) and extending in a westerly direction following the westerly kerb line for 5 metres.</i>

**Prepared By:** Kate Gourdie **(Transport Engineer Assistant)**

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

**Date:** 20/10/2021



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

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Wellington City Council**  
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### **Feedback Received:**

**Name:** Caitlin  
**Suburb:** Aro Valley  
**Agree:** No

I am a resident of Durham Street, opposite the proposed broken yellow lines. Our household has multiple vehicles - we utilise both our parking deck and pay for coupon parking to meet our needs.

We currently have no issue accessing the parking deck, even with cars parked opposite. There is a high demand for parking available car parking in this area both inside and outside coupon hours, removing any parks will increase competition.

Removing 11 meters of parking devalues these coupons and will result in a net negative for us, despite being an intended beneficiary of this proposition.

The addition of these yellow lines would remove two coupon parks in an area where demand often outstrips supply. The parking on this street is usually full and can be difficult to find a park.

We do not support this proposition.

### **Officer's response:**

Thank you for your feedback on TR110-21 Durham Street, Aro Valley – No Stopping At All Times.

We have reviewed your concerns and have amended the current restriction for 11 metres of broken yellow lines. We are now proposing 5 metres of broken yellow lines opposite no.7 Durham Street which will result in a loss of only one car park. The reason we are continuing to keep some broken yellow lines is due to the single car deck being very narrow, making it hard for vehicles to get in and out, as compared to the double car deck for no.9, where there is a lot more room for manoeuvring.

The minimum distance required for the entry and exit manoeuvre is 6m in accordance with the Parking facilities guidelines AS/NZS 2890. The current distance when a car is parked opposite the car deck is 5.1 metres, therefore we believe it is beneficial to install broken yellow lines for better accessibility for residents at no.7 Durham Street. This will also help ensure the use of the off-street parking facility which will help reduce the number of vehicles parking on the street itself.

We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.



## 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:

<b>Reference</b>	TR111-21 Raroa Road, Kelburn - No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install 20 metres of broken yellow lines along the western side of Raroa Road opposite no.5B and no.5C.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received safety concerns from residents regarding vehicles parking near the corner opposite no.5B and no.5C on Raroa Road restricting forward visibility and increasing safety risk for opposing traffic.</li> <li>We have visited the site and ascertained that installing 20 metres of broken yellow lines on the western side of the road will improve forward visibility and safety for opposing vehicles travelling near the corner.</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Raroa Road, Aro Valley – opposite no.5B and no.5C.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety for opposing vehicles travelling along Raroa Road.</li> <li>Net parking impact - removal of three unrestricted parking spaces.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count - 6,685.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> <li><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></li> <li>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.</li> </ul>

**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.
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 11 October 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

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

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

**Traffic Resolution Plan: TR111-21 Raroa Road, Kelburn – No Stopping At All Times**



## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Raroa Road</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 170.31 metres north of its intersection with Cluny Avenue (Grid coordinates X=1,748,541.93m Y=5,432,561.15m) and extending in a northerly direction following the western kerb line for 22 metres.</i>

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

Column One	Column Two	Column Three
<b>Raroa Road</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 170.31 metres north of its intersection with Cluny Avenue (Grid coordinates X=1,748,541.93m Y=5,432,561.15m) and extending in a northerly direction following the western kerb line for 42 metres.</i>

**Prepared By:** Yohannes Mesfun **(Graduate Transport Engineer)**

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

**Date:** 20/10/2021

## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Mark Donnell  
**Suburb:** Kelburn  
**Agree:** Yes

This is an important change, for safety.

But the same core problem (parking in places that restricts the road to one serviceable lane, causing hidden queues at corners with poor visibility) also occurs outside numbers 10-14 on Raroa Road.

### Officer's response:

Thank you for your feedback on TR111-21 Raroa Road, Kelburn – No Stopping At All Times

We believe that on street parking serves as an effective tool for maintaining acceptable speeds in the street. Therefore, we are only proposing to install broken yellow lines around the blind corner outside no.6. There's sufficient visibility in this straight section between no.10-14 and additional broken yellow lines are not warranted.

Moreover, there're existing broken yellow lines on one side of the blind corner opposite side of no.16 - no.28 that makes the corner safe.

We are therefore unable to justify any immediate changes at this present time. We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.



## We are proposing a change in your area

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

Kia ora,

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

### Proposal:

<b>Reference</b>	TR112-21 Boulcott Street, Wellington Central – Metered parking
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install three metered parking spaces opposite no.22 Boulcott Street.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received information from Council Parking Services that the existing kerbside parking restriction - "No Parking between 6am-6pm Monday to Friday" is not required now.</li> <li>We propose to install three metered parking spaces which are in line with the existing metered parking along this street and will ensure parking accessibility to the surrounding businesses.</li> </ul>
<b>Location – where we propose to make the change</b>	Boulcott Street, Wellington Central – opposite no. 22
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves accessibility to parking availability.</li> <li>Net parking impact - addition of three metered parking spaces.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres, and mobile trades and services.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 7,630.</li> <li>Annual parking revenue impact – approximate increase \$41,783.13.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> <li><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></li> <li>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.</li> </ul>

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

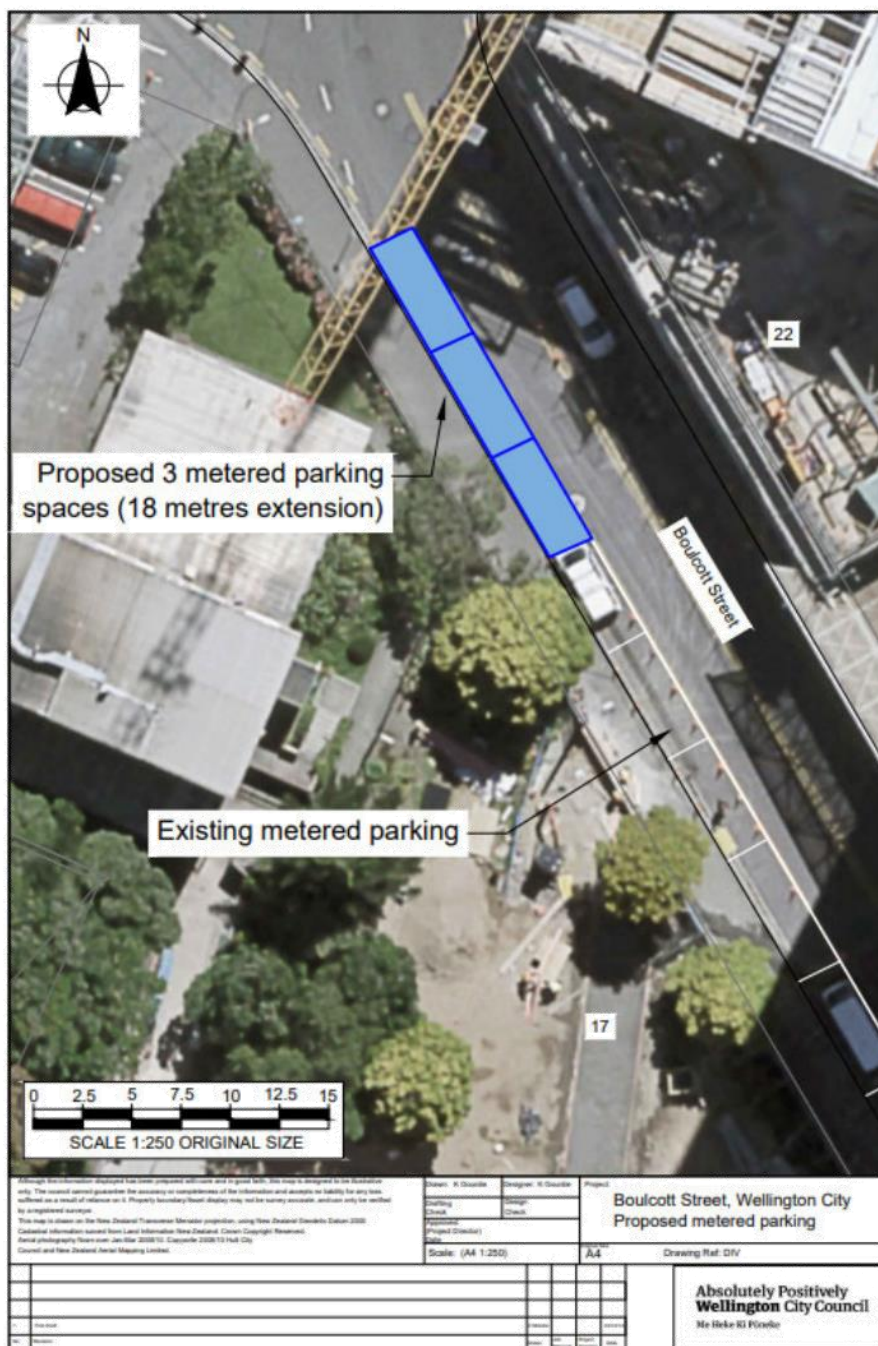
**Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke

	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.
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 11 October 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

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

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

**Traffic Resolution Plan: TR112-21 Boulcott Street, Wellington Central – Metered parking**



Wellington City Council | 3 of 4

## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Boulcott Street</b>	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, commencing 47 metres northwest of its intersection with Willis Street (Grid coordinates x= 1748591.9 m, y= 5427623.3 m), and extending in a north- westerly direction following the kerbline for 61.5 metres. (10 parallel carparks)

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

Column One	Column Two	Column Three
<b>Boulcott Street</b>	Monday to Friday, 8:00am - 6:00pm	Southwest side, commencing 108.5 metres northwest of its intersection with Willis Street (Grid Coordinates X=2658619.794377 m, Y=5989335.373105 m) and extending in a north-westerly direction following the kerbline for 19 metres.

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

Column One	Column Two	Column Three
<b>Boulcott Street</b>	P120 Maximum, Sunday to Thursday 8:00am – 8:00pm, Friday and Saturday 8am - 6pm and P240 Maximum 6pm - 10pm	Southwest side, commencing 40 metres northwest of its intersection with Willis Street (Grid coordinates x= 1748591.9 m, y= 5427623.3 m), and extending in a north- westerly direction following the kerbline for 85.5 metres. (13 parallel carparks)

**Prepared By:** Kate Gourdie **(Transport Engineer Assistant)**

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

**Date:** 20/10/2021

**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:

<b>Reference</b>	TR113-21 Duthie Street, Karori - New Bus Stop layouts (#4385 and #5385)
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Improve the layout of Bus Stops (#4385 and #5385) on Duthie Street, Karori, by marking the bus stops.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>To improve the operation of the bus services on this route and to improve road safety.</li> <li>The marking of the bus stops will enable bus drivers to safely manoeuvre their buses at the bus stop as cars are currently parking at these unmarked bus stops. When cars are parked within the bus stops, the bus driver cannot manoeuvre adjacent to the bus stop and must stop the bus in the middle of the road or across the centre line for passengers to board and alight from the bus in an unsafe manner. When cars are parked on both sides of the road, buses also have difficulty getting through which causes safety and accessibility problems for bus operations and general traffic.</li> </ul>
<b>Location – where we propose to make the change</b>	Duthie Street, Karori – outside no.38 to no.42 and no.41 to no.43
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improved safety for all users of the transport network.</li> <li>Net parking impact - removal of two unrestricted parking spaces.</li> <li>Bus patron impact – positive from improved accessibility and reliability for bus users with safe access to and from the bus stops.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average weekday traffic volume – 2,192.</li> <li>Average weekly passenger number – 1,244 for Bus Stop #4385 and 1,610 for Bus Stop #5385.</li> <li>Bus Stop #4385 services 6 routes at approximate times - weekday first bus 6:25am, last bus 23:05. Saturday 7:05 to 23:05, Sunday 8:05 to 21:05; Saturday and Sunday mornings N3 at 1:40, 2:40 and 3:40am.</li> <li>Bus Stop #5385 services 5 routes at approximate times - weekday first bus 7:10am, last bus 23:50, Sat 7:45 to 23:50, Sun 8:45 to 21:50</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>



## We are proposing a change in your area

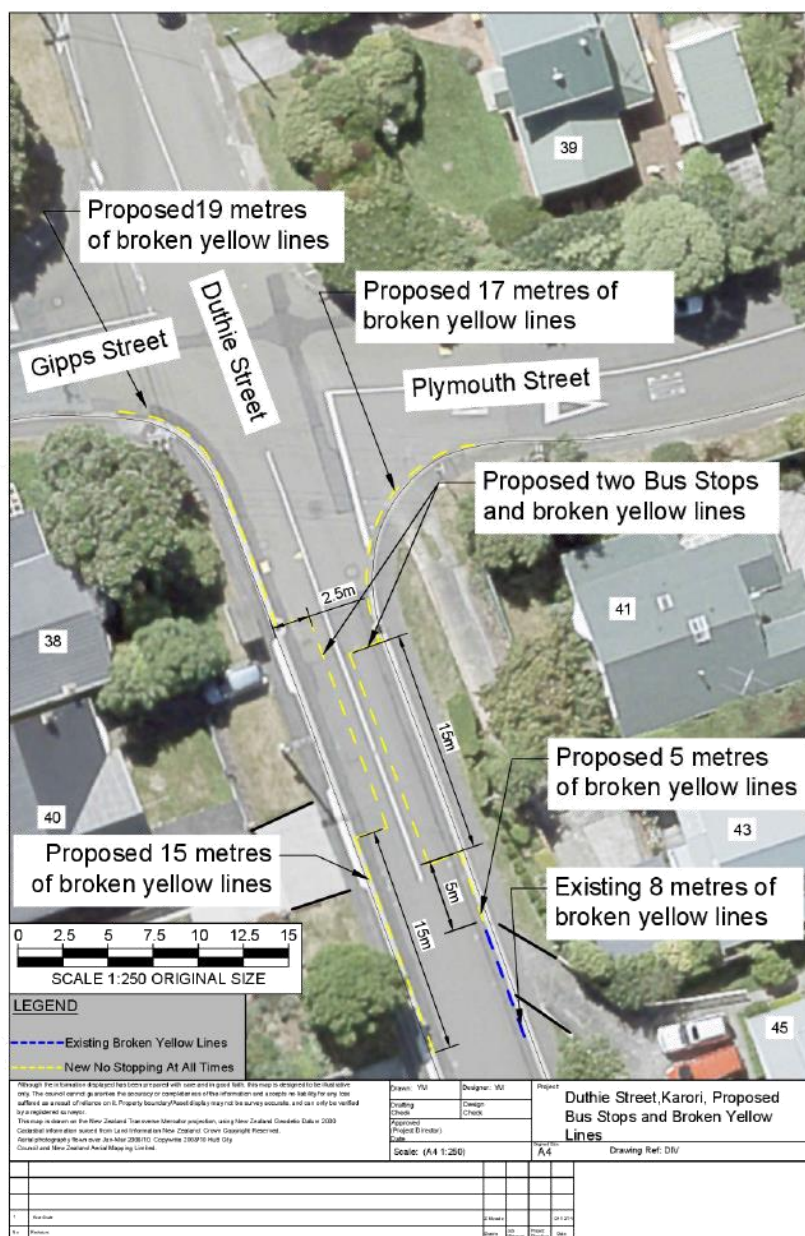
Absolutely Positively  
**Wellington** City Council  
Me Heke Ki Pōneke

<b>Feedback</b>	<ul style="list-style-type: none"><li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li></ul> <p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></p> <ul style="list-style-type: none"><li>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.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>Feedback collated by Monday 11 October 2021.</li><li>The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.</li><li>If approved, the proposal will be installed within the following three months.</li></ol>

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

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

**Traffic Resolution Plan: TR113-21 Duthie Street, Karori – New Bus Stop layouts (#4385 and #5385)**



## 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
<b>Duthie Street</b>	<i>Bus Stop, At All Times</i>	<i>West side, commencing 172 metres north of its intersection with Hurman Street (grid coordinates x = 1,746,312.5m, y = 5,427,695.5m) and extending in a northerly direction following the western kerb line for 15 metres.</i>
<b>Duthie Street</b>	<i>Bus Stop, At All Times</i>	<i>East side, commencing 10 metres south of its intersection with Plymouth Street (grid coordinates x = 1,746,340.2m, y = 5,427,864.9m) and extending in a southerly direction following the eastern kerb line for 15 metres.</i>

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

Column One	Column Two	Column Three
<b>Gipps Street</b>	<i>No Stopping, At All Times</i>	<i>South side, commencing at its intersection with Duthie Street (grid coordinates x = 1,746,325.7m, y = 5,427,869.3m) and extending in a westerly direction following the southern kerb line for 12 metres.</i>
<b>Duthie Street</b>	<i>No Stopping, At All Times</i>	<i>West side, commencing 157 metres north of its intersection with Hurman Street (grid coordinates x = 1,746,312.5m, y = 5,427,695.5m) and extending in a northerly direction following the western kerb line for 15 metres.</i>
<b>Duthie Street</b>	<i>No Stopping, At All Times</i>	<i>West side, commencing 187 metres north of its intersection with Hurman Street (grid coordinates x = 1,746,312.5m, y = 5,427,695.5m) and extending in a northerly direction following the western kerb line for 15 metres.</i>
<b>Plymouth Street</b>	<i>No Stopping, At All Times</i>	<i>South side, commencing at its intersection with Duthie Street (grid coordinates x = 1,746,340.2m, y = 5,427,864.9m) and extending in an easterly direction following the southern kerb line for 15 metres.</i>

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

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

<b><i>Duthie Street</i></b>	<b><i>No Stopping, At All Times</i></b>	<i>East side, commencing at its intersection with Plymouth Street (grid coordinates x = 1,746,340.2m, y = 5,427,864.9m) and extending in a southerly direction following the eastern kerb line for 10 metres.</i>
<b><i>Duthie Street</i></b>	<b><i>No Stopping, At All Times</i></b>	<i>East side, commencing 25 metres south of its intersection with Plymouth Street (grid coordinates x = 1,746,340.2m, y = 5,427,864.9m) and extending in a southerly direction following the eastern kerb line for 5 metres.</i>

<b>Prepared By:</b>	Gordana Savic	<b>(Public Transport Infrastructure Programme Manager)</b>
<b>Approved By:</b>	Zackary Moodie	<b>(Acting Team Leader Transport Engineering)</b>
<b>Date:</b>	20/10/2021	

## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Melissa Anderson on behalf of Greater Wellington Regional Council  
**Suburb:** Wellington  
**Agree:** Yes

We support this proposed Traffic Resolution. Marking the bus stops will make it easier for buses to get into the bus stop, and stop cars from parking in the stops, improving safety around the bus stops and increasing the accessibility to Metlink services.

### Officer's response:

Thank you for your feedback on TR113-21 Duthie Street, Karori - New Bus Stop layouts (#4385 and #5385).

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

There are often many traffic resolutions to increase or refine the area of no stopping zones through the use of broken yellow lines. This helps vehicle traffic flow better but may perversely increase the amount of footpath parking, as vehicle users try to accommodate their fellows. With the new Parking Policy now in force, can we please specifically target these areas for enforcement to bed in any changes for a period of a month or so after the change has been made. For instance, TR 113-21 shows a car illegally parked on footpath and green berm on Duthie St. TR123-21 Garden Road, Northland identifies footpath parking as an issue. It is important that policy and regulation are only made when they are considered necessary and will be enforced.

Living Streets support the improved layout of bus stops on Duthie St.  
We note that on average public transport use includes an 8-minute walk at each end of the PT trip and therefore public transport can be considered active transport.

### Officer's response:

Thank you for your feedback on TR113-21 Duthie Street, Karori - New Bus Stop layouts (#4385 and #5385).



## We are proposing a change in your area

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

Kia ora,

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

### Proposal:

<b>Reference</b>	TR115-21 Chelmsford Street, Ngaio - No Stopping At All Times (Amended)
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install 70 metres of broken yellow lines on the inside of the bend and 32 metres on the outside of the bend at the entrance to the street.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received safety concerns from residents that the road width at this location is too narrow to allow vehicles to park on both sides of the road.</li> <li>The road width is approximately 5.9 metres and being a blind corner, there is insufficient width for opposing vehicles to pass safely through if vehicles are parked on either side of the road.</li> <li>Broken yellow lines proposed along the narrow carriageway around this bend will improve forward visibility and safety for opposing vehicles.</li> </ul>
<b>Location – where we propose to make the change</b>	Chelmsford Street, Ngaio - outside no.87, no.88 and no.91.
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety and accessibility for vehicles.</li> <li>Net parking impact - removal of 14 unrestricted parking spaces.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count - 279.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> <li>This Traffic Resolution was amended from 92 metres of broken yellow lines to 70 metres on the inner bend as per feedback from residents.</li> <li>As per the feedback received, we have amended the plans to reduce the extent of the broken yellow lines to allow more parking on the straight and wider section of Chelmsford Street. We have kept the broken yellow lines at the bottom of the road on both sides as there is poor visibility and it is too narrow at 5.8 metres.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul> <p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></p>

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

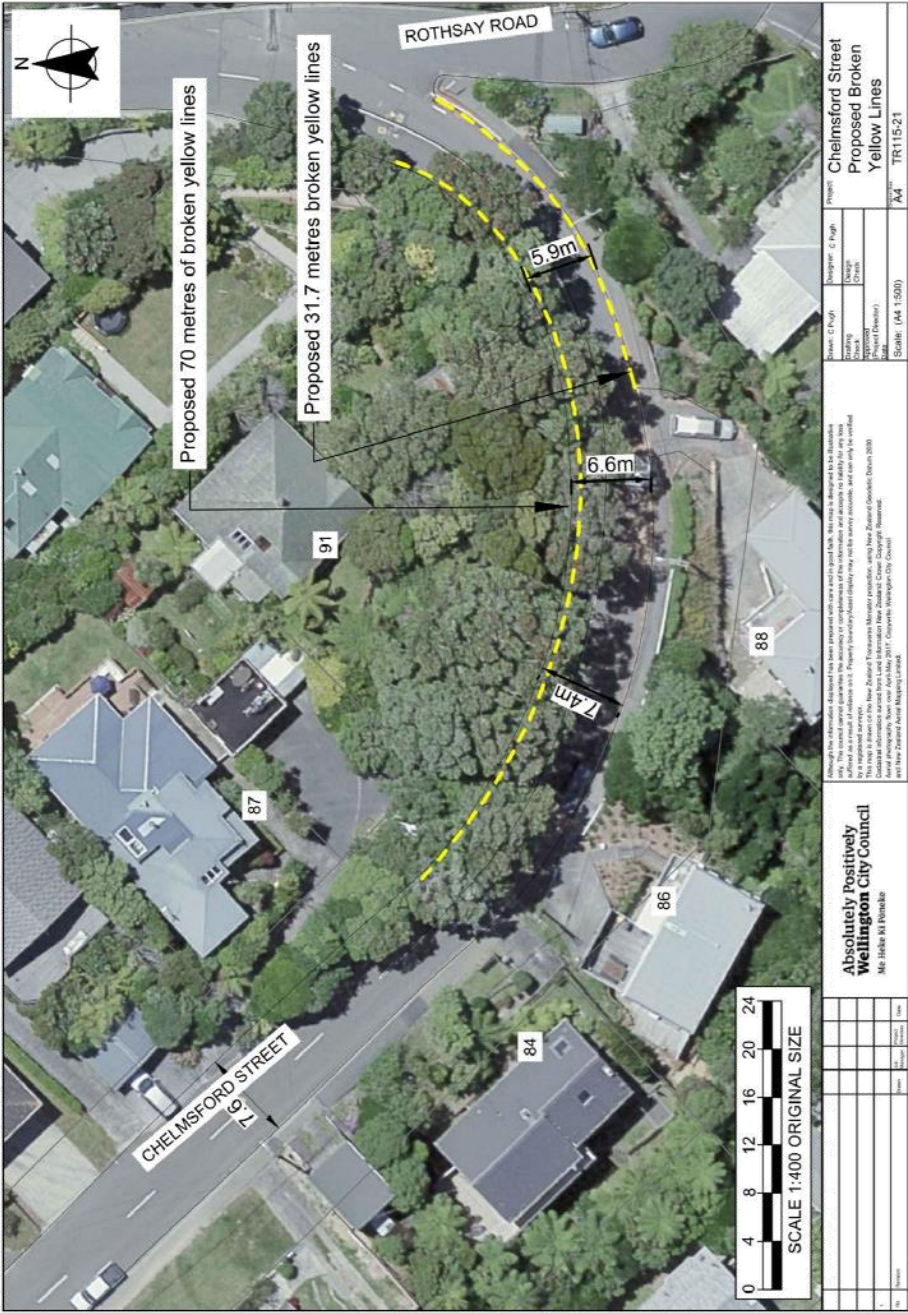
**Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke

	<ul style="list-style-type: none"><li>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.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>Feedback collated by Monday 11 October 2021.</li><li>The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.</li><li>If approved, the proposal will be installed within the following three months.</li></ol>

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

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

**AMENDED PLAN – Post Consultation: TR115-21 Chelmsford Street, Ngaio - No Stopping At All Times**

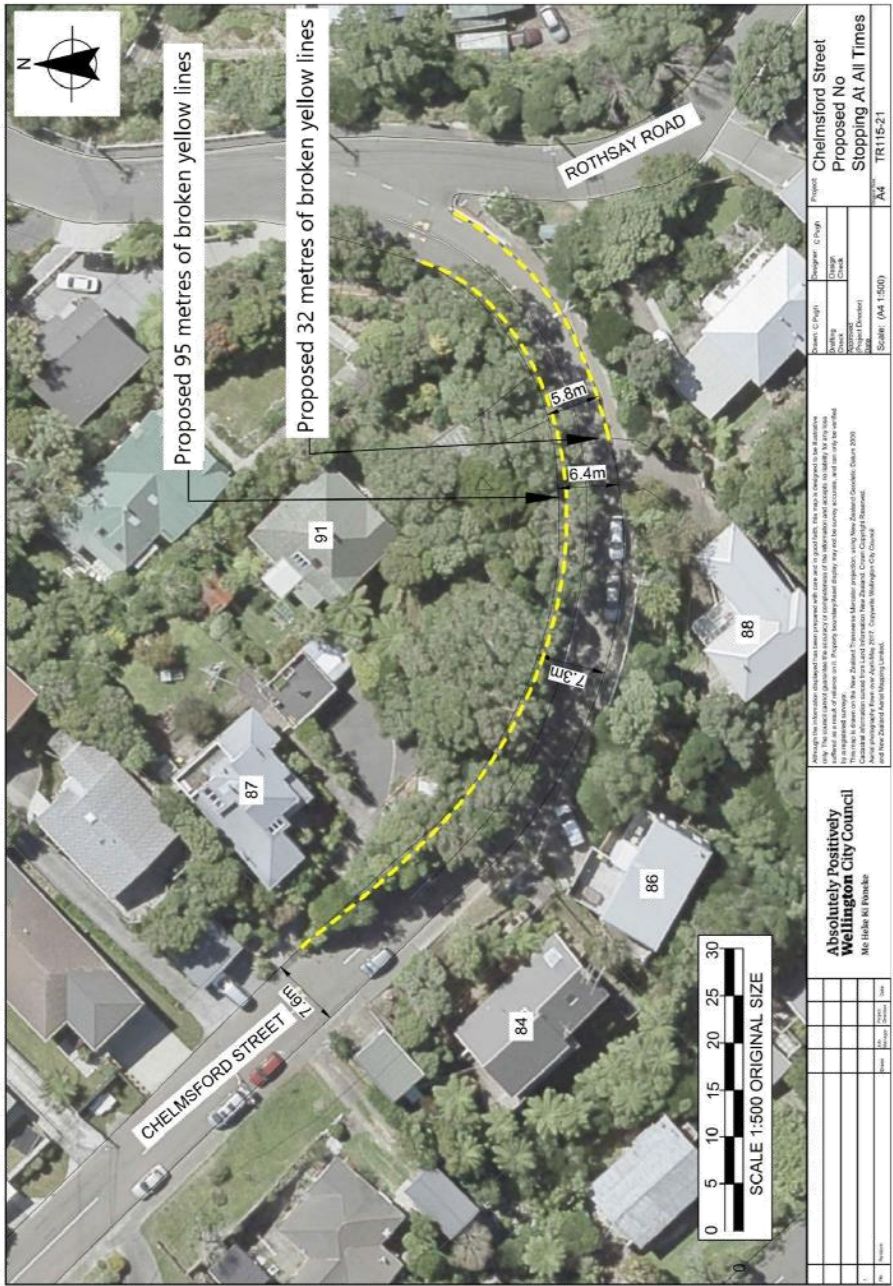




We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Traffic Resolution Plan: TR115-21 Chelmsford Street, Ngaio - No Stopping At All Times



## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Chelmsford Street</b>	<i>No Stopping At All Times</i>	<i>North side, commencing at its intersection with Rothsay Road (Grid coordinates X=1,748,449.15m Y=5,432,394.74m) and extending in a westerly direction following the northern kerb line for 70 metres.</i>
<b>Chelmsford Street</b>	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Rothsay Road (Grid coordinates X=1,748,454.74m Y=5,432,390.43) and extending in a westerly direction following the southern kerb line for 32 metres</i>

**Prepared By:** Corey Pugh **(Transport Engineering Assistant)**

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

**Date:** 20/10/2021



## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Hamish  
**Suburb:** Ngaio  
**Agree:** Yes

I am the owner / occupier of 32 Rothsay Road and have received the proposed yellow line installation letter dated 14th Sept 2021.

Whilst I support the idea of yellow lines, I have further concerns that I believe should also be addressed with the blind corner. Our pathway leads out onto the blind corner. We have young children now at the age of wanting to venture out on their own at times. If they get this crossing wrong, there is little time for a car coming at 50km to stop coming down from Chelmsford into Rothsay road. In fact, having cars parked in this area can act to slow the speed of traffic. The speed of traffic especially coming down the blind hill is too fast.

Ideally, we would like a solution to also slow traffic around the corner such as a speed bump around the 5.8m marking. Our neighbours in 91 Chelmsford would benefit from this as they have a garage which they need to back out of on this blind and fast corner. At a minimum to improve the safety for our kids crossing, could a mirror be installed where I have marked a red star to allow vision around the corner for both our kids and cars coming down the hill. There is a lamp post in this position also.

Appreciate if the above could be implemented at the same time.



### Officer's response:

We appreciate you taking the time to send in feedback in regard to the proposed broken yellow lines in Chelmsford Street.

## FEEDBACK RECEIVED

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

The Council does not install or maintain traffic mirrors or allow them to be installed on public roads only and an encroachment can be applied for regarding private driveway visibility concerns. Please find more information <https://wellington.govt.nz/services/how-can-i/traffic-mirror>

The reasons are:

- mirrors provide limited visibility when raining, at dawn or at dusk
- mirrors have image distortion
- a driver can misjudge speed and distances of approaching vehicles because of the mirror's curvature
- glare or reflections can dazzle or disorientate driver
- mirrors get easily broken and vandalised.

Therefore, due to these safety reasons we are unable to support and approve the installation of a mirror at this intersection. Based on your diagram, you can decide to proceed with the encroachment process for a private mirror as stated above.

Speed humps are out of scope for this traffic resolution however we will arrange a speed count to evaluate your concerns with speeding and future consideration for minor improvement works.

**Name:** Jonathon Harper  
**Suburb:** Wellington  
**Agree:** No

I think the proposal does not leave anywhere enough parking space. This would severely inconvenience our and our neighbours' ability to host a few friends coming to our houses. I agree to the yellow line on our side of the street (91 Chelmsford) but definitely not on the other side except perhaps for 2metres maximum where the white fence is at the intersection of Chelmsford and Awarua streets

### Officer's response:

There is very limited forward visibility around this bend and installing the broken yellow lines on the inner corner will improve the safety for opposing vehicles travelling along this section of road. The proposed broken yellow lines on the outside of the bend addresses the narrowness of the road as it is 5.8 metres wide therefore not sufficient for kerbside parking on both sides especially on a bend with limited forward visibility.

**Name:** Jonathan Brunton  
**Suburb:** Ngaio  
**Agree:** No

I have lived at the property for 4 years and parking has been an issue in the area for most of the time. This is due to a. number of reasons - most households have limited off street parking, so the rest of the cars have to go on the street, I have been conducting extensive renovations on my property resulting in a lot of tradespeople having to park on the street.

## FEEDBACK RECEIVED

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

The issue we are facing now in the area is in the evenings there is little parking as it is - putting in more yellow lines will make the situation worse especially when we have elderly or disabled visitors. Also, it noted cars parked on both sides of the street which is wrong as I have never seen cars parked on the inside of the bend - always on the outer part of the corner.

As for the proposed yellow lines from the edge of Rothsay to the driveway for 88 Chelmsford putting in yellow lines means those living over the road. without parking have to go further up to park, it further limits parking in the street and if someone has a party etc there would be no parking available in the immediate area.

I'm sorry for the delay getting this back to you - I don't know if it will be read or considered but my neighbours on either side and over the road are all opposed to this. Unfortunately, not all of us got the submission papers and were informed by others in the area.

We are happy for yellow lines on the inside of the bend at Chelmsford St. but not on the other side of the road.

### **Officer's response:**

As per the feedback received, we have amended the plans to reduce the extent of the broken yellow lines to allow more parking on the straight and wider section of Chelmsford Street. We have kept the broken yellow lines at the bottom of the road on both sides as there is poor visibility and it is too narrow at 5.8 metres.

## We are proposing a change in your area

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

Kia ora,

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

### Proposal:

<b>Reference</b>	TR116-21 Bunny Street, Pipitea – Metered mobility parking
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Alter the existing mobility parking spaces on Bunny street to metered mobility parking spaces</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received concerns from members of the public that the existing mobility parks on Bunny Street are currently unrestricted which is not in line with surrounding restrictions.</li> <li>The current fringe parking area is designed to allow able-bodied people approximately 15mins of walking time into the CBD boundary. However, for mobility users, they are unable to park on the fringe parking area and reach the CBD within the same timeframe. Therefore, to ensure that the mobility users are treated equitably and their accessibility into the CBD is catered for, we propose to alter the existing 5 mobility park spaces on Bunny Street to the same arrangement as the current fringe parking, \$3 per hour up to 10 hours.</li> <li>The adjacent activities and amenities around these mobility parks include the University campuses, National Library, Parliament building, and surrounding grounds with various Government sectors and by altering these parks to a 10hr time limited parking restriction allows adequate time for mobility users to attend these amenities which often require a longer stay.</li> </ul>
<b>Location – where we propose to make the change</b>	Bunny Street, Pipitea– outside no.33 (Victoria University)
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves accessibility for mobility park users.</li> <li>Net parking impact – alteration of 5 unrestricted mobility parking spaces to metered mobility parking spaces for P10hrs.</li> <li>Annual parking revenue impact: increase of \$37,800 (currently unmetered).</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 479.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>

## We are proposing a change in your area

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

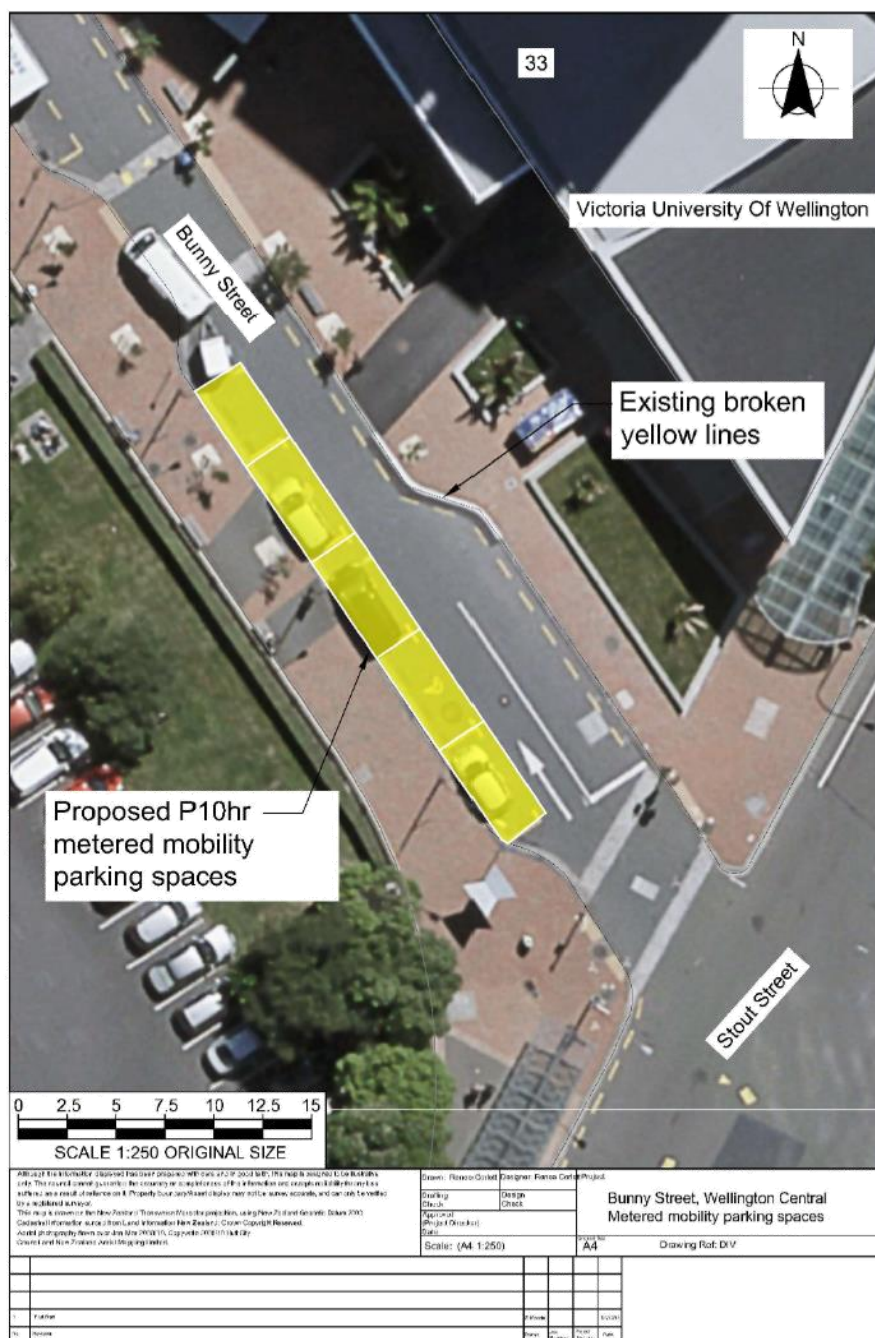
<b>Feedback</b>	<ul style="list-style-type: none"><li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li></ul> <p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></p> <ul style="list-style-type: none"><li>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.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>Feedback collated by Monday 11 October 2021.</li><li>The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.</li><li>If approved, the proposal will be installed within the following three months.</li></ol>



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

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

**Traffic Resolution Plan: TR116-21 Bunny Street, Pipitea – Metered mobility 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
<b>Bunny Street</b>	<i>Mobility Park, At All Times, Displaying an Operation Mobility Permit Only</i>	<i>Southwest side, commencing 11 metres northwest of its intersection with Stout Street (Grid Coordinates X=2659012.191081 m, Y=5990398.008715 m) and extending in a north-westerly direction following the kerbline for 29.5 metres. (5 parallel carparks)</i>

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

Column One	Column Two	Column Three
<b>Bunny Street</b>	<i>Metered Mobility Parking, P10hrs Maximum, Sunday to Thursday 8:00am - 8:00pm, Friday and Saturday 8:00am - 10:00pm</i>	<i>Southwest side, commencing 11 metres northwest of its intersection with Stout Street (Grid Coordinates X=1,748,990.27m, Y=5,428,685.64m) and extending in a north-westerly direction following the southwest kerb line for 29.5 metres.</i>

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

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

**Date:** 20/10/2021

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:

<b>Reference</b>	TR117-21 Tarikaka Street, Ngaio – P10 time limited parking restriction; No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>• Install two P10 pick up and drop off spaces on the southern side of Tarikaka Street, Ngaio.</li> <li>• Install 3 metres of broken yellow lines over the fire hydrant on the southern side of Tarikaka Street, Ngaio.</li> <li>• Confirm existing broken yellow lines outside no.56 Tarikaka Street, Ngaio.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• We have received safety and accessibility concerns from Te Kōhanga Reo o Ngaio regarding their ability to safely pick up and drop off their tamariki (children).</li> <li>• There are currently no pickup and drop off parking spaces outside Te Kōhanga Reo o Ngaio. We propose to install two P10 time limited vehicle parking spaces between 8:00am - 9:30am and 3:00pm - 5:00pm Monday to Friday.</li> <li>• We propose to install 3 metres of broken yellow lines over the fire hydrant to ensure accessibility and safety for emergency services in the case of an emergency.</li> </ul>
<b>Location – where we propose to make the change</b>	Tarikaka Street, Ngaio - outside no.56 and no.58
<b>Impact</b>	<ul style="list-style-type: none"> <li>• Improves safety and accessibility for tamariki (children) attending Te Kōhanga Reo o Ngaio</li> <li>• Net parking impact – alteration of two unrestricted parking spaces to P10 time restricted between 8:00am - 9:30am and 3:00pm - 5:00pm weekdays.</li> <li>• Pedestrian impact – positive as vehicles using the drop off and pick up parking spaces will have a greater opportunity to park directly outside Te Kōhanga Reo o Ngaio reducing the need for those exiting and boarding these vehicles to walk across the road.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>• Average daily traffic count – 340.</li> <li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>

## We are proposing a change in your area

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

<b>Feedback</b>	<ul style="list-style-type: none"><li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li></ul> <p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021</b></p> <ul style="list-style-type: none"><li>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.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>Feedback collated by Monday 11 October 2021.</li><li>The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.</li><li>If approved, the proposal will be installed within the following three months.</li></ol>



## We are proposing a change in your area

**Absolutely Positively  
Wellington City Council**  
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### Traffic Resolution Plan: TR117-21 Tarikaka Street, Ngaio – P10 time limited parking restriction; No Stopping At All Times





## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Tarikaka Street</b>	P10 8-9:30am, 3-5pm Monday to Friday	South side commencing 6 meters west of its intersection with Bombay Street (Grid coordinates X=1,749,224.17 m, Y=5,432,036.14 m) and extending in a westerly direction following the southern kerb line for 9.5 metres.
<b>Tarikaka Street</b>	P10 8-9:30am, 3-5pm Monday to Friday	South side commencing 18.5 meters west of its intersection with Bombay Street (Grid coordinates X=1,749,224.17 m, Y=5,432,036.14 m) and extending in a westerly direction following the southern kerb line for 6 metres.

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

Column One	Column Two	Column Three
<b>Tarikaka Street</b>	No Stopping, At All Times	South side commencing 15.5 meters west of its intersection with Bombay Street (Grid coordinates X=1,749,224.17 m, Y=5,432,036.14 m) and extending in a westerly direction following the southern kerb line for 3 metres.
<b>Tarikaka Street</b>	No Stopping, At All Times	South side commencing 24.5 meters west of its intersection with Bombay Street (Grid coordinates X=1,749,224.17 m, Y=5,432,036.14 m) and extending in a westerly direction following the southern kerb line for 3 metres.

Prepared By: Renee Corlett (Transport Engineer)

Approved By: Zackary Moodie (Team Leader Transport Engineering)

Date: 20/10/2021

## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Kieran Prisk  
**Suburb:** Wellington  
**Agree:** Yes

I am writing in support of the proposed changes to the parking outside 58 Tarikaka Street, Ngaio. As whānau of Te Kōhanga Reo o Ngaio we appreciate safe places to drop off and pick up our tamariki and as there are currently no dedicated facilities, think these changes would be beneficial for everyone.

### Officer's response:

Thank you for your feedback on Tarikaka Street, Ngaio – P10 time limited parking restriction; No Stopping At All Times

**Name:** Wai Mihinui  
**Suburb:** Wellington  
**Agree:** Yes

I am writing in support of the proposed changes to the parking outside 58 Tarikaka Street, Ngaio. As whānau of Te Kōhanga Reo o Ngaio we appreciate safe places to drop off and pick up our tamariki and as there are currently no dedicated facilities, think these changes would be beneficial for everyone.

### Officer's response:

Thank you for your feedback on Tarikaka Street, Ngaio – P10 time limited parking restriction; No Stopping At All Times

**Name:** Justin Snarski  
**Suburb:** Ngaio  
**Agree:** No

I think there is more work required on the corner of Bombay street and Tarikaka Street. There are two wooden Plant boxes that take up a lot room, remove visibility for people and cars and create issues for cars being able to drive into and out of the street. As a driver it means your view is impacted as you turn into and out of the street. Also, my kids and parents can't see when cars are coming round the corner. If you removed and improved the corner i.e., remove the plant boxes you could have move appropriate room for limited car parking.

### Officer's response:

Thank you for your feedback on Tarikaka Street, Ngaio – P10 time limited parking restriction; No Stopping At All Times.

## FEEDBACK RECEIVED

**Absolutely Positively  
Wellington City Council**  
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The planter boxes act as a kerb build out which ensures vehicle speeds are reduced as they slow down before they turn into Tarikaka Street. The planter boxes/ kerb buildout also increases pedestrian safety as it reduces the crossing distance, ensuring pedestrians have greater visibility past parked cars before crossing Tarikaka Street. WCCs parking policy prioritises pedestrians and therefore we will not be reducing or removing the planter boxes to allow for additional parking spaces in this instance. <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

If the vegetation within these planter boxes has become overgrown reducing visibility then please log a job through to our contact centre via [info@wcc.govt.nz](mailto:info@wcc.govt.nz) and we will get this trimmed back.

**Name:** Erana Bouzaid  
**Suburb:** Wellington  
**Agree:** Yes

I am writing in support of the proposed changes to the parking outside 58 Tarikaka Street, Ngaio. As whānau of Te Kōhanga Reo o Ngaio we appreciate safe places to drop off and pick up our tamariki and as there are currently no dedicated facilities, think these changes would be beneficial for everyone.

### Officer's response:

Thank you for your feedback on Tarikaka Street, Ngaio – P10 time limited parking restriction; No Stopping At All Times.

**Name:** Ebony Tiopira-Waaka  
**Suburb:** Wellington  
**Agree:** Yes

I am writing in support of the proposed changes to the parking outside 58 Tarikaka Street, Ngaio. As whānau of Te Kōhanga Reo o Ngaio we appreciate safe places to drop off and pick up our tamariki and as there are currently no dedicated facilities, think these changes would be beneficial for everyone.

### Officer's response:

Thank you for your feedback on Tarikaka Street, Ngaio – P10 time limited parking restriction; No Stopping At All Times.

**Name:** Amy Rapana  
**Suburb:** Wellington  
**Agree:** Yes

I am a parent at Te Kohanga Reo o Ngaio.  
I would like to express my support for proposal above, to have the car park available for our parents dropping off and picking up their tamaiti.

## FEEDBACK RECEIVED

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

### Officer's response:

Thank you for your feedback on Tarikaka Street, Ngaio – P10 time limited parking restriction; No Stopping At All Times.

**Name:** Stevie Wharehinga  
**Suburb:** Wellington  
**Agree:** Yes

I am writing in support of the proposed changes to the parking outside 58 Tarikaka Street, Ngaio. As whānau of Te Kōhanga Reo o Ngaio we appreciate safe places to drop off and pick up our tamariki and as there are currently no dedicated facilities, think these changes would be beneficial for everyone.

### Officer's response:

Thank you for your feedback on Tarikaka Street, Ngaio – P10 time limited parking restriction; No Stopping At All Times.

**Name:** Ani  
**Suburb:** Wellington  
**Agree:** Yes

Hi feedback on proposed changes I approve. I am a Kohanga mother who finds it difficult to find a park during drop off and pick up of my two kids

### Officer's response:

Thank you for your feedback on Tarikaka Street, Ngaio – P10 time limited parking restriction; No Stopping At All Times.

**Name:** Duncan  
**Suburb:** Wellington  
**Agree:** Yes

I am writing in support of the proposed changes to the parking outside 58 Tarikaka Street, Ngaio. As whānau of Te Kōhanga Reo o Ngaio we appreciate safe places to drop off and pick up our tamariki and as there are currently no dedicated facilities, think these changes would be beneficial for everyone.

### Officer's response:

Thank you for your feedback on Tarikaka Street, Ngaio – P10 time limited parking restriction; No Stopping At All Times.

## We are proposing a change in your area

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

Kia ora,

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

### Proposal:

<b>Reference</b>	TR118-21 Moxham Avenue, Hataitai – Convert P60 time limited parking to motorcycle parking
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Convert one P60 parking space to motorcycle parking outside no.5 Moxham Avenue.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received safety concerns from the public about the limited visibility of pedestrians, for drivers approaching the crossing, when a large vehicle is parked in the P60 carpark.</li> <li>There is a slight curve in the road that further obstructs the visibility of pedestrians. Preventing large vehicles from parking here will improve visibility.</li> <li>By converting the P60 parking space to motorcycle parking we are efficiently utilising the space and maintaining support for local businesses.</li> </ul>
<b>Location – where we propose to make the change</b>	Moxham Avenue, Hataitai – outside no.5
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety for pedestrians and vehicle users.</li> <li>Net parking impact – convert one P60 parking space to motorcycle parking.</li> <li>Pedestrian impact – positive as the visibility of pedestrians for drivers approaching the crossing is unobstructed making it safer for pedestrians to cross the road.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support city place-making, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes, and attractive streetscapes.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 9,328.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a>, or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul> <p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021</b></p>



## We are proposing a change in your area

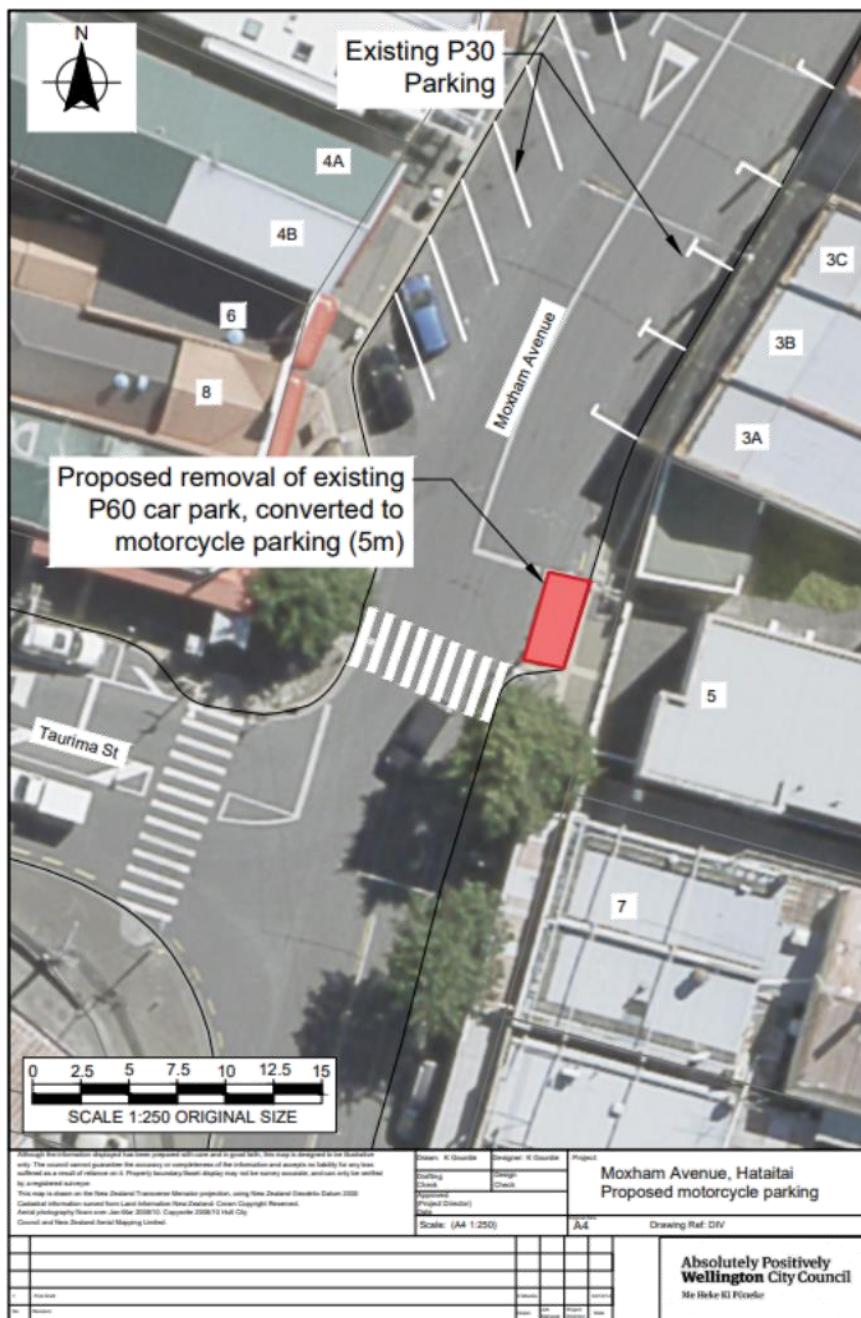
**Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke

	<ul style="list-style-type: none"><li>• 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.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 11 October 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

## We are proposing a change in your area

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

### Traffic Resolution Plan: TR118-21 Moxham Avenue, Hataitai – Convert P60 time limited parking to motorcycle parking



## 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
<b>Moxham Avenue</b>	Motorcycle parking, At All Times	East side, commencing 166 metres north of its intersection with Tapiri Street (Grid coordinates x= 1750138.9 m, y= 5425721.8 m), and extending in a northerly direction following the eastern kerbline for 5 metres.

**Prepared By:** Kate Gourdie **Transport Engineer Assistant**

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

**Date:** 20/10/2021

## FEEDBACK RECEIVED

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

### Feedback Received:

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

Living Streets support this change to improve driver sightlines, so the pedestrian crossing is more visible. This also supports motorbikes to park legally on the road.

### Officer's response:

Thank you for your feedback on TR118-21 Moxham Avenue, Hataitai – Convert P60 time limited parking to motorcycle parking.

## We are proposing a change in your area

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

Kia ora,

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

### Proposal:

<b>Reference</b>	TR119-21 Molesworth Street, Thorndon – Convert metered parking to motorcycle parking
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Alter existing metered parking space to motorcycle parking on the west side of Molesworth Street.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received safety and accessibility concerns from a resident about access to their driveway on Molesworth Street.</li> <li>The existing parking bay extends within 1 metre of the resident's vehicle access, obstructing their ability to safely enter and exit their property.</li> <li>In accordance with the Land Transport Road User Rule (2004) vehicles are not allowed to park within 1 metre from a vehicle entranceway.</li> <li>We propose to alter the existing parking space to ensure it is 1 meter from the vehicle access way. This will reduce the space to 4 meters which is not sufficient for a standard parking space, motorcycle parking will maximise its use.</li> </ul>
<b>Location – where we propose to make the change</b>	Molesworth Street, Thorndon – outside no.127
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety and accessibility for vehicles entering and exiting no. 127 Molesworth Street.</li> <li>Net parking impact – conversion of one metered parking space to motorcycle parking.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 4,116.</li> <li>Monthly parking revenue impact: decrease -\$563.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul> <p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></p>



## We are proposing a change in your area

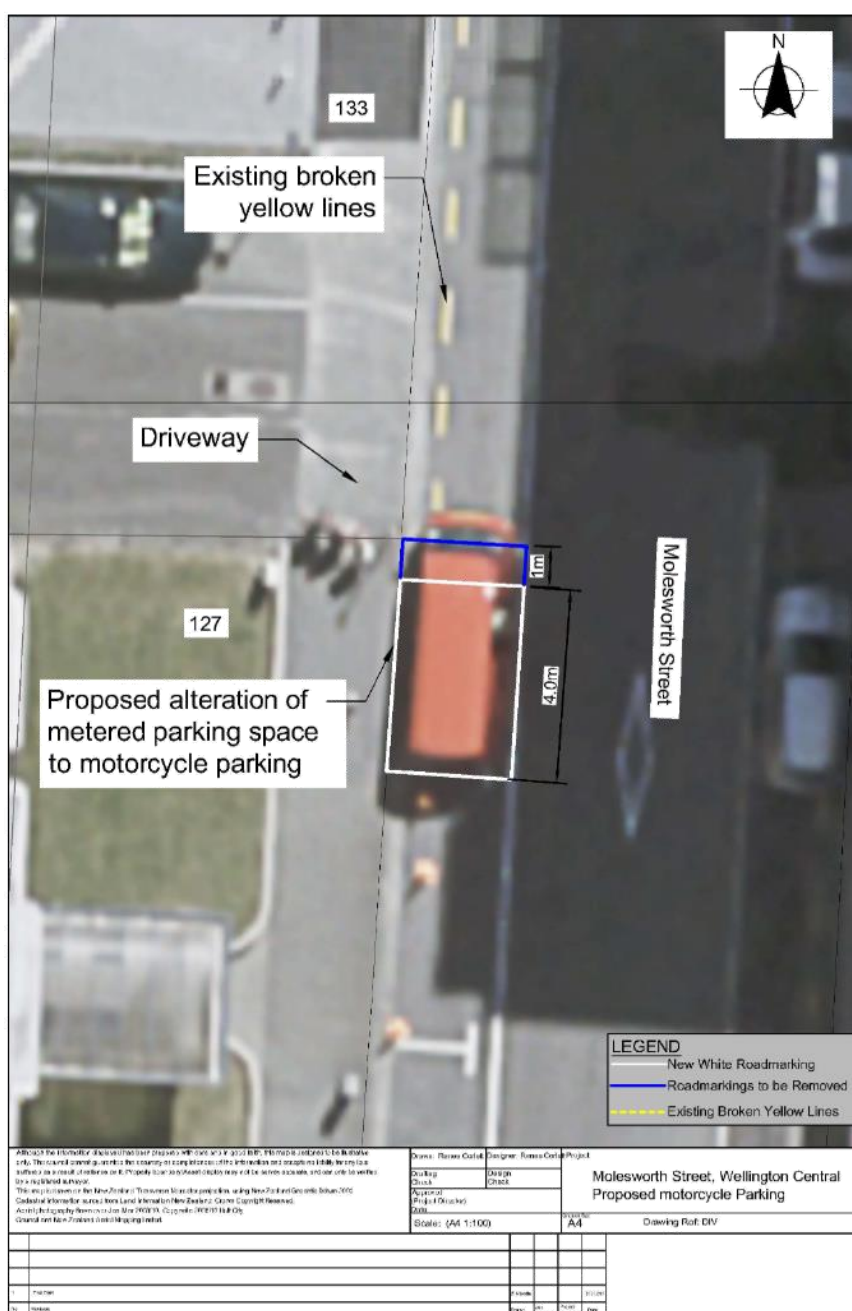
**Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke

	<ul style="list-style-type: none"><li>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.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>Feedback collated by Monday 11 October 2021.</li><li>The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.</li><li>If approved, the proposal will be installed within the following three months.</li></ol>

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

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

**Traffic Resolution Plan: TR119-21 Molesworth Street, Thorndon – Convert metered parking to motorcycle parking**



## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Molesworth Street</b>	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm	West side, following the kerb line 40 metres north of its intersection with SH1 (Grid Coordinates X=2658926.808965 m, Y=5991048.671395 m) and extending in a northerly direction for 21 metres. (4 parallel carparks)

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

Column One	Column Two	Column Three
<b>Molesworth Street</b>	P120 Maximum, Sunday to Thursday 8:00am – 8:00pm, Friday and Saturday 8am - 6pm and P240 Maximum, Friday and Saturday 6pm - 10pm	West side, commencing 40 metres north of its intersection with SH1 (Grid Coordinates X=1,748,905.05m, Y=5,429,337.52m) and extending in a northerly direction following the western kerb line for 16 metres. (3 parallel carparks)

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

Column One	Column Two	Column Three
<b>Molesworth Street</b>	Motorcycle parking only, At All Times	West side, commencing 56 metres north of its intersection with SH1 (Grid Coordinates X=1,748,905.05m, Y=5,429,337.52m) and extending in a northerly direction following the western kerb line for 4 metres.

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

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

**Date:** 20/10/2021

## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Christopher Payne  
**Suburb:** Thorndon  
**Agree:** No

When the car park spaces are measured, they have the following measurements: inside paint line to inside paint line

No. 4221 is 4770 mm (the car park in question)

No. 4220 is 5670 mm

No. 4219 is 5740 mm

No. 4218 is 4640 mm

There seems to be no standard size for a car park in Molesworth Street, Thorndon, Wellington.

I would also like to state that the van shown on your picture would be illegally parked as it's front tires would be over the yellow lines and the car parks next to it have been blocked off by red road cones so the van should not have been there anyway. Why have you used this picture as an example?

My proposal is, take 500 mm out of car parks 4220 and 4219 and move 4221 back from the driveway by 1 metre, this will also mean the white lines would have to be repainted but the sender units under the road would be untouched, and all the car parks will be over the 4 metre requirement.

Proposed car park sizes

No. 4221 - 4770 mm

No. 4220 - 5170 mm

No. 4219 - 5240 mm

No. 4218 - 4640 mm

It is also my understanding that it is unlawful to reverse out of a driveway, surely the person complaining could reverse their car back into their car park space and then drive straight out. It is much simpler, safer and lawful. With my proposal their sight lines will be increased. However, if they persist in reversing out of their car park, they will still have the same problem. It has been like this for the last past 40 years and people have managed.

I live in Molesworth Street Thorndon and it is very hard to find car parks. I also note that there is motorcycle parking just down the road.

Thanks for the opportunity to comment on this issue.

### Officer's response:

Thank you for your feedback regarding the parking space outside no.127 Molesworth Street, Thorndon.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

The parking spaces should be inline with the TCD parking control guidelines below.  
<https://www.nzta.govt.nz/assets/consultation/tcd-parking-control/docs/draft-tcd-parking-control.pdf> We aim to ensure the end parking spaces are at a minimum 5 metres and 6 metres for the middle spaces to ensure adequate space for vehicles to manoeuvre in and out of the park. We will go onsite and conduct our own survey of the parking space and ensure that they are adequate in length and make some slight alterations if required.

The image we have used is the only ariel image of the area we currently have. However, it does highlight even though this vehicle may not be allowed to park in this space in this instance due to the cones, there is insufficient room for a vehicle to safely park in this space without obstructing the vehicle entrance.

Additional motorcycle parking will allow us to maximise the use of this space that will no longer allow for a parking space.

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

This is located next to the very busy pedestrian access to the Ministry of Health on Molesworth Street. We note this vehicle accessway is very wide, the accompanying photo shows an approximately 8-metre-wide driveway. The Wellington District Plan states:

5.1.1.3.4 The width of any vehicular access to a site shall not exceed 3.7 metres in the Inner Residential Area and shall not exceed 6 metres in the Outer Residential Area. i

Living Streets recommends that this driveway is reduced in size so that pedestrian safety is improved, and vehicles must use it at a slower speed. No change would then be required to the car park and there may be additional space to provide for motorbikes.

Living Street recommends adding stop signs to the vehicle accessway to improve pedestrian safety.

<sup>i</sup> <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/district-plan/changes/completed-changes/files/change56-hearing-resrules.pdf?la=en&hash=8C2C1D2C4C3FBE18DCAAB7042B66418515CC183B#:~:text=4%20The%20width%20of%20any,5.1.>

### Officer's response:

Thank you for your feedback regarding the parking space outside no.127 Molesworth Street, Thorndon. The vehicle access was approved in 1999, therefore it is a legal vehicle crossing and we are unable to request the owner of this property to reduce their vehicle crossing or install a stop sign as you have suggested. The parking space needs to be removed in accordance with the Land Transport Road User Rule (2004) as vehicles are not allowed to park within 1 metre from a vehicle entranceway.



## We are proposing a change in your area

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

Kia ora,

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

### Proposal:

<b>Reference</b>	TR120-21 The Rigi, Northland – No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install 11 metres of broken yellow lines along the western side of The Rigi opposite no.27 driveway.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received safety and accessibility concerns from residents of no. 27 The Rigi about vehicles parking on the opposite side of the road adjacent to their driveway leaving insufficient space for private vehicles/emergency vehicles to manoeuvre through to access all properties and turn into their driveway.</li> <li>To ensure there is adequate space for a vehicle to safely travel through this section of road and turn unhindered into the driveway we propose the installation of broken yellow lines.</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>The Rigi, Northland – outside no.14 to no.16</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety and accessibility for private vehicles/emergency vehicles to manoeuvre through The Rigi.</li> <li>Net parking impact - removal of two unrestricted parking spaces.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement - facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count - 1,474.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul> <p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></p>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by Monday 11 October 2021.</li> <li>The proposal will go to the Regulatory Processes Committee on Wednesday 10 November 2021.</li> <li>If approved, the proposal will be installed within the following three months.</li> </ol>

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

**Proposed 11 metres of Broken Yellow Lines**

**LEGEND**

- Existing white road marking
- Proposed Broken Yellow Lines

**SCALE 1:250 ORIGINAL SIZE**

**0 2.5 5 7.5 10 12.5 15**

**Scale: (A4 1:250)**

**Date:**

**The Rigi, Northland Proposed Broken Yellow Lines**

**Drawn: VM**

**Approved: Project Director**

**Scale: (A4 1:250)**

**Date:**

**Run 1**

Although the information developed has been prepared with care and regard to the best of our ability, this map is designed to be used as a guide only. The user of the map is responsible for the accuracy of the information and accepts no liability for any loss suffered as a result of reliance on this map. This map is provided as a guide only and is not to be used as a basis for any legal proceedings. This map is drawn on the New Zealand Transverse Mercator projection, using New Zealand coordinates. Data: 2008. Copyright: 2008. All rights reserved. All photography from 1991 to 2010. Copyright: 2010. All rights reserved. All photography from 1991 to 2010. Copyright: 2010. All rights reserved.

## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b><i>The Rigi</i></b>	<i>No Stopping, At All Times</i>	<i>West side, commencing 146 metres north from its intersection with Glenmore Street (grid coordinates X= 1,747,140,41m, Y= 5,427,899,66m) and extending in a northerly direction following the western kerb line for 11 metres.</i>

**Prepared By:** Yohannes Mesfun **(Graduate Transport Engineer)**

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

**Date:** 20/10/2021

## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Jan Duke  
**Suburb:** Northland  
**Agree:** Yes

I live on the Rigi. I support this proposal. I would also like to draw your attention to the average daily traffic count of 1474. The relevant section of the Rigi has few residents but the road is used by (often speeding) travellers (particularly in the mornings as the street in this section is one way) from Karori to the city as a shortcut to avoid a couple of hundred extra metres of Glenmore Street. I would additionally recommend a speed hump or two to slow this traffic down or even a reduced speed limit.

Thank you for your consideration.

### Officer's response:

Thank you for your feedback on TR120-21 The Rigi, Northland – No Stopping At All Times.

We found this location has been operating safely over the last five years with no speed related crashes reported in this road.

We identified vehicles travelling along this road were travelling at or below 50 km/hr based on our 2021 speed data.

While parked vehicles may reduce the traffic flow on The Rigi, the traffic volume is low enough that it does not cause excessive delays. These same parked vehicles 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.

We are unable to justify any immediate changes at this present time. We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

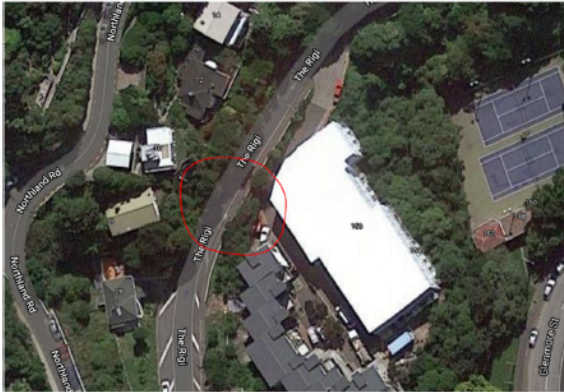
**Name:** Daniel Wainwright  
**Suburb:** Unknown  
**Agree:** Yes

One of the issues with The Rigi is the speed at which cars travel down the road. The driveway to 27 the Rigi is a blind spot for oncoming traffic. Installation of 11 meters of broken yellow lines would remove the bottleneck which currently slows traffic travelling down The Rigi. If 11 meters of broken yellow lines are installed, I would like to see a speed bump installed on The Rigi to help decrease the speed of vehicles traveling down the road.

Ideally a speed bump should be installed within the red circle below. This will slow traffic which will reduce the chance of collisions with residents pulling out of the driveway.

## FEEDBACK RECEIVED

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



### Officer's response:

Thank you for your feedback on TR120-21 The Rigi, Northland – No Stopping At All Times.

Speed hump is out of scope for this traffic resolution as we have done further investigation, there's no need to implement speed hump on that street.

We found this location has been operating safely over the last five years with no speed related crashes reported. We also identified vehicles travelling along this road were doing so at or below 50 km/hr based on our 2021 speed data.

Further down the street, vehicles allowed to park on both sides of the road that 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.

We are unable to justify any immediate changes at this present time. We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.



## We are proposing a change in your area

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

Kia ora,

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

### Proposal:

<b>Reference</b>	TR122-21 Collingwood Street, Ngaio - No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install 121 metres of broken yellow lines on the western side of Collingwood Street and 60 metres on the eastern side of the bend by Ngaio train station and rail bridge.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received safety concerns from residents that the road is too narrow to allow vehicles to park on both sides of the road and under the rail bridge.</li> <li>Feedback from a previous Traffic resolution (TR28-21) on Collingwood Street also suggested extending the broken yellow lines near the station for safety and visibility concerns.</li> <li>The road width narrows down from Ngaio train station and under the rail bridge which is insufficient space to drive safely if vehicles are parked on either side of the road. Broken yellow lines are proposed along the narrowest part of the road and the bend under the rail bridge and will improve visibility and safety for road users.</li> </ul>
<b>Location – where we propose to make the change</b>	Collingwood Street, Ngaio- outside Ngaio train station.
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety and accessibility for vehicles</li> <li>Net parking impact - removal of 34 unrestricted parking spaces.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count - 2,459.</li> </ul> <p>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</p>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul> <p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></p> <ul style="list-style-type: none"> <li>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.</li> </ul>

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

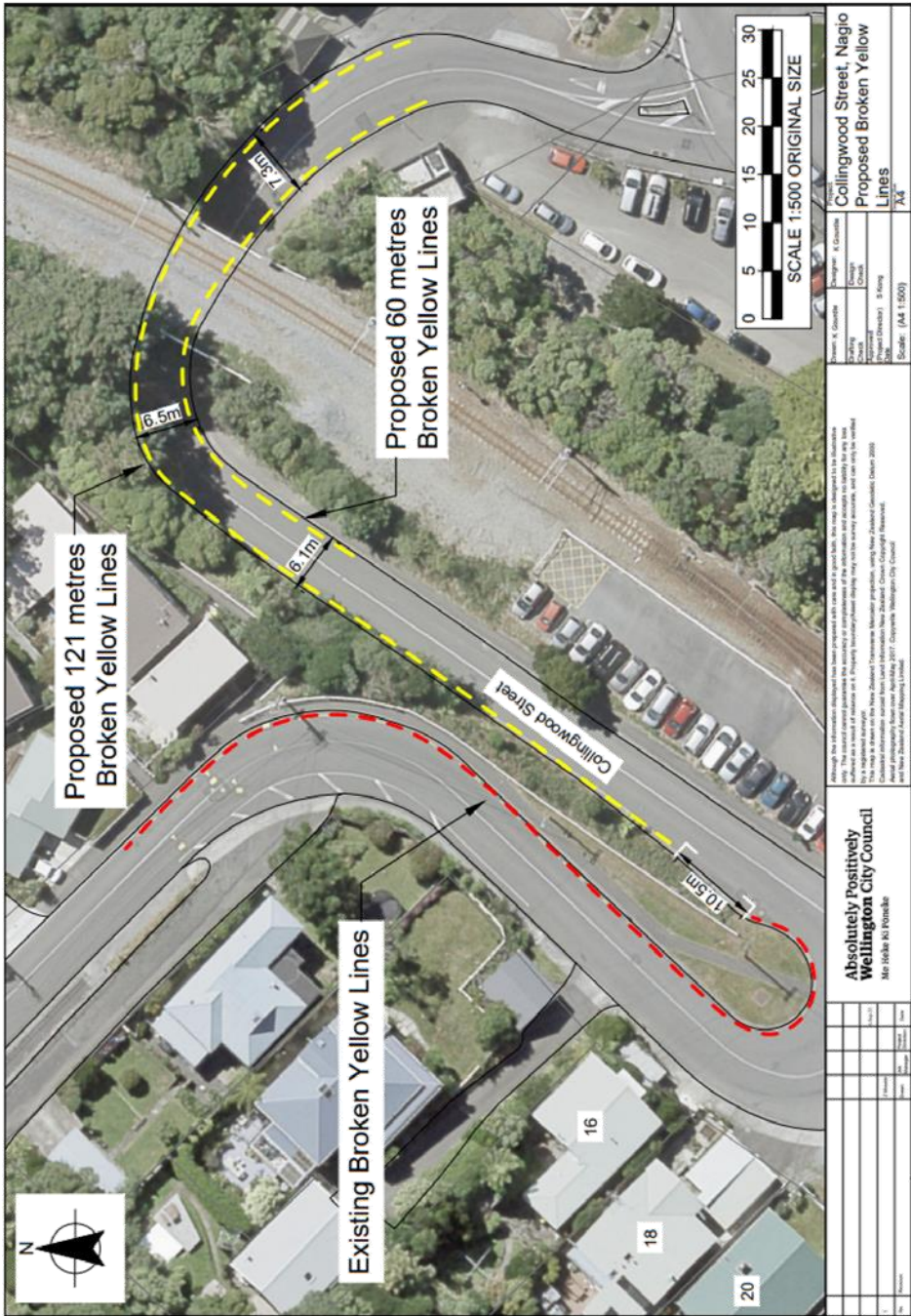
**Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke

	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.
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 11 October 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee by Wednesday 10 November 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Traffic Resolution Plan: TR122-21 Collingwood Street, Ngaio - No Stopping At All Times



## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Collingwood Street</b>	<i>No Stopping At All Times</i>	<i>Western kerb line, commencing at 91 metres east from its intersection with Chelmsford Street (Grid coordinates X=1,748,486.54m Y=5,431,937.62m) and extending in a north easterly direction following the western kerb line for 121 metres.</i>
<b>Collingwood Street</b>	<i>No Stopping At All Times</i>	<i>Eastern kerb line, commencing at 160 metres east of its intersection with Chelmsford Street (Grid coordinates X=1,748,479.96m Y=5,431,973.11) and extending in a north easterly direction following the southern kerb line for 60 metres</i>

**Prepared By:** Corey Pugh **(Transport Engineering Assistant)**

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

**Date:** 20/10/2021



## We are proposing a change in your area

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

### Feedback Received:

**Name:** Sebastian Schuster  
**Suburb:** Ngaio  
**Agree:** Yes

This is overdue. I'm just wondering though about the 10.5m gap at the end of the yellow line zone. Just today there was just one car parked there. It was not possible to pass this vehicle going down Collingwood Street without crossing the middle white line. Considering that cars parked there are blocking the line of sight for traffic going down Collingwood street, it remains a safety hazard. People cannot see the upcoming traffic.

### Officer's response:

Thank you for your feedback on TR122-21 Collingwood Street, Ngaio - No Stopping At All Times.

We have retained as many parking spaces as practical by taking into account the road width, forward visibility, topography and traffic counts. The top of the street is at its widest between 7.5 and 8 metres wide where two parking spaces can be retained on the western side. There is good visibility for pedestrian to cross the road here. Vehicles will be travelling slower to negotiate the tight bend as well as driving past the parked vehicles.

**Name:** Arthur Pomeroy  
**Suburb:** Ngaio  
**Agree:** No

Although it is sensible to put Broken Yellow Lines close to the Rail bridge and on one side of Collingwood Street leading to the bridge, the side chosen for the yellow lines on Collingwood Street is strange. At present, cars park on the uphill (western side) and not on the downhill (eastern side). Given that a least one car park will be retained on the western side, it would make more sense to put the yellow lines on the eastern side. This would also give a view of the station car park to cars coming from the roundabout which would be obscured by cars parking on the eastern side.

Safety in this area would be considerably improved by giving priority to fixing potholes on the road. At present there is one at the entrance to the station car park.

### Officer's response:

Thank you for your feedback on TR122-21 Collingwood Street, Ngaio - No Stopping At All Times.

We have retained as many parking spaces as practical by taking into account the road width, forward visibility, topography and traffic counts. The top of the street is at its widest between 7.5 and 8 metres wide where two parking spaces can be retained on the western side. There is good visibility for pedestrian to cross the road here.

We have proposed to put the broken yellow lines on the western side of the bend because there is no footpath on that side therefore it made more sense to restrict the parking on that side as less commuters will be crossing the road.



## We are proposing a change in your area

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

Potholes are outside of the scope for this traffic resolution and is handled by the Council road maintenance team please send us a request via the fixit app or [info@wcc.govt.nz](mailto:info@wcc.govt.nz) or call us on (04) 499 4444.

**Name:** Carol Anderson  
**Suburb:** Ngaio  
**Agree:** Yes

Parking on the stretch of Collingwood Street near Ngaio Rail Station has become a problem in the last 12 months. Cars are parked from the station hairpin down to near the underpass which means traffic heading downhill from the station area have to travel down the wrong side of the road to pass the parked cars. Traffic coming from the roundabout through the underpass unexpectedly meet the downhill traffic as they turn the blind corner after the underpass. A very dangerous situation. Fully support 'no parking' on this stretch of Collingwood Street.

### Officer's response:

Thank you for your feedback on TR122-21 Collingwood Street, Ngaio - No Stopping At All Times.

## We are proposing a change in your area

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

Kia ora,

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

### Proposal:

<b>Reference</b>	TR123-21 Garden Road, Northland – No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install 25 metres of broken yellow lines along the northern side of Garden Road.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received safety and accessibility concerns from residents and local drivers travelling through the top section, no.41 - no.47, of Garden Road.</li> <li>The road width in this section measures approximately 5.5 metres. The current parking arrangement allows vehicles to park on both sides of the road which leaves a lane width of 1.5 metres for vehicles to travel through.</li> <li>This results in vehicles parking on the footpath to accommodate through traffic flow.</li> <li>To ensure there is adequate space for a vehicle to safely travel through and prevent vehicles from parking on the footpath while allowing unhindered access for emergency service vehicles, we propose the installation of broken yellow lines.</li> </ul>
<b>Location – where we propose to make the change</b>	Garden Road, Northland – outside no.41 to no.47.
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety and accessibility for vehicles travelling on Garden Road.</li> <li>Net parking impact - removal of five unrestricted parking spaces.</li> <li>Pedestrian impact - positive as the footpath will no longer be obstructed by vehicles hindering pedestrian movement.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 1,811.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul> <p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></p>

## We are proposing a change in your area

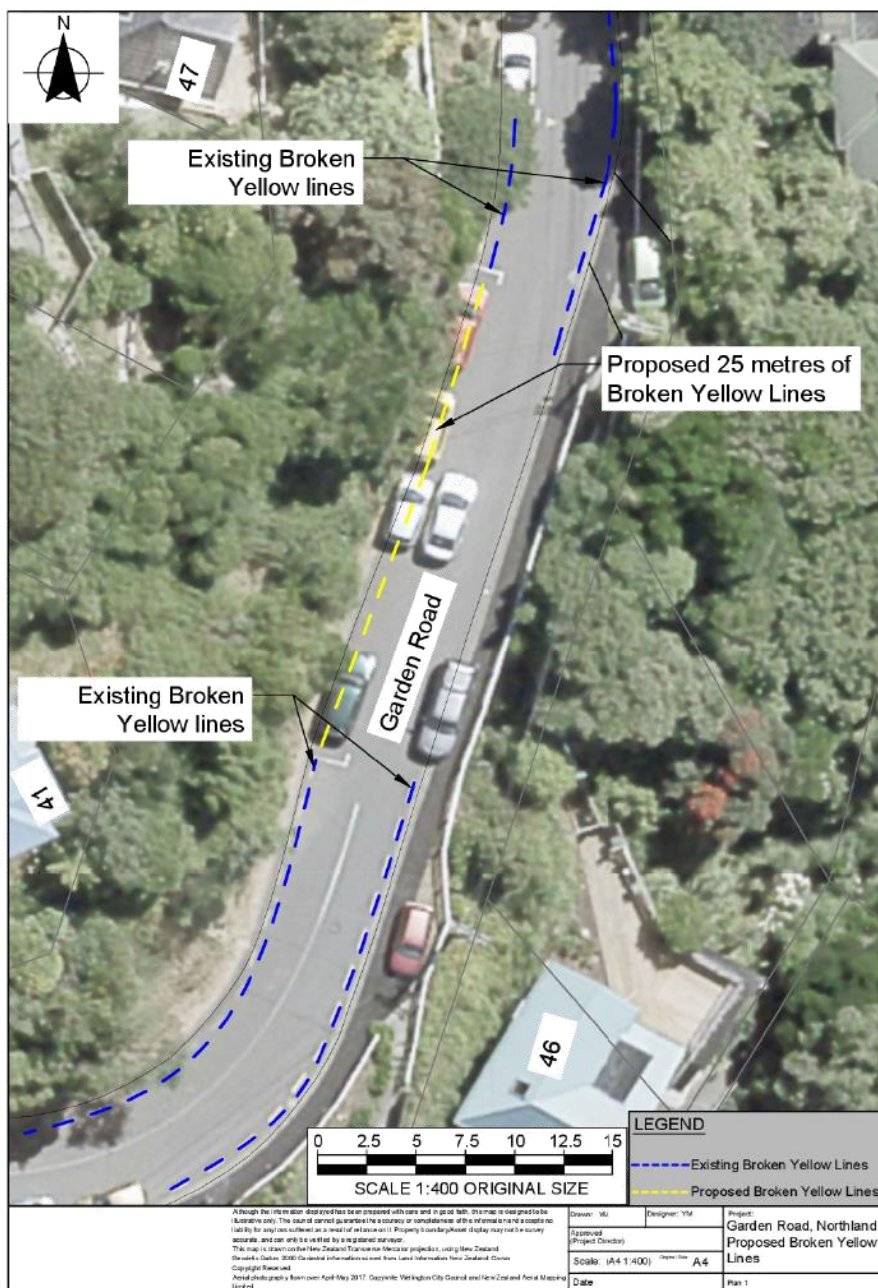
**Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke

	<ul style="list-style-type: none"><li>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.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>Feedback collated by Monday 11 October 2021.</li><li>The proposal will go to the Regulatory Processes Committee by Wednesday 10 November 2021.</li><li>If approved, the proposal will be installed within the following three months.</li></ol>

## We are proposing a change in your area

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

### Traffic Resolution Plan: TR 123 -21 Garden Road, Northland – No Stopping At All Times



## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Garden Road</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 373 metres north of its intersection with Northland Road (Grid coordinates X= 1,747,192,14m, Y= 5,428,300,30m) and extending in a northerly direction following the western kerb line for 25 metres.</i>

**Prepared By:** Yohannes Mesfun **(Graduate Transport Engineering)**

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

**Date:** 20/10/2021



## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Anita Fijn  
**Suburb:** Wellington  
**Agree:** No

There is currently no residential parking on this section of road. It is impossible to get a park presently as people come in from outer suburbs, park their cars here and then uber or walk into work. If the northerly section of parks on Garden Road were extended by one or two parks and then made 'Residents Parking' it would mean losing the parks wouldn't be as bad as it is now. At present it is very difficult to find a park outside your own house, I can't imagine how much harder it is going to be with losing 5 parks, unless the parking is changed to 'Residential'.

### Officer's response:

Thank you for your feedback on Traffic Resolution Plan: TR 123 -21 Garden Road, Northland – No Stopping At All Times.

Council officers must consider any request for parking changes in-line with <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

The new Parking Policy requires any residents parking assessments be based on an area wide approach rather than a single street approach – in this case, it would be an assessment of the Northland suburb.

This assessment will involve, but not limited to:

- An area-wide parking survey
- Review of the survey and appropriate allocation of parking
- Consultation with key stakeholders
- Implementation of proposed restrictions

Council has formed a 'Working Group' to formulate a process to implement the Parking Policy across the Wellington Region. An implementation plan will be devised to roll out parking changes across Wellington in-line with the Parking Policy.

Northland will be looked at as part of the implementation plan, however a timeline for when the investigation will be completed is currently uncertain.

One of the objectives of the Parking Policy is to support the shift in type of transport used – this means less reliance on private vehicles and a shift to public transport and active travel. Any scheme devised will have this objective of shifting the transport choices as well as considering the parking hierarchy (as per the parking policy) on these streets, residents are considered a higher priority than commuters.

We appreciate you taking the time to provide us with feedback.

## FEEDBACK RECEIVED

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

**Name:** Kirsty Duff  
**Suburb:** Northland  
**Agree:** No

I'm not really sure if I agree with the change or not. I think something definitely needs to happen as I live on this street and hate driving due to the horrible street and the chance of not finding a park. People drive far too fast along this street and can be super aggressive. The issue I have with removing 5 car parks is often I have had to park on a different street way or up the top of Garden Road as there aren't any parks at all. Most of the people that park in this area are not residents as many people park here on the work week. this has been blatantly obvious in lockdowns as these parks are often free with maybe 3 cars in them. Would it be possible to keep a maybe 1 or 2 parks? or make some of this area resident parking on the weekday, as that would most likely reduce the number of vehicles parked.

### Officer's response:

Thank you for your feedback on Traffic Resolution Plan: TR 123 -21 Garden Road, Northland – No Stopping At All Times.

In regard to your concerns for speeds we found this location has been operating safely over the last five years with no reported crashes and 85% of all vehicles travelling along this road were doing so at or below 31km/hr which is below the posted speed limit of 50km/hr.

Council officers must consider any request for parking changes in-line with <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy> The new Parking Policy requires any residents parking assessments be based on an area wide approach rather than a single street approach – in this case, it would be an assessment of the Northland suburb.

This assessment will involve, but not limited to:

- An area-wide parking survey
- Review of the survey and appropriate allocation of parking
- Consultation with key stakeholders
- Implementation of proposed restrictions

Council has formed a 'Working Group' to formulate a process to implement the Parking Policy across the Wellington Region. An implementation plan will be devised to roll out parking changes across Wellington in-line with the Parking Policy.

Northland will be looked at as part of the implementation plan, however a timeline for when the investigation will be completed is currently uncertain.

One of the objectives of the Parking Policy is to support the shift in type of transport used – this means less reliance on private vehicles and a shift to public transport and active travel. Any scheme devised will have this objective of shifting the transport choices as well as considering the parking hierarchy (as per the parking policy) on these streets, residents are considered a higher priority than commuters.

## FEEDBACK RECEIVED

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

We are unable to retain any additional parking spaces within this section of Garden Road. The road width measures less than 6.9 m resulting in insufficient space for vehicles to park on both sides of the road. Therefore, we are required to remove the parking in this section on the western side to allow room for emergency vehicles to travel through.

We appreciate you taking the time to provide us with feedback.

**Name:** Ian Armstrong; Maxwell Riddle; Duncan Armstrong  
**Suburb:** Northland  
**Agree:** No

We are opposed to the proposed changes (removing 5 parks) for a number of reasons:

- it is already extremely difficult to find a park on Garden Road, especially at night and early morning
- residents simply have no alternative places to park
- the Council have already removed 47 public car parks from Garden Road in recent years
- 2 of our family have mobility issues (have Mobility Cards) such that removal of car parks will cause hardship
- this change would advantage non-residents travelling through Garden Road at the expense of residents
- residents are reliant on their cars as local government has not provided reasonable alternatives (dedicated cycle lanes, effective bus services)

My family have lived in Garden Road for 31 years. In recent years it has become much harder to find a car park on Garden Road. I think this is because of housing intensification (family homes becoming rentals) and also because on weekday mornings many out of area people drive to Garden Road, park and then walk or bus to the city.

However, I think the main reason parking is now so difficult is because in recent years the council has removed 44 car parks from Garden Road:

- TR110-20 removed 7 car parks
- TR136-17 removed 20 car parks (area 1) and 8 car parks (area 2/3)
- TR87-16 removed 5 car parks
- construction of a garage (at intersection of Garden Road and Military Track) removed 2 car parks
- a private park opposite 54 Garden Road removed what was previously used as 2 public car parks

It is not fair on residents to remove any more car parks.

Removal of 5 car parks will quite simply leave Garden Road residents with nowhere to park. They cannot park on:

- Northland Road as this area is mainly short term (shopping) parks.
- Glenmore Street as this is a coupon parking area and exemptions are for Glenmore Street residents only.
- lower Garden Road as this area is Resident Parking only.
- their own garages or driveways as most Garden Roadhouses are accessible only by steps or paths

## FEEDBACK RECEIVED

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

Removal of car parks to facilitate traffic flow may result in increased danger to pedestrians and cars, as cars will be able to travel faster. I find it odd that the council wants to encourage car driving in Garden Road, when its policy is supposed to encourage uptake of buses and cycling. Council could

better direct its efforts to providing a dedicated cycle way from Karori to the city, and to provide more bus services in the Karori and Northland area (Karori and Northland buses currently lack capacity, particularly in rush hour). This would help reduce vehicular traffic.

Although the photo shows a car parked on the footpath near 46 Garden Road, in my experience this is an extremely rare event, and does not in any way justify the removal of 5 car parks. As the Council knows, parking on footpaths is illegal and as the Council has signalled low tolerance of this offence, offenders can simply be promptly towed away.

### **Better Solutions**

I think there are better solutions to the Council's safety and accessibility concerns:

- introduce a 30kph speed limit
- Provide Resident Parking in middle and upper Garden Road
- limit parking by non-residents
- make Garden Road one way traffic

Thanks for the opportunity to provide feedback

### **Officer's response:**

Thank you for your feedback on Traffic Resolution Plan: TR 123 -21 Garden Road, Northland – No Stopping At All Times

In response to your solution to provide resident parking in middle and upper Garden Road, Council officers must consider any request for parking changes in-line with <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>. The new Parking Policy requires any residents parking assessments be based on an area wide approach rather than a single street approach – in this case, it would be an assessment of the Northland suburb.

This assessment will involve, but not limited to:

- An area-wide parking survey
- Review of the survey and appropriate allocation of parking
- Consultation with key stakeholders
- Implementation of proposed restrictions

Council has formed a 'Working Group' to formulate a process to implement the Parking Policy across the Wellington Region. An implementation plan will be devised to roll out parking changes across Wellington in-line with the Parking Policy.

Northland will be looked at as part of the implementation plan, however a timeline for when the investigation will be completed is currently uncertain.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

One of the objectives of the Parking Policy is to support the shift in type of transport used – this means less reliance on private vehicles and a shift to public transport and active travel. Any scheme devised will have this objective of shifting the transport choices as well as considering the parking hierarchy (as per the parking policy) on these streets, residents are considered a higher priority than commuters.

Regarding your concerns for speed limit change, we are unable to make any speed limit change, as the Council is currently proposing changes to the posted speed limit in suburban shopping areas.

In June 2009, Council Committee approved a programme of lower speed limits through 21 of Wellington's suburban shopping areas. Each year centres on this list are progressively receiving the lower speed treatment.

We are unable to restrict the direction of traffic flows along this street to make Garden Road one-way as it would create significant accessibility constraints for Northland residents including the residents along Garden Road due to the extensive detour.

To register your concerns for mobility parking issues on Garden Road, please log the job for further investigation by emailing [info@wcc.govt.nz](mailto:info@wcc.govt.nz) or calling us on 04 499 4444.

**Name:** Saskia Whiston  
**Suburb:** Northland  
**Agree:** No

As a permanent resident of Garden Road, I am very concerned to hear of the traffic resolution plan proposed, namely the addition of 25 metres of broken yellow lines in place of current parking spaces.

The proposal is mistaken in its reasoning and ill-thought-out in its resolution for the following reasons:

- 1. Misunderstanding of current parking arrangement:** The current parking arrangement is that 5-6 vehicles usually occupy the north side of the road between the designated white markings. I have **never seen anyone park** on the south side of the road in my time as a resident or driver. Instead of the remaining 1.5 metres of road space alleged, in the full extent of my experience, there is rather 3 metres of road space to travel through at all times - adequate for all vehicles.
- 2. Reduction of available parking spaces:** The space in which yellow line installation is proposed offers up to 6 vehicles to park there, allowing accessibility and easing parking pressures elsewhere. Glenmore Street is not a reasonable alternative; it is already under parking pressure due to its proximity to the CBD. A lack of alternative parking spaces causes great stress to current residents.
- 3. It will exacerbate sidewalk parking:** Installing the proposed broken yellow lines on the north side will force residents to park on the sidewalk edge, putting pedestrians at greater risk.
- 4. Alternate routes available:** Safety and accessibility are incredibly important on our roads, and Garden Road is a street that requires some care due to its winding steep gradient. However, there are alternate routes available to drivers using Garden Road as a thoroughfare that do not greatly increase travel time and are less busy - for example, along Glenmore Street and Northland Road.



## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

While I acknowledge the validity of safety and accessibility concerns, the proposed resolution plan does not adequately address these concerns. Rather, it will exacerbate danger to pedestrians and not improve the width of usable road space for drivers. Further, it will cause great inconvenience to residents and locals who rely on these spaces for ease of access to work, study and necessities.

For the above reasons, I strongly propose that the **yellow lines should be installed on the south side of Garden Road** rather than the north side.

This would render anyone parking there illegal (even though nobody does anyway), leaving only the north side of the road occupied and ensuring at least 3 metres of usable road space for through traffic. It would only remove 3 spaces for parking (which nobody currently uses) rather than the 6 on the north side.

Adding broken yellow lines on the north side of the road will force residents to park on the south side of the road, so that drivers travelling through will have to zig-zag around cars parked on the north and south sides of the road, with poorer visibility of Garden Road's uphill gradient. With yellow lines installed on the south side, cars driving up the street have good visibility and simply need to keep left.

Please see the attached image and the circled red area on the south side of the road, where myself and other residents believe the broken yellow lines should instead be installed.

Thank you for considering my feedback; I strongly encourage that you take the suggested action.



### Officer's response:

Thank you for your feedback on Traffic Resolution Plan: TR 123 -21 Garden Road, Northland – No Stopping At All Times.

In response to your reasons:

1. Misunderstanding of current parking arrangement:

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

The road width measures 5.5meters with the current parking arrangement allowing vehicles to park on both sides of the road leaving a lane width of 1.5 metres for vehicles to travel through. This is insufficient for emergency/ residents to safely drive through.

2. Reduction of available parking spaces:  
WCC parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
3. It will exacerbate sidewalk parking:  
All drivers are expected to be aware of the Road Code and may be subject to enforcement action if they are parked illegally. Parking over the footpath is illegal in accordance with the new Wellington City Council parking policy. If you observe a vehicle parked on the footpath you can call 04 499 4444 with the details of the vehicle.
4. Alternate routes available:  
We acknowledge that there are other alternative routes to be used, however we need to ensure those who wish to travel along Garden Road also have safe access to do so.

We have decided to maintain the vehicles parking along the footpath side of the road yellow lines on the opposite side of Garden Road, to ensure pedestrians can safely enter and exit their vehicles adjacent to a formed footpath.

**Name:** Sara Clarke on behalf of Creswick Valley Residents Association  
**Suburb:** Northland  
**Agree:** No

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

The Council proposes installing no stopping lines (NSAAT) along the northern side of 41-47 Garden Road, which will result in cars at this location parking on the southern side.

On this stretch of the road, cars are required to use an existing NSAAT area as a pull-in area for passing, as the bend in the road means there is no clear sight line between the corners.

The change proposed has the potential to create a pinch point however this may be offset by extending the length over which both sides of the road have NSAAT.

We also note that there is a net reduction in the number of car parks for residents.

We think that the benefit of this change is marginal. We suggest that the Council review the changes, once implemented, to see if they are working as intended. We also would like to set up a dialogue with residents about the availability of residents parking. See further comment below.

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

## FEEDBACK RECEIVED

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

This is now the fourth traffic resolution that we have made related to parking on Garden Road since 2016. As we have stated on all previous occasions, we consider that Garden Road should be considered in an area-wide parking plan, that also encompasses the village and roads around the tunnels, which are increasingly used by commuters for parking. Looking at the whole road and the needs of residents would eliminate the need for these ad hoc changes. CVRA would welcome the opportunity to work with the Council on this.

Finally, as noted previously in submissions, we think that a considerable proportion of the uphill traffic at peak hours on Garden Road is Karori-bound traffic (via either the Northland tunnel or down Randwick Road) that is avoiding the tailback on Glenmore Street that is caused by having to give way to traffic at the Kelburn viaduct. We - and Karori commuters - would like to consider options to manage the traffic at this roundabout to ease the congestion on Glenmore Street. We would welcome a discussion on this too.

### **Officer's response:**

Thank you for your feedback on Traffic Resolution Plan: TR 123 -21 Garden Road, Northland – No Stopping At All Times.

In regard to your concerns for net reduction in the number of car parks for residents, Council officers must consider any request for parking changes in-line with <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

The new Parking Policy requires any residents parking assessments be based on an area wide approach rather than a single street approach – in this case, it would be an assessment of the Northland suburb.

This assessment will involve, but not limited to:

- An area-wide parking survey
- Review of the survey and appropriate allocation of parking
- Consultation with key stakeholders
- Implementation of proposed restrictions

Council has formed a 'Working Group' to formulate a process to implement the Parking Policy across the Wellington Region. An implementation plan will be devised to roll out parking changes across Wellington in-line with the Parking Policy.

Northland will be looked at as part of the implementation plan, however a timeline for when the investigation will be completed is currently uncertain.

One of the objectives of the Parking Policy is to support the shift in type of transport used – this means less reliance on private vehicles and a shift to public transport and active travel. Any scheme devised will have this objective of shifting the transport choices as well as considering the parking hierarchy (as per the parking policy) on these streets, residents are considered a higher priority than commuters.

We will keep monitoring the area after the broken yellow lines are implemented and will review any further safety concern enquiries.

## FEEDBACK RECEIVED

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

Managing the traffic at this roundabout to ease the congestion on Glenmore Street is outside of the scope of this traffic resolution.

**Name:** Michael Turnbull  
**Suburb:** Northland  
**Agree:** No

I am a resident of Garden Road and have been so since the end of 2020. I am writing in response to the proposed installation of “25 metres of broken yellow lines along the northern side of Garden Road”, under proposal reference TR123-21 Garden Road, Northland – No Stopping At All Times.

**I strongly oppose the proposed installation of 25 metres of broken yellow lines in this location.** I am deeply concerned that this will neither solve the issues which are raised in the corresponding leaflet published by The Council, nor significantly benefit the lives of those residents living on the street, whom the Council should be centring in this proposal.

### Council's Explanation and Proposal

The Council cites that the narrowness of the road, and its current parking arrangement, creates ‘safety and accessibility concerns’ for both residents and travellers on the street. This is because there is a parking section on the North side of the road, and no broken yellow lines on the South, allowing for cars to park within both the parking section, and on the pavement. Somehow, the Council’s solution to this dilemma is to remove the parking section, whilst not placing any broken yellow lines on the Southern side of the road.

### Reality of Situation

Firstly, it would be good to clarify why residents sometimes park on the Southern side of the road, on the footpath.

**There is currently not enough nearby, accessible parking available for residents of Garden Road to park their vehicles. Additionally, the current nearby public transport options are inadequate to serve the needs of students, and those with accessibility and mobility issues living on Garden Road, forcing them to rely on cars for transport in the first place.**

This forces some residents to park up on the footpath of Garden Road. It is deeply unfortunate that some residents are forced to take this measure to find a place where they can park their car, especially as this can make it hard for those with accessibility issues to traverse Garden Road footpath. However, it is the Council’s obligation to create a realistic solution to this problem which will allow residents an adequate space to park, and also keep the pavement clear for movement.

The current proposal is neither a realistic, nor beneficial, solution to residents or those transiting through Garden Road.

It must be noted that the current parking arrangement on Garden Road reflects the stresses placed on car parking capacity by underdeveloped parking infrastructure and an under-resourced and inaccessible public transport system. Removing the parking on the Northern side will only exacerbate the issue the Council is trying to solve.



## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Proposal Impacts

Secondly, it is important to understand the impacts of the proposed changes, should they go ahead.

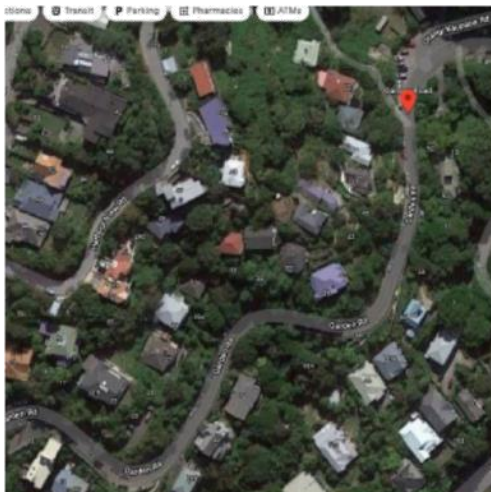
Should the changes proposed in the corresponding leaflet come into place, the issues raised of accessibility, particularly for residents with mobility or accessibility issues, while transiting through Garden Road, will only worsen.

By removing the already inadequate amount of parking made available to residents by Council on the Northern Side of Garden Road, and replacing it with a broken yellow line, it will force **more residents to park on the Southern side pavement of Garden Road, which will not have broken yellow lines and now be the only option for residents to park.**

Residents will now have no other option as to where to park their car, as the parking space on the Northern side has been removed. They will turn to parking on the Southern side pavement, increasing the inaccessibility of this walkway for those who need to use it.

In addition, it will create further congestion and parking issues on Garden Road, Glenmore Street, and the wider Northland and Kelburn area. Residents will be forced to compete further for the already meagre number of car parks available on Garden Road and the adjacent streets, leading to residents parking in potentially dangerous locations to secure a park.

This proposal will then, consequently, upset the current flow of foot and road traffic along Garden Road. At current, from the intersection with Orangi Kaupapa Road to approximately 12 Garden Road, all on street parking is located on the Northern side of the road (please see image below).



As seen in the above image, all parking within this stretch is located on the Northern side of Garden Road.



## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Whether coming up or down Garden Road, cars will now be forced to zig zag in between the cars parked within parking bays on the Northern side, and cars which are now forced to park on the sidewalk from 46 Garden Road down to 50 Garden Road. **This will firstly lead to a less streamlined transit along Garden Road, both for cars who must now be vigilant of hazards on both sides, and footpath users who will now have an increased number of cars parking on the Southern sidewalk.** It may also lead to further traffic accidents, as vehicles may not expect to have to switch from avoiding cars parked on the left, to cars now parked half on the pavement on the right.

Again, the proposal which Council have put forward has only worsened the issue at hand. It will not 'improve safety and accessibility for cars travelling on Garden Road' or create a positive pedestrian impact by ensuring the pavement '...will no longer be obstructed by vehicles hindering pedestrian movement'. In fact, it will realistically make both issues worse.

### Groups Negatively Impacted

There are many groups negatively impacted by this proposal.

#### Garden Road Residents (With and Without Cars)

The first and most obvious group negatively impacted is residents. Those with cars will have less parking space, or be forced to park on the pavement, placing their cars and those driving down Garden Road in a dangerous position. Those without will now have cars parked on the pavement, making the sidewalk now inaccessible for pedestrians with mobility issues (movement disabilities or the elderly), and generally less accessible for all.

#### Those Transiting Through Garden Road

Those vehicles transiting through Garden Road will now have to avoid hazards on either side of the road, creating potentially dangerous situations. Those walking through, as noted above, will now have a more inaccessible sidewalk.

#### Elderly and Disabled

By forcing those with cars to park on the sidewalk, the Council will have only further restricted the accessibility and clean movement of pedestrians through Garden Road. As noted above, this will particularly impact elderly and disabled people who will use the road as a thoroughfare. Not only that, but those residents who live nearby who need to park close by because of a disability or mobility issues, may be forced to park further away, making their daily commute considerably harder and their parking system far more tenuous.

### Solutions

However, despite the flawed proposal put forward, there is truth to some of these issues. The usage of the footpath for parking can and should be stopped, whilst allowing parking space for residents along Garden Road, and a safe and streamlined passage for pedestrians and vehicles using the road as a thorough fair.

**Suggestion One:** Add broken yellow lines to the Southern side of Garden Road and retain parking on the Northern Side (see image below).

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

By shifting the proposed broken yellow lines to the Southern side of Garden Road, you will prohibit cars from parking on the sidewalk, and still retain some parking space for residents. This will stop the blocking of the walkway, while still allowing residents a place to park.

**Suggestion Two:** Create more nearby parking for residents.

The core issue of residents parking on the sidewalk stems from a lack of nearby accessible parking. This could easily be solved by the Council developing further nearby parking.

**Suggestion Three:** Improve accessibility of public transport in the area.

This is a long-term solution, but a more accessible and affordable public transport system within Wellington City, and in the Northland suburb in particular, would gradually encourage residence that they do not need cars, helping to solve the congestion and parking issues. More frequent and affordable public transport, which are accessible for all of Wellington's population, would be a huge step in the right direction.



Southern Side of Garden Road, to stop cars parking on the pavement, whilst allowing parking spaces for residents.

### Conclusion

As a resident of Garden Road within the targeted area of 41 – 46 Garden Road, I strongly oppose the current proposal put forward by the Council for the reasons outlined above. Additionally, I believe a far better solution would be to move the broken yellow lines onto the Southern Side of the road, whilst retaining the parking on the Northern Side. If possible, I would like to orally submit further on this, and also invite current planners to come to Garden Road to discuss this issue further and work collaboratively with residents towards a solution.

## FEEDBACK RECEIVED

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

Should the current proposal go ahead, I look forward to engaging in further strong dialogue with the Council on the matter.

### Officer's response:

Thank you for your feedback on Traffic Resolution Plan: TR 123 -21 Garden Road, Northland – No Stopping At All Times.

In response to your suggestions:

1. We have decided to maintain the vehicles parking along the footpath side of the road yellow lines on the opposite side of Garden Road, to ensure pedestrians can safely enter and exit their vehicles adjacent to a formed footpath.
2. Parking for residents,  
Council officers must consider any request for parking changes in-line with <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

The new Parking Policy requires any residents parking assessments be based on an area wide approach rather than a single street approach – in this case, it would be an assessment of the Northland suburb.

This assessment will involve, but not limited to:

- An area-wide parking survey
- Review of the survey and appropriate allocation of parking
- Consultation with key stakeholders
- Implementation of proposed restrictions

Council has formed a 'Working Group' to formulate a process to implement the Parking Policy across the Wellington Region. An implementation plan will be devised to roll out parking changes across Wellington in-line with the Parking Policy.

Northland will be looked at as part of the implementation plan, however a timeline for when the investigation will be completed is currently uncertain.

One of the objectives of the Parking Policy is to support the shift in type of transport used – this means less reliance on private vehicles and a shift to public transport and active travel. Any scheme devised will have this objective of shifting the transport choices as well as considering the parking hierarchy (as per the parking policy) on these streets, residents are considered a higher priority than commuters. We will keep monitoring the area after the broken yellow lines implemented and will review further safety concern enquiries.

Managing traffic at this roundabout to ease the congestion on Glenmore Street is outside the scope of this traffic resolution.

3. The improvement in the accessibility of public transport in the area, outside of the scope of this traffic resolution.

## FEEDBACK RECEIVED

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

Regarding your concerns for reduction of available parking spaces. WCC parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.

All drivers are expected to be aware of the Road Code and may be subject to enforcement action if they are parked illegally. Parking over the footpath is illegal in accordance with the new Wellington City Council parking policy. If you observe a vehicle parked on the footpath you can call 04 499 4444 with the details of the vehicle.

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

There are often many traffic resolutions to increase or refine the area of no stopping zones through use of broken yellow lines. This helps vehicle traffic flow better but may perversely increase the amount of footpath parking, as vehicle users try to accommodate their fellows. With the new Parking Policy now in force, can we please specifically target these areas for enforcement to bed in any changes for a period of a month or so after the change has been made. For instance, TR 113-21 shows a car illegally parked on footpath and green berm on Duthie St. TR123-21 Garden Road, Northland identifies footpath parking as an issue. It is important that policy and regulation are only made when they are considered necessary and will be enforced.

The footpath on Garden Road is well used but very narrow and on one side of the road only. Any changes here need to ensure that pedestrian safety and access is well maintained. The TR identifies parking on footpaths as an issue in this area "This results in vehicles parking on the footpath to accommodate through traffic flow"

What steps will be taken to ensure that footpath parking does not occur on the footpath on this road?

### Officer's response:

Thank you for your feedback on Traffic Resolution Plan: TR 123 -21 Garden Road, Northland – No Stopping At All Times.

All drivers are expected to be aware of the Road Code and may be subject to enforcement action if they are parked illegally. Parking over the footpath is illegal in accordance with the new Wellington City Council parking policy. If you observe a vehicle parked on the footpath you can call 04 499 4444 with the details of the vehicle.





## DEVELOPMENT CONTRIBUTION REMISSION REQUEST FOR 132 ADELAIDE ROAD

### Kōrero taunaki

### Summary of considerations

#### Purpose

1. This report to Pūroro Hātepe - Regulatory Processes Committee asks the Committee to consider the development contribution remission request for 132 Adelaide Road (SR496474)

#### Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- |  |   |
|--|---|
| <b>Strategic alignment with priority objective areas from Long-term Plan 2021–2031</b> | <input checked="" type="checkbox"/> Sustainable, natural eco city<br><input type="checkbox"/> People friendly, compact, safe and accessible capital city<br><input type="checkbox"/> Innovative, inclusive and creative city<br><input type="checkbox"/> Dynamic and sustainable economy<br><br><input checked="" type="checkbox"/> Functioning, resilient and reliable three waters infrastructure<br><input checked="" type="checkbox"/> Affordable, resilient and safe place to live<br><input checked="" type="checkbox"/> Safe, resilient and reliable core transport infrastructure network<br><input type="checkbox"/> Fit-for-purpose community, creative and cultural spaces<br><input type="checkbox"/> Accelerating zero-carbon and waste-free transition<br><input type="checkbox"/> Strong partnerships with mana whenua |
|--|---|

#### Relevant Previous decisions

none

#### Significance

Low significance because  
It affects a limited number of individuals, to a low degree

#### Financial considerations

- |                              |   |   |
|------------------------------|---|---|
| <input type="checkbox"/> Nil | <input checked="" type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|------------------------------|---|---|

2. The policy is a funding tool under the Long-term Plan and the charges collected through the policy are estimated in the Long-term Plan to be around \$3.5 million per annum.

#### Risk

- |   |                                 |                               |                                  |
|---|---------------------------------|-------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> Extreme |
|---|---------------------------------|-------------------------------|----------------------------------|

3.

Author	Nicole Tydda, Manager Customer Service and Business Support
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Authoriser	Liam Hodgetts, Chief Planning Officer
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## **Taunakitanga**

### **Officers' Recommendations**

Officers recommend the following motion

That Pūroro Hātepe - Regulatory Processes Committee:

- 1) Receive the information
- 2) Agree to decline the request for a remission on development contributions.

## **Whakarāpopoto**

### **Executive Summary**

4. In July 2021 The Urban Habitat Collective ("the Applicants") submitted a building consent to construct two new apartment buildings with 25 residential units, shared ground floor amenities, two small street front commercial tenancies and a central garden.
5. The development contributions have been assessed at \$54,469.97.
6. The Urban Habitat Collective have requested a full remission arguing that Council should recognise the public value of this early example cohousing project in Wellington.
7. The reasons for their remission are that the building will be a flagship development that will encourage other resident-led developments, as well as encouraging other developers to see that there is a demand for cohousing-style developments that deliver good social and urban design outcomes. They also believe that the design will have a reduced impact on Council's transport infrastructure.
8. Officers acknowledge that this proposal encourages good urban design and housing diversity outcomes for the city to help tackle the housing crises, however the current DC Policy does not support this proposal. Its purpose is to recover a portion of the infrastructure costs relating to growth from the people who most benefit from this growth. The Green Building remission is an exception to this rule.
9. Council officers are exploring Better Building Incentives as part of a second review of the Development Contributions Policy scheduled for 2023 to align with the 2024 Long-term Plan. This review will take a holistic at:
  - which outcomes Council may wish to support through any future Better Building Incentives scheme
  - the degree to which incentives work in achieving desired outcomes; and
  - whether the DC policy remission process is the best mechanism to achieve those outcomes, or whether some other tool would be more appropriate
10. Officers do not believe that reducing development contributions is the correct mechanism to encourage the outcomes identified by the applicant, however we are also aware that there is no alternative mechanism currently in place.
11. Notwithstanding this the Regulatory Committee do have the complete discretion to remit development contributions and the applicants are asking the Committee to consider using this discretion.

## **Takenga mai**

### **Background**

12. In July 2021 The Urban Habitat Collective submitted a building consent to construct two new apartment buildings with 25 residential units, shared ground floor amenities, two small street front commercial tenancies and a central garden.

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13. Their development contributions have been assessed at \$54,469.97

## **Kōrerorero**

### **Discussion**

#### **Applicants' argument**

14. The Applicants have requested a full remission arguing that Council should recognise the public value of this early example cohousing project in Wellington. They have argued two points
- a. The Applicants have argued that their development should be considered a development worth incentivising because it has social, sustainable and urban design benefits and it sets a good example of what can be done. The Applicants believe that it is Council's intent to use development contributions as a mechanism to incentivise development that it deems is beneficial to Wellington. They have cited the Green Building Remission as an example.
  - b. They also believe their development will have a smaller impact on Councils roading infrastructure as the development reduces their reliance on private vehicles.

#### **Councils' assessment**

##### **Point A**

15. Council officers agree in general that their development does contribute to the social infrastructure of the city by providing a different housing option and remitting their development contributions would align with one of the points of Councils Housing Action Plan to "work with others to facilitate development of a variety of housing options".
16. However, Council's current policy intent is to not use development contribution remissions as an incentive policy, with exception of the Green Building Remission.
17. The purpose of development contributions is to enable territorial authorities to recover from those persons undertaking development in a fair, equitable and proportionate to the costs of capital expenditure necessary to service growth.
18. Any non-engineering-based remissions would transfer the cost of growth infrastructure onto existing ratepayers, who do not benefit directly from the development. The overwhelming benefit from providing infrastructure for any development accrues to the Applicants.
19. The 50% remission on development contributions for green buildings was introduced in 2014/15 to recognise the strategic importance of green star rated buildings to the city and also to encourage economic development, so this is the exception to the rule.
20. The DC Policy also requires Council to only consider remitting 'other' development contribution remission requests in exceptional circumstances.
21. Council officers recommend that under the current DC Policy it cannot support remissions for this development, whilst recognising the benefits it provides, these benefits do not lessen the developments impact on infrastructure and in the accordance with the current Policy, the overwhelming benefit of the development still accrues to the applicant.

##### **Point B**

22. The Applicants have also specifically argued that their development will impose fewer direct transport infrastructure costs on the city as their development is less reliant on private vehicles.
23. Council officers consider a multi-modal approach in determining the impact of any development. While this development may create a different mix of trips, be it by car, public transport, cycle or foot the infrastructure investment by Council already assumes that all demands in vehicle growth cannot be met, and that demand will be managed through travel demand management methods. Therefore, the roading levy is used to cover upgrades to roads, public transport facilities, cycle ways, pedestrian walkways and associated infrastructure to meet additional demand.
24. Because all expenditure on growth is geared to benefit all modes it is proposed that there should be no remission on the roading levy based on this argument for this development.

## **Kōwhiringa**

### **Options**

25. The Committee has two options:
26. The Committee can choose to accept the remission request in full or in part and the debt will fall to the ratepayers to cover.
27. The Committee can decline the remission request and the applicants will be liable for the development costs.

## **Whai whakaaro ki ngā whakataunga**

### **Considerations for decision-making**

#### **Alignment with Council's strategies and policies**

28. Part of Council's current Housing Strategy and Action Plan is to work with others to facilitate development of a variety of housing options to increase the city's housing supply.
29. The Development Contribution Policy is to enable territorial authorities to recover from those persons undertaking development a fair, equitable and proportionate portion of the costs of capital expenditure necessary to service growth.
30. Both the Action Plan and the DC Policy have been considered

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

#### **Engagement and Consultation**

31. No engagement or consultation is required; the remission process is part of the current policy and this was consulted on before The Policy was adopted

#### **Implications for Māori**

32. There are no known implications for Iwi with this proposal and as the policy states no precedent will be set if Council was of a mind to approve the remission request.



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### **Financial implications**

33. Any non-engineering-based remission or grant, like this one, would transfer the cost of growth infrastructure onto existing ratepayers, who do not benefit directly from the development.
34. In this instance the cost would amount to \$54,469.97

### **Legal considerations**

35. The policy has specific requirements in the LGA02. The report does comply with those regulations.

### **Risks and mitigations**

36. Even though the Policy states a remission decision made by the Council will not be regarded as creating precedent or expectations, there is certainly a risk that granting a remission in this instance may result in more developers applying for remissions.

<http://wccecm/otcs/trovequest.asp?doc=22083952&action=download>

### **Disability and accessibility impact**

37. There is no disability and accessibility impact

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

38. There is no climate change impact or considerations

### **Communications Plan**

39. There is no communication plan

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

40. There is no health and safety impact

### **Ngā mahinga e whai ake nei**

### **Next actions**

41. Council officers will either remit or invoice development contributions dependant on The Committees decision.

### **Attachments**

- |               |   |          |
|---------------|---|----------|
| Attachment 1. | DC Remission Request                    | Page 195 |
| Attachment 2. | Additional information from Applicant   | Page 198 |

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**Nicole Tydda**

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**Subject:** FW: Request for Remission of Development Contributions for UHC Cohousing Project  
SR496474

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**From:** Bronwen Newton <[bronwenmnewton@gmail.com](mailto:bronwenmnewton@gmail.com)>  
**Sent:** Tuesday, 24 August 2021 10:46 am  
**To:** Rob Anderson <[Robert.Anderson3@wcc.govt.nz](mailto:Robert.Anderson3@wcc.govt.nz)>  
**Cc:** Councillor Iona Pannett <[Iona.Pannett@wcc.govt.nz](mailto:Iona.Pannett@wcc.govt.nz)>; Councillor Tamatha Paul <[Tamatha.Paul@wcc.govt.nz](mailto:Tamatha.Paul@wcc.govt.nz)>;  
Councillor Fleur Fitzsimons <[Fleur.Fitzsimons@wcc.govt.nz](mailto:Fleur.Fitzsimons@wcc.govt.nz)>; Councillor Laurie Foon <[Laurie.Foon@wcc.govt.nz](mailto:Laurie.Foon@wcc.govt.nz)>; Jesse  
Matthews <[jesse@spacecraftarchitects.co.nz](mailto:jesse@spacecraftarchitects.co.nz)>  
**Subject:** Request for Remission of Development Contributions for UHC Cohousing Project

Tena koe Rob,

I am a co-founder of the Urban Habitat Collective - Wellington's first resident-led, cohousing apartment community. This is a formal request for a remission on the development contribution for our project, in line with section 2.6 of the Development Contributions Policy.

**About our project**

We are 25 families building a resident-led, cohousing apartment at 136 Adelaide Rd, in Newtown. Being 'resident-led' means our development finance comes from 25 separate households who will move into the building upon completion. Being a 'cohousing apartment' means our building will be designed to foster community through common spaces like a shared garden, bike shed, workshop and common room. We will also interact with the city via two commercial spaces at street level. More information can be found here <https://www.urbanhabitatcollective.nz/>

We submitted our building consent to Wellington City Council on 28 July 2021 [reference number 496474]. We estimate our development contributions will cost us \$70,000 after Existing Housing Unit credits have been considered. We are currently in negotiation with banks and a contractor to agree on finance and a construction contract.

**We face unique challenges and an overheated construction market**

Our project is unique and therefore faces unique challenges that increase our costs and cause delays. As examples, we will retain a significant GST liability throughout the build because of the potential for IRD to treat us as if we were profit-driven developers. We have faced real challenges getting KiwiSaver providers to release the savings of first-home-buyers in our group because of the nature of our development.

While we remain confident we can finance this project, the overheated construction sector is making it hard to keep this project affordable for all our households. At the end of 2020 we received a build quote that was 25% higher than an independent assessment of the cost just three months earlier. We have been cost-cutting over the past six months, but much of these savings have also been lost by the ongoing inflation in construction materials.

**Our eligibility for a remission on development contributions**

It is our hope that WCC will recognise the public value of an early-example cohousing project in Wellington and use its discretion to grant a remission on our Development Contributions.

Section 2.6 of the [WCC Development Contributions Policy](#) states that the Council may “*grant a remission on development contributions at its complete discretion*” and that remissions can be “*granted by resolution of the Council (or a Committee or Subcommittee acting under delegated authority)*”.

We want our project to be a model for future residential developments in Wellington. We want private developers to see there is demand for cohousing-style living that keeps people socially connected. We want to inspire other Wellingtonians to by-pass developers and try their own resident-led housing project.

While \$70,000 may not sound like much in the context of a housing development, I can assure you it would make a big difference to us. It would, for example, cover the cost of a common kitchen that allows residents to eat together and connect once a week.

Over the years Councillors and staff have frequently expressed their support for our project. Now would be a great time for the Council to express this support in a meaningful way to help us over the final financial hurdles and into construction.

If you have any questions please do not hesitate to get in touch.

Nga mihi nui,

Bronwen Newton

#### **Postscript**

Please note that we have considered applying for the Council's “Green Building Remission” which offers a 50% discount on development contributions for buildings with a 5 Star Green Star Certified rating. Unfortunately the cost of [applying for Green Star](#) certification (approximately \$35,000 for our project) is equal to the proposed WCC discount.

More information about our project can be found at <https://www.urbanhabitatcollective.nz/>

--

**Bronwen Newton**

**Cell 021 784 009**

on behalf of the

URBAN HABITAT COLLECTIVE



Building our homes together

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**Bronwen Newton**  
**Cell 021 784 009**

on behalf of the  
URBAN HABITAT COLLECTIVE



Building our homes together

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**Nicole Tydda**

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**Subject:** Supporting information for the Request for Remission of Development Contributions for UHC Cohousing Project SR496474

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**From:** Bronwen Newton <bronwenmnewton@gmail.com>  
**Sent:** Wednesday, 1 September 2021 1:08 pm  
**To:** Nicole Tydda <Nicole.Tydda@wcc.govt.nz>  
**Cc:** Rob Anderson <Robert.Anderson3@wcc.govt.nz>  
**Subject:** Re: Request for Remission of Development Contributions for UHC Cohousing Project SR496474

Hi Nicole,

Thanks for your response. Yes we would like to proceed with our request for the remission.

We anticipate that our project will impose fewer direct transport infrastructure costs on the city, which we hope to convince you of. In a broader sense we also believe that this project represents a new and better way for development to achieve the stated aims of the WCC, as reflected in the District, Long Term, and Spatial Plans. Completing an innovative community driven project such as this in an extraordinarily over-heated construction market is a monumental challenge. WCC Councillors and planners have previously been very supportive of the project, and we hope that this is the opportunity where this encouraging messaging can be turned into tangible strategic support for the project. Many local governments provide financial support for these types of community driven projects in cities overseas, but Wellington currently lacks a formal mechanism for this. The WCC clearly has intent to use development contributions as a mechanism to encourage the type of development they want to see in the city (eg. remissions for Greenstar rated buildings), so we only request that the WCC looks at our project and the positive benefits to the city that would be generated by it in the same way.

In terms of our impact on transport infrastructure costs - the lion's share of our calculated development contributions are designated towards roading. One of the key drivers of this project is to enable our future residents to live in the city and not rely on private car transport, and to this end we are anticipating a very high level of walking, biking, and public transport use by our future residents. To this end we have 36 convenient bike parks and a large bicycle maintenance workshop to encourage active forms of transport, and only 5 on-site car parks (that will be the basis of a carshare scheme for residents). These measures go far beyond any equivalent development in Wellington that we are aware of in terms of encouraging active transport use and aggressively supporting the stated aims of the WCC and the LGWM programme. We are also obviously located at the heart of one of Wellington's primary public transport corridors, making public transport an easy option and also helping to create the critical mass of enthusiastic local residents that will be necessary to support the transport options and city form that the WCC has said they want to see developed. As a result of the decisions by our residents to invest in a central location and facilities to support active transport use we will also not be bringing a large number of private cars into the neighbourhood that seek to park on local public roads.

The Dutch Ministry of Infrastructure and Water Management estimates that annual infrastructure costs are approx US\$0.03 for bicycles and US\$0.11 for car, per traveler, per kilometre (this is for an extensive Dutch-style safe and connected nationwide network of cycle paths, which Wellington is currently far from providing). Based on these assumptions our future residents would be placing a fraction of the transport infrastructure burden on the city compared to an average resident. One could argue that it would not at all be fair for our residents to further subsidise other people's choices to use private vehicles as their primary form of transport, which imposes such incredibly severe and well-documented health, safety, environmental, and financial costs on the rest of us.

With regard to creating community - we believe that our project is more intentional about creating community than



other new apartment complexes in Wellington. Monark, Sunset West, The Victoria and Paddington are all recent or in progress developments and none of them have shared or green spaces. They also, as far as we can see, have not tried to build community with their future residents. In fact anecdotally we understand that community building in large apartment complexes is discouraged by property management companies who manage their Body Corporates. These businesses would prefer issues to be resolved individually and not recorded in the Body Corp minutes where they would be visible to future purchasers.

It should also be pointed out that our future residents made the decision to leave 1/3 of our site undeveloped and left as open green space. Due to decades of under-investment in the Adelaide Rd corridor this will be the only significant area of vegetation in the vicinity. It will have the benefit to the wider neighbourhood of attracting bird life, as well as directly benefiting our immediate neighbours who will have the advantage of sun, daylight, views over the garden, and cleaner air than they would have otherwise.

We believe that our building will demonstrate a more satisfying way of living in the city, knowing your neighbours and being able to do all the activities of normal suburban life. Things like washing your bike, sitting on grass, having pets or having large social gatherings are not possible in your average apartment building but they will be in ours. A vibrant city needs a wide range of housing types to satisfy a diversity of needs. Strong communities result in a more resilient and socially sustainable city, which is more important than ever as we face an onslaught of upsetting global challenges. If Council does not support projects such as ours the city will be built by developers who build what sells without input from the people who are going to live there.

Our building is more highly specified in terms of seismic, thermal and acoustic performance than most other apartments available on the market. Our consultants estimate that it will perform at approximately a Homestar 6+ level. This is desirable for our cities' resilience and sustainable energy use both now and into the future.

So in conclusion we do believe that our project will impose significantly lower infrastructure costs on the city than a comparable development, and in addition that the WCC should use the development contribution mechanism as a way to provide modest but greatly needed support for an innovative first of its kind project, which could spur an entire alternative housing development sector, bringing significant benefits to Wellington over the medium to long term.

Yes we would like to present to the Council meeting. How long would we have to speak?

Kind regards

Bronwen



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## **PROPOSED ROAD STOPPING AND LAND EXCHANGE - ADJOINING 3 SHORT STREET, VOGELTOWN.**

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### **Kōrero taunaki**

### **Summary of considerations**

#### **Purpose**

1. This report to Pūroro Hātepe - Regulatory Processes Committee ask that it recommend to Council to:
  - a. Stop and sell approximately 40m<sup>2</sup> (subject to survey) of unformed legal road land adjoining 3 Short Street, Vogeltown (the Land); and
  - b. Acquire approximately 3m<sup>2</sup> (subject to survey) of the applicant's land for road purposes.

#### **Strategic alignment with community wellbeing outcomes and priority areas**

Aligns with the following strategies and priority areas:

- ☐ Sustainable, natural eco city
- ☐ People friendly, compact, safe and accessible capital city
- ☐ Innovative, inclusive and creative city
- ☐ Dynamic and sustainable economy

#### **Strategic alignment with priority objective areas from Long-term Plan 2021–2031**

- ☐ Functioning, resilient and reliable three waters infrastructure
- ☒ Affordable, resilient and safe place to live
- ☐ Safe, resilient and reliable core transport infrastructure network
- ☐ Fit-for-purpose community, creative and cultural spaces
- ☐ Accelerating zero-carbon and waste-free transition
- ☐ Strong partnerships with mana whenua

#### **Relevant Previous decisions**

This is the first time this proposal has been considered by a Council's committee.

#### **Significance**

The decision is rated low significance in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Outline the criteria that apply as set out in the Council's [Significance and Engagement Policy](#). This is a mandatory consideration, regardless of the level of significance. Democracy Services will peer review the level of significance.

- Affects a limited number of individuals, to a low degree
- Has very little public interest
- Low consequence for Wellington City
- Low impact on the Council being able to perform its works role

### **Financial considerations**

☒ Nil      ☐ Budgetary provision in Annual Plan / Long-term Plan      ☐ Unbudgeted \$X

2. There are no significant financial considerations related to this proposal. 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.

### Risk

☒ Low      ☐ Medium      ☐ High      ☐ Extreme

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

### Taunakitanga

#### Officers' Recommendations

Officers recommend the following motion

That Pūroro Hātepe - Regulatory Processes Committee:

- 1) Receive the information.
- 2) Recommend to Council that it:
  - a. Declare the approximately 40m<sup>2</sup> (subject to survey) of unformed legal road land in Short Street (the Land), adjoining 3 Short Street (being Section 47 Owhiro District held on ROT WN22D/110), is not required for a public work and is surplus to Council's operational requirements.
  - b. Agree to dispose of the Land by sale or partial exchange for approximately 3m<sup>2</sup> of the owners adjoining land currently part of 3 Short Street (Section 47 Owhiro District held on ROT WN22D/110, the Applicant's Land).
  - c. Agree to acquire the Applicant's Land.
  - d. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping, the disposal of the Land, and the acquisition of the Applicant's 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.

### Whakarāpopoto

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## **Executive Summary**

4. The owners of 3 Short Street, Vogeltown (the Owners) have applied to purchase approximately 40m<sup>2</sup> legal road land (the Land) adjoining their property. Refer to Attachment 1 for the location plan.
5. In partial exchange for the disposal, Council will acquire approximately 3m<sup>2</sup> of the Owners property (the Applicant's Land) to vest as road land to address the issue of the public footpath being built on the Owners property. Refer to Attachment 2 which shows the Land outlined red and the Applicant's Land outlined pink.
6. Utility providers and relevant Council business units have been consulted. All support the proposal subject to standard conditions (where applicable).
7. Initial consultation letters were sent to the adjoining and adjacent neighbours and, at the time of writing this report, no responses had been received.
8. 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.

## **Takenga mai**

### **Background**

9. The Owners of 3 Short Street, Vogeltown have applied to purchase an area of unformed legal road land adjoining their property. The subject property slopes steadily away from the carriageway and the two-storey dwelling sits near the front boundary with access at road level.
10. The legal description for 3 Short Street is Section 47 Owhiro District and is held on ROT WN22D/110.
11. The Land is currently partially used by the Owners under an encroachment licence and contains part of the applicant's fenced yard. The remaining area not used under an encroachment licence contains vegetation.
12. The Council maintained public footpath on the applicant's side of the street encroaches into the applicant's property by approximately 0.5m along the entire frontage. Council's Transport Network Team have proposed to acquire the Applicant's Land to resolve this issue.
13. Refer to Attachment 3 showing street views.

## **Kōrerorero**

### **Discussion**

14. 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 being able to acquire the Applicant's Land to resolve the public footpath encroachment.

15. Should the road stopping proposal be successful, the Land will be amalgamated with 3 Short Street, with its current use not proposed to change.
16. Road stopping is provided for under Sections 319 and 342 and the Tenth Schedule of the Local Government Act 1974 (LGA).
17. 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.
18. Relevant Council business units have been consulted and none wish to retain the Land.
19. 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 3 Short Street, without conditions.
20. As is normal practise in the early stages of the road stopping process, officers have written to the adjoining and opposite property owners to notify them that Council had received the road stopping application. All the owners will be consulted again when formal public consultation is carried out later in the road stopping process.
21. If Council approves the above, officers will establish whether any offer back obligations under Section 40 of the PWA exist.
22. Following the acquisition of the Applicant's Land, it will be declared legal road pursuant to Section 114 of the PWA. This will be overseen by a Land Information New Zealand accredited agent on Council's behalf.

## **Kōwhiringa**

### **Options**

23. Approve the recommended option.
24. The alternative to the recommended option is to continue with the current situation and manage any appropriate needs through encroachment licence procedures.

## **Whai whakaaro ki ngā whakataunga**

### **Considerations for decision-making**

#### **Alignment with Council's strategies and policies**

25. The recommendations of this report are consistent with Council's Road Encroachment and Sale Policy 2011 - [Plans, policies and bylaws - Road Encroachment & Sale Policy - Wellington City Council](#).
26. This proposed road stopping has no significant impact on the Long-Term Plan. <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies>.

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## **Engagement and Consultation**

27. Letters were sent to the relevant adjoining and opposite property owners notifying them that Council had received this road stopping application. At the time of preparing this report no responses had been received.
28. 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.

## **Implications for Māori**

29. 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.

## **Financial implications**

30. 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 proceed of the sale are directed towards the general fund.

## **Legal considerations**

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

## **Risks and mitigations**

32. Overall, this proposal is rated low on Council's risk framework.

<http://wccecm/otcs/trovequest.asp?doc=22083952&action=download>

## **Disability and accessibility impact**

33. There are no known accessibility impacts for this road stopping.

## **Climate Change impact and considerations**

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

## **Communications Plan**

35. 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**

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

## **Ngā mahinga e whai ake nei**

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### Next actions

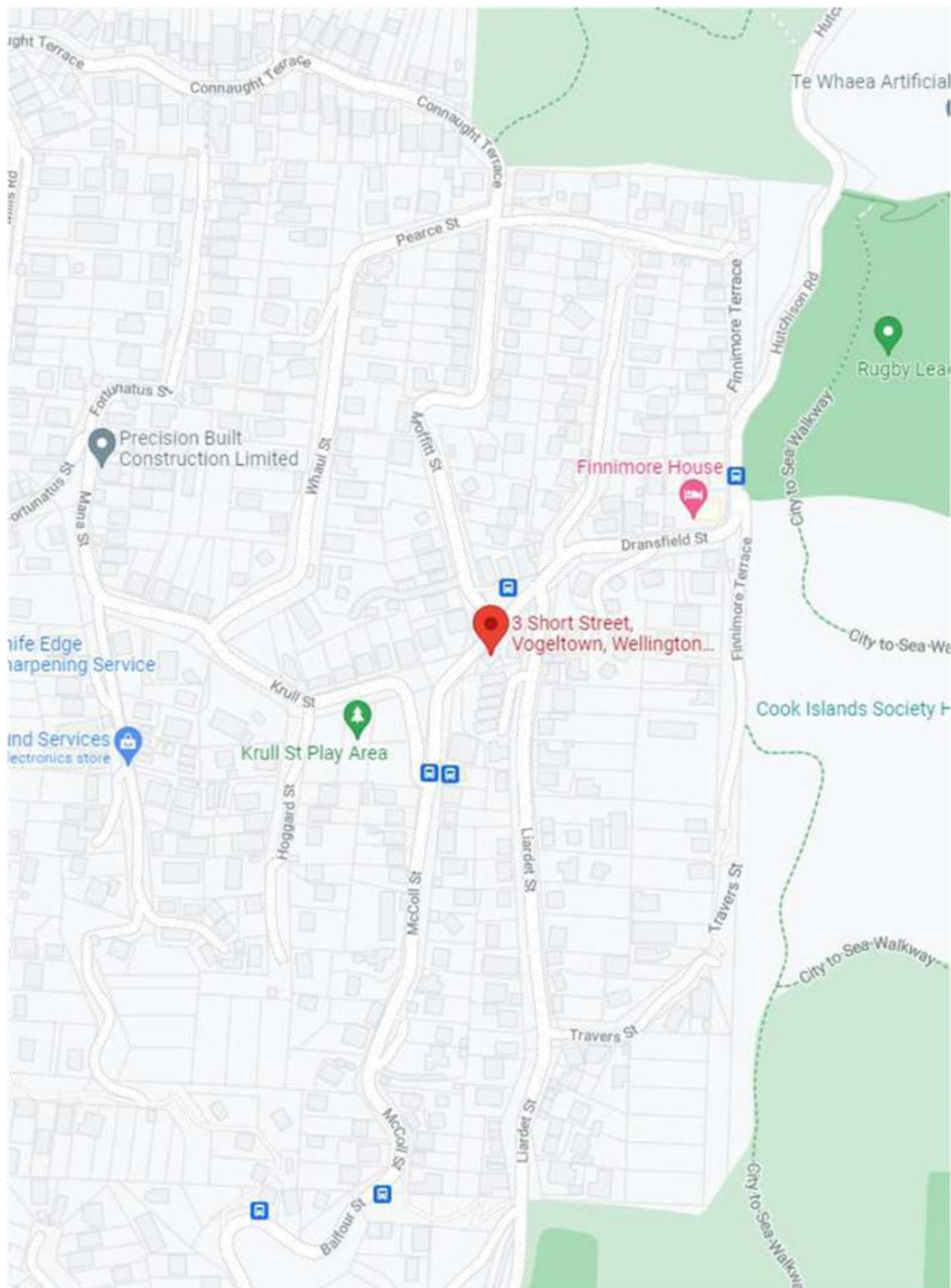
37. The proposed next steps, subject to the Regulatory Processes Committee approval of the recommended options, are to:
- a. Conclude a Section 40 PWA investigation.
  - b. Prepare a Survey Office Plan.
  - c. Prepare a Sale and Purchase Agreement.
  - d. Begin the public notification process.

.

### Attachments

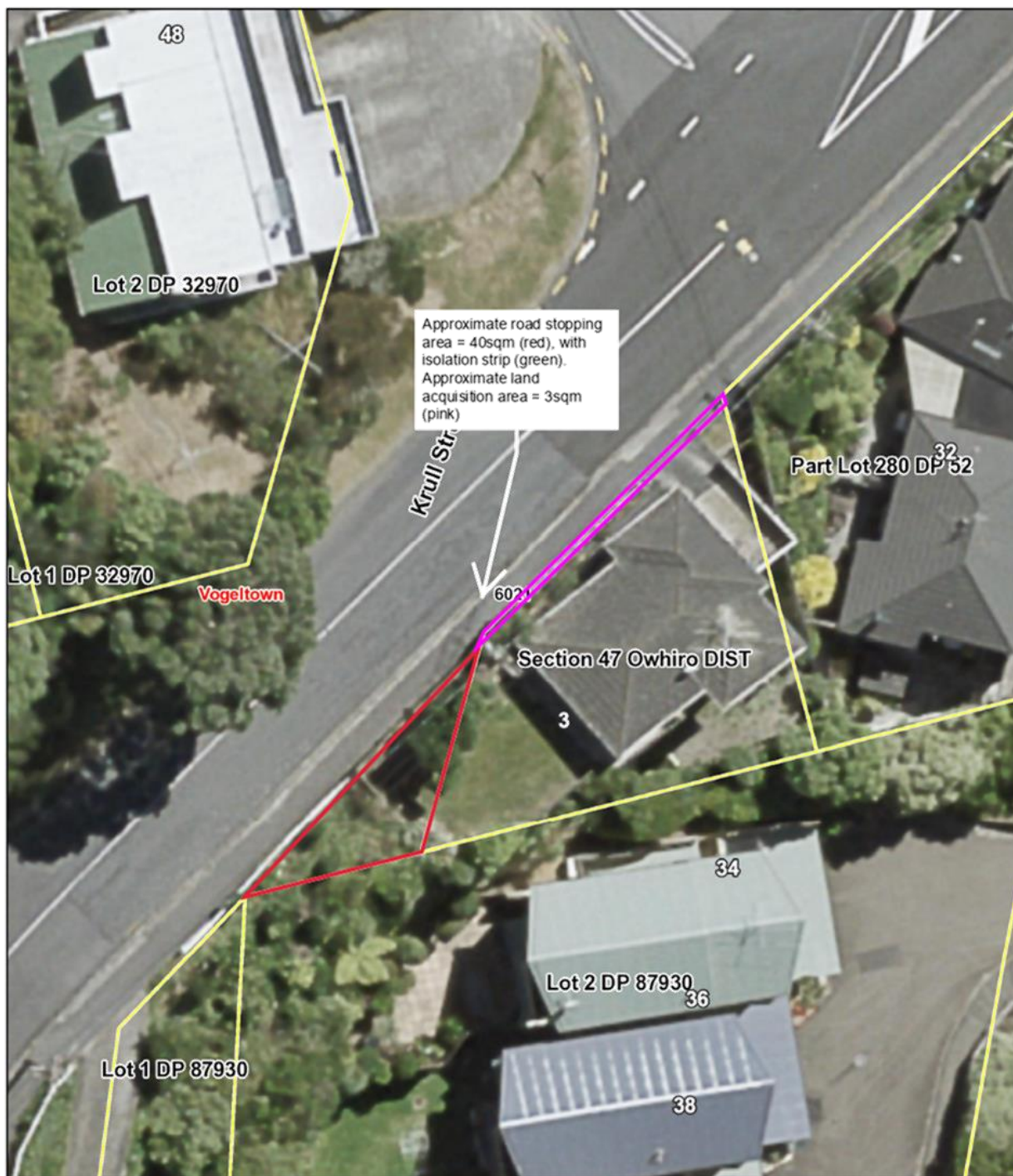
Attachment 1.	Location Plan <a href="#">↓</a> 	Page 207
Attachment 2.	Aerial <a href="#">↓</a> 	Page 208
Attachment 3.	Street Views <a href="#">↓</a> 	Page 209

Location Plan





## LocalMaps Print



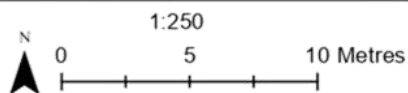
May 26, 2021

**Disclaimer:**  
The use of any land or property information in OneMap is entirely at the user's own risk and discretion. Wellington City Council does not give any warranty that any information contained is accurate or complete. The Council does not accept any responsibility or liability for any action taken, or omission made, in reliance on information obtained from OneMap.

**Data Statement:**  
Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m. Crown Copyright reserved.

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

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



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



Street Views





## PROPOSED ROAD CLOSURE

### Kōrero taunaki

### Summary of considerations

#### Purpose

1. This report to Pūroro Hātepe - Regulatory Processes Committee...

#### Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

#### Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- ☐ Sustainable, natural eco city
- ☒ People friendly, compact, safe and accessible capital city
- ☐ Innovative, inclusive and creative city
- ☐ Dynamic and sustainable economy
- ☐ Functioning, resilient and reliable three waters infrastructure
- ☐ Affordable, resilient and safe place to live
- ☒ Safe, resilient and reliable core transport infrastructure network
- ☐ Fit-for-purpose community, creative and cultural spaces
- ☐ Accelerating zero-carbon and waste-free transition
- ☐ Strong partnerships with mana whenua

#### Relevant Previous decisions

Outline relevant previous decisions that pertain to the decision being considered in this paper.

#### Significance

The decision is rated low significance in accordance with schedule 1 of the Council's Significance and Engagement Policy. Outline the criteria that apply as set out in the Council's [Significance and Engagement Policy](#). This is a mandatory consideration, regardless of the level of significance. Democracy Services will peer review the level of significance.

#### Financial considerations

- |   |  |   |
|---|--|---|
| <input checked="" type="checkbox"/> Nil | <input type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|---|--|---|

2.

#### Risk

- |   |                                 |                               |                                  |
|---|---------------------------------|-------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> Extreme |
|---|---------------------------------|-------------------------------|----------------------------------|

3.

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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 Siobhan Procter, Manager, Transport and Infrastructure



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## **Taunakitanga**

### **Officers' Recommendations**

Officers recommend the following motion

That 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 cyclist only, subject to the conditions listed in the proposed Road Closure impact Reports:
  - a. Island Bay Festival Sunday 13 February 2022 6am to 6.30pm
  - b. Cuba Dupa Friday 25 March 2022 11.59 to Monday 28 March 2022 3am
  - c. Domestic Cricket Various Dates Dec 2021 to Jan 2022 8am to 9pm
  - d. Newtown Festival Sunday 6 March 2022 5am to 9.00pm  
Postponement Date Sunday 3 April 2022 5am to 9.00pm
- 3) 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 like to cause unreasonable impact on traffic.

## **Whakarāpopoto**

### **Executive Summary**

#### **4. Proposed Road Closures**

##### **Island Bay Festival Sunday 13 February 2022 6am to 6.30pm**

**Reef Street** (between the Esplanade and The Parade)

**The Esplanade** (between Derwent Street and Brighton Street)

**The Parade** (between reef Street and Derwent Street)

**Rolling Lane Closure** Saturday 12 February 2022 2.00pm (Avon Street the Parade then onto Reef Street)

##### **Cuba Dupa Friday 25 March 2022 11.59pm to Monday 28 March 2022 3am**

**Cuba Street** (between Arthur Street / Karo Drive and Wakefield Street) Vivian Street remaining open at all times

**Manners Street** (Lower end between Ghuznee Street and Swan Lane)

**Marion Street** (Lower end between Ghuznee Street and Swan Lane)

**Dixon Street** (between Victoria Street and Taranaki Street)

**Eva Street** (off Dixon Street)

**Garrett Street** (off Cuba Street)



**Ghuznee Street** (between Victoria Street and Taranaki Street)

**Egmont Street** (between Ghuznee Street and Dixon street) Restricted Access

**Leeds Street** (from Ghuznee Street)

**Inglewood Place** (between Taranaki Street and Dixon Street)

**Abel Smith Street** (between Victoria Street and Taranaki Street)

**Wigan Street** (Western Section of Abel smith Street)

**Kensington Avenue** (All)

**Kelvin Grove** (All)

**Swan Lane** (All)

**Furness lane**

**Lukes Lane** (onto Manners Street

**Victoria Street** (Slip Lane)

Lane closure on Vivian Street on Saturday 26<sup>th</sup> March 7pm to Sunday 27 March 5am to allow for safe passage of pedestrians to cross Vivian Street at key event times.

#### **Domestic Cricket at the Basin Various Dates**

**Slip Lane** (between Buckle Street and Kent terrace)

- T20 v CD Saturday 4 December 2021 and Sunday 5 December 2021 8am to 9pm
- T20 v Canterbury Saturday 18 December 2021 and Sunday 19 December 2021 8am to 9pm
- T20 v Auckland Thursday 23 December 2021 and Friday 24 December 2021 8am to 9pm
- T20 V Otago Wednesday 5 January 2022 and Thursday 27 January 2022 8am to 9pm
- T20 v ND Sunday 23 January 2022 and Monday 24 January 2022 8am to 9pm
- Elim Final Wednesday 26 January 2022 and Thursday 27 January 2022 8am to 9pm
- Final Friday 28 January 2022 and Saturday 29 January 2022 8am to 9pm

#### **Newtown Festival Sunday 6 March 2022 5am to 9pm. Postponement Date Sunday 3 April 2022**

**Riddiford Street** (between Mein Street and Rhodes Street)

**Rintoul Street** (between Riddiford Street and Milward Street: Rintoul Street closure from Colombo Street to Riddiford Street begins on Saturday 5 March 2022 at 6pm – 11.30pm

**Colombo Street** (from outside number 9 Colombo to Rintoul Street (includes no 9))  
Colombo Street closure begins on Saturday 5 March 2022 at 7am and extends to  
11.30pm Sunday 6 March 2022

**Constable Street** (between Riddiford Street and Hall Avenue)

**Hall Street** (between Riddiford Street and Hall Avenue)

**Emmett Street** (All of Emmett Street)

**Green Street** (All of Green Street)

**Wilson Street** (from outside number 31 Wilson Street to Riddiford Street including  
the off-street public carpark (includes no 31) Note: The Wilson Street closure begins  
on Saturday 5 March 2022 at 5pm and extends to 11.30pm Sunday 6 March 2022 to  
allow for stage set-up and pack down

**Newtown Avenue** (between Riddiford Street and Daniell Street. Note: the closure  
outside 17 and 19 Newtown Avenue, where the stage is set-up, begins on Saturday  
5 March 2022 at 11am and extends to 11.30pm Sunday 6 March 2022

**Normanby Street** (from number 14 to Riddiford Street (includes no 14)

**Donald McLean Street** (between Riddiford Street and Daniell Street) Note: The  
closure of Donald McLean laneway at 5 Donald McLean Street begins on Saturday  
5 March 2022 at 11am and extends to 11.30pm Sunday 6 March 2022

**Ferguson Street** (from number 15 to Donald Mclean Street (includes no 15)

**Arney Street** (All of Arney Street)

**Gordon Street** (All of Gordon Street)

**Gordon Place** (All of Gordon Place) Gordon Place closure from number 3 to the  
end of Gordon Place begins on Saturday 5 March 2022 at 11am and extends to  
11.30pm Sunday 6 March 2022

**Florence Street** (All of Florence Street)

Proposed Temporary one-way Traffic during Newtown Festival Closure

Daniell Street – from Constable St to Mein St becomes ONE WAY North (as the  
festival bypass towards the city)

Owen Street – from Mein St to constable St becomes ONE WAY South (as the  
festival bypass from the city)

## **Takenga mai**

### **Background**

5. 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.

6. 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.

This report has been prepared in accordance with the procedures that were approved by the Committee on 15 December 2010. In summary, these are:

- a. An event organiser applies for a road closure when proposed events require one
  - b. Council officers receive the proposal and assess the merits and need for a road closure
  - c. The council advertised its intention to close the road in the public notice column of the local newspaper and on social media
  - d. Together with the event organiser, Council officers ensure consultation with affected stakeholders are carried out and a communication plan is formulated
  - e. Any objections are followed up and resolved as far as practical
  - f. The event organiser works together with Council officers who modify any plan in response to public submission and prepare an impact report for Committee
  - g. Council officers recommend any conditions that should apply to the approval
  - h. The Committee deliberates on the proposed road closure
  - i. A Council officer notifies the event organiser of the committee's decision
7. 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.
8. 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.
9. This report has been prepared in accordance with the procedures that were approved by the Committee on 15 December 2010. In summary, these are:
- a. An event organiser applies for a road closure when proposed events require one
  - b. Council officers receive the proposal and assess the merits and need for a road closure
  - c. The council advertised its intention to close the road in the public notice column of the local newspaper and on social media
  - d. Together with the event organiser, Council officers ensure consultation with affected stakeholders are carried out and a communication plan is formulated
  - e. Any objections are followed up and resolved as far as practical
  - f. The event organiser works together with Council officers who modify any plan in response to public submission and prepare an impact report for Committee
  - g. Council officers recommend any conditions that should apply to the approval
  - h. The Committee deliberates on the proposed road closure
  - i. A Council officer notifies the event organiser of the committee's decision

**Kōrerorero**

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## Discussion

10. The proposed road closures for Island Bay Festival, Cuba Dupa, Domestic Cricket and Newtown Festival are all Annual Events.

## Kōwhiringa

### Options

11. Option 1: Agree to the temporary road closures.
12. 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.

## Whai whakaaro ki ngā whakataunga

### Considerations for decision-making

#### Alignment with Council's strategies and policies

13. The City Events Team has assessed the proposed events regarding 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.

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

#### Engagement and Consultation

14. Members of the public have been advised of the road closures and informed of their right to object.
15. The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:
- a. Dominion Post
  - b. Facebook
  - c. Twitter
  - d. Have Your Say
  - e. These details on the are part of the Impact Report
16. Members of the public will again be advised of the road closures prior to the event
- a. Advanced roadside signage
  - b. Media Releases
  - c. Council Website
  - d. Council social media channels
17. Event organiser are working with resident groups where applicable, community groups, local retailers and businesses and have advised them of their intention to close the road
18. This proposed road closure is subject to the government Covid – 19 guideline announcements (or any subsequent announcements) regarding events of this nature.
19. Government timelines will dictate any postponement date should it be required.
20. Council intention to consider the propose temporary road closures was notified through an advertisement in the Dominion Post, Facebook, Twitter, Have Your Say. These advertisements invited the public to make submission on the proposed road closures.
21. Event organisers have also consulted the following government agencies and associate Organisations:

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New Zealand Police  
Waka Kotahi (NZTA)  
Fire and Emergency New Zealand  
Wellington Free Ambulance  
Public Transport Operators  
Relevant Council Business units, e.g., Roding Communications, WREDA

22. Any correspondence received in response to the proposed closures has been included in the attached Impact report

### **Implications for Māori**

23. There are no Treaty of Waitangi implications

### **Financial implications**

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

### **Legal considerations**

25. Nil

### **Risks and mitigations**

26. Nil

<http://wccecm/otcs/trovequest.asp?doc=22083952&action=download>

### **Disability and accessibility impact**

27. Council along with event organisers do look across the event with an accessibility lens to ensure all can participate. These changes can be done by way of a Traffic Management Plan.

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

28. See "Impact Assessment included in Impact Reports for event organisers considerations of climate change impacts.

### **Communications Plan**

29. 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**

30. 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.

### **Ngā mahinga e whai ake nei**



### Next actions

31. 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.

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### Attachments

Attachment 1.	Island Bay Impact <a href="#">↓</a> 	Page 220
Attachment 2.	Island Bay Festival Advert <a href="#">↓</a> 	Page 223
Attachment 3.	Island Bay Map <a href="#">↓</a> 	Page 224
Attachment 4.	Cuba Dupa Advert <a href="#">↓</a> 	Page 225
Attachment 5.	Cuba Dupa Impact <a href="#">↓</a> 	Page 226
Attachment 6.	Cuba Dupa Map <a href="#">↓</a> 	Page 230
Attachment 7.	Domestic Cricket Impact <a href="#">↓</a> 	Page 231
Attachment 8.	Domestic Cricket <a href="#">↓</a> 	Page 234
Attachment 9.	Domestic Cricket Map <a href="#">↓</a> 	Page 235
Attachment 10.	Newtown Impact <a href="#">↓</a> 	Page 236
Attachment 11.	Newtown Festival Advert <a href="#">↓</a>	Page 240
Attachment 12.	Newtown Map <a href="#">↓</a> 	Page 241

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**REGULATORY PROCESSES COMMITTEE**

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**PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT**

***ISLAND BAY FESTIVAL  
SUNDAY 13 FEBRUARY 2022 6AM TO 6.30PM***

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**1. Description of Event**

The Island Bay Enhancement Trust has successfully run festival events in Island Bay for more than 28 years. The festival programme is planned to span seven days, with two major events in the programme being the Day in the Bay and the Island Bay Festival.

The proposed road closures to vehicles and cyclists, are as follows: Island Bay Festival:  
Sunday 13 February 2022 6am to 6.30pm

- Reef Street (between the Esplanade and the Parade)
- The Esplanade (between Derwent Street and Brighton Street)
- The Parade (between Reef Street and Derwent Street)

Rolling Lane closures Saturday 12 February 2022 for the parade to start at 2.00pm  
Avon Street (The parade then into Reef 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**

For some years the Island Bay Festival has attempted to minimise its environmental impact. In practical terms this means that after each Festival organisers try to ensure nothing is left to show it ever occurred. If anything had to be changed to accommodate the events, then it is returned to its original state afterwards.

Waste management is a key part of the organiser's strategy. In recent years the organisers have contracted a specialised waste management business and have focussed on sourcing volunteers to man a series of bin stations. The contractor has been working with food vendors to ensure all plates, cutlery is compostable or recyclable. As a result, the volume of actual waste has been slowly dropping in recent years.

**2. Events Directorate Support**

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

**3. Proposal Notice and Consultation**

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

- Dominion Post, Saturday 2 October 2021
- Social Media, Tuesday 12 October 2021
- Twitter, Tuesday 12 October 2021
- Facebook, Tuesday 12 October 2021
- Have your say, Tuesday 12 October 2021

This is a regular annual event and was cancelled due to covid in 2021.

The New Zealand Police and the Waka Kotahi (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 for 2021 and 2022 road closure

### 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 6.00am to 6.00pm on Sunday 13 February 2022.
- 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.

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- 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

Prepared By   
Maria Taumaa  
Street Activities Coordinator

Approved By   
Jacqui Austin  
Team Leader Street Activities and Audit Coordination



**THE  
DOMINION POST**

2 Oct 2021

## **Proposal to Close Roads**

The Regulatory Processes Committee will meet on Wednesday 10 November 2021 to consider the following temporary road closure for Events.

### **Island Bay Festival**

**Sunday 13 February 2022 6am to 6.30pm**

**Reef Street** (between The Esplanade and the Parade)

**The Esplanade** (between Derwent Street and Brighton Street)

**The Parade** (between Reef Street and Derwent Street)

### **Island Bay Festival Parade**

**Rolling Lane Closure Saturday 12 February 2022 for the parade to start 2.00pm**

**Avon street** (the Parade then into Reef Street)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 15 October 2021. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email [Street.activities@wcc.govt.nz](mailto: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](http://Wellington.govt.nz)

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Event Name: Island Bay Festival

From: 13/02/2022 6:00:00 am      Until: 13/02/2022 6:30:00 pm

Event Type: Road Closure

Event Details: Rolling Lane Closure Saturday 12 February for the parade to start 2.00pm Avon St (The parade into Reef St)

Dominion Post October 9, 2021

## **Proposal to Close Roads**

The Regulatory Processes Committee will meet on Wednesday 10 November 2021 to consider the following temporary road closures for Events.

**CubaDupa 2022 - 11.59 pm on Friday 25th March 2022 to 3am Monday 28th March 2022**

**Cuba Street** (between Arthur Street/Karo Drive and Wakefield Street) Leaving SH1 open at Vivian Street  
**Manners Street** (Between Taranaki Street and Victoria Street)  
**Marion Street** (Lower end between Ghuznee Street and Swan Lane)  
**Dixon Street** (between Victoria Street and Taranaki Street)  
**Eva Street** (off Dixon Street)  
**Garrett Street** (Off Cuba Street)  
**Ghuznee Street** (between Victoria and Taranaki Street)  
**Egmont Street** (between Ghuznee Street and Dixon Street) - Restricted Access  
**Leeds Street** (from Ghuznee Street)  
**Inglewood Place** (between Taranaki and Dixon)  
**Abel Smith Street** (between Victoria Street and Taranaki Street)  
**Wigan Street** (Western Section off Abel Smith Street)  
**Kensington Street** (All)  
**Kelvin Grove** (All)  
**Swan Lane** (All)  
**Furness Lane**  
**Lukes Lane** (onto Manners Street)  
**Victoria Street** (Slip Lane)  
Lane closure on Vivian Street on Saturday 26th March 7pm to Sunday 27 March 5am to allow for safe passage of pedestrians to cross Vivian Street at key event times.  
Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 22 October 2021. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email [Street.activities@wcc.govt.nz](mailto: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](http://Wellington.govt.nz)

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**REGULATORY PROCESSES COMMITTEE**

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**PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT**

**CUBA DUPA**

**FRIDAY 25 MARCH 2022 11.59PM TO MONDAY 28 MARCH 2022 3.00AM**

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**1. Description of Event**

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

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

The proposed road closures to vehicles and cyclists, are as follows: Cuba Dupa: Friday 25 March 2022 11.59 pm to Monday 28<sup>th</sup> March 2022 3.00am.

- Cuba Street (between Arthur Street/Karo Drive and Wakefield Street)
  - Manners Street (between Taranaki Street and Victoria Street)
  - Marion Street (Lower End, between Ghuznee and Swan Lane)
  - Dixon Street (between Taranaki Street and Victoria Street)
  - Eva Street (off Dixon Street)
  - Garrett Street (Off Cuba Street)
  - Ghuznee Street (between Taranaki Street and Victoria Street)
  - Egmont Street (between Ghuznee Street and Dixon Street – restricted access)
  - Leeds Street (Off Ghuznee Street)
  - Inglewood Place (between Taranaki Street and Dixon Street)
  - Abel Smith Street (between Taranaki Street and Victoria Street)
  - Wigan Street (western section off Abel Smith Street)
  - Kensington Street
  - Kelvin Grove
  - Swan Lane
  - Furness Lane
  - Lukes Lane
  - Victoria Street Slip Lane
- 
- Lane closure on Vivian Street Saturday 26 March 2022 7pm to Sunday 27 March 2022 5am to allow for safe passage of pedestrians to cross Vivian Street at key event times.

Please refer to the map attachment for further detail.

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

## REGULATORY PROCESSES COMMITTEE

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### Climate Change / Sustainability

Cuba Dupa is committed to improving and promoting sustainable practice in NZ festivals. From the inception of the event, organisers have worked closely with some of Wellington's waste guidelines and goals have been implemented and measured each year. Organisers are working towards making CubaDupa a Zero Waste event. Some key focuses are ensuring that all participating street food stalls are required to serve in compostable packaging, and the reusable bags and cups are exclusively used throughout the site. In 2021, CubaDupa achieved a 68% diversion rate from landfill. Organisers are aiming to get this to 75% in 2022.

### 2. Events Directorate Support

This is an annual community even and t 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 9 October 2021
- Social Media, Tuesday 12 October 2021
- Twitter, Tuesday 12 October 2021
- Facebook, Tuesday 12 October 2021]
- Have your say, Tuesday 12 October 2021

This is a regular annual event and there have been no issues.

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and Waka Kotahi (NZTA) will be notified by way of 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.



## REGULATORY PROCESSES COMMITTEE

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### Conditions:

The road closure is valid from 11.59pm to 3am on Friday 25<sup>th</sup> March 2022 to Monday 28 March 2022.

- 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 were 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.
- The landowner agrees to alcohol at the Cuba Dupa on Friday 25 March 2022 at 11.59 pm to Monday 28 March 3.00am 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



## REGULATORY PROCESSES COMMITTEE

Street Activities Coordinator

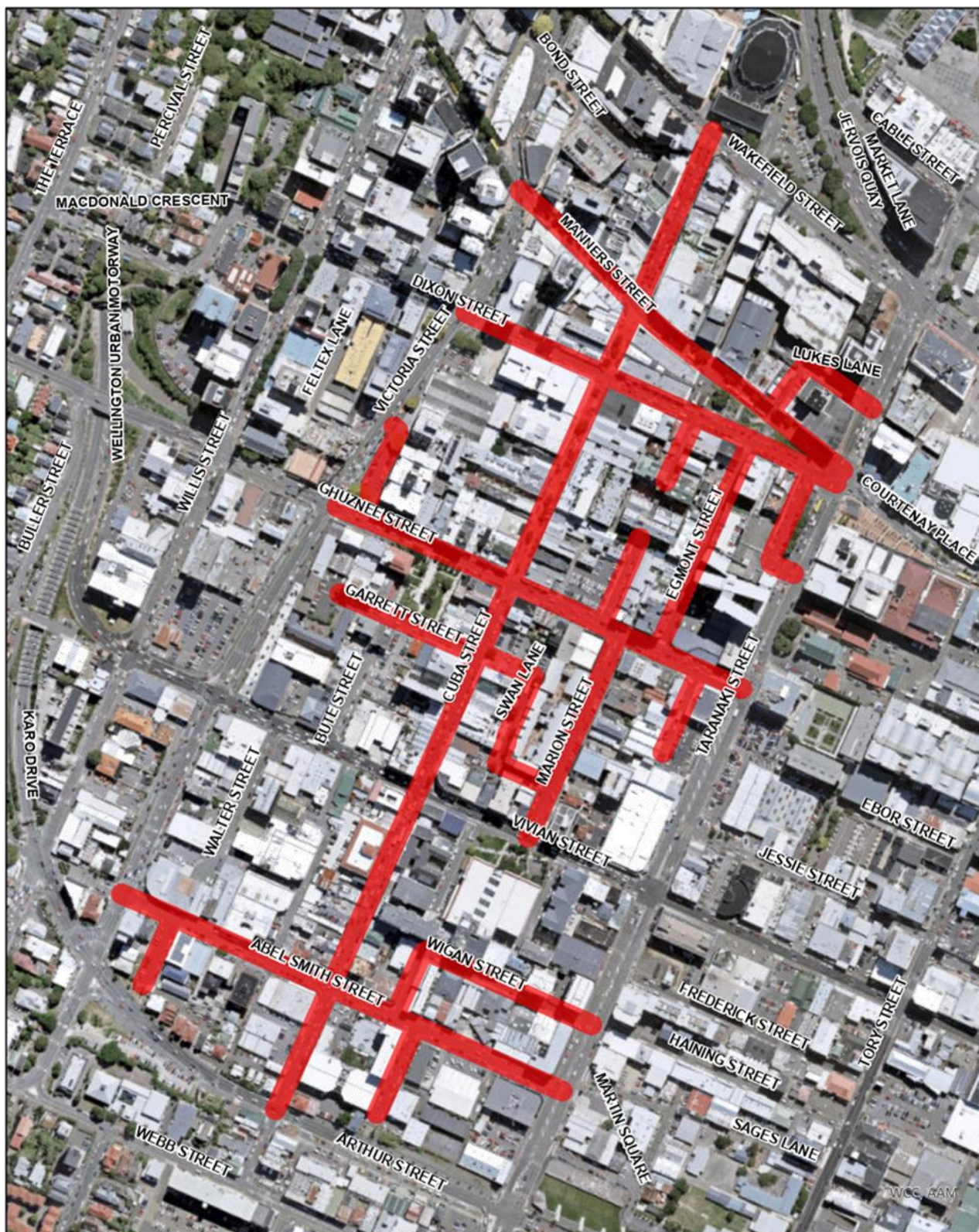
Approved By  
Jacqui Austin



Team Leader Street Activities and Audit Coordination

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





Event Name: Cuba-Dupa

From: 25/03/2022 11:59:59 pm      Until: 28/03/2022 3:00:00 am

Event Type: Road Closure

Event Details:



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**REGULATORY PROCESSES COMMITTEE**

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

---

**PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT**

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***DOMESTIC CRICKET AT THE BASIN  
DECEMBER 2021 TO JANUARY 2021***

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**1. Description of Event**

These will be domestic cricket matches to be played at the Basin reserve during the 2021 to 2022 cricket season.

The proposed road closures to vehicles and cyclists, are as follows: Domestic Cricket at the Basin:

- Slip Lane Closed (between Buckle Street and Kent Terrace)

T20 v CD Saturday 4 December 2021 and Sunday 5 December 2021 8am to 9pm  
T20 v Canterbury Saturday 18 December 2021 and Sunday 19 December 2021 8am to 9pm  
T20 v Auckland Thursday 23 December 2021 and Friday 24 December 2021 8am to 9pm  
T20 v Otago Wednesday 5 January 2022 and Thursday 6 January 2022 8am to 9pm  
T20 v ND Sunday 23 January 2022 and Monday 24 January 2022 8am to 9pm  
Elimination final Wednesday 26 January 2022 and Thursday 27 January 2022 8am to 9pm  
Final Friday 28 January 2022 and Saturday 29 January 2022 8am to 9pm

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 Basin Reserve has attempted to minimise its environmental impact, in practical terms this means after each match they will try and ensure nothing is left behind to show it ever occurred. If anything had to be changed to accommodate the match, then it is returned to its original state afterwards. Waste Management is a key part of the Basin Reserve Trust Statement of intent. After each event they have a specialised waste management team to man a series of bins around the Basin. The venue has been working with food vendors to ensure all plates and cutlery are compostable or recyclable. As a result, the volume of actual waste has been slowly dropping in recent years.

**2. Events Directorate Support**

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

## REGULATORY PROCESSES COMMITTEE

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

### 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 9 October 2021
- Social Media, Tuesday 12 October 2021
- Twitter, Tuesday 12 October 2021
- Facebook, Tuesday 12 October 2021
- Have your say, Tuesday 12 October 2021

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and Waka Kotahi (NZTA) will be notified by way of 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 8am to 9pm on Various Dates from December 2021 to January 2022.
- 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.
- 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.



## REGULATORY PROCESSES COMMITTEE

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

- 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 Domestic Cricket at Basin: Various dates Dec 2021 to Jan 2022 8am to 9pm subject to an Alcohol Licence being obtained.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

### Attachments

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

Prepared By   
Maria Taumaa  
Street Activities Coordinator

Approved By   
Jacqui Austin  
Team Leader Street Activities and Audit Coordination



THE  
**DOMINION POST**  
9 Oct 2021

## Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 10 November 2021 to consider the following temporary road closure for Events.

### **Domestic Cricket at the Basin**

#### **Road Closed Slip Lane (Buckle Street to Kent Terrace)**

**T20 v CD** Saturday 4 December 2021 and Sunday 5 December 2021 8am to 9pm

**T20 v Canterbury** Saturday 18 December 2021 and Sunday 19 December 2021 8am to 9pm

**T20 v Auckland** Thursday 23 December 2021 and Friday 24 December 2021 8am to 9pm

**T20 v Otago** Wednesday 5 January 2022 and Thursday 6 January 2022 8am to 9pm

**T20 v ND** Sunday 23 January 2022 and Monday 24 January 2022

**Elim final** Wednesday 26 January 2022 and Thursday 27 January 2022 8am to 9pm

**Final** Friday 28 January 2022 and Saturday 29 January 2022 8am to 9pm

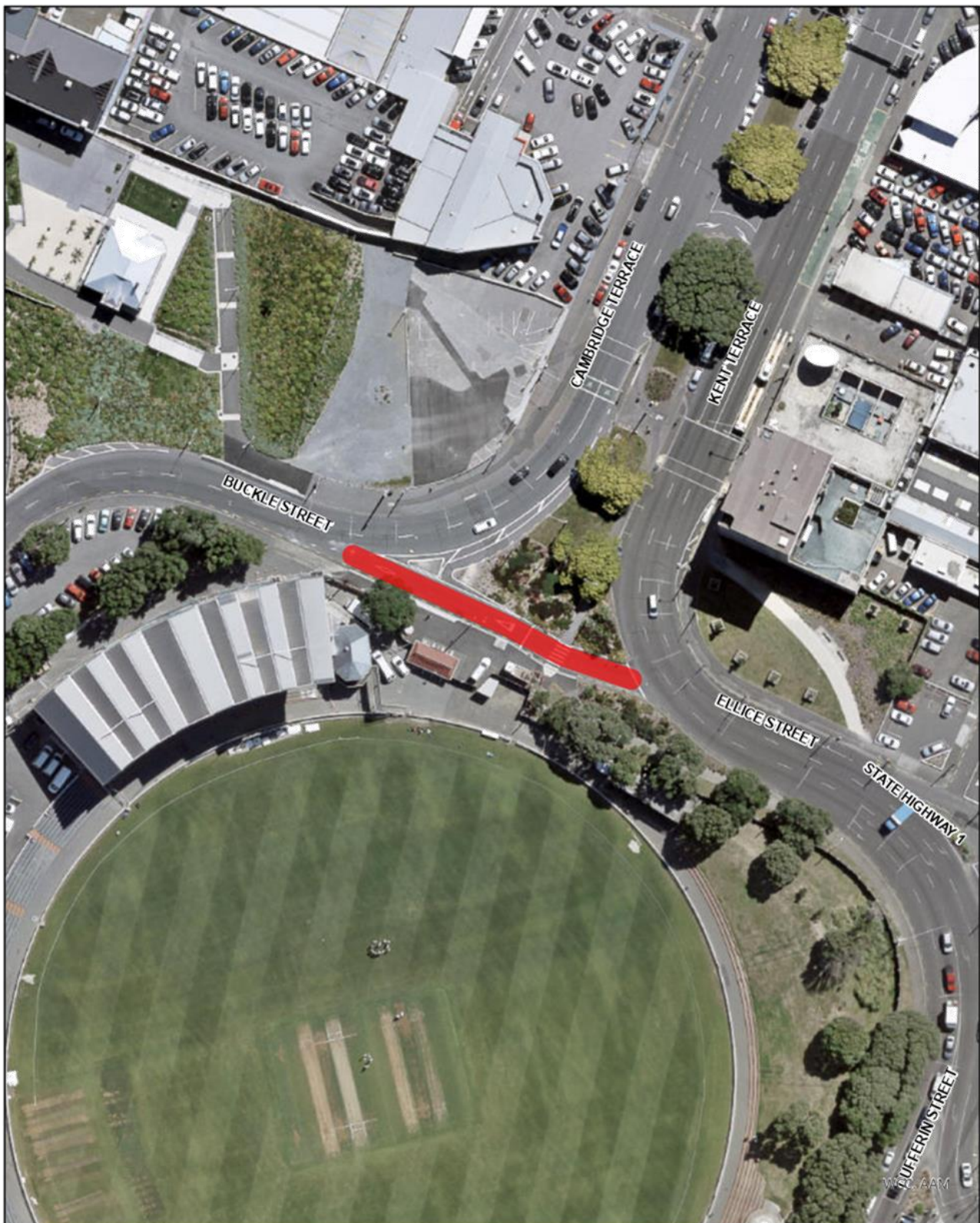
Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 22 October 2021. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email [Street.activities@wcc.govt.nz](mailto:Street.activities@wcc.govt.nz)

**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](http://Wellington.govt.nz)

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



Event Name: Domestic Cricket at the Basin

From: 4/12/2021 8:00:00 am Until: 28/01/2022 9:00:00 pm

Event Type: Road Closure

Event Details: Details of the specific days are: 4th & 5th December, 18th & 19th December, 23rd & 24th December, 5th & 6th January, 23rd & 24th January, 26th & 27th January, 28th & 29th January. All times on these dates are 8am to 9pm.



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**REGULATORY PROCESSES COMMITTEE**

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

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**PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT**

**NEWTOWN FESTIVAL**  
**SUNDAY 6 MARCH 2022 5AM TO 9PM POSTPONEMENT DATE SUNDAY 3 APRIL**  
**2022 5AM TO 9PM**

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**1. Description of Event**

The annual Newtown Festival and Fair is a successful community event attracting very large crowds. Festival started over 10 years ago as a small community fair and has grown to include 12 stages and over 420 stalls. It is held on the first Sunday in March every year though this year's event has a postponement date for first Sunday in April. This event is run by the Newtown Festival Community that involves retailers, residents, community groups and over 200 volunteers are involved.

The proposed road closures to vehicles and cyclists, are as follows: **Newtown Festival Sunday 6 March 2022 5am to 9pm. Postponement Date Sunday 3 April 2022 5am to 9pm**

- **Riddiford Street** (between Mein Street and Rhodes Street)
- **Rintoul Street** (between Riddiford Street and Millward Street). Note: this Rintoul Street closure from Colombo Street to Riddiford Street begins on Saturday 5 March 2022 at 6pm to 11.30pm.
- **Colombo Street** (from outside number 9 Colombo Street to Rintoul Street (includes no 9))  
Note: Colombo Street closure begins on Saturday 5 March 2022 at 7am and extends to 11.30pm Sunday 6 March 2022
- **Constable Street** (between Riddiford Street and Daniell Street)
- **Hall Street** (between Riddiford Street and Hall Avenue)
- **Emmett Street** (all of Emmett Street)
- **Green Street** (all of Green Street)
- **Wilson Street** (from outside number 31 Wilson Street to Riddiford Street including the off – street public carpark (includes no 31). Note: Wilson Street closure begins on Saturday 5 March 2022 at 5pm and extends to 11.30pm on Sunday 6 March to allow for stage set up and pack down.
- **Newtown Avenue** (between Riddiford Street and Daniell Street) Note: Closure outside 17 and 19 Newtown Avenue, where the stage is set-up, begins on Saturday 5 March 2022 at 11am and extends to 11.30pm Sunday 6 March 2022
- **Normanby Street** (14 to Riddiford Street)
- **Donald Maclean Street** (between Riddiford Street and Daniell Street) Note: Closure of Donald Maclean laneway at 5 McDonald Street begins on Saturday 5 March 2022 at 11am and extends to 11.30pm Sunday 6 March 2022
- **Ferguson Street** (includes no 15 to Donald McLean Street)
- **Arney Street** (all of Arney Street)
- **Gordon Street** (all of Gordon Street)
- **Gordon Place** (all of Gordon Place Note: Gordon Place closure from number 3 to the end of Gordon Place begins on Saturday 5 March 2022 at 11am and extends to 11.30pm Sunday 6 March 2022
- **Florence Street** (all Florence Street)

## **REGULATORY PROCESSES COMMITTEE**

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

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 previous 25 annual Newtown Festivals have focused on being car free – closing the streets of central Newtown to vehicular traffic and prioritising walking and public transport for the day. These days includes 6 temporary bus stops, a special Newtown Festival bus service run by Met link that runs in addition to normal bus services, designated bicycle parking, hire e-scooter drop off zones, an electric vehicle display and reserved car sharing parking.

Since 2002 Newtown Festival's Zero waste team has concentrated on minimising the rubbish to landfill from the Festival. Newtown Festival won a Wellington Airport Community award for this in 2015. For the 150 food and drink stalls they emphasise "reuse, compost and recycle". Organisers decoratively cover up all the footpath rubbish bins and run 22 zero waste stations that feature compost bins and recycling bins crewed by volunteers, there are no stand-alone rubbish bins within the two kilometres of closed roads. Volunteers will run two outdoor dishwashers sterilising re-usable plates, cups, bowls and utensils.

The end of day site street clean is done by hand, using people power from local sports teams. The festival has digitised a lot of paper out of the process, liquor licensing applications, risk management plan, TMP and traffic management handbook, registering for a stall is online, the 450 stall info packs are done digitally.

The weeks of festival set up and pack down uses donated e-scooters, e-bikes and walking wherever possible. The production coordinator uses an electric van.

## **2. Events Directorate Support**

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

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

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

- Dominion Post, Saturday 25 September 2021 Tuesday 6 October 2021
- Social Media, Tuesday 6 October 2021
- Twitter, Tuesday 6 October 2021
- Facebook, Tuesday 6 October 2021
- Have your say, Tuesday 6 October 2021

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

## **4. Objections**

The event organiser has advised the New Zealand Police and the Waka Kotahi (NZTA).



## REGULATORY PROCESSES COMMITTEE

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

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 5am to 9pm on Sunday 6 March 2022.
- Postponement date is Sunday 3 April 2022 5am to 9pm
- 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 were 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.
- The landowner agrees to alcohol at the new tow Newtown Festival on Sunday 6 March 2022  
Postponement Date is Sunday 3 April 2022 subject to an Alcohol Licence being obtained.



## REGULATORY PROCESSES COMMITTEE

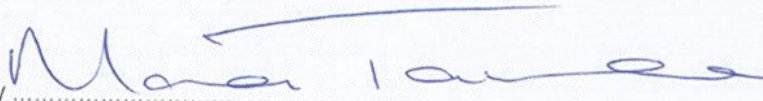
**Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke

- 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

## Placeholder for Attachment 11

ITEM /21 Proposed Road Closure

Newtown Festival Advert





Event Name: Newtown Festival

From: 6/03/2022 5:00:00 am Until: 6/03/2022 9:00:00 pm

Event Type: Road Closure

Event Details: Postponement Date Sunday 3rd April 2022 5am - 9pm



## ACTIONS TRACKING

### Kōrero taunaki Summary of considerations

#### Purpose

1. This report provides an update on the past actions agreed by the Pūroro Hātepe - Regulatory Processes Committee at its previous meetings.

#### Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

#### Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- ☐ Sustainable, natural eco city
- ☐ People friendly, compact, safe and accessible capital city
- ☐ Innovative, inclusive and creative city
- ☐ Dynamic and sustainable economy
- ☐ Functioning, resilient and reliable three waters infrastructure
- ☐ Affordable, resilient and safe place to live
- ☐ Safe, resilient and reliable core transport infrastructure network
- ☐ Fit-for-purpose community, creative and cultural spaces
- ☐ Accelerating zero-carbon and waste-free transition
- ☐ Strong partnerships with mana whenua

#### Relevant Previous decisions

Not applicable.

#### Financial considerations

- |   |  |   |
|---|--|---|
| <input checked="" type="checkbox"/> Nil | <input type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|---|--|---|

#### Risk

- |   |                                 |                               |                                  |
|---|---------------------------------|-------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> Extreme |
|---|---------------------------------|-------------------------------|----------------------------------|

Author	Alisi Puloka, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

#### Taunakitanga

#### Officers' Recommendations

Officers recommend the following motion

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Receive the information.

#### Whakarāpopoto



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## **Executive Summary**

2. This report lists the dates of previous committee meetings and the items discussed at those meetings.
3. Each clause within the resolution has been considered separately and the following statuses have been assigned:
  - In progress: Resolutions with this status are currently being implemented.
  - Complete: Clauses which have been completed, either by officers subsequent to the meeting, or by the meeting itself (i.e. by receiving or noting information).
4. All actions will be included in the subsequent monthly updates but completed actions will only appear once.

## **Takenga mai Background**

5. 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.
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 purpose of this report is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. The committee could resolve to receive a full update report on an item if it wishes.

## **Kōrerorero Discussion**

8. Following feedback, the status system has been changed so that resolutions either show as 'in progress' or 'complete'.

Of the 53 resolutions of the Pūroro Hātepe - Regulatory Processes Committee in September 2021:

- 10 require no action from staff
  - 31 are in progress
  - 12 are complete
9. 31 in progress actions were carried forward from the last action tracking report. Of these:
    - 23 are still in progress
    - 8 have been completed
  10. Further detail is provided in Attachment One.

## **Attachments**

Attachment 1. Actions Tracking - November  

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Date	Meeting	Item	Clause	Status	Comments
Tuesday, 8 June 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closure	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)	Complete	
Tuesday, 8 June 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions - Implementation of Annual Plan/Long Term Plan Committee Decisions		In progress	
Tuesday, 8 June 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions - Implementation of Annual Plan/Long Term Plan Committee Decisions	g. TR72-21 Oriental Parade, Wellington – Convert coupon parking to P10hrs metered parking	In progress	Signage has been installed and so have parking meters. Meters are activated and payment can be made - We are working on an alternative solution for install of gateways. Delivery of the sensors has been delayed (covid shipping) we are working on an alternative to get install done.
Tuesday, 8 June 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions - Implementation of Annual Plan/Long Term Plan Committee Decisions	k. TR76-21 Hill Street, Thorndon – Convert coupon parking to P120 metered parking	In progress	Signage and meters installed. Bay Plates are installed. Is currently paid parking at this location, but can't install sensors due to Major cabling works scheduled under a TMP right through Hill st. Aim to install sensors once cabling works completed.
Tuesday, 8 June 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions - Implementation of Annual Plan/Long Term Plan Committee Decisions	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	6 month report will be required won't be due until March 2022 - 6 months after we go live.
Tuesday, 8 June 2021	Pūroro Hātepe   Regulatory Processes Committee	2.3 Traffic Resolutions	2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008:	In progress	
Tuesday, 8 June 2021	Pūroro Hātepe   Regulatory Processes Committee	2.3 Traffic Resolutions	c. TR79-21 Lookout Road, Hataitai - No Stopping At All Times	In progress	
Wednesday, 11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Name for Private Right-of-Way off Kabul St in Khandallah	In accordance with standing order 3.16.2(d) lay the item under debate on the table, and not discuss it at the meeting	In progress	Deferred to the December meeting; consultation still proceeding
Wednesday, 11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008:	In progress	
Wednesday, 11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	a) TR59-21 Park Road, Miramar - No Stopping At All Times	In progress	Following up with contractor
Wednesday, 11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	b) TR84-21 Ohiro Road, Todman Street, Cleveland Street Intersection, Brooklyn – Signal improvements; various parking changes (Amended)	In progress	
Wednesday, 11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	c) TR89-21 Arlington Street, Mount Cook - No Stopping At All Times	In progress	Following up with contractor
Wednesday, 11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	d) TR92-21 Lyall Parade, Lyall Bay – new mobility parking space	In progress	Following up with contractor

Wednesday, 11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	e) TR93-21 Wadestown Road, Wadestown - No Stopping At All Times	In progress	Following up with contractor
Wednesday, 11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	h) TR96-21 Toi Pōneke Arts Centre Parking, Te Aro – Various parking restrictions	In progress	Plans in progress
Wednesday, 11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	3. Agree to amend Schedule A (Time limited) for TR84-21 Ohiro Road, Todman Street, Cleveland Street Intersection, Brooklyn from P60, 8am-6pm, Monday-Sunday and P180, 8am-6pm, Monday-Friday to P60, 8am-4pm, Monday-Friday and P180, 8am-4pm, Monday-Friday.	In progress	
Wednesday, 11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.3 Proposed Road Closure	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.	In progress	
Wednesday, 11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.3 Proposed Road Closure	a. Spring into Tawa Saturday 30 October 2021 5am to 5pm i. Main Road (between Lyndhurst Road roundabout and Surrey Street intersection)	Complete	Event Cancelled due to Covid Level 2
Wednesday, 11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.3 Proposed Road Closure	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)	Complete	Event Cancelled due to Covid Level 2
Wednesday, 11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.3 Proposed Road Closure	c. Khandallah Fair Sunday 12 December 2021 5am to 5pm i. Ganges Road (from Agra Crescent to Dekka Street)	In progress	
Wednesday, 11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.3 Proposed Road Closure	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)	Complete	Event cancelled due to Covid Level 2
Wednesday, 11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.3 Proposed Road Closure	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)	Complete	Event cancelled due to Covid Level 2

Wednesday, 11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.3 Proposed Road Closure	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,	Complete	Event cancelled due to Covid Level 2
Wednesday, 8 September 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closure	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.	In progress	
Wednesday, 8 September 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closure	a. Kilbirnie Christmas Parade Sunday 5 December 2021 6.00am to 1.00pm i. Bay Road (between Rongotai Road and Coutts Street) ii. Bolling Lane Closure Parade starts 10.30am iii. Mahora Street to Rongotai Road, to Bay Road iv. Barking restrictions will apply on Coutts Street	Complete	Event Cancelled due to Covid Level 2
Wednesday, 8 September 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closure	b. Beers at the Basin Tuesday 7 December 2021 to Tuesday 14 December 2021 6.00am to 5.00pm Daily i. Slip Lane (between Cambridge Terrace and Ellice Street)	In progress	
Wednesday, 8 September 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closure	c. Anzac Day Pukeahu Park Monday 25 April 2022 i. Tory Street (Vivian Street to Pukeahu Memorial Park) ii. Tasman Street (Pukeahu Memorial Park to Rugby Street) iii. Frederick Street (No through Traffic) iv. Martin Square (south to North) v. Barking restrictions will be in place	In progress	

Wednesday, 8 September 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closure	<p>d. New Zealand Cycle Classic Saturday 8 January 2022 to Sunday 9 January 2022 11.59pm to 5.00pm</p> <p>i. Lambton Quay (Whitmore Street to Willis Street)</p> <p>ii. Willis Street (Mercer Street to Hunter Street including Lambton/Willeston intersection)</p> <p>iii. Ballance Street (Lambton Quay to Stout Street)</p> <p>iv. Stout Street (Ballance Street to Lambton Quay)</p> <p>v. Mairangi Taylor Street (Maginnity Street to Lambton Quay)</p> <p>vi. Johnston Street (Featherston Street to Lambton Quay)</p> <p>vii. Brandon Street (Featherston Street to Lambton Quay)</p> <p>viii. Panama Street (Featherston Street to Hunter Street)</p> <p>ix. Willeston Street (Victoria Street to Lambton Quay)</p>	In progress	
Wednesday, 8 September 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closure	<p>e. Bound the Bays Sunday 20 February 2022 6.00am to 1.00pm</p> <p>i. Customhouse Quay (Southbound lanes from Whitmore Street to Jervois Quay) from 6.30am to 11.00am</p> <p>ii. Jervois Quay (Southbound lanes from Customhouse Quay to Cable Street) 6.30am to 11.00am</p> <p>iii. Cable Street (between Jervois Quay and Oriental Parade – with exception of the right-hand lane while will open from Chaffers Street to Kent Terrace) from 7.00am to 11.00am</p> <p>iv. Oriental Parade (all of Oriental Parade from 7.15am to 11.00am)</p> <p>v. Evans Bay Parade (between Cobham Drive and Kilbirnie Crescent) from 7.15am to 12noon</p> <p>vi. Wellington Road (one way east between Crawford Road and Ruahine Street) from 7.15am to 12 noon</p> <p>vii. Shelly Bay Road (all of Shelly Bay Road) from 7.30am to 12 noon</p> <p>viii. Massey Road (between Shelly Bay Road and approximately Point Gordon) from 7.30am to 12 noon</p> <p>ix. All arterial roads joining Evans Bay Parade closed 7.15am to 12 noon</p> <p>x. Hataitai – Taurima Street and Goa Street – No entry into Hataitai from 7.15am to 11.30am Traffic can exit from Hataitai</p> <p>xi. Kilbirnie Crescent/Hamilton Road/Wellington Road intersection to the Evans Bay Parade/Cobham Drive/Wellington Road intersection road closure from 7.15am to 12.30pm (northbound) 7.15am – 11.30 (southbound)</p>	In progress	
Wednesday, 8 September 2021	Pūroro Hātepe   Regulatory Processes Committee	2.4 One new lease subject to the Reserves Act 1977 to Polo Ground Community and Sports Centre Inc.	<p>2. Agree to grant a premises lease for a twelve-year term with one renewal term of ten years to Polo Ground Community and Sports Centre Inc ("Society") for:</p> <p>a. The Polo Ground Pavilion (the premises) which is located at Polo Grounds, Miramar. The land is legally described as Lot 1 Deposited Plan 4550 and contained in CFR WN394/28</p> <p>b. The leased area will be 523 sqm (approx) and will include the community room, the clubroom and storage rooms. (see attached plan Attachment "1")</p> <p>c. Note that the lease will be executed following completion of refurbishment works to create the community and sports hub facilities and provided the Society has made the requisite payments and is not in breach of any provision in the Partnering Agreement between the Council and the Society</p>	In progress	The lease won't be executed until the refurbishment is done. Likely around 2023



Wednesday, 8 September 2021	Pūroro Hātepe   Regulatory Processes Committee	2.4 One new lease subject to the Reserves Act 1977 to Polo Ground Community and Sports Centre Inc.	3. Note that approval to grant the lease on reserve land is conditional on: a. Appropriate iwi consultation b. Public notification as required under sections 119 and 120 of the Reserves Act 1977 c. No sustained objections resulting from the above notification d. Legal and advertising costs being met by the Lessees (where applicable)	In progress	The club have requested to go through a public consultation process with another group to share the costs.
Wednesday, 13 October 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Road Closures	1. Receive the information	Complete	
Wednesday, 13 October 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Road Closures	2. Agree to close the following road and sections of the road for these events (as listed below) to vehicles and cyclist only, subject to the conditions listed in the proposed Road Closure Impact Reports: a. Bolish Christmas Market Saturday 20 November 2021 6am to 11.30pm Rain Day Sunday 21 November 2021 6am to 11.30pm Covid cancellation date 4 December 2021 6am to 11.30pm i. Rhodes Street (between Riddiford Street and Ferguson Street) ii. Arney Street (All of Arney Street)	In progress	
Wednesday, 13 October 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Road Closures	3. 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.	Complete	
Wednesday, 13 October 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Proposed road stopping - Land adjoining 40 Avon Street, Island Bay	1. Receive the information	Complete	Was considered at the Te Kaunihera o Pōneke   Council meeting of 28 October 2021.
Wednesday, 13 October 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Proposed road stopping - Land adjoining 40 Avon Street, Island Bay	2. Recommend to Council that it: a. Declare the approximately 315m <sup>2</sup> (subject to survey) of unformed legal road land in Avon Street (the Land), adjoining 40 Avon Street (Lot 1 DP 14461, held on ROT WN20D/17), 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 relations 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.	Complete	Was considered at the Te Kaunihera o Pōneke   Council meeting of 28 October 2021.
Wednesday, 13 October 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Proposed road stopping - Land adjoining 40 Avon Street, Island Bay	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.	Complete	Was considered at the Te Kaunihera o Pōneke   Council meeting of 28 October 2021.
Wednesday, 13 October 2021	Pūroro Hātepe   Regulatory Processes Committee	2.3 Forward Programme	1. Receive the information	Complete	
Wednesday, 13 October 2021	Pūroro Hātepe   Regulatory Processes Committee	2.4 Action Tracking	1. Receive the information	Complete	



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## FORWARD PROGRAMME

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### Kōrero taunaki

### Summary of considerations

#### Purpose

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

#### Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- |  |   |
|--|---|
| <b>Strategic alignment with priority objective areas from Long-term Plan 2021–2031</b> | <input type="checkbox"/> Sustainable, natural eco city<br><input type="checkbox"/> People friendly, compact, safe and accessible capital city<br><input type="checkbox"/> Innovative, inclusive and creative city<br><input type="checkbox"/> Dynamic and sustainable economy<br><br><input type="checkbox"/> Functioning, resilient and reliable three waters infrastructure<br><input type="checkbox"/> Affordable, resilient and safe place to live<br><input type="checkbox"/> Safe, resilient and reliable core transport infrastructure network<br><input type="checkbox"/> Fit-for-purpose community, creative and cultural spaces<br><input type="checkbox"/> Accelerating zero-carbon and waste-free transition<br><input type="checkbox"/> Strong partnerships with mana whenua |
|--|---|

#### Relevant Previous decisions

Not applicable.

#### Financial considerations

- |   |  |   |
|---|--|---|
| <input checked="" type="checkbox"/> Nil | <input type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|---|--|---|

#### Risk

- |   |                                 |                               |                                  |
|---|---------------------------------|-------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> Extreme |
|---|---------------------------------|-------------------------------|----------------------------------|

Author	Alisi Puloka, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

### Taunakitanga

#### Officers' Recommendations

Officers recommend the following motion

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Receive the information.

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### **Whakarāpopoto Executive 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.

### **Kōrerorero**

#### **Discussion**

4. Wednesday 8 December 2021
  - Name for Private Right-of-way off Kabul St in Khandallah (Chief Infrastructure Officer)
  - Road Closures (Chief Infrastructure Officer)
  - Traffic Resolutions (Chief Infrastructure Officer)
5. Wednesday 9 February 2022
  - Road Closures (Chief Infrastructure Officer)
  - Traffic Resolutions (Chief Infrastructure Officer)

#### **Attachments**

Nil