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

Time: 9:30am
Date: Wednesday, 7 September 2022
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

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, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8337, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

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

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

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

Quorum: 4 members

TABLE OF CONTENTS

7 SEPTEMBER 2022

Business	Page No.
1. Meeting Conduct	5
1.1 Karakia	5
1.2 Apologies	5
1.3 Conflict of Interest Declarations	5
1.4 Confirmation of Minutes	5
1.5 Items not on the Agenda	5
1.6 Public Participation	6
2. General Business	7
2.1 Proposed Road Closures	7
2.2 Traffic Resolutions	53
2.3 Traffic Resolutions - Bike Corrals	251
2.4 Development Contributions Remission Request for 4 Oxford Terrace	353
2.5 Actions Tracking	361

1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 10 August 2022 will be put to the Pūroro Hātepe | Regulatory Processes Committee for confirmation.

1.5 Items not on the Agenda

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

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

The Chairperson shall state to the meeting:

-
1. The reason why the item is not on the agenda; and
 2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

The item may be allowed onto the agenda by resolution of the Pūroro Hātepe | Regulatory Processes Committee.

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

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Pūroro Hātepe | Regulatory Processes Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

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

2. General Business

PROPOSED ROAD CLOSURES

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Hātepe | Regulatory Processes Committee requests approval for a number of proposed road closures from October 2022 through April 2023.

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

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.

Financial considerations

- Nil Budgetary provision in Annual Plan / Long-term Plan Unbudgeted \$X

Risk

- Low Medium High Extreme

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, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Pūroro Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Agree to close roads for the following events (as listed below) to vehicles and cyclists including motorised scooters, subject to the conditions listed in the proposed Road Closure Impact Reports.
 - Wilson Street Pop -Up
 - Filming CBD
 - Newtown Avenue Block Fest
 - Khandallah Fair
 - Domestic Cricket
 - Miramar Peninsula Cycle 2023
 - Pride Parade
- 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 engineers that the amendment is not likely to cause unreasonable impact on traffic.

Whakarāpopoto | Executive Summary

1. Proposed road closures:

Wilson Street Pop-Up Fri-Sun 1st and 3rd Weekend of the month from October 2022 to June 2023

6pm Friday to 8pm Sunday

Wilson Street (Riddiford St to 5 Wilson St)

Filming CBD Sunday 2 October 2022 11am to 12am

Monday 3 to Wednesday 5 October 2022 6pm to 12am

Maginnity Street (Waring Taylor Street to Ballance Street)

Stout Street (Ballance Street to Lambton Quay)

Ballance Street (Stout Street to Featherston Street)

Newtown Avenue Block Fest Nov 22 to April 2023 Friday 6pm to Sunday 8pm

Various Dates

Newtown Avenue (from 15 to 23 Newtown Avenue)

Khandallah Fair Sunday 11 December 2022 6.00am to 4.00pm

Ganges Road (1-19 Agra Crescent to Dekka Street)

Domestic Cricket December 2022 to February 2023 8am to 9pm

Slip Lane (Between Buckle Street and Ellice Street)

Miramar Peninsula Cycle 2023 Saturday 14 January 2023 7.00am to 4.00pm

Miramar Peninsula (North of Scorching Bay Beach to Miramar Cutting)

Rolling Lane Closure: When cyclists are racing (from Miramar Central School on Park Road, turn into Rex Street, turn left onto Para Street turn right onto Awa Road – Start Hill climb, turn sharp left onto Karaka Bay Road, around Miramar Peninsula, turn left onto Miramar Avenue, turn left onto Park Road.

Pride Parade Saturday 11 March 2023 12.00pm to 7.00pm

Tennyson Street (Tory Street to Cambridge Terrace)

Rolling Lane Closure Parade starts 6.00pm Tennyson Street, to Cambridge Street, to Courtenay Place, to Taranaki Street, onto Taranaki Street Wharf.

Takenga mai | Background

2. The Council receives numerous request 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.
3. 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 regulation 1965. This authority is delegated to the Regulatory Processes Committee.
4. This report has been prepared in accordance with the procedures that were approved by the committee on the 15 December 2010. In summary, these are:
 - An event organiser applies for a road closure when proposed events require one.
 - Council officers receive the proposal as assess the merits and need for a road closure.
 - The Council advertise its intention to close the road in the public notice column of the local newspaper and on Council social media platforms.
 - Together with the event organiser, council officers ensure consultation with affected stakeholders are carried out and a communication plan is formulated.
 - Any objections are followed up and resolved as far as practical.
 - The event organiser works together with Council officers who modify any plan in response to public submissions and prepare an impact report for committee.
 - Council officer recommend any conditions that should apply to the approval.

- The committee deliberates on the proposed road closure.
- A Council officer notifies the event organiser of the committee's decision.

Kōrerorero | Discussion

5. There are ongoing discussions with all concerned parties up to and during the event.

Kōwhiringa | Options

6. Option 1: Agree to the temporary road closures
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

7. 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.

Engagement and Consultation

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

These are part of the Impacts Reports

Members of the public will be advised of the road closures prior to the event

Advanced roadside signage

Media Releases

Council Website

Council social Media Channels

10. Event organisers are working with residents' groups where applicable; community groups, local retailers and businesses have been advised of their intention to close the road.
11. This proposed road closure is subject to the government Covid – 19 guideline announcements (or any subsequent announcements) regarding events of this nature.

-
- Government timelines will dictate any postponement dates should it be required.
12. Council intention to consider and propose temporary road closures was notified through an advertisement in the Dominion Post, Facebook, Twitter, Have Your Say. Notifications invited the public to make submissions on the proposed road closures. If approved event organiser will consult with the following government agencies and associate organisations.
- New Zealand Police
 - Waka Kotahi (NZTA)
 - Fire and Emergency New Zealand
 - Wellington Free Ambulance
 - Public Transport Operators
 - Relevant Council Business Units e.g., Roading, Wreda & Communications
13. Any correspondence received in response to the proposed closure has been included in the attached impact report.

Implications for Māori

14. There are no Te Tiri O Waitangi implications

Financial implications

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

Legal considerations

16. Nil

Risks and mitigations

17. All safety risks for the road closures are managed by way of the Traffic Management Plan.

Disability and accessibility impact

18. Council along with event organisers do look across the event with an accessibility lens to ensure all can participate. These changes are done by way of a Traffic Management Plan.

Climate Change impact and considerations

19. Each event organiser is required to add their considerations of Climate Change to their road closure to the Impact Reports.

Communications Plan

20. Residents and retailers affected by the Road closure will be notified by letter drop or contacted by event organiser.























Health and Safety Impact considered

21. 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

22. If the proposed road closures are approved the event organisers will issue further communications advising of the approved closures via social media, implemented the approved traffic management plan, fund the event and clean the site. Council officers will monitor the impact of the closures and debrief with the organiser following the conclusion of the event.

Attachments

Attachment 1.	Wilson St Pop-Up Impact 	Page 13
Attachment 2.	Wilson St Pop Up advert 	Page 16
Attachment 3.	Wilson St Pop Up Map 	Page 17
Attachment 4.	Filming in CBD Impact 	Page 18
Attachment 5.	Filming CBD Advert 	Page 22
Attachment 6.	Filming CBD Map 	Page 24
Attachment 7.	Newtown Ave Block Fest Impact 	Page 25
Attachment 8.	Newtown Pop Up Advert 	Page 28
Attachment 9.	Newtown Block Fest Map 	Page 29
Attachment 10.	Khandallah Fair Impact 	Page 30
Attachment 11.	Khandallah Fair Advert 	Page 33
Attachment 12.	Khandallah Fair Map 	Page 34
Attachment 13.	Domestic Cricket Impact 	Page 35
Attachment 14.	Domestic Cricket Advert 	Page 38
Attachment 15.	Domestic Cricket Map 	Page 39
Attachment 16.	Miramar Peninsula Cycle Impact 	Page 40
Attachment 17.	Miramar Peninsula Resolved 	Page 43
Attachment 18.	Miramar Peninsula Cycle 2023 advertising 	Page 45
Attachment 19.	Miramar Peninsula Map 	Page 47
Attachment 20.	Pride Parade Impact 	Page 48
Attachment 21.	Pride Parade Advert 	Page 51
Attachment 22.	Pride Parade Map 	Page 52

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

WILSON STREET POP-UP

***1ST & 3RD WEEKEND OF MONTH OCTOBER 2022 TO JUNE 2023 6PM FRIDAY TO
8PM SUNDAY***

1. Description of Event

Creating the chance for the public to activate and enjoy the street via a series of small-scale street festivals that include free shows, concerts, other outdoor community events and activities. Suggested by the shops and cafes inside and nearby this closure. For this pilot programme Newtown Festival will partner in co-productions with a variety of local performers, restaurants and cafés, record shops, performance venues, community groups, schools, church and sports groups. (Not every weekend applied for will end up needing to be used. Some events might only require a 3-hour closure. We will advise via social media).

The proposed road closures to vehicles and cyclists, are as follows: Wilson Street Pop-Up, to occur on the 1st and 3rd weekend of month, from October 2022 to June 2023 6pm Friday to 8pm Sunday.

- **Wilson Street Pop-Up, (Riddiford St to 5 Wilson St)**

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

This will be a rollover for the Newtown Festival 2022/2023 but on a smaller scale, rubbish will be recycled using the council recycle system.
We will be encouraging everyone to use public transport to the events and will also encourage all event participants to use sustainable practices.
The weekends of the events when setting up and pack down uses donated e-scooters, e-bikes and walking wherever possible.

2. Events Directorate Support

The Events Unit has 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:

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- Dominion Post, Saturday 13 August 2022
- Social Media, Monday 15 August 2022
- Twitter, Monday 15 August 2022
- Facebook, Monday 15 August 2022
- Have your say, Monday 15 August 2022

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, clause 11\(e\)](#)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

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 for **Wilson Street Pop-Up, (Riddiford St to 5 Wilson St) 1st and 3rd weekend of month, from October 2022 to June 2023 6pm Friday to 8pm Sunday.**
- 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 the road closures transitions 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.

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- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Wilson street Pop-Up (Riddiford St to 5 Wilson St to occur on the 1st and 3rd weekend from October 2022 to June 2023 6pm Friday to 8pm Sunday.
- 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

Maria Taumaa

Prepared By

Maria Taumaa

Street Activities Coordinator

Approved By
Jacqui Austin



Team Leader Street Activities and Audit Coordination

THE DOMINION POST
13 Aug 2022

Proposal to Close Roads

Wilson Street Pop-Up Newtown Avenue Block Fest

The Regulatory processes Committee will meet on Wednesday 7 September 2022 to consider the following temporary road closure for Events.

Wilson Street Pop-Up Proposed Road Closure

Wilson Street (Riddiford St to 5 Wilson Street)
To occur on 1st and 3rd weekend from October 2022 to June 2023 Friday 6pm – Sunday 8pm

Newtown Avenue Block Fest Proposed Road Closure

Newtown Avenue (from 15 to 23 Newtown Ave)
Friday 6pm to Sunday 8pm
Dates of Block Fest road closure are;

- November 4-6, 11-13, 18-20,
- December 2-4,
- January 27-29,
- February 10-12,
- March 31-2 April.

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 26 August 2022. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

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

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

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Event Name: Wilson Street Pop-Up From: 1/10/2022 6:00:00 pm Until: 25/06/2023 8:00:00 pm
Event Type: Road Closure
Event Details: 1ST & 3RD WEEKEND OF MONTH OCTOBER 2022 TO JUNE 2023 6PM FRIDAY TO 8PM SUNDAY

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

**FILMING IN THE CBD
MONDAY 3 OCTOBER 2022 11AM TO 12AM
TUESDAY 4 TO WEDNESDAY 5 OCTOBER 2022 6PM TO 12AM**

1. Description of Event

The film production ‘Stonehenge’ (aka Time Bandits) is a remake of the 1980’s film ‘The Time Bandits’ written and directed by Terry Gilliam (of Monty Python Fame). The new production, based at the Stone Street Studios, is written & directed by Taika Waititi. It features an international cast, along with numerous NZ based actors.

Preproduction commenced in May & principal photography starts in mid-August, with a completion date in February 2023. There are approximately 500 people involved in the production. Whilst the bulk of filming takes place at the Stone Street Studios, there are numerous locations spread across the Greater Wellington Area.

The CBD locations, based around the Maginnity Street area are to create scenes in ‘1920 Harlem. The Wellesley Boutique Hotel is the key location, both interior and exterior. It provides the production with an excellent back drop to take this trip back in time.

The proposed road closures to vehicles and cyclists, are as follows: Filming in the CBD:

- **Maginnity Street** (Waring Taylor Street to Ballance Street)
- **Stout Street** (Ballance Street to Lambton Quay)
- **Ballance Street** (Stout Street to Featherston Street)

Parking will be removed in some of these areas.

Sunday 2 October 2022	11am to 1am
Monday 3 October 2022	6pm to 12am
Tuesday 4 October 2022	6pm to 12am
Wednesday 5 October 2022	6pm to 12am

Please refer to the map attachment for further detail.

Emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

Climate Change

Paramount, the film NZ’s production company US parent company has a very strong ‘Environmental, Social & Governance Strategy in place.

The NZ production’s philosophy fits within Paramount’s overall strategy, to create a cleaner, safer & more efficient working environment.

Combining the use of modern & evolving technologies & an industry wide desire to create a more efficient workplace, considerable changes have already taken place in the greater film industry.

- The use of LED lights over Halogen/Incandescent etc = greater efficiency & less power (diesel generators) requirements.

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- LED 'Volume' stage – Giant LED screens now in use, reduce the need to film 'on location'
- Reduction in paper usage, iPad & other tablet devices contribute greatly towards reducing paper & printing (scripts/schedules etc)
- Reduction in food waster. The Covid environment initiated a rethink in food distribution, ultimately resulting in a great reduction in food quantities
- All food/drink related items (cups/cutlery/plates etc) now biodegradable.

Whilst the film industry is not regarded as a major emitter of Green House gases, continual steps will be undertaken to ensure the reduction of the industry's environmental footprint & ensure addressing Climate Change & Sustainability is a key component of the film company's overall strategy.

2. Events Directorate Support

The Events Directorate has 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 30 July 2022
- Social Media, Monday 1 August 2022
- Twitter, Monday 1 August 2022
- Facebook, 1 August 2022
- Have your say, 1 August 2022

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, clause 11\(e\)](#)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

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.

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Conditions:

- The road closure is valid from **Sunday 2 October 2022 11am, to Wednesday 5 October 2022 12am.**
- 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 the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

Attachments

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

Maria Taumaa
Prepared By
Maria Taumaa
Street Activities Coordinator

REGULATORY PROCESSES COMMITTEE

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Approved By
Jacqui Austin
Team Leader Street Activities and Audit Coordination



THE DOMINION POST
30 Jul 2022

All LINK Offices Are Licensed REAOB

Proposed Road Closure Filming in the CBD

The Regulatory processes Committee will meet on Wednesday 7 September 2022 to consider the following temporary road closure for Events.

Filming in the CBD

Sunday 2 October 2022 11.00am to 12.00am (midnight)

Monday 3 October 2022 6.00pm to 12.00am

Tuesday 4 October 2022 6.00pm to 12.00am

Wednesday 5 October 2022 6.00pm to 12.00am

Maginnity Street (Waring Taylor Street to Ballance Street)

Stout Street (Ballance Street to Lambton Quay)

Ballance Street (Stout Street to Featherston Street)

Parking will be removed in some of these areas.

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 12 August 2022. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

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

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

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

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

WE-924693A/B

THE
DOMINION POST
30 Jul 2022

Proposed Road Closure

Miramar Peninsula Cycle 2023

The Regulatory processes Committee will meet on Wednesday 7 September 2022 to consider the following temporary road closure for Events.

Miramar Peninsula Cycle 2023
Saturday 14 January 2023 7.00am to 4.00pm
Road closure

Miramar Peninsula (North of Scorching Bay Beach to Miramar Cutting) Stage 4 approximately 12.30pm.

Rolling Lane Closure: when cyclists are racing (from Park Road Miramar Central School Park Road, turn right onto Rex Street, turn left onto Para Street turn right onto Awa Road - Start Hill climb, turn sharp left onto Karaka Bay Road, around Miramar Peninsula, turn left onto Miramar Avenue, turn left onto Park Road).

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 12 August 2022. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

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

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

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Event Name: Filming CBD From: 3/10/2022 11:00:00 am Until: 5/10/2022 11:59:00 pm
Event Type: Road Closure
Event Details: MONDAY 3 OCTOBER 2022 11AM TO 12AM
TUESDAY 4 TO WEDNESDAY 5 OCTOBER 2022 6PM TO 12AM

REGULATORY PROCESSES COMMITTEE

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

NEWTOWN AVENUE BLOCK FEST NOV 2022 TO APRIL 2023 FRIDAY 6PM TO SUN 8PM VARIOUS DATES

1. Description of Event

A pilot programme of a series of free neighbourhood street festivals to celebrate summer. This local free performance initiative is led and funded by local businesses and residents located inside the road closure. The shows will be convened with the assistance of the experienced Newtown Festival team.

The proposed road closures to vehicles and cyclists, are as follows: Newtown Avenue Block Fest: Friday to Sunday Nov 2022 to April 2023 6pm to 8pm

- **Newtown Avenue** (from 15 to 23 Newtown Avenue)

Dates of Block Fest road closures are:

Nov 4-6, 11-13, 18-20, Dec 2-4, Jan 27-29, Feb 10-12 and Mar 31-April 2.

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

This will be a rollover for the Newtown Festival 2022/2023 but on a smaller scale, rubbish will be recycled using the council recycle system.

We will be encouraging everyone to use public transport to the events and will also encouraging all event participants to use sustainable practices.

The weekends of the events when setting up and pack down uses donated e-scooters, e-bikes and walking wherever possible.

2. Events Directorate Support

The Events Unit has not 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 13 August 2022
- Social Media, Monday 15 August 2022[
- Twitter, Monday 15 August 2022
- Facebook, Monday 15 August 2022
- Have your say, Monday 15 August 2022

REGULATORY PROCESSES COMMITTEE

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 **6pm to 8pm on Nov 4-6, 11-13, 18-20, Dec 2-4, Jan 27-29, Feb 10-12 and Mar 31-April 2.**
- 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 the road closures transitions 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.

REGULATORY PROCESSES COMMITTEE

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Wellington City Council**
Me Heke Ki Pōneke

- 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 Newtown Avenue Block Fest (from 15 to 23) Friday to Sunday Nov 2022 to April 2023 6pm to 8pm 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
13 Aug 2022

Proposal to Close Roads

Wilson Street Pop-Up Newtown Avenue Block Fest

The Regulatory processes Committee will meet on Wednesday 7 September 2022 to consider the following temporary road closure for Events.

Wilson Street Pop-Up Proposed Road Closure

Wilson Street (Riddiford St to 5 Wilson Street)
To occur on 1st and 3rd weekend from October 2022 to
June 2023 Friday 6pm – Sunday 8pm

Newtown Avenue Block Fest Proposed Road Closure

Newtown Avenue (from 15 to 23 Newtown Ave)
Friday 6pm to Sunday 8pm
Dates of Block Fest road closure are;

- November 4-6, 11-13, 18-20,
- December 2-4,
- January 27-29,
- February 10-12,
- March 31-2 April.

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 26 August 2022. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

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

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

**Absolutely Positively
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Event Name: Newtown Avenue Block Fest
Event Type: Road Closure
Event Details: Various Dates

From: 1/11/2022 6:00:00 pm

Until: 30/11/2022 8:00:00 pm

REGULATORY PROCESSES COMMITTEE

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

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

KHANDALLAH FAIR SUNDAY 11 DECEMBER 2022 DAY 6.00AM TO 4.00PM

1. Description of Event

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

The proposed road closures to vehicles and cyclists, are as follows: Khandallah Fair: Sunday 11 December 2022. 6am to 4pm Number 1 to Number 19)

- **Ganges Road** (1-19, Agra Crescent to Dekka Street)

Please refer to the map attachment for further detail.

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

Climate Change

The fair is a local community event which has grown in popularity in recent years. The products on sale are predominantly made in New Zealand which means less transport emissions that would be the case if they were imported.

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

2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 16 July 2022
- Social Media, Monday 18 July 2022
- Twitter, Monday 18 July 2022
- Facebook, Monday 18 July 2022
- Have your say, Monday 18 July 2022

REGULATORY PROCESSES COMMITTEE

This is a regular annual event and due to covid restrictions has not been held for the last two years.

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, clause 11\(e\)](#)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

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 am to 4 pm on Sunday 11 December 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 the road closures transitions 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.

REGULATORY PROCESSES COMMITTEE

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- 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

Maria Taumaa
Prepared By
Maria Taumaa
Street Activities Coordinator

Approved By 
Jacqui Austin
Team Leader Street Activities and Audit Coordination

THE DOMINION POST

16 Jul 2022

Proposal to Close Roads

Khandallah Fair

The Regulatory Processes Committee will meet on Wednesday 7 September 2022 to consider the following temporary road closure for Events.

Khandallah Fair

Road Closure

Sunday 11 December 2022 6am to 4pm
Ganges Road (Agra Crescent to Dekka Street
Number 1 to Number 19)

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 29 July 2022. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

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

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

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Event Name: Khandallah Village Fair
Event Type: Road Closure
Event Details:

From: 11/12/2022 6:00:00 am

Until: 11/12/2022 4:00:00 pm

REGULATORY PROCESSES COMMITTEE

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

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

DOMESTIC CRICKET AT THE BASIN

***Wellington Firebirds and Wellington Blaze
DECEMBER 2022 TO FEBRUARY 2023 8AM TO 9PM***

1. Description of Event

These will be domestic cricket matches that will be played at the Basin Reserve during 2022 and 2023 cricket season.

The proposed road closures to vehicles and cyclists, are as follows: Domestic Cricket at the Basin 8am to 9pm

- **Slip Lane (Between Buckle Street and Ellice Street)**
 - Friday 23 December 2022 and Saturday 24 December 2022 v Auckland
 - Friday 6 January 2023 and Saturday 7 January 2023 v Canterbury
 - Friday 13 January 2023 and Saturday 14 January 2023 v Otago
 - Sunday 22 January 2023 and Monday 23 January 2023 v Canterbury (Wellington Anniversary)
 - Sunday 5 February 2023 and Monday 6 February 2023 v Canterbury (Waitangi Day)
 - Elementary Final: Wednesday 8 February 2023 and Thursday 9 February 2023.
 - Final: Friday 10 February 2023 and Saturday 11 February 2023.

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 will host the Domestic games from December 2022 to February 2023, and with this in mind the venue is attempting to minimise its environmental impact. In practical terms this means after each match event organisers try to ensure nothing is left behind to show it ever occurred. If anything had to be changed to accommodate the matches, 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 organisers 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, 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 objection to this event.

REGULATORY PROCESSES COMMITTEE

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 20 August 2022
- Social Media, Monday 22 August 2022
- Twitter, Monday 22 August 2022
- Facebook, 22 August 2022
- Have your say, 22 August 2022

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 between December 2022 to February 2023**.
- 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 the road closures transitions 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.

REGULATORY PROCESSES COMMITTEE

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

- 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 December 2022 to February 2023 8am to 9pm as listed in the Impact Report, 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

Maria Taumaa
Prepared By
Maria Taumaa
Street Activities Coordinator

Approved By 
Jacqui Austin
Team Leader Street Activities and Audit Coordination



Proposal to Close Roads

Domestic Cricket

The Regulatory processes Committee will meet on Wednesday 7th September 2022 to consider the following temporary road closure for Events.

Domestic Cricket - Wellington Firebirds and Wellington Blaze Road Closure

Slip Lane (Between Buckle Street and Ellice Street)

Friday 23rd December 2022 and Saturday 24th December 2022
v Auckland 8am to 9pm

Friday 6th January 2023 and Saturday 7th January 2023
v Canterbury 8am to 9pm

Friday 13th January 2023 and Saturday 14th January 2023
v Otago 8am to 9pm

Sunday 22nd January 2023 and Monday 23rd January 2023
v Canterbury (Wellington Anniversary) 8am to 9pm

Sunday 5th February 2023 and Monday 6th February 2023
v Canterbury (Waitangi Day) 8am to 9pm

Elim final

Wednesday 8th February 2023 and
Thursday 9th February 2023 (at women's runner ups
venue) 8am to 9pm

Final

Friday 10th February 2023 and
Saturday 11th February 2023 (at men's round robin
winner) 8am to 9pm

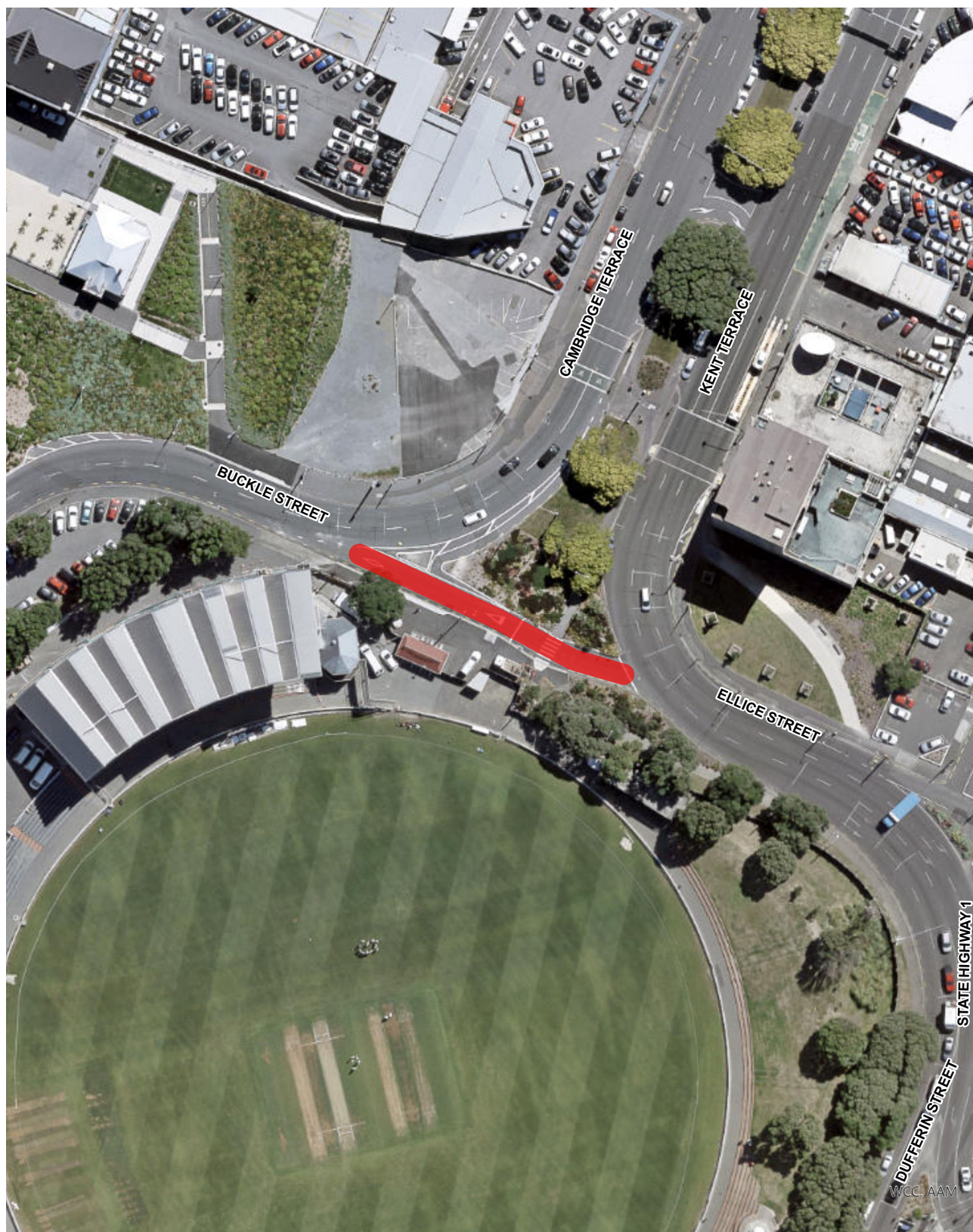
Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 2nd September 2022. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

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

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

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

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Event Name: Domestic Cricket From: 1/12/2022 8:00:00 am Until: 28/02/2023 9:00:00 pm
Event Type: Road Closure
Event Details: Wellington Firebirds and Wellington Blaze

REGULATORY PROCESSES COMMITTEE

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

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

MIRAMAR PENINSULA CYCLE CIRCUIT SATURDAY 14 JANUARY 2023 7.00 AM TO 4.00PM

1. Description of Event

The final two stages for the New Zealand Cycle Classic take place over the weekend in the Capital, and for 2023 will feature the beautiful Miramar Peninsular and the bustling Golden Mile that's Lambton Quay.

The general public get the chance to participate in a UCI calendar event prior to both races, with a "Gran Fondo" mass participation ride on Saturday and a high-speed "Capital Criterium" on Sunday. With international borders now open, these two events are expected to draw a large number of participants from neighbouring Australia.

There is an opportunity here to create and grow a new bike festival in the city, starting this year with the "Gran Fondo" and Capital Criterium" and will include exploration activity of the Capital.

The proposed road closures to vehicles and scooters are as follows: Miramar Peninsula cycle Circuit: Saturday 14 January 2023 7.00am to 4.00pm

- **Miramar Peninsula** (North of Scorching Bay Beach to Miramar Cutting)
- **Rolling Lane Closure:** When cyclists are racing (from Miramar Central School on Park Road, turn into Rex Street, turn left onto Para Street turn right onto Awa Road – Start Hill climb, turn sharp left onto Karaka Bay Road, around Miramar Peninsula, turn left onto Miramar Avenue, turn left onto Park Road.

Please refer to the map attachment for further detail.

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

Climate Change

One of the main aims for the Classic is to engage with the community and encourage more people to take up cycling, at all levels and abilities. Cycling's health and social benefits are well documented but as a form of transport, a bicycle is hard to beat. It is non-polluting, human, or electric powered, takes up little space and is often the quickest form of transport for journeys of less than 5 km, especially around towns and cities.

For a city like Wellington where cycling is promoted and part of the long-term plan, events like the New Zealand Cycle Classic are a reminder of the myriad of benefit's cycling can bring and at a high-performance sporting level, can often be inspiration for the next generation of cyclists to take up the sport at a competitive level.

REGULATORY PROCESSES COMMITTEE

2. Events Directorate Support

The Events Unit has 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 30 July 2022
- Social Media, 1 August 2022
- Twitter, 1 August 2022
- Facebook, 1 August 2022
- Have your say, 1 August 2022

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

We did receive one objection from Chocolate Fish Café, saying this would cause business a serious drop in takings with the road closure, but after discussing with the event organiser they were happy to hear their business won't be as greatly affected by the closure and appreciated the efforts made.

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, clause 11\(e\)](#)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

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 7am to 4pm on Saturday 14 January 2023.
- 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 the road closures transitions from partial to full closures and vice versa.

REGULATORY PROCESSES COMMITTEE

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

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

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

Attachments

- Map of proposed closure
- Copy of Dom Post Public notice
- Chocolate Fish Café resolved objection email

Maria Taumaa
Prepared By
Maria Taumaa
Street Activities Coordinator

Approved By 
Jacqui Austin
Team Leader Street Activities and Audit Coordination

From: [penny pennington](#)
To: [BUS: Street Activities](#)
Subject: Re: Proposed Road Closure,Miramar Peninsula Cycle 2023
Date: Tuesday, 16 August 2022 2:29:18 pm

Hi Maria

Yes, we have had contact with Jorge this morning.

We are happy to hear the impact on our business wont be as great as a full road closure and appreciate the efforts to mitigate this situation.

The ideal would have been for the one-way system to be running the opposite way but understand as Jorge explained this is not possible with the way the course is running for the riders.

Thank you for hearing our concerns

Regards

John

From: Maria Taumaa <Maria.Taumaa@wcc.govt.nz> on behalf of BUS: Street Activities <Street.Activities@wcc.govt.nz>
Sent: Tuesday, 16 August 2022 13:54
To: penny pennington <penny_chocfish@hotmail.com>
Cc: Maria Taumaa <Maria.Taumaa@wcc.govt.nz>
Subject: RE: Proposed Road Closure,Miramar Peninsula Cycle 2023

Good Afternoon Penny

I have just had an email from Jorge Sandavol organiser of Miramar Peninsula Cycle on the Saturday the 14th of January 2023.

Have you worked out a agreeable resolution for this event.

Thanx

Maria

From: penny pennington <penny_chocfish@hotmail.com>
Sent: 04 August 2022 17:01
To: BUS: Street Activities <Street.Activities@wcc.govt.nz>
Subject: Proposed Road Closure,Miramar Peninsula Cycle 2023

Dear Committee members

I am writing to voice our objection to this proposed road closure.

This sort of road closure on a Saturday destroys our business as this is one of our busiest days of the week and so to lose a day's trading in these times is untenable for the successful continuation of the Chocolate Fish Cafe.

As we have mentioned in the past when we have objected to former road closures

is it not time that these organisations look at venues that don't involve such drastic measures as road closures

Regards
John Pennington
Chocolate Fish Cafe

THE DOMINION POST
30 Jul 2022

All LINK Offices Are Licensed REAOB

Proposed Road Closure Filming in the CBD

The Regulatory processes Committee will meet on Wednesday 7 September 2022 to consider the following temporary road closure for Events.

Filming in the CBD

Sunday 2 October 2022 11.00am to 12.00am (midnight)

Monday 3 October 2022 6.00pm to 12.00am

Tuesday 4 October 2022 6.00pm to 12.00am

Wednesday 5 October 2022 6.00pm to 12.00am

Maginnity Street (Waring Taylor Street to Ballance Street)

Stout Street (Ballance Street to Lambton Quay)

Ballance Street (Stout Street to Featherston Street)

Parking will be removed in some of these areas.

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 12 August 2022. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

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

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

Wellington City Council
PO Box 2199, Wellington 6140
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WE-924693A/B

THE DOMINION POST
30 Jul 2022

Proposed Road Closure Miramar Peninsula Cycle 2023

The Regulatory processes Committee will meet on Wednesday 7 September 2022 to consider the following temporary road closure for Events.

Miramar Peninsula Cycle 2023
Saturday 14 January 2023 7.00am to 4.00pm
Road closure

Miramar Peninsula (North of Scorching Bay Beach to Miramar Cutting) Stage 4 approximately 12.30pm.

Rolling Lane Closure: when cyclists are racing (from Park Road Miramar Central School Park Road, turn right onto Rex Street, turn left onto Para Street turn right onto Awa Road - Start Hill climb, turn sharp left onto Karaka Bay Road, around Miramar Peninsula, turn left onto Miramar Avenue, turn left onto Park Road).

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 12 August 2022. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

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

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WCC, AAM

Event Name: Miramar Peninsula Cycle Event From: 14/01/2023 7:00:00 am Until: 14/01/2023 4:00:00 pm

Event Type: Road Closure

Event Details: • Rolling Lane Closure: When cyclists are racing (from Miramar Central School on Park Road, turn into Rex Street, turn left onto Para Street turn right onto Awa Road – Start Hill climb, turn sharp left onto Karaka Bay Road, around Miramar Peninsula, turn

REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

PRIDE PARADE SATURDAY 11 MARCH 2023 12.00PM TO 7.00 PM

1. Description of Event

As part of the Wellington Pride Festival, Tu Whakahihi e Te Whanganui-a-Tara the organisers wish to hold a street parade to promote visibility of our diverse community, to celebrate the uniqueness of our Pride network and to create inclusion rather than exclusion. Major milestones for our queer community in Wellington in the past three years, have strengthened the drive to promote our Wellington LGBTQ community to capitalise on our Wellington City – it's people – it's diversity – its colourful history and leadership.

The organisers do not require a street closure for the parade itself but require a safe assembly area for the performers and floats. Event organisers are looking at expanding activities in Courtenay place with the activities looking at joining the parade.

The proposed road closures to vehicles and cyclists, are as follows: Pride Parade: Saturday 11 March 2023 12.00pm to 7.00pm

- **Tennyson Street** (Tory Street to Cambridge Terrace)
- **Rolling Lane Closure** Parade starts 6.00pm
 - Tennyson Street, to Cambridge Street, to Courtenay Place, to Taranaki Street, onto Taranaki Street Wharf

Please refer to the map attachment for further detail.

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

Climate Change

The Wellington International Pride Parade 2023 are conscious of climate change issues facing Wellington city and New Zealand as a whole.

Therefore, as an organisation, they will be asking participants to think eco-friendly when designing their floats. Spectators on the day will be asked to consider using public transport to reduce carbon emissions. Spectators will also be asked to be mindful of waste products – to help mitigate this there will be extra rubbish and recycling stations along the route of the parade.

2. Events Directorate Support

The Events Unit has 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:

REGULATORY PROCESSES COMMITTEE

- Dominion Post, Saturday 4 June 2022
- Social Media, Monday 13 June 2022
- Twitter, Monday 13th June 2022
- Facebook, Monday 13th June 2022
- Have your say, Monday 13 June 2022

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, clause 11\(e\)](#)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

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 12.00pm to 7.00pm on Saturday 11 March 2023.
- 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 the road closures transitions 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.

REGULATORY PROCESSES COMMITTEE

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- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to provide access to all properties affected by the road closures for the parade assembly.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

Attachments

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

Maria Taumaa

Prepared By

Maria Taumaa

Street Activities Coordinator

Approved By

Jacqui Austin

Team Leader Street Activities and Audit Coordination



Dominion Post Saturday June 4 2022 Page B20

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 10 August 2022 to consider the following temporary road closure for Events.

Pride Parade Saturday 11 March 2023 8.00am to 7.00pm
Road Closure

Tennyson Street (Tory Street to Cambridge Terrace)

Rolling Lane Closure Parade starts 6.00pm

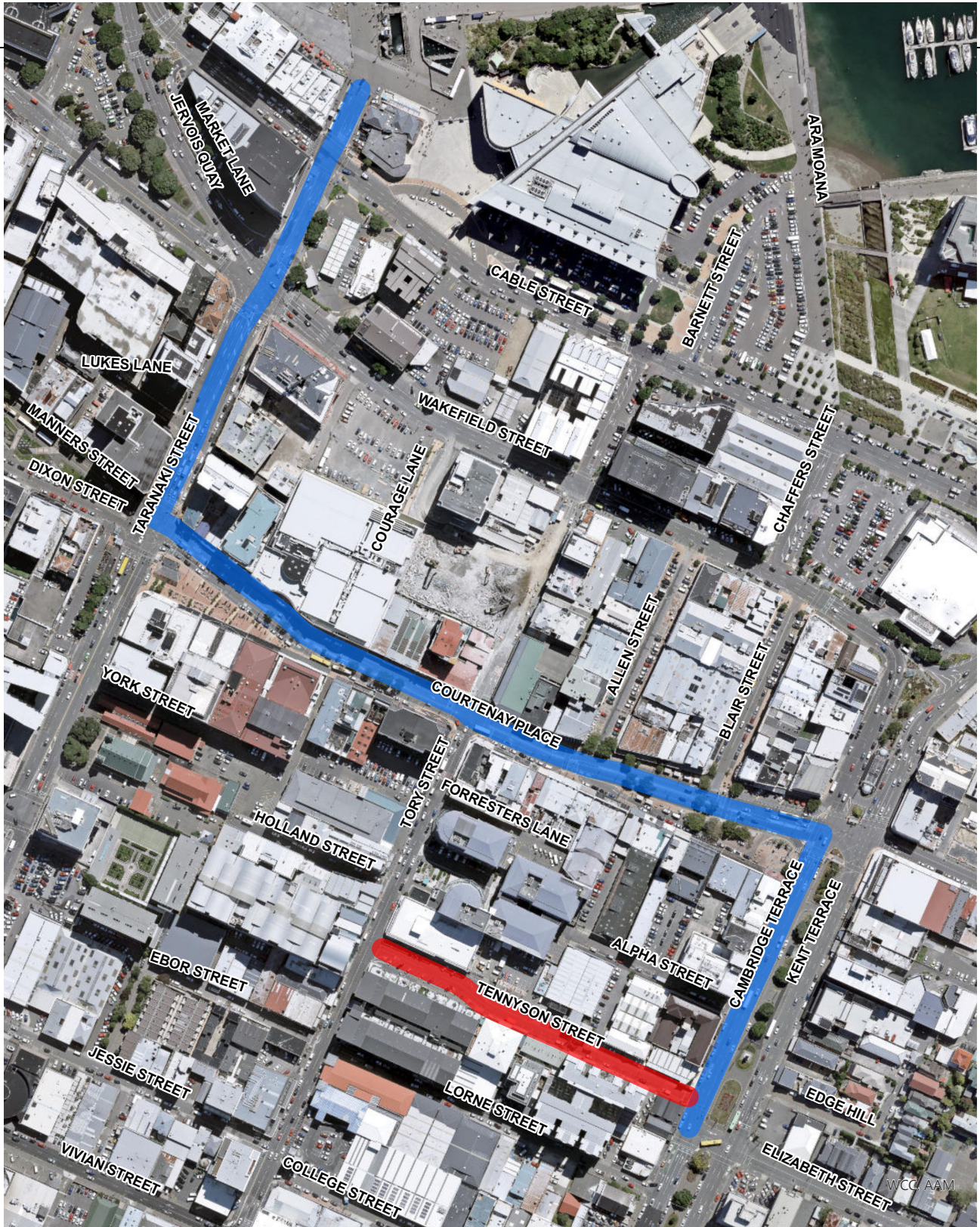
Tennyson Street, to Cambridge Street, to Courtenay Place, to Taranaki Street, onto Taranaki Street Wharf.

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 17th June 2022. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

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

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Event Name: Pride Parade

From: 11/03/2023 8:00:00 am Until: 11/03/2023 7:00:00 pm

Event Type: Road Closure

Event Details: Red = Closure - Blue = Parade Rolling Lane closure Parade starts at 6.00pm

TRAFFIC RESOLUTIONS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Hātepe | Regulatory Processes Committee is to consider the traffic resolutions outlined in this report for approval.

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 | <input type="checkbox"/> Sustainable, natural eco city
<input checked="" type="checkbox"/> People friendly, compact, safe and accessible capital city
<input type="checkbox"/> Innovative, inclusive and creative city
<input type="checkbox"/> Dynamic and sustainable economy

<input type="checkbox"/> Functioning, resilient and reliable three waters infrastructure
<input type="checkbox"/> Affordable, resilient and safe place to live
<input checked="" type="checkbox"/> Safe, resilient and reliable core transport infrastructure network
<input type="checkbox"/> Fit-for-purpose community, creative and cultural spaces
<input type="checkbox"/> Accelerating zero-carbon and waste-free transition
<input type="checkbox"/> 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.

Financial considerations

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

Risk

- | | | | |
|------------------------------|--|-------------------------------|----------------------------------|
| <input type="checkbox"/> Low | <input checked="" type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> Extreme |
|------------------------------|--|-------------------------------|----------------------------------|

Author	Zackary Moodie, T/L Transport Engineering
Authoriser	Brad Singh, Transport and Infrastructure 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) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021:
 - a. TR96-22- Harrison Street, Brooklyn – No Stopping at All Times
 - b. TR102-22 ASB Arena – P120 EV Vehicles Only
 - c. TR103-22 Nairnville Rec Centre - P120 EV Vehicles Only
 - d. TR104-22 Karori Rec Centre - P120 EV Vehicles Only
 - e. TR105-22 Kilbirnie Rec Centre - P120 EV Vehicles Only
 - f. TR106-22 Otari-Wiltons Bush Car Park - P120 EV Vehicles Only
 - g. TR117-22 Lucknow Terrace, Khandallah– Proposed Parking Changes
 - h. TR118-22 Happy Valley Road, Owhiro Bay – New layout for Bus stop (#7796 & #6796)
 - i. TR132-22 – Fairlie Terrace, Kelburn - Change parking class restricted
 - j. TR 137-22 Hobson Street, Thorndon - Proposed parking time restriction change
 - k. TR141-22 Tirangi Road, Rongotai – New Bus Stop Layout (#7345 & #6345)
 - l. TR142-22 Waitoa Road, Hataitai - New layout for Bus Stop (#6535)
 - m. TR143-22 Murchison Street, Owhiro Bay - New layout for Bus Stop (#7146)
 - n. TR144-22 Waitoa Road, Hataitai - New layout for Bus Stop (#7535)
 - o. TR146-22 Cockayne Road, Ngaio - New layout for Bus Stop (#4410)
 - p. TR147-22 Melksham Drive, Churton Park - New layout for new Bus Stop
 - q. TR148-22 Burma Road, Johnsonville – New bus stop layout (#3810)
 - r. TR149-22 Humber Street, Island Bay - New layout for Bus Stop (#6136)
 - s. TR150-22 Melksham Drive, Churton Park - New Bus Stop
 - t. TR151-22 Endeavour Street and Yule Street– Intersection Layout and Control Changes
 - u. TR152-22 Chamberlain Road, Karori - No Stopping At All Times
 - v. TR-164-22 Ohiro Road, Brooklyn- No Stopping At All Times
 - w. TR165-22 Apuka Street, Brooklyn – No Stopping At All Times
 - x. TR167-22 Salford Street – No Stopping At All Times
 - y. TR168-22 Chesterton Street, Johnsonville – No Stopping At All Times
 - z. TR169-22 Dixon Street (between Taranaki and Cuba Streets), Te Aro – Time Limited, No Stopping At All Times, Metered Parking, Loading Zone, Emergency Parking, Motorbike Parking and Mobility Parking.

aa. TR172-22 Courtenay Place, Wellington Central – Emergency Vehicle Parking

Whakarāpopoto | Executive Summary

1. A total of thirty-four proposed traffic resolutions were issued for consultation between Monday 25 July 2022 and Sunday 7 August 2022. 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-six traffic resolutions are being recommended for approval.
2. TR96-22 Harrison Street is a resolution that was previously deferred to allow further consultation with the Brooklyn community – this has now been completed.
3. Eight traffic resolutions have been deferred or withdrawn following consultation for the following reasons:
 - TR86-22 Rawhiti Terrace is a resolution that proposes to install one "P120 time restriction 8am-6pm Mon-Fri, Except for Authorised Resident Vehicles." Withdrawn due to feedback received from residents.
 - proposing changes to some route 21 bus stops on Beauchamp Street and Verviers Street in Karori. Deferred to further engage with the local community on route No.21 rationalisation.
 - improved layout by relocating the bus stop and introducing new road markings with a bus shelter. Deferred to rework the design following public feedback.
 - relocate bus stop (#6570) and improve bus stop layout by introducing new road markings. Deferred to rework the design following public feedback.
 - TR145-22 Helston Road is a resolution to improve the bus stop layout by introducing new road markings. Deferred to allow time to re-design bus stop space to retain some more parking for residents.
 - TR166-22 Flers Street is a resolution that proposes to install 36 metres of No Stopping At All Times and install 12 metres of No Stopping At All Times on Lancaster Street. Deferred in order to extend the No Stopping At All Times restrictions.

Takenga mai | Background

4. Thirty-four proposed traffic resolutions were publicly advertised in the Dominion Post on Monday 25 July 2022. Copies were delivered to all properties in the affected area and electronic copies were sent to local Ward Councillors, residents associations and business associations. Electronic copies were also available on the Wellington City Council website.

Kōrerorero | Discussion

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

Kōwhiringa | Options

6. The attached 'Traffic Resolutions Summary Table RPC 7 September 2022' summarises the proposed changes which are detailed in the attached Traffic Resolutions.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

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

Engagement and Consultation

8. Thirty-four proposed traffic resolutions were publicly advertised in the Dominion Post on Monday 25 July 2022. Copies were delivered to all properties in the affected area and electronic copies were sent to local Ward Councillors, residents associations and business associations. Electronic copies were also available on the Wellington City Council website.

Implications for Māori

9. Not applicable

Financial implications

10. The funding for all works required in implementing these Traffic Resolutions can be met through existing budget.

Legal considerations

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

Risks and mitigations

12. None identified

Disability and accessibility impact

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

Climate Change impact and considerations

14. 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

15. Not required



















Health and Safety Impact considered






16. 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

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

Attachments

Attachment 1.	TR96-22 Harrison Street, Brooklyn - No Stopping at All Times ↓ 	Page 59
Attachment 2.	TR102-22 ASB Arena – P120 EV Vehicles Only ↓ 	Page 67
Attachment 3.	TR103-22 Nairnville Rec Centre - P120 EV Vehicles Only ↓ 	Page 72
Attachment 4.	TR104-22 Karori Rec Centre - P120 EV Vehicles Only ↓ 	Page 78
Attachment 5.	TR105-22 Kilbirnie Rec Centre - P120 EV Vehicles Only ↓ 	Page 85
Attachment 6.	TR106-22 Otari-Wiltons Bush Car Park - P120 EV Vehicles Only ↓ 	Page 90
Attachment 7.	TR117-22 Lucknow Terrace, Khandallah– Proposed Parking Changes ↓ 	Page 95
Attachment 8.	TR118-22 Happy Valley Road, Owhiro Bay – New layout for Bus stop (#7796 & #6796) ↓ 	Page 100
Attachment 9.	TR132-22 – Fairlie Terrace, Kelburn - Change parking class restricted ↓ 	Page 107
Attachment 10.	TR 137-22 Hobson Street, Thorndon - Proposed parking time restriction change ↓ 	Page 112
Attachment 11.	TR141-22 Tirangi Road, Rongotai – New Bus Stop Layout (#7345 & #6345) ↓ 	Page 123
Attachment 12.	TR142-22 Waitoa Road, Hataitai - New layout for Bus Stop (#6535) ↓ 	Page 129
Attachment 13.	TR143-22 Murchison Street, Owhiro Bay - New layout for Bus Stop (#7146) ↓ 	Page 134
Attachment 14.	TR144-22 Waitoa Road, Hataitai - New layout for Bus Stop (#7535) ↓ 	Page 139
Attachment 15.	TR146-22 Cockayne Road, Ngaio - New layout for Bus Stop (#4410) ↓ 	Page 144
Attachment 16.	TR147-22 Melksham Drive, Churton Park - New layout for new Bus Stop ↓ 	Page 154
Attachment 17.	TR148-22 Burma Road, Johnsonville – New bus stop layout (#3810) ↓ 	Page 160
Attachment 18.	TR149-22 Humber Street, Island Bay - New layout for Bus Stop (#6136) ↓ 	Page 165
Attachment 19.	TR150-22 Melksham Drive, Churton Park - New Bus Stop ↓ 	Page 173
Attachment 20.	TR151-22 Endeavour Street and Yule Street– Intersection Layout and Control Changes ↓ 	Page 178
Attachment 21.	TR152-22 Chamberlain Road, Karori - No Stopping At All Times ↓ 	Page 183
Attachment 22.	TR-164-22 Ohiro Road, Brooklyn- No Stopping At All Times ↓ 	Page 190
Attachment 23.	TR165-22 Apuka Street, Brooklyn – No Stopping At All Times ↓ 	Page 195

Attachment 24.	TR167-22 Salford Street – No Stopping At All Times ↓ 	Page 201
Attachment 25.	TR169-22 Dixon Street (between Taranaki and Cuba Streets), Te Aro – Time Limited, No Stopping At All Times, Metered Parking, Loading Zone, Emergency Parking, Motorbike Parking and Mobility Parking. ↓ 	Page 208
Attachment 26.	TR172-22 Courtenay Place, Wellington Central – Emergency Vehicle Parking ↓ 	Page 219
Attachment 27.	Table of Traffic Resolutions Legal Description RPC 7 September 2022 ↓ 	Page 224
Attachment 28.	Traffic Resolutions Summary Table RPC September 2022 ↓ 	Page 241

We are proposing a change in your area

**Absolutely Positively
Wellington City Council**
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Kia ora,

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

Proposal:

Reference	TR96-22- Harrison Street, Brooklyn – No Stopping at All Times
What we'd like to do	<ul style="list-style-type: none"> • Install a 40 metres No Stopping restriction (broken yellow lines) at the southern end of Harrison Street on the proposed turning area. • Remove two P10 parking spaces and one unrestricted parking space.
Why we are proposing the change	<ul style="list-style-type: none"> • There is currently a new Council owned development under construction at the end of Harrison Street at no.30. • The proposed turning head at the end of the cul-de-sac of Harrison Street will provide a turning facility for vehicles including service vehicles at the end of the street. • Council officers propose to install a no stopping restriction (broken yellow lines) for 40m on the cul-de-sac to ensure all vehicles have clear access to turn around. • Restricting vehicles from parking on the cul-de-sac, by installing broken yellow lines, provides adequate space for manoeuvring in this turning area and provide safe and efficient movement.
Location – where we propose to make the change	Harrison Street, Brooklyn – outside no.30
Impact	<ul style="list-style-type: none"> • Improves safety and accessibility for cars, service vehicle and small trucks. • Net parking impact – removal of two time-restricted parking spaces and one unrestricted parking space.
How this relates to the parking policy	<ul style="list-style-type: none"> • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count - 660 • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 27 June 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 June 2022 and finishes at 5.00 pm Sunday 10 July 2022. • What we do with your personal information:

We are proposing a change in your area

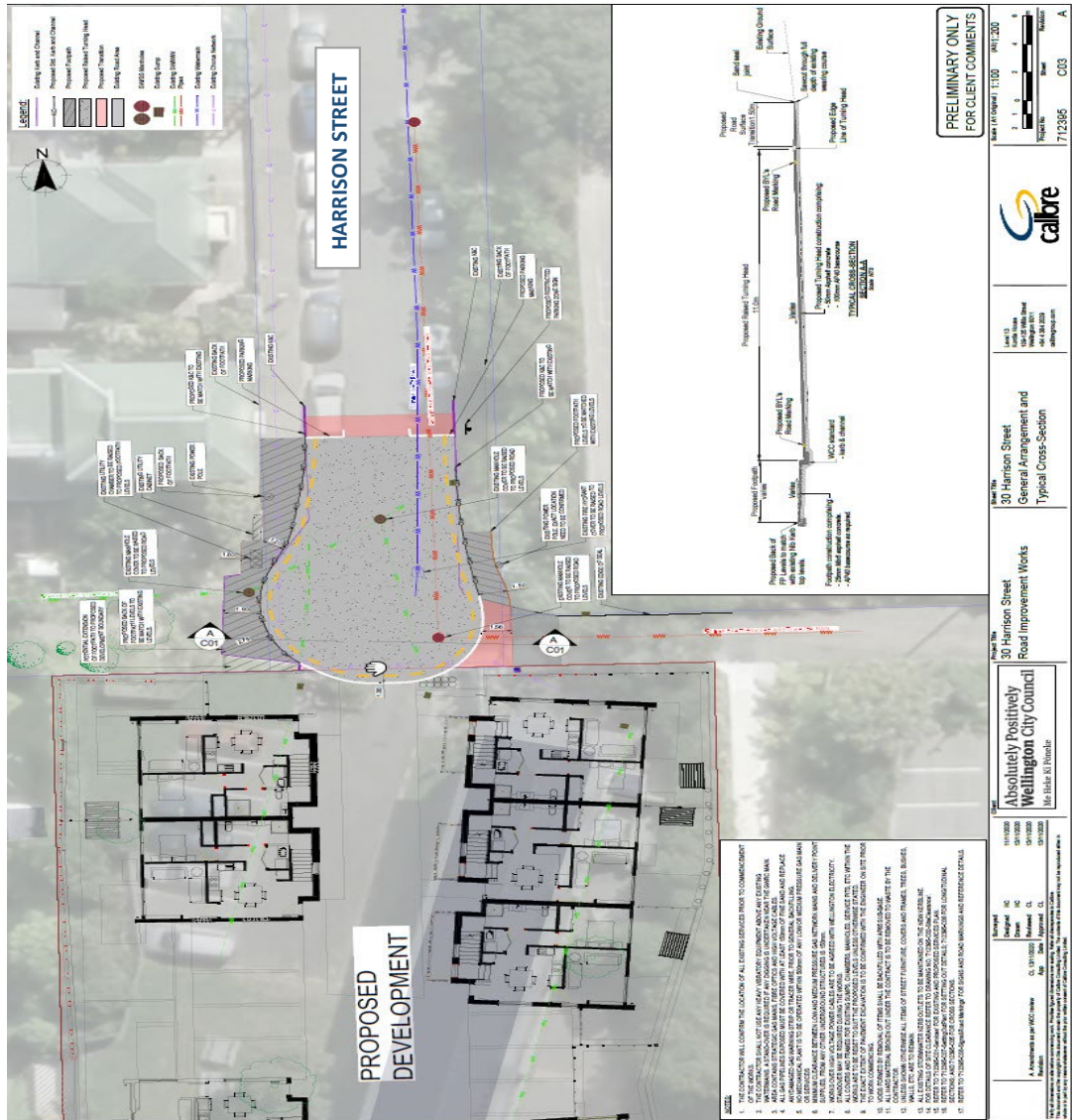
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	<p>All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used 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.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 11 July 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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Traffic Resolution Plan: TR96-22 Harrison Street, Brooklyn – No Stopping At All Times



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Harrison Street	<i>P10 Monday to Friday, 8:30am - 9:15am, 2:30pm - 3:15pm, During School Term</i>	<i>East side, commencing 55 metres south of its intersection with Cleveland Street and extending in a southerly direction following the eastern kerbline for 81.5 metres.</i>

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

Column One	Column Two	Column Three
Harrison Street	<i>No Stopping, At All Times</i>	<i>East side, commencing 116.5 metres south of its intersection with Cleveland Street (Grid coordinates X=1,747,783.71m Y=5,425,877.84m) and extending in an southern direction following the eastern kerb line for 15 metres. Then extending in a western direction following the southern kerb line for 10 metres. Then extending in a northern direction following the western kerb line for 15 metres</i>

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

Column One	Column Two	Column Three
Harrison Street	<i>P10 Monday to Friday, 8:30am - 9:15am, 2:30pm - 3:15pm, During School Term</i>	<i>East side, commencing 55 metres south of its intersection with Cleveland Street (Grid coordinates X=1,747,783.71m Y=5,425,877.84m) and extending in a southerly direction following the eastern kerb line for 61.5 metres.</i>

Prepared By: Arjun Manoharan **(Transport Engineer)**

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

Date:

We are proposing a change in your area

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Feedback Received:

Name: Perry Aspros

Suburb: Brooklyn

Agree: No

Traffic Resolution should be deferred until proper consultations are held with residents and community users.

This consultation was promised by Graham Budd who was principal advisor, housing development for the WCC as part of the housing development at the end of Harrison Street. I understand that he has moved on.

My reason for having discussions are as follows:

1. This is the only street in Wellington that has Library, school entrance, Community Centre, Play Centre, scout hall and a Dutch reform church
2. The plan given to us is unreadable
3. Safety will not be achieved because of increased traffic, pedestrians, and service vehicles
4. Brooklyn is already congested with lack of parking and the removing approximately 3 parks which is not defined in your proposal
5. The Average traffic count at 660 is exceptional high for such a small street which will increase after completion of the new housing development

Name: Julie Seevens – Brooklyn Community centre

Suburb: Brooklyn

Agree: Not Stated

I would like to place feedback regarding the proposed vehicle turnaround for Harrison Street, Brooklyn. Whilst it would be good to have a vehicle turnaround, we are concerned that the current plan would take away three carparks. I have previously informed WCC of the current traffic congestion in this street at times, but nothing has been done. It is a small street which services a community centre, entrance to the local primary school, a playcentre, church, Scouts den, local dairy, library, and bus hub, as well as private residences. There is also a major community housing build currently happening which will almost certainly result in more cars being parked on the street. We are actually in need of more parking, not less so to hear at least three much needed carparks may go is very disappointing. I believe maintaining the current parking should therefore take priority over a turnaround. The plan as it is unreadable, so we have not been fully informed by it.

My understanding was also that there would be proper consultation regarding a turnaround. This was relayed by the principal advisor of the build at the time, Graham Budd, who has now left WCC. This didn't happen so I would like to suggest the traffic resolution be deferred until such time proper consultations have been held with local residents and users of facilities in the street. Could you please acknowledge receipt of this feedback, thank you.

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

Supported. While it is being reconfigured, put in a sitting area against the bank and make it a more attractive place for pedestrians.

We are proposing a change in your area

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

Name: Katie Underwood (Greater Brooklyn Residents Association)

Suburb: Brooklyn

Agree: Yes/No

Thank you for the opportunity to submit on the plan for a turnaround in Harrison Street in Brooklyn – TR96-22

The Greater Brooklyn Residents Association Inc. would like to submit the following comments in response to the proposal.

1. This turnaround was requested during the design stage of the new council housing at the end of the street, The residents in the street were told that it would be done after the houses were designed which seemed to them to defeat the purpose. The residents were also advised that they would be included in any discussion/planning/design for the turnaround. This was promised by Graham Budd who has now left the council.
2. We support the residents of Harrison Street in their request that the current proposal be cancelled and a proper discussion about the turnaround be held with the residents, reps of the community activities in the street and the association.
3. It is unclear who/what the turnaround is meant to achieve. The current proposal will still require most vehicles to do a 3-point turn. Particularly rubbish/recycling trucks. It could also potentially lead to more traffic in the street.
4. It would also be appreciated if the plans for changes and proposals like this were readable without a magnifying glass. There seems to be too much emphasis on including the council housing in full in the map.
5. The association does not support the removal of 3 car parks from the street. Given the high number of community activities in the area, unique to any other dead-end street in Wellington – play centre, scout hall, church, library, school, community centre, dairy, bus hub, and numerous private houses – these car parks are needed.
6. The street has a large number of daily users which will only become more congested once the houses are finished.
7. The association supports any of the comments made by the residents and the Brooklyn Community Centre in their submissions.

The association is happy to be included in any planning meetings and would like to be kept informed of any discussions.

Name: Catherine Gibbs (Brooklyn Scout Group)

Suburb:

Agree: No

Please find attached a letter objecting to the replacement of the current turning area by a turning circle and objecting to the changes to parking restrictions on Harrison Street.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

To whom it may concern:

Harrison Street Redevelopment: Proposed Turning Circle and TR96-22

I am writing as a resident of Brooklyn and as both committee secretary and a leader/kaiārahi of the Brooklyn Scout Group, whose Scout Hut is immediately adjacent to the proposed turning circle at the end of Harrison Street.

This proposal replaces the existing turning area with a small (11 m diameter) turning circle. It removes three parking spaces, directly outside the Scout Hut, and introduces 40 m of broken yellow line no stopping zone.

I would ask the Council to reject the proposal to implement this turning circle and the changes in parking restrictions for the following reasons:

- a. There has been no consultation with the local community about the proposed turning circle and its implications for those who use Harrison Street. At a recent community meeting at the Community Centre, it was clear that there is no community support for the proposal.
- b. The Scout Group uses the parking bays for loading and unloading heavy equipment for off-site scout trips. The no stopping zone will make this impossible and the Scout Group will therefore either require people to carry heavy equipment a considerably longer distance or park illegally to avoid the health and safety issues associated with that carrying.
- c. The turning circle itself will not make a significant improvement. With a 11 m diameter, it will not be large enough for most cars to turn in one movement, therefore requiring most to do a three-point turn, as at present.
- d. The removal of the existing turning bay will make it more difficult, than at present, for longer vehicles to turn. Any cars with trailers (such as those we use for off-site trips) and any trucks (such as the rubbish trucks) will find it more difficult to turn, making a turning circle worse than the existing turning area.

You will appreciate that the Scout Group is concerned about the safety of its members, particularly the younger children. The Scout Group does not see how this proposal in any way addresses their safety concerns.

We believe that the funds allocated to the proposed redevelopment could be better spent by improving the street lighting, by improving access to the Community Garden adjacent to the Scout Hut, and by introducing speed reducing measures so that everyone can use Harrison Street safely.

Name: Phil Brooklyn

Suburb: Brooklyn

Agree: No

The turning circle is just above minimum for residential and while resolution discusses commercial vehicles turning around it does not meet the 12.5m WCC recommendation for this. Also removes much needed carparks in a street which has a community centre, school, church, playcentre and scout hall. Current turn around could be improved to allow vehicles to turn by reversing into service lane. Presume WCC made provision in the housing development for service vehicles to turn around so this could be used instead. If they have not made provision then this is the fault of WCC planning and should not result in an impact on local residents

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Danielle Sanders

Suburb: Brooklyn

Agree: Not Stated

Thank you for addressing one of our concerns about the safety of Harrison street by proposing an improved turning area at the southern end of Harrison street.

As we have written previously, Harrison Street is a unique street in Wellington. It is a community hub, a residential street, and a great place to live. Harrison Street is very busy (as mentioned in your document, an average of 660 vehicles uses Harrison street every day) and accommodates the Brooklyn Library, social housing above the library, Brooklyn School (the main entrance), the Reformed Church of Wellington, currently being built social housing complex at number 30, the community orchard, the Scout Hall, the Brooklyn Playcentre, the Brooklyn Community Centre, and Wing on Chang Food Market.

The residents of the street have a great sense of community and manaakitanga as well as concern for the safety of everyone using the street. We agree with the Council's intend to improve visibility and safety of the turning area but think that it is not big enough to safely accommodate the turning radius of the average passenger car in Brooklyn let alone service vehicles such as rubbish trucks.

Your proposal document says that the reason for the proposal is to "provide a turning circle for service vehicles such as rubbish trucks and allow sufficient facilities for all vehicles turning at the end of the street". The widest point of the proposed turning area is 11 metres which we calculate as not big enough. To make this turning area safe it would need to be enlarged but a footpath in front of the orchard will also need to be provided for families walking from the new social housing. If service vehicles and parents dropping children at school in high volume periods still need to reverse, making a three-point turn (as opposed to being able to turn in one forward movement), the safety risk is significantly greater than a single turn and the new proposed turning area will be no noticeable improvement.

We suggest that the Council moves the electrical boxes in front of the orchard and use some of the land in front of number 30 to widen the turning area to make it safer for all.

We look forward to your response with a focus on increasing safety in our community.
The residents of Harrison street

Officer's Response:

Loss of Parking and Safety of Pedestrians

All submitters were invited to attend an on-site meeting to discuss concerns with the proposal. To achieve the width required to implement a turning head at the end of this street it is necessary to remove the 3 parks to achieve the desired outcome of vehicles being able to turn in one continuous movement around this space. The measurements proposed in the plan do provide enough width to allow approximately 90% of vehicles to manoeuvre around this space in one continuous turn, the other 10% being those vehicles that are larger than the standard sized SUV.

This turning head will ensure that the majority of vehicles can turn in a safe manner at the end of this street and therefore increase the safety of the pedestrians around this busy area.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR102-22 ASB Arena – P120 EV Vehicles Only
What we'd like to do	<ul style="list-style-type: none"> • Install EV chargers in three car parks at the ASB Arena carpark • Change the parking restrictions on these 3 bays to P120, EV vehicles only.
Why we are proposing the change	<ul style="list-style-type: none"> • Transport accounts for 48.3% of carbon emissions from Wellington. Switching from a petrol or diesel vehicle to an EV can be one of the biggest opportunities for an individual to reduce their emissions. • Electric Vehicles (EVs) are a growing presence in our city. In 2017, 9% of new vehicle registrations in NZ were battery EV or plug-in hybrids. This has increased to 27% over the first 5 months of 2022. This upwards trend is expected to increase as technology improves and we continue in our work in emissions reduction from the transport sector. • Our charging facilities need to keep up with this increasing demand. • WCC is delivering 60 22.5 kW chargers across the city to enable more people to access charging facilities. Many people do not have off-street parking available to them, so will need publicly accessible chargers. • This change is in accordance with the Council's Te Atakura Implementation Plan and Parking Policy • The change in parking restrictions (P120, EV only will permit parking enforcement and consistent with wider council-controlled parking restrictions in EV charging-equipped bays. It ensures that the bays are used for the intended purpose, and we have a turnover to enable a range of users to utilise the facility. • This area currently has inadequate EV charging facilities
Location – where we propose to make the change	3 parking bays in the northern end of the site (as indicated on map)
Impact	<ul style="list-style-type: none"> • Strategic Drivers: <ul style="list-style-type: none"> ○ Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. ○ Supporting EV vehicles is a strong indicator from WCC of low-carbon transport • Net parking impact <ul style="list-style-type: none"> ○ Minor reduction of parking available for vehicles that do not need to be charged. • Pedestrian impact <ul style="list-style-type: none"> ○ No change. Infrastructure will not impact any designated pedestrian corridors.
How this relates to the parking policy	<ul style="list-style-type: none"> • Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute

We are proposing a change in your area

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

	<p>to a reduced carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes</p> <ul style="list-style-type: none"> • 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. • 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.
<p>Additional Information</p>	<ul style="list-style-type: none"> • The location of the chargers at this location has been selected to <ul style="list-style-type: none"> ○ maximise the use of public funding with regards to infrastructure costs ○ Provide safe and unobstructed access to chargers ○ Provide futureproofing so that this site can be upgraded to hold more chargers in the future if required ○ Provide EV chargers in an area which currently lacks facilities • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
<p>Feedback</p>	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none"> • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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.
<p>Next Steps</p>	<ol style="list-style-type: none"> 1. Feedback collated by Monday 8 August 2022. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022. 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: TR102-22 ASB Sports Arena; EV Chargers: P120, EV Vehicles only



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
ASB Sports Arena Car Park	P120 EV vehicles only	41°18'59.0"S 174°48'05.5"E 3 parking bays on the eastern side of the car park

Prepared By: Peter Jones **Advisor, Zero Carbon**

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

Date: 29/06/2022

We are proposing a change in your area

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

Feedback

Name: ZaphodHarkonnen

Suburb: Johnsonville

Agree: No

EVs do not solve the larger problem with motor vehicle traffic. The council highlights both a need to reduce environmental impacts and improve safety. Providing dedicated spaces for EVs does not adequately address either aim. EVs occupy the same amount of physical space as ICE motor vehicles while being heavier than an equivalent ICE motor vehicle. This extra weight means more wear and tear on roadways as well as more particulate pollution from increase wear of brakes and tires. EVs travel at the same speeds as other motor vehicles while occupying the same amount of space per passenger carried, resulting in no improvement in efficient usage of the road network. I would propose that the parking spaces are instead allocated to secure or semi secure bike storage. This addresses both the aim to reduce our impact on the environment from transport and incentivizes improved usage of the road network.

Officer's Response:

Kia Ora. Thanks for your feedback. WCC is committed to delivering a safe, accessible and zero-carbon future. Through initiatives such as Let's Get Wellington Moving, the Bike Network Plan, and the District Plan, we're delivering changes across our transport system. These changes are in line with the sustainable transport hierarchy in the 2020 WCC Parking Policy. The net result of these will be vehicle kilometre travel (VKT) reduction and reduced private car ownership. EV vehicles make up an important, low-carbon part of our future transport hierarchy for those who need the transport mobility of a passenger vehicle. WCC is also delivering direct improvements to cycling infrastructure across the city. This includes cycling storage facilities in public places. Your feedback will be passed on to the team responsible for this.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR103-22 Nairnville Rec Centre - P120 EV Vehicles Only
What we'd like to do	<ul style="list-style-type: none"> • Install EV chargers in two car parks and change the parking restrictions to P120, EV vehicles only to be consistent with other EV charging car parks in Wellington
Why we are proposing the change	<ul style="list-style-type: none"> • Transport accounts for 48.3% of carbon emissions from Wellington. Switching from a petrol or diesel to an EV can be one of the biggest opportunities for an individual to reduce their emissions. • Electric Vehicles (EVs) are a growing presence in our city. In 2017, 9% of new vehicle registrations in NZ were battery EV or plug-in hybrids. This has increased to 27% over the first 5 months of 2022. This upwards trend is expected to increase as technology improves and we continue in our work in emissions reduction from the transport sector. • Our charging facilities need to keep up with this increasing demand. • WCC is delivering 60 22.5 kW chargers across the city to enable more people to access charging facilities. Many people do not have off-street parking available to them, so will need publicly accessible chargers. • This change is in accordance with the Council's Te Atakura Implementation Plan and Parking Policy • The change in parking restrictions (P120, EV only) will permit parking enforcement and consistent with wider council-controlled parking restrictions in EV charging-equipped bays. It ensures that the bays are used for the intended purpose, and we have a turnover to enable a range of users to utilise the facility. • This area currently has inadequate EV charging facilities
Location – where we propose to make the change	Nairnville Rec Centre Car park, 2 parking bays in the North East side
Impact	<ul style="list-style-type: none"> • Strategic Drivers: <ul style="list-style-type: none"> ○ Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. ○ Supporting EV vehicles is a strong indicator from WCC of low-carbon transport • Net parking impact <ul style="list-style-type: none"> ○ Minor reduction of parking available for vehicles that do not need to be charged. • Pedestrian impact <ul style="list-style-type: none"> ○ No change. Infrastructure will not impact any designated pedestrian corridors.
How this relates to the parking policy	<ul style="list-style-type: none"> • Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute

We are proposing a change in your area

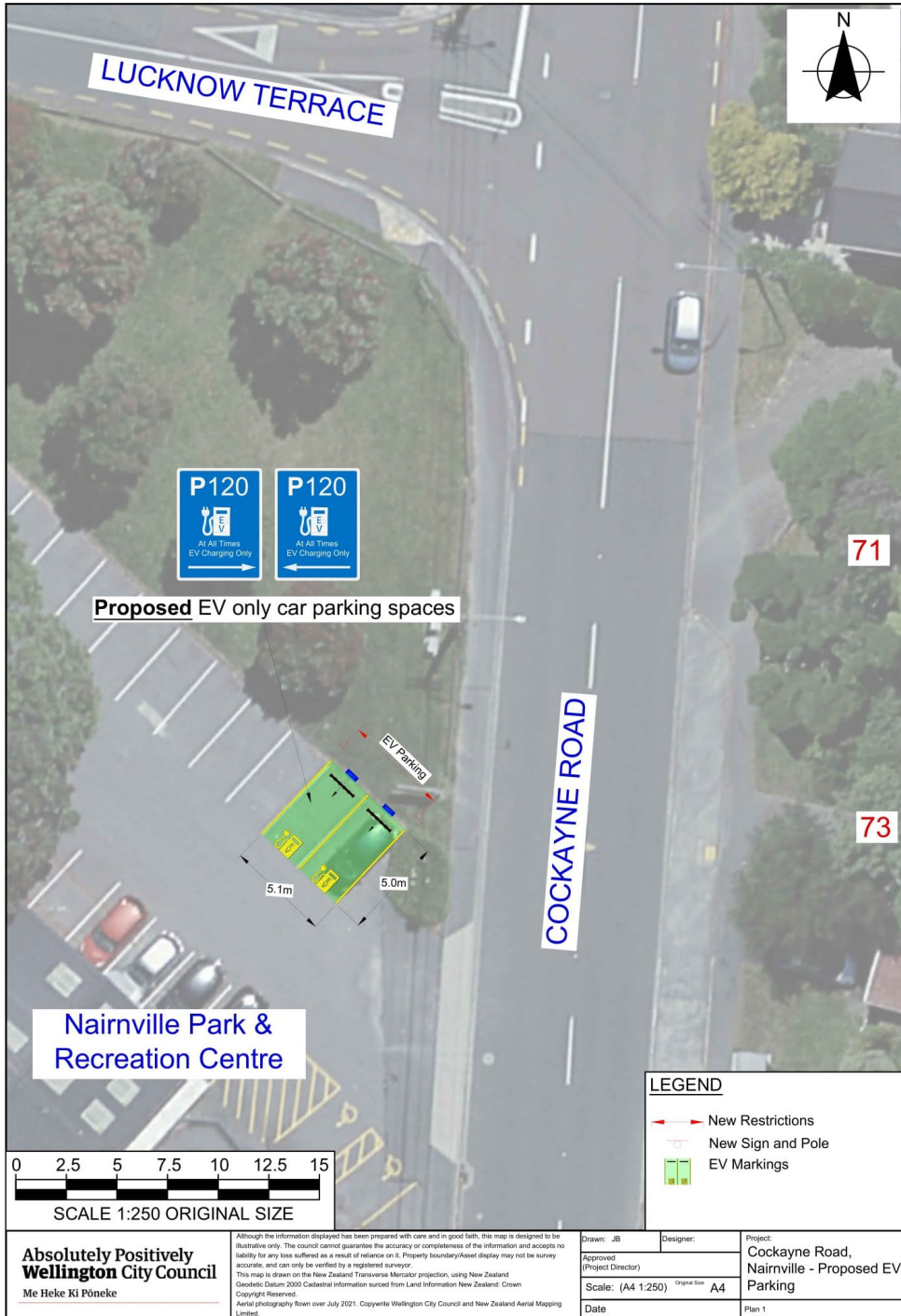
**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

	<p>to a reduced carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes</p> <ul style="list-style-type: none"> • 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. • 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.
Additional Information	<ul style="list-style-type: none"> • The location of the chargers at this location has been selected to <ul style="list-style-type: none"> ○ maximise the use of public funding with regards to infrastructure costs ○ Provide safe and unobstructed access to chargers ○ Provide EV chargers in an area which currently lacks facilities • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none"> • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Monday 8 August 2022. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022. 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: TR103-22 Nairville Rec Centre; EV Chargers: P120, EV Vehicles only



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
Nairnville Rec Centre car park	P120 EV charging only	41°14'58.4"S 174°47'11.8"E North East side of car park

Prepared By:

Peter Jones

Advisor, Zero Carbon

Approved By:

Zackary Moodie

**(Team Leader Transport
Engineering)**

Date:

29/06/2022

We are proposing a change in your area

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

Feedback

Name: Viv Chapple

Suburb:

Agree: Not Stated

This is to record that I have lost all faith in your proposed traffic changes system.

I missed the deadline for the previous changes to parking at Nairnville Park about a fortnight ago, and yet here you are tinkering again. Surely all the changes should be worked through as a package deal?

I find it difficult to take seriously WCC's commitment to climate change when your previous change formalised staff parking (3 carparks) for somewhere between 25-50% of your employees at Nairnville.

Your credibility is laughable.

I would appreciate some statistics around the usage of existing EV parking (4 carparks) at the Johnsonville library, which I have only ever observed at capacity once, unlike the rest of the carpark, which is frequently full.

So, I suggest one EV carpark (remembering that battery recharging is improving all the time) as a test run, with another one added in say a years time after the additional need has been proven.

Given that a company like Toyota is only bringing in hybrids to NZ, which they have been making since 1997, it seems we have many decades to go before we have an entirely electric fleet.

Officer's Response:

Kia Ora. Thanks for your feedback. WCC has committed to achieving net Zero by 2050 in addition to a 57% reduction by 2030. The transition to an EV fleet will be an important part of this. Providing multiple chargers on site is more cost-effective than installing individual chargers, therefore providing more value from ratepayer's money. Increasing the capacity for EV chargers at council assets are in line with the sustainable transport hierarchy set out in the WCC Parking Policy, adopted in 2020. EV adoption is accelerating rapidly both nationally and locally. Usage of chargers on other WCC sites has tripled over the last year, with a 203% increase of the total energy output from the chargers. WCC is addressing the paucity of charging facilities in Wellington through the delivery of chargers across our communities.

Name: ZaphodHarkonnen

Suburb: Johnsonville

Agree: No

EVs do not solve the larger problem with motor vehicle traffic. The council highlights both a need to reduce environmental impacts and improve safety. Providing dedicated spaces for EVs does not adequately address either aim. EVs occupy the same amount of physical space as ICE motor vehicles while being heavier than an equivalent ICE motor vehicle. This extra weight means more wear and tear on roadways as well as more particulate pollution from increase wear of brakes and tires. EVs travel at the same speeds as other motor vehicles while occupying the same amount of space per passenger carried, resulting in no improvement in efficient usage of the road network. I would propose that the parking spaces are instead allocated to secure or semi secure bike storage. This addresses both the aim to reduce our impact on the environment from transport and incentivizes improved usage of the road network. Many users of this recreation centre and park are local, bike parking will help more residents enjoy the facilities.

We are proposing a change in your area

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

Officer's Response:

Kia Ora. Thanks for your feedback. WCC is committed to delivering a safe, accessible and zero-carbon future. Through initiatives such as Let's Get Wellington Moving, the Bike Network Plan, and the District Plan, we're delivering changes across our transport system. These changes are in line with the sustainable transport hierarchy in the 2020 WCC Parking Policy. The net result of these will be vehicle kilometre travel (VKT) reduction and reduced private car ownership. EV vehicles make up an important, low-carbon part of our future transport hierarchy for those who need the transport mobility of a passenger vehicle. WCC is also delivering direct improvements to cycling infrastructure across the city. This includes cycling storage facilities in public places. Your feedback will be passed on to the team responsible for this.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

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

Proposal:

Reference	TR104-22 Karori Rec Centre - P120 EV Vehicles Only
What we'd like to do	<ul style="list-style-type: none"> Install EV chargers in two car park and change the parking restrictions to P120, EV vehicles only to be consistent with other EV charging parks in Wellington
Why we are proposing the change	<ul style="list-style-type: none"> Transport accounts for 48.3% of carbon emissions from Wellington. Switching from a petrol or diesel to an EV can be one of the biggest opportunities for an individual to reduce their emissions. Electric Vehicles (EVs) are a growing presence in our city. In 2017, 9% of new vehicle registrations in NZ were battery EV or plug-in hybrids. This has increased to 27% over the first 5 months of 2022. This upwards trend is expected to increase as technology improves and we continue in our work in emissions reduction from the transport sector. Our charging facilities need to keep up with this increasing demand. WCC is delivering 60 22.5 kW chargers across the city to enable more people to access charging facilities. Many people do not have off-street parking available to them, so will need publicly accessible chargers. This change is in accordance with the Council's Te Atakura Implementation Plan and Parking Policy The change in parking restrictions (P120, EV only) will permit parking enforcement and consistent with wider council-controlled parking restrictions in EV charging-equipped bays. It ensures that the bays are used for the intended purpose, and we have a turnover to enable a range of users to utilise the facility. This area currently has inadequate EV charging facilities
Location – where we propose to make the change	Karori Rec Centre, 2 parking bays on the West side
Impact	<ul style="list-style-type: none"> Strategic Drivers: <ul style="list-style-type: none"> Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. Supporting EV vehicles is a strong indicator from WCC of low-carbon transport Net parking impact <ul style="list-style-type: none"> Minor reduction of parking available for vehicles that do not need to be charged. Pedestrian impact <ul style="list-style-type: none"> No change. Infrastructure will not impact any designated pedestrian corridors.
How this relates to the parking policy	<ul style="list-style-type: none"> Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<p>to a reduced carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes</p> <ul style="list-style-type: none"> • 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. • 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.
Additional Information	<ul style="list-style-type: none"> • The location of the chargers at this location has been selected to <ul style="list-style-type: none"> ○ maximise the use of public funding with regards to infrastructure costs ○ Provide safe and unobstructed access to chargers ○ Provide EV chargers in an area which currently lacks facilities • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none"> • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Monday 8 August 2022. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022. 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: TR104-22 Karori Rec Centre



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
Karori Rec Centre Car Park	P120 EV Vehicles only	41°17'07.0"S 174°44'14.6"E 2 parking bays West side of car park

Prepared By:

Peter Jones

Advisor, Zero Carbon

Approved By:

Zackary Moodie

**(Team Leader Transport
Engineering)**

Date:

15/07/22

We are proposing a change in your area

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

Feedback

Name: ZaphodHarkonnen

Suburb: Johnsonville

Agree: No

EVs do not solve the larger problem with motor vehicle traffic. The council highlights both a need to reduce environmental impacts and improve safety. Providing dedicated spaces for EVs does not adequately address either aim. EVs occupy the same amount of physical space as ICE motor vehicles while being heavier than an equivalent ICE motor vehicle. This extra weight means more wear and tear on roadways as well as more particulate pollution from increase wear of brakes and tires. EVs travel at the same speeds as other motor vehicles while occupying the same amount of space per passenger carried, resulting in no improvement in efficient usage of the road network. I would propose that the parking spaces are instead allocated to secure or semi secure bike storage. This addresses both the aim to reduce our impact on the environment from transport and incentivizes improved usage of the road network. Many users of this recreation centre and park are local, bike parking will help more residents enjoy the facilities.

Officer's Response:

Kia Ora. Thanks for your feedback. WCC is committed to delivering a safe, accessible and zero-carbon future. Through initiatives such as Let's Get Wellington Moving, the Bike Network Plan, and the District Plan, we're delivering changes across our transport system. These changes are in line with the sustainable transport hierarchy in the 2020 WCC Parking Policy. The net result of these will be vehicle kilometre travel (VKT) reduction and reduced private car ownership. EV vehicles make up an important, low-carbon part of our future transport hierarchy for those who need the transport mobility of a passenger vehicle. WCC is also delivering direct improvements to cycling infrastructure across the city. This includes cycling storage facilities in public places. Your feedback will be passed on to the team responsible for this.

Name: Kay Webster

Suburb: Karori

Agree: Yes

1. Currently the carpark is not monitored by parking wardens. How will these 120 minutes carpark be monitored so that there is churn in their use?
2. These charging stations are being installed to "support the move to becoming an eco-city" (see TR104-22), could there also be an installation of electric bike charging as well - a lockydock station would be an asset to the Heart of Karori.

Officer's Response:

Kia Ora, thanks for your feedback. Enforcement of parking settings is delivered by our Parking team, who monitor and enforce across the city using a range of methods. The Parking Team are aware of this change in use and will be accounting for this in their planning.

WCC is supporting mode shift through a wide range of methods, including adding cycling infrastructure. This includes cycling storage facilities in public places. Your feedback will be passed on to the team responsible for this.

We are proposing a change in your area

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

Name: Catherine Shaw - CareerWise

Suburb:

Agree: No

I am writing a response to your proposed EV Vehicle spaces in the Recreational Car Park in Karori. I think there are too few car parks to service all the activities in the Community Centre, Karori Arts and Crafts and gym and sport activities in the Recreation Centre as it is!

Not enough car parks will not be assisted by creating two EV charging spaces.

The New World supermarket car park at Karori Mall has EV charging spaces and these never have cars charging in them to my observation.

Occasionally, I use Karori Community Centre and the car parks when assisting people with Career Counselling. Some of my clients could be disability clients in the future, as these are increasing. Although COVID has meant a reduction in my using the Community Room to keep clients safe I have worked Online.

I have also used Karori Arts and Crafts Centre (The Newman Centre). It has a huge number of different interest groups meeting mainly elderly people, some with walking difficulties. Personally, I have been to painting classes in the Arts & Crafts Centre and it is necessary to carry many resources to the meetings. Often visiting speakers have lots of equipment and resources to carry into the centre too.

The street lighting is poor in the area, especially in winter and I fear that elderly people, who mainly use this area, will become an accident statistic crossing Beauchamp Street in poor lighting to their evening classes.

This proposal needs to have a wider scope of reference than just providing for EV car parks.

You really need to study how the area is used, and the quantity of people using it.

Officer's Response:

Kia Ora. Thanks for your feedback. WCC is committed to delivering a safe, accessible and zero-carbon future. Through initiatives such as Let's Get Wellington Moving, the Bike Network Plan, and the District Plan, we're delivering changes across our transport system. These changes are in line with the sustainable transport hierarchy in the 2020 WCC Parking Policy. The net result of these will be vehicle kilometre travel (VKT) reduction and reduced private car ownership. EV vehicles make up an important, low-carbon part of our future transport hierarchy for those who need the transport mobility of a passenger vehicle. Take-up of electric vehicles is increasing both nationally and locally. This is a trend which is expected to accelerate. Chargers at other WCC facilities have seen a 200% increase in use over the last year. Your feedback on the lighting will be highlighted with the team responsible for that element.

Name: Annie Wilson

Suburb: Karori

Agree: Yes

I strongly support the addition of 2 chargers at the Rec Centre. I would hope the signage would ban ICE vehicles parking in these spots at all times, as we have very few parking wardens in Karori.

Re the 120-parking restriction-I am assuming this applies to the whole carpark? In general I support this; except I would like 1 or 2 parks reserved for Rec Centre use as at present. Sometimes when I am on Foodbank duty, I do need longer than 2 hours in this park, but only when on Foodbank business.

Officer's Response:

We are proposing a change in your area

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

Kia Ora. Thanks for your feedback. The signage will reflect the parking settings delivered through this traffic resolution- P120 for electric vehicles only. The WCC Parking team, who are responsible for enforcement of the parking settings, are aware of the changes and will be accounting for them in their resourcing and planning of activity. The changes in this traffic resolution will apply only to the 2 parking bays listed.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR105-22 Kilbirnie Rec Centre - P120 EV Vehicles Only
What we'd like to do	<ul style="list-style-type: none"> Install EV chargers in two car parks and change the parking restrictions to P120, EV vehicles only to be consistent with other EV charging parks in Wellington
Why we are proposing the change	<ul style="list-style-type: none"> Transport accounts for 48.3% of carbon emissions from Wellington. Switching from a petrol or diesel to an EV can be one of the biggest opportunities for an individual to reduce their emissions. Electric Vehicles (EVs) are a growing presence in our city. In 2017, 9% of new vehicle registrations in NZ were battery EV or plug-in hybrids. This has increased to 27% over the first 5 months of 2022. This upwards trend is expected to increase as technology improves and we continue in our work in emissions reduction from the transport sector. Our charging facilities need to keep up with this increasing demand. WCC is delivering 60 22.5 kW chargers across the city to enable more people to access charging facilities. Many people do not have off-street parking available to them, so will need publicly accessible chargers. This change is in accordance with the Council's Te Atakura Implementation Plan and Parking Policy The change in parking restrictions (P120, EV only) will permit parking enforcement and consistent with wider council-controlled parking restrictions in EV charging-equipped bays. It ensures that the bays are used for the intended purpose, and we have a turnover to enable a range of users to utilise the facility. This area currently has inadequate EV charging facilities
Location – where we propose to make the change	Kilbirnie Rec Centre, two car parks on the West side
Impact	<ul style="list-style-type: none"> Strategic Drivers: <ul style="list-style-type: none"> Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. Supporting EV vehicles is a strong indicator from WCC of low-carbon transport Net parking impact <ul style="list-style-type: none"> Minor reduction of parking available for vehicles that do not need to be charged. Pedestrian impact <ul style="list-style-type: none"> No change. Infrastructure will not impact any designated pedestrian corridors.
How this relates to the parking policy	<ul style="list-style-type: none"> Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute

We are proposing a change in your area

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	<p>to a reduced carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes</p> <ul style="list-style-type: none"> • 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. • 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.
Additional Information	<ul style="list-style-type: none"> • The location of the chargers at this location has been selected to <ul style="list-style-type: none"> ○ maximise the use of public funding with regards to infrastructure costs ○ Provide safe and unobstructed access to chargers ○ Provide EV chargers in an area which currently lacks facilities • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022. • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Monday 8 August 2022. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022. 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: TR105-22 Kilbirnie Rec Centre; EV Chargers: P120, EV Vehicles only



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
Kilbirnie Rec Centre car park	<i>P120 EV Vehicles only</i>	<i>41°18'58.1"S 174°47'39.0"E Western Car Park 2 parking spaces</i>

Prepared By: Peter Jones **Advisor, Zero Carbon**

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

Date: 15/07/22

We are proposing a change in your area

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

Feedback

Name: ZaphodHarkonnen

Suburb: Johnsonville

Agree: No

EVs do not solve the larger problem with motor vehicle traffic. The council highlights both a need to reduce environmental impacts and improve safety. Providing dedicated spaces for EVs does not adequately address either aim. EVs occupy the same amount of physical space as ICE motor vehicles while being heavier than an equivalent ICE motor vehicle. This extra weight means more wear and tear on roadways as well as more particulate pollution from increase wear of brakes and tires. EVs travel at the same speeds as other motor vehicles while occupying the same amount of space per passenger carried, resulting in no improvement in efficient usage of the road network. I would propose that the parking spaces are instead allocated to secure or semi secure bike storage. This addresses both the aim to reduce our impact on the environment from transport and incentivizes improved usage of the road network. Many users of this recreation centre and park are local, bike parking will help more residents enjoy the facilities.

Officer's Response:

Kia Ora. Thanks for your feedback. WCC is committed to delivering a safe, accessible and zero-carbon future. Through initiatives such as Let's Get Wellington Moving, the Bike Network Plan, and the District Plan, we're delivering changes across our transport system. These changes are in line with the sustainable transport hierarchy in the 2020 WCC Parking Policy. The net result of these will be vehicle kilometre travel (VKT) reduction and reduced private car ownership. EV vehicles make up an important, low-carbon part of our future transport hierarchy for those who need the transport mobility of a passenger vehicle. WCC is also delivering direct improvements to cycling infrastructure across the city. This includes cycling storage facilities in public places. Your feedback will be passed on to the team responsible for this.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR106-22 Otari-Wiltons Bush Car Park - P120 EV Vehicles Only
What we'd like to do	<ul style="list-style-type: none"> Install EV chargers in two car parks and change the parking restrictions to P120, EV vehicles only to be consistent with other EV charging parks in Wellington
Why we are proposing the change	<ul style="list-style-type: none"> Transport accounts for 48.3% of carbon emissions from Wellington. Switching from a petrol or diesel to an EV can be one of the biggest opportunities for an individual to reduce their emissions. Electric Vehicles (EVs) are a growing presence in our city. In 2017, 9% of new vehicle registrations in NZ were battery EV or plug-in hybrids. This has increased to 27% over the first 5 months of 2022. This upwards trend is expected to increase as technology improves and we continue in our work in emissions reduction from the transport sector. Our charging facilities need to keep up with this increasing demand. WCC is delivering 60 22.5 kW chargers across the city to enable more people to access charging facilities. Many people do not have off-street parking available to them, so will need publicly accessible chargers. This change is in accordance with the Council's Te Atakura Implementation Plan and Parking Policy The change in parking restrictions (P120, EV only) will permit parking enforcement and consistent with wider council-controlled parking restrictions in EV charging-equipped bays. It ensures that the bays are used for the intended purpose, and we have a turnover to enable a range of users to utilise the facility. This area currently has inadequate EV charging facilities
Location – where we propose to make the change	Otari-Wiltons Bush Car Park, two parking bays on the south side
Impact	<ul style="list-style-type: none"> Strategic Drivers: <ul style="list-style-type: none"> Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. Supporting EV vehicles is a strong indicator from WCC of low-carbon transport Net parking impact <ul style="list-style-type: none"> Minor reduction of parking available for vehicles that do not need to be charged. Pedestrian impact <ul style="list-style-type: none"> No change. Infrastructure will not impact any designated pedestrian corridors.
How this relates to the parking policy	<ul style="list-style-type: none"> Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute

We are proposing a change in your area

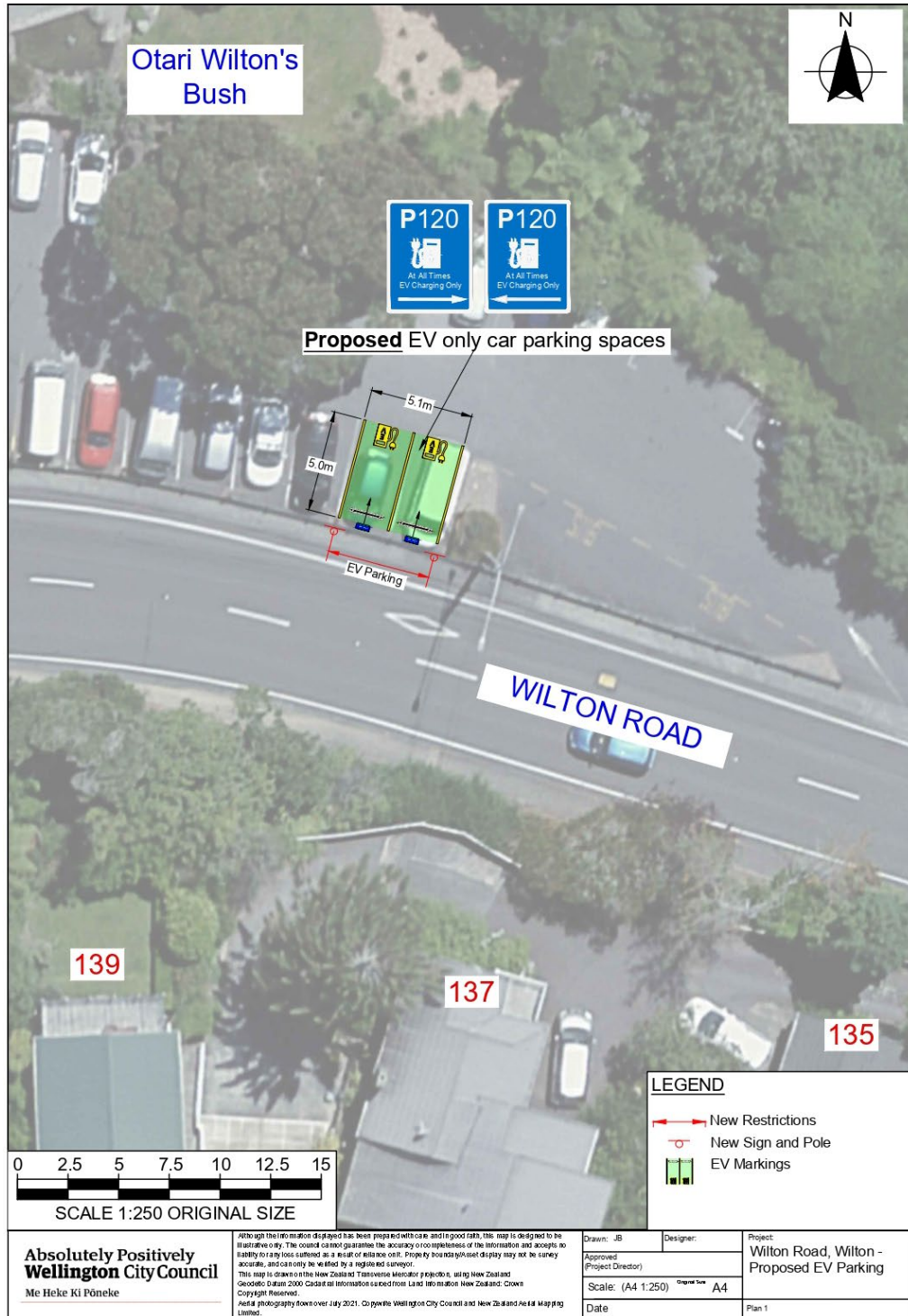
**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

	<p>to a reduced carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes</p> <ul style="list-style-type: none"> • 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. • 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.
Additional Information	<ul style="list-style-type: none"> • The location of the chargers at this location has been selected to <ul style="list-style-type: none"> ○ maximise the use of public funding with regards to infrastructure costs ○ Provide safe and unobstructed access to chargers ○ Provide EV chargers in an area which currently lacks facilities • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none"> • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Monday 8 August 2022. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022. 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: TR106-22 Otari-Wiltons Bush Car Park EV Chargers: P120, EV Vehicles only



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
Otari-Wiltons Bush Car Park	P120 EV Vehicles only	41°16'03.5"S 174°45'31.9"E 2 Parking bays on the south side

Prepared By: Peter Jones **Advisor, Zero Carbon**

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

Date: 29/06/2022

We are proposing a change in your area

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

Feedback

Name: ZaphodHarkonnen

Suburb: Johnsonville

Agree: No

EVs do not solve the larger problem with motor vehicle traffic. The council highlights both a need to reduce environmental impacts and improve safety. Providing dedicated spaces for EVs does not adequately address either aim. EVs occupy the same amount of physical space as ICE motor vehicles while being heavier than an equivalent ICE motor vehicle. This extra weight means more wear and tear on roadways as well as more particulate pollution from increase wear of brakes and tires. EVs travel at the same speeds as other motor vehicles while occupying the same amount of space per passenger carried, resulting in no improvement in efficient usage of the road network. I would propose that the parking spaces are instead allocated to secure or semi secure bike storage. This addresses both the aim to reduce our impact on the environment from transport and incentivizes improved usage of the road network. Otari-Wilton may be some distance from the central city, but this should not be used as an excuse to ignore other options.

Officer's Response:

Kia Ora. Thanks for your feedback. WCC is committed to delivering a safe, accessible and zero-carbon future. Through initiatives such as Let's Get Wellington Moving, the Bike Network Plan, and the District Plan, we're delivering changes across our transport system. These changes are in line with the sustainable transport hierarchy in the 2020 WCC Parking Policy. The net result of these will be vehicle kilometre travel (VKT) reduction and reduced private car ownership. EV vehicles make up an important, low-carbon part of our future transport hierarchy for those who need the transport mobility of a passenger vehicle. WCC is also delivering direct improvements to cycling infrastructure across the city. This includes cycling storage facilities in public places. Your feedback will be passed on to the team responsible for this.

We are proposing a change in your area

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Wellington City Council**
Me Heke Ki Pōneke

Kia ora,

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

Proposal:

Reference	TR117-22 Lucknow Terrace, Khandallah– Proposed Parking Changes
What we'd like to do	<ul style="list-style-type: none"> • Install 12 metres of No Stopping At All Times on Lucknow Terrace • Install 9 metres of No Stopping At All Times on Lucknow Terrace • Remove 21 metres of No Stopping At All Times on Lucknow Terrace
Why we are proposing the change	<ul style="list-style-type: none"> • Council has received safety and access concerns from residents regarding parking opposite #39-41 Lucknow Terrace during events at Nairnville Park. • The road narrows outside #39-41 Lucknow Terrace to 6.6m wide as it also turns a slight bend. • There is existing Broken Yellow Lines opposite #39-41 Lucknow Terrace, but during events at the park and the high parking demand during this time, attendees illegally park here, this along with the legal parking on the inside of the bend considerably narrows the roads passage causing some drivers to become stuck, blocking the road. • As it is assumed the attendees illegally park in this spot due to its proximity to the bank/grandstand overlooking the games at the park. • Officers propose shifting the parking from the inside of the bend to the outside.
Location – where we propose to make the change	Lucknow Terrace, Khandallah – #39-41 Lucknow Terrace
Impact	<ul style="list-style-type: none"> • Improves safety and accessibility for drivers. • Net parking impact – Non, shifting parking from one side to the other • Pedestrian impact – No impact
How this relates to the parking policy	<ul style="list-style-type: none"> • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 1,400 • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p>

We are proposing a change in your area

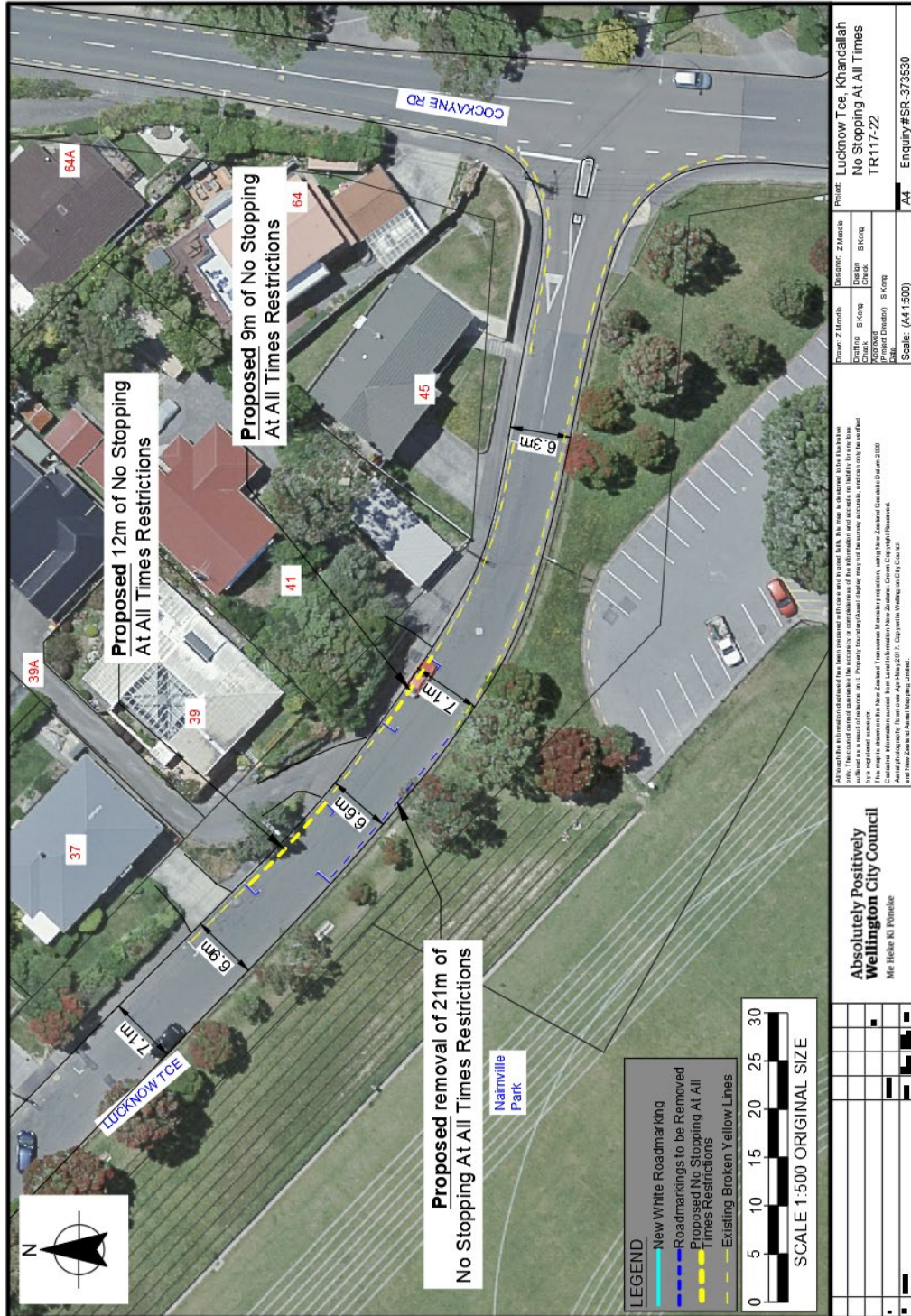
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 August 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.3. 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: TR117-22 Lucknow Terrace, 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:

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

Column One	Column Two	Column Three
Lucknow Terrace	<i>No Stopping At All Times</i>	<i>South side, commencing 63 metres west of its intersection with Cockayne Road (Grid coordinates x= 1749703.7 m, y= 5432026.3 m), and extending in a westerly direction following the southern kerbline for 21 metres.</i>

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

Column One	Column Two	Column Three
Lucknow Terrace	<i>No Stopping At All Times</i>	<i>North side, commencing 58 metres west of its intersection with Cockayne Road (Grid coordinates x= 1749703.7 m, y= 5432026.3 m), and extending in a westerly direction following the northern kerbline for 9 metres.</i>
Lucknow Terrace	<i>No Stopping At All Times</i>	<i>North side, commencing 77 metres west of its intersection with Cockayne Road (Grid coordinates x= 1749703.7 m, y= 5432026.3 m), and extending in a westerly direction following the northern kerbline for 12 metres.</i>

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

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

Date: 27/06/2022

We are proposing a change in your area

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

Feedback

Name: Stacey Donn

Suburb:

Agree: Not Stated

I would like to offer my feedback as a resident of Lucknow Terrace (#31).

When events are on (mainly rugby), the road becomes very difficult to drive on as cars do not park close enough to the curb and/or park on yellow lines.

When cars are parked on both sides of the road it becomes a single lane, so cars are having to reverse or pull in to driveways to allow oncoming traffic to get past. I have had issues getting in to my own driveway because cars park outside of the parking lines, and there is also not enough turning area to reverse my car on to the road safely at times.

What I propose is remove the single carpark outside number 45. When a car is parked there traffic heading to Cockayne Road needs to pull into oncoming traffic - this is traffic that has just turned a corner to enter the road, so is not always visible.

I am in support of removing the 21m of carparking of Nairnville Park side and the no stopping on the opposite side of the road.

I also suggest that the parking further down the road be removed (I think near number 11) as this forces cars to the wrong side onto oncoming traffic, which includes traffic that is also coming from a side street.

I would have no objection to parking being only on one side of the street. Parking in both sides makes it a one lane road.

Finally, since it is close, I also highly recommend removing the car park on Cockayne road at end of Lucknow Terrace as it is dangerous turning right out of Lucknow Terrace into Cockayne Road when a car is parked there.

If you would like my opinion on parking on Cockayne Road too I would be happy to provide that - here is a brief version of it: have parking on one side only, zig zagging from side to side is dangerous. Looking forward to seeing what changes (hopefully for the better) happen on my street.

Officer's Response:

Thank you for your response on TR117-22 Lucknow Tce, Khandallah - Proposed Parking Changes.

The Council Parks, Sport and Recreation (PSR) team have been in contact with the Regional Sports Organisations (Wellington Rugby Football Union and Capital Football) in the first instance, to inform them of the parking problems in the area. They messaged their respective clubs playing at the park (reaching both 'home' and 'away' teams). They also contacted the rugby club based at Nairnville Park, to inform them of these parking concerns. PSR have been working with Council Parking Services to ensure that officers are present in the area during events and weekend sport times, to discourage inconsiderate parking. They will continue to raise awareness of considerate parking behaviour through the sporting bodies and clubs. Parking officers will continue to attend this area during weekend sports as resources allow.

Thank you for your feedback on other sections of Lucknow Tce which officers will investigate these sections and consider if further action is required.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR118-22 Happy Valley Road, Owhiro Bay – New layout for Bus stop (#7796 & #6796)
What we'd like to do	<ul style="list-style-type: none"> Improve the layout of an existing pair of bus stops on Happy Valley Road by introducing new road markings.
Why we are proposing the change	<ul style="list-style-type: none"> To improve accessibility for buses using these bus stops to safely pick up and let down passengers here. The bus stop is currently unmarked with no visible “No stopping lines” to prevent private vehicles from parking close to or within the bus stop. The proposed changes will ensure the bus can pull up parallel to the kerb line and provide a good level of accessibility and safety for passengers These changes will also ensure the bus can pull up as close as possible to where the current shelter is positioned where customers are waiting as a good standard level of practice It will also set a level of consistency is achieved with other proposed bus stop layout improvements along the route in the future. Metlink has completed site visits to the bus stop locations, and in conjunction with the Council transport engineering team have agreed the proposal will address and alleviate the issues outlined above
Location – where we propose to make the change	Happy Valley Road, Owhiro Bay - near no.281
Impact	<ul style="list-style-type: none"> Improved safety and accessibility. Net parking impact – removal of up to seven (7) unrestricted parking spaces. Pedestrian impact – improved use for pedestrians boarding and alighting from the bus.
Additional Information	<ul style="list-style-type: none"> GWRC completed a 14-day consultation during September 2020 with no feedback received regarding the proposed changes. Average weekly traffic volume – 7,340. Average weekly passenger numbers – 24. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

<p>How this relates to the parking policy</p>	<ul style="list-style-type: none"> • 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. • 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. • 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. • Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes
<p>Feedback</p>	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none"> • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

We are proposing a change in your area

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

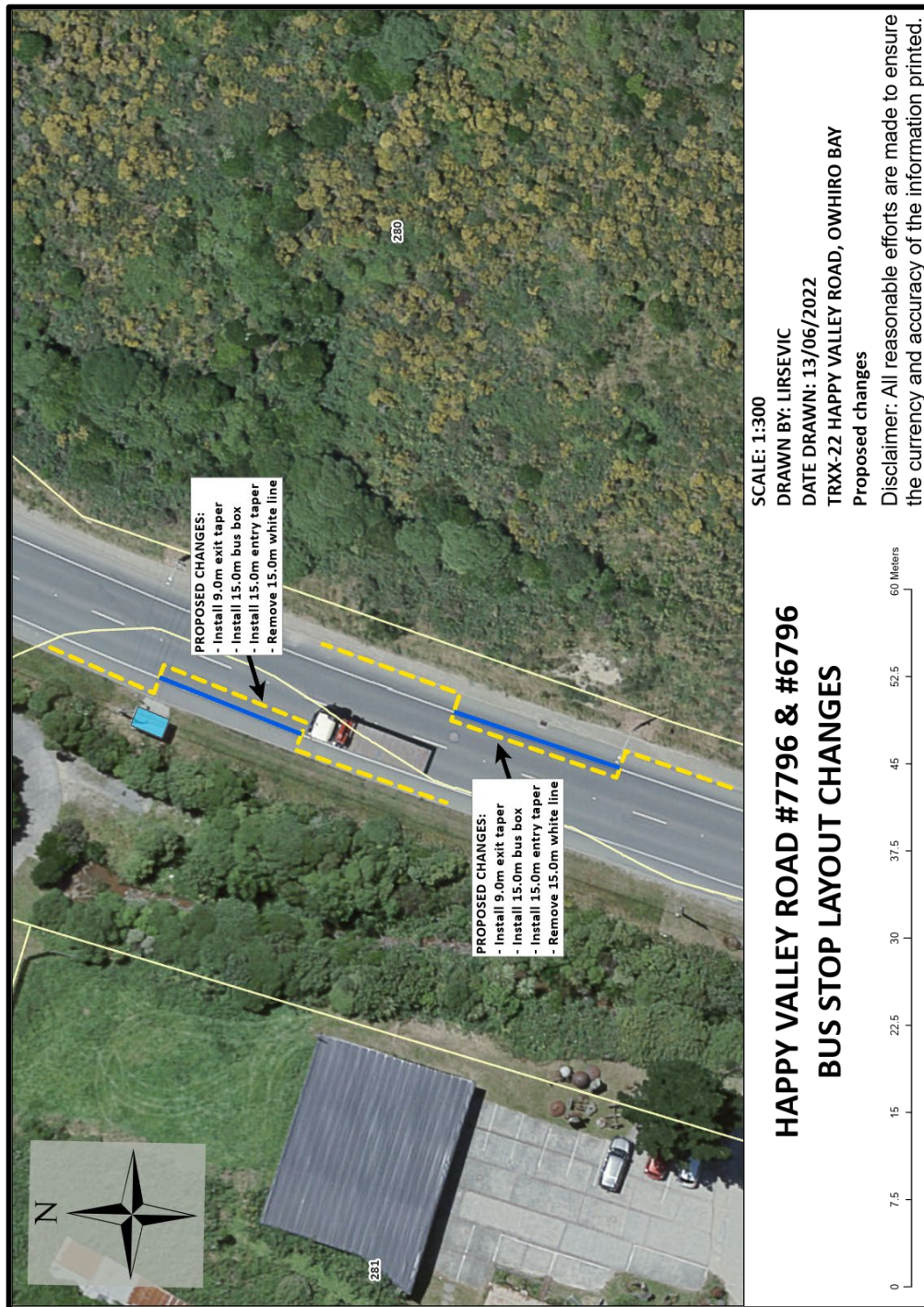
Next Steps

1. Feedback collated by Monday 8 August 2022.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.
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: TR118-22 Happy Valley Road, Owhiro Bay – New layout for Bus stop (#7796 & #6796)



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
Happy Valley Road	No Stopping, At All Times	West side, commencing 253 metres north of its intersection with Landfill Road (Grid coordinates x 1747022.161m, y = 5422955.825m) and extending in a southerly direction following the western kerbline for 9.0 metres.
Happy Valley Road	No Stopping, At All Times	East side, commencing 454 metres north of its intersection with Murchison Street (grid coordinates x = 1747079.374m, y = 5423138.819m) and extending in a northerly direction following the eastern kerbline for 9.0 metres
Happy Valley Road	No Stopping, At All Times	West side, commencing 229 metres north of its intersection with Landfill Road (Grid coordinates x 1747022.161m, y = 5422955.825m) and extending in a southerly direction following the western kerbline for 15.0 metres.
Happy Valley Road	No Stopping, At All Times	East side, commencing 478 metres north of its intersection with Murchison Street (grid coordinates x = 1747079.374m, y = 5423138.819m) and extending in a northerly direction following the eastern kerbline for 15.0 metres

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

Column One	Column Two	Column Three
Happy Valley Road	Bus Stop, At All Times	East side, commencing 463 metres north of its intersection with Murchison Street (grid coordinates x = 1747079.374m, y = 5423138.819m) and extending in a northerly direction following the eastern kerbline for 15.0 metres
Happy Valley Road	Bus Stop, At All Times	West side, commencing 244 metres north of its intersection with Landfill Road (Grid coordinates x 1747022.161m, y = 5422955.825m) and extending in a southerly direction following the western kerbline for 15.0 metres.

We are proposing a change in your area

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

Prepared By:	Leona Irsevic	Asset Planning Engineer GWRC/Metlink
Approved By:	Zackary Moodie	(Team Leader Transport Engineering)
Date:	15/07/22	

We are proposing a change in your area

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

Feedback

Name: ZaphodHarkonnen

Suburb: Johnsonville

Agree: Yes

This will improve the accessibility and safety for public transport users along this stretch of road. Even though the problem of vehicles parking on footpaths remains.

Officer's Response:

Thank you for taking the time to submit feedback on these proposed changes on Happy Valley Road, your feedback will be considered in our final decision.

Name: GWRC

Suburb:

Agree: Yes

Greater Wellington supports the proposal to mark the bus boxes and an entry and exit taper at bus stops 7796 and 6796. Currently, there is no marked bus stop or exit or entry taper and bus drivers cannot always pull up parallel to the kerb due to private vehicles parked near or on the bus stop. Greater Wellington is committed to having accessibility at the heart of everything we do, as outlined in our Accessibility Charter. Marking the bus stop will improve the accessibility of the stop for customers as drivers will be able to pull in close to the kerb meaning our customers will be able to safely board and exit the bus onto the footpath and the ramp can be easily deployed for those who need it. The bus box markings will also allow the bus to pull up closer to the shelter, improving the customer experience for our public transport users. Overall Greater Wellington strongly supports this Traffic Resolution.

Officer's Response:

Thank you for taking the time to submit feedback on these proposed changes on Happy Valley Road, your feedback will be considered in our final decision.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

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

Proposal:

Reference	TR132-22 – Fairlie Terrace, Kelburn - Change parking class restricted
What we'd like to do	<ul style="list-style-type: none"> To convert the existing P10 to mobility parking
Why we are proposing the change	<ul style="list-style-type: none"> We have received a request from the resident (with mobility parking permit) on Fairlie Terrace to convert one existing P10 parking into a mobility parking.
Impact	<ul style="list-style-type: none"> Improve parking accessibility for people with mobility parking permit Net parking impact – there will be no loss of parking availability for residents except to class restriction changes Pedestrian impact – no change as there is no alteration to the pedestrian facilities.
Location – where we propose to make the change	Fairlie Terrace, Kelburn – outside no.76
How this relates to the parking policy	<ul style="list-style-type: none"> Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 1,001 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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. Wellington.

We are proposing a change in your area

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

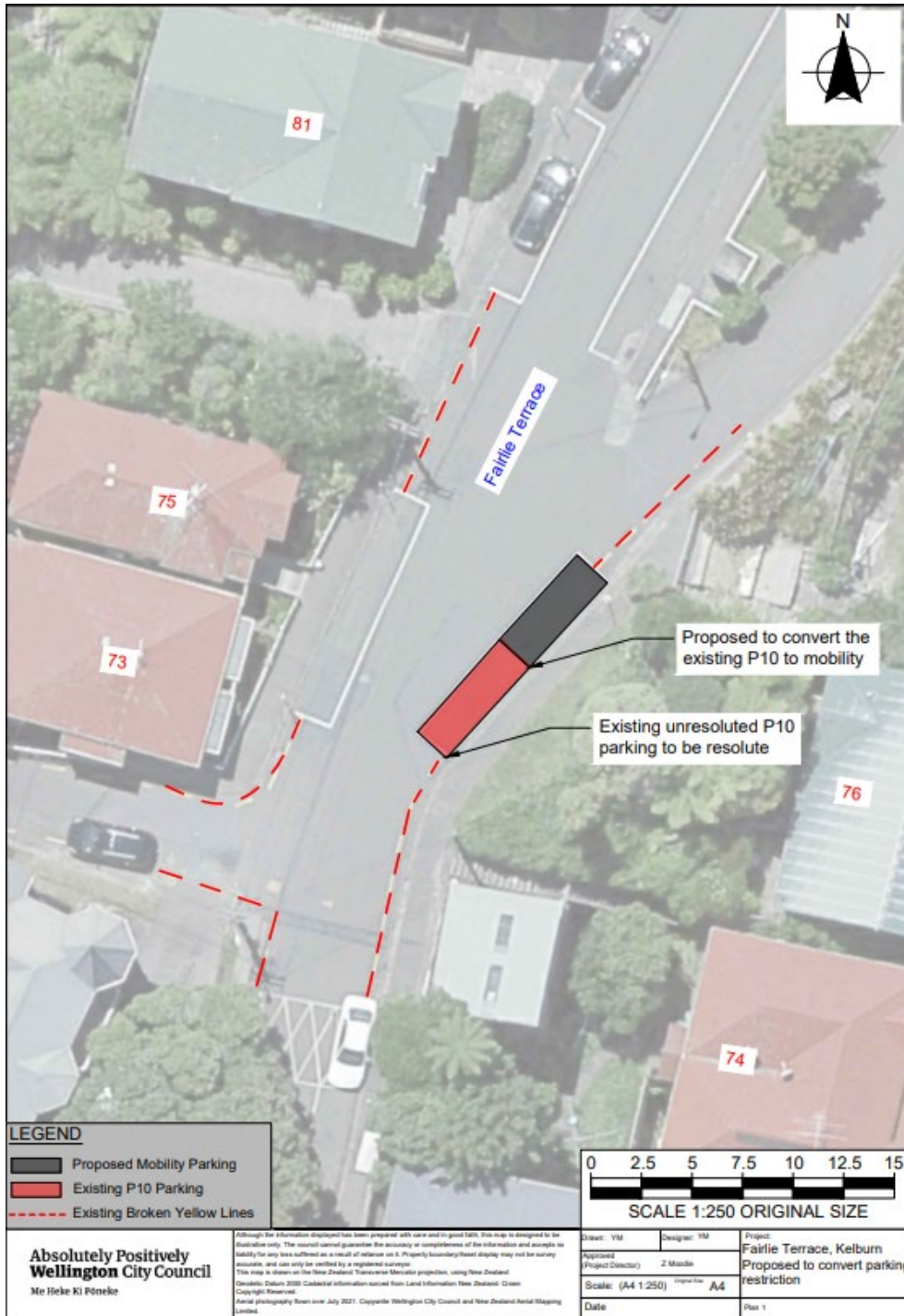
Next Steps

1. Feedback collated by Monday 8 August 2022.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.
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
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TR132-22 – Fairlie Terrace, Kelburn - Change Parking Class Restricted



We are proposing a change in your area

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

Legal Description:

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

Column One	Column Two	Column Three
Fairlie Terrace	P10	South side, commencing 129 metres south of Kelburn Parade (Grid coordinates x= 1,747,926.96m, y= 5,427,370.15m), and extending in a southerly direction following the Southern kerbside for 5.5 metres.

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

Column One	Column Two	Column Three
Fairlie Terrace	Mobility Parking At All Times Displaying an Operation Mobility Permit Only	South side, commencing 123 metres south of Kelburn Parade (Grid coordinates x= 1,747,926.96m, y= 5,427,370.15m), and extending in a southerly direction following the Southern kerbside for 6 metres.

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

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

Date: 21/06/2022

We are proposing a change in your area

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

Feedback

No Feedback received

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR 137-22 Hobson Street, Thorndon - Proposed parking time restriction change
What we'd like to do	<ul style="list-style-type: none"> To change the existing P120, 8:45am – 2:45pm Mon – Fri, During School Term to P120 “At other times” outside Queen Margaret College. To change the existing P120, 4:00pm – 9:00pm, Mon – Fri, Except Authorised vehicle to P120, 6:00pm – 9:00pm, Mon – Fri, Except Authorised vehicle” outside Queen Margaret College. To add “During School term only” to the existing sign “Bus Stop 8:00am – 4:00pm, Mon – Fri. To install new “P120 At Other Times” sign on the existing bus stop.
Why we are proposing the change	<ul style="list-style-type: none"> We have received a request from the Council Parking Services team, to change the existing parking restrictions outside Queen Margaret College. The current parking restrictions and signs are not practical for residents with a waste of 14 metres of parking outside school terms. To make it enforceable outside school term and to be clear for residents with permits to park more than 2 hrs in the evening and weekends.
Location – where we propose to make the change	Hobson Street, Thorndon – outside Queen Margaret College
Impact	<ul style="list-style-type: none"> Improve parking provision for local residents. Net parking impact – there will be no loss of parking availability for residents except for the period change in the parking restriction. Pedestrian impact – no change as there is no alteration to the pedestrian facilities.
How this relates to the parking policy	<ul style="list-style-type: none"> 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.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 1,855 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.

We are proposing a change in your area

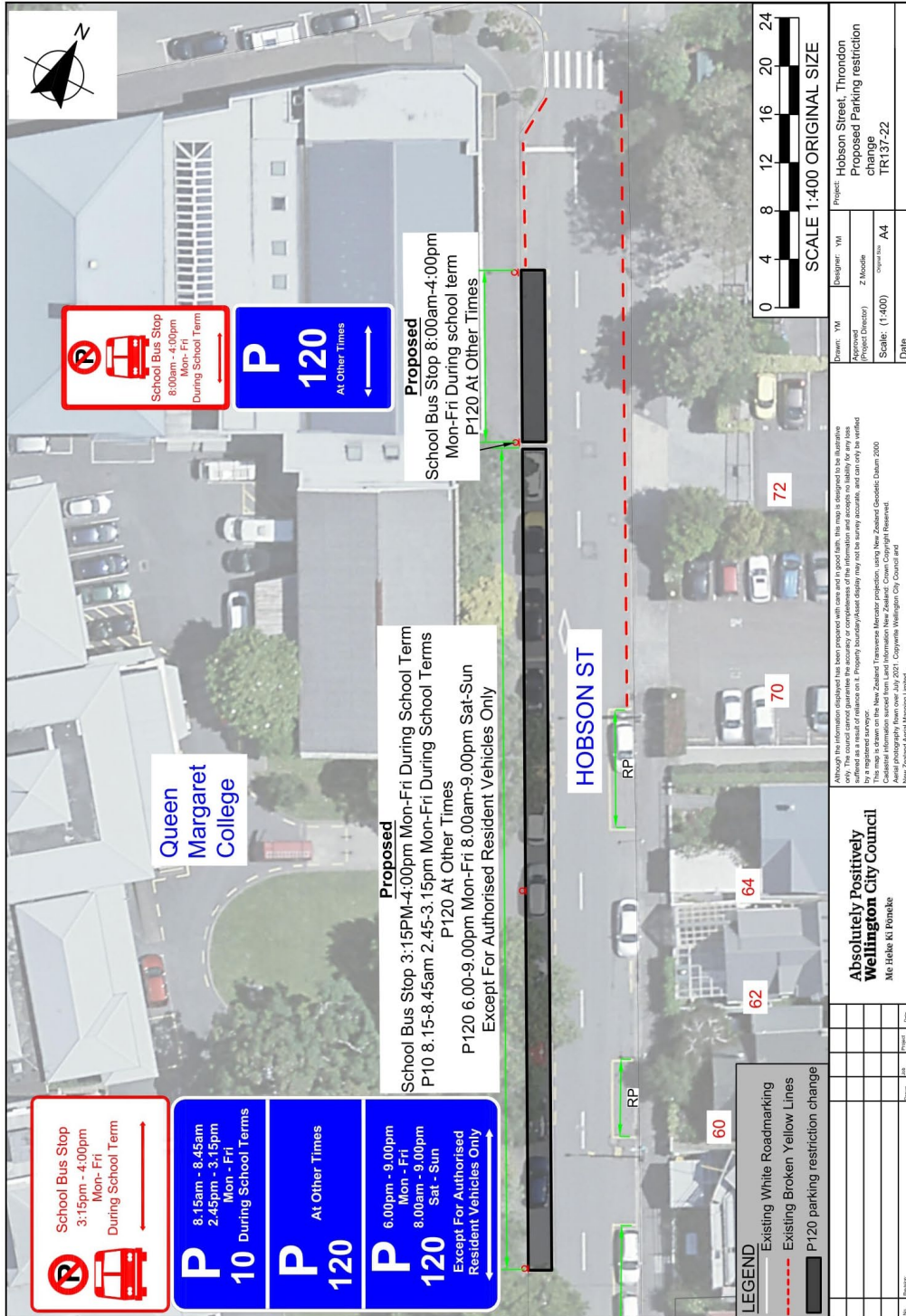
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 August 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.3. 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
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Traffic Resolution Plan: TR 137-22 – Hobson Street, Thorndon - Proposed parking time restriction change



We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Legal Description:

Delete from *Schedule A (Class Restricted) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Hobson Street	<i>P120 - Monday to Friday 8:45am - 2:45pm during school terms.</i>	<i>West side, commencing 65.5 metres from it intersection with Fitzherbert Terrace, (Grid Coordinates X= 1749099.1m, y= 5429577.3m), and extending in a southerly direction for 40 metres.</i>
Hobson Street	<i>P120 - Except for Authorised Vehicles, Monday to Friday, 3:45pm - 9:00pm, Saturday and Sunday, 8:00am - 9:00pm</i>	<i>West side, 157.1 metres from its intersection with Fitzherbert Terrace and extending in a Southerly direction for 34 metres</i>
Hobson Street	<i>Bus Stop Monday to Friday, 8:00am - 4:00pm</i>	<i>West side, commencing 23 metres from its intersection with Fitzherbert Terrace, (Grid Coordinates X= 1,749,099. 1m, y= 5429577.3m), and extending in a southerly direction for 14 metres.</i>

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

Column One	Column Two	Column Three
Hobson Street	<i>P120 At other times</i>	<i>West side, commencing 39 metres from it intersection with Fitzherbert Terrace, (Grid Coordinates X= 1,749,101,40m, y= 5,429,576,68m), and extending in a southerly direction for 69 metres.</i>
Hobson Street	<i>P120 - Except for Authorised Vehicles, Monday to Friday, 6:00pm - 9:00pm, Saturday and Sunday, 8:00am - 9:00pm</i>	<i>West side, commencing 39 metres from it intersection with Fitzherbert Terrace, (Grid Coordinates X= 1,749,101,40m, y= 5,429,576,68m), and extending in a southerly direction for 69 metres.</i>
Hobson Street	<i>Bus Stop Monday to Friday, 8:00am - 4:00pm "During School Term"</i>	<i>West side, commencing 23 metres from its intersection with Fitzherbert Terrace, (Grid Coordinates X= 1,749,099,10m, y= 5,429,577,30m), and extending in a southerly direction for 14 metres.</i>

We are proposing a change in your area

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Wellington City Council**
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<i>Hobson Street</i>	<i>P120 At other times</i>	<i>West side, commencing 23 metres from its intersection with Fitzherbert Terrace, (Grid Coordinates X= 1,749,099,10m, y= 5,429,577,30m), and extending in a southerly direction for 14 metres.</i>
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Prepared By: Yohannes Mesfun **(Graduate Transport Engineer)**
Approved By: Zackary Moodie **(Team Leader Transport Engineering)**
Date: 10/05/2022

We are proposing a change in your area

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

Feedback

Name: Richard Murcott

Suburb: Thorndon

Agree: Not Stated

TR137 22 Hobson St Proposed parking changes

CM & RR Murcott Hobson St Thorndon 7 August 2022

Problem – safety



Narrow street
Drivers are challenged to pass one another safely
Many haven't succeeded !

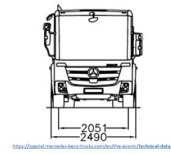


the centreline is regularly breached

<https://goo.gl/maps/FAVkh28brKwgXFge9>

We are proposing a change in your area

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Exceeds 2.5m wide
 (including mirrors)



<https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/public-transport-design-guidance/bus-dimensions-for-design/#vehicle-dimension-parameters>

Width (including mirrors) 2.85m



Limited overtaking.
 Some parts of the
 roadway are only
 4.9m wide

Road Width MEASURES

school gate

trafficable width
4.9m

Overview

School Bus Stop 3:15PM-4:00pm Mon-Fri During School Term

Safer for school bus' to park adjacent the northern segment of street

This segment road is 6.9m wide i.e. **+2m wider**

Prioritise Bus parking to the northern end of the Stop

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

24 May 2022 at 10:23

To: zackary.moodie@wcc.govt.nz

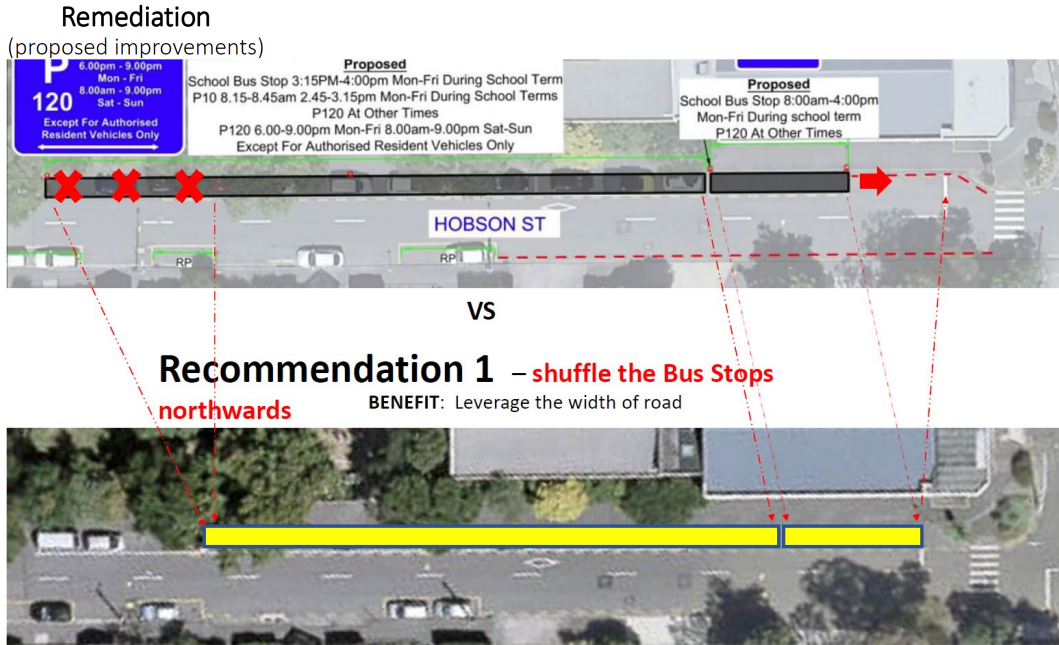
Hello Zackary

Supplementary information in support of our submission earlier this month. Please note that my wife witnessed a concerning traffic incident at the choke point yesterday afternoon. Around 3:40pm, a fire truck on emergency despatch (flashing lights et al) was travelling northwards along Hobson St until its path was partially obstructed by a school bus which was parked near QMC's pedestrian gate. The gap for the fire truck to pass through was very tight and the frames of the bus and fire truck wing mirrors got entangled. The bus couldn't move, so the emergency vehicle had to carefully reverse and only then was it possible to manoeuvre slowly past the bus to resume the emergency response. Clearly a very unsatisfactory situation. But it is illustrative of the challenges that even drivers of smaller vehicles encounter when there are buses at that point (damage has occurred such as wing mirrors being clipped, etc.). If the front of the buses were parked further northward along the street (beside QMC's hall), where the trafficable roadway is wider, because of parking restrictions on the eastern side of the street, this should help alleviate the bottleneck a little.

During school terms QMC staff members come out to the school gate between approximately 3pm and 3.30pm and students assemble in groups inside the gate waiting for their bus. So, in most cases when a bus arrives, it stops outside the gate i.e. not at the northern end of the bus stop. Perhaps if drivers also see the staff member (usually with a high visibility vest) this may also encourage drivers to pull in early at the gate. Maybe the drivers feel they're doing a service and pull in 'early'. The first group of students leave the school grounds and board the bus. Meanwhile, there are other buses making their way up the street. Due to the width of the bus, and traffic, they usually have to wait until the first bus departs, and then it's their turn to pull into the curb, which is usually near the school gate again. The gate is like a magnet! Meantime, the street turns into a state of mayhem. As well as the buses not pulling into the best stop position, some also do not pull in close to the curb and this can also constrict other vehicles wishing to pass along the street. Additionally, seemingly with a feeling of entitlement, parents' vehicles park over driveways, stop and stand on yellow broken lines, park across garages. Additionally traffic tries to drive past all this. Hobson St is a narrow legal road. The distance curb to curb is 9m, minus parallel parking either side leaves ~4.9m of trafficable road. A 2.85m wide bus cannot easily overtake anything, or one another. Buses should be encouraged to use the full length of the available bus stop. The width of the buses and the continuation of other traffic trying to drive both directions along Hobson St, especially any wide vehicles cause delays or traffic jams. When Tinakori Rd is busy, Hobson St gets choked; the temporary gridlock has been known to extend as far back as the school. Wellington Free Ambulance (south end of the street) and the Thorndon Fire Station (Thorndon Quay) despatch along Hobson St. There have been a number of witnessed cases where the emergency vehicles have encountered issues. There are additional risks at 'bus time' when emergency services are despatched down the street. 'Home time', while buses and cars are parking haphazardly, is when risk taking, distracted teenagers are running and walking between buses to get to rides across the street. Noise. Diesel buses banked near the school gate create a sound resonance and vibration in nearby houses. By encouraging the buses to park further northward along the bus stop this will mitigate the problem somewhat.

We are proposing a change in your area

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Recommendation 2: Educate bus drivers park at the new **northernmost** end of the bus

We are proposing a change in your area

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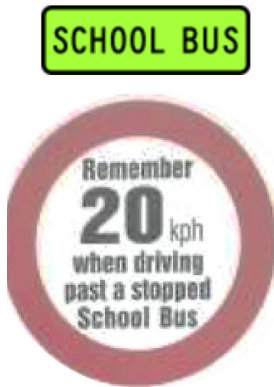


High pedestrian crossing visibility

Assisted by the gradient of the road, footpath extensions & BYL's on east side

Plus <20kph whenever passing a school bus in either direction

What can be done to highlight this ?



Legal speed limit for passing a stationary school bus is **20**kph
in either direction, anywhere [Ref.](#)

Submission ends

We are proposing a change in your area

**Absolutely Positively
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Me Heke Ki Pōneke

Officer's Response:

Thanks for your response on TR117-22 Hobson Street, Thorndon - Proposed Parking Time Restrictions Changes.

We cannot support moving the bus stop closer to the zebra crossing as it is a legal requirement to provide an unobstructed visibility from the pedestrian crossing to the diamond markings on the road which is at least 50 metres away to allow adequate stopping distance for a vehicle when pedestrians are using the zebra crossing. If this visibility splay is obstructed by a bus, it presents an unsafe situation for pedestrians using this zebra crossing.

Officers have contacted GWRC and their school service delivery advisor, who will work with bus operators to ensure the buses move to the front of the bus stop.

The school service delivery advisor has also agreed to monitor the bus operations at this bus stop to reinforce this requirement.

The Principal of Queen Margaret College has been contacted to encourage bus operators to move to the front of the bus stop to pick up the school children.

The request to remind drivers to drive at 20kph past a stationary school bus has been forwarded to GWRC to incorporate into their contracted school bus services with the bus operators.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR141-22 Tirangi Road, Rongotai – New Bus Stop Layout (#7345 & #6345)
What we'd like to do	<ul style="list-style-type: none"> • Improve the layout of an existing pair of bus stops on Tirangi Road by introducing improved road markings.
Why we are proposing the change	<ul style="list-style-type: none"> • To improve accessibility for buses using this bus stop to safely pick up and drop off passengers. • Both stops #7345 and #6345 are currently too short and do not have the recommended entry & exit tapers (broken yellow lines) on the approach and exit from these stops. • These improvements will allow buses to line up parallel to the kerb and footpath and ensuring patron accessibility to these stops • The improved road markings will also bring this pair of bus stops to be consistent with the PT standard being implemented across the region • Metlink has completed site visits to the bus stop location, and in conjunction with the transport engineering team have agreed the best proposal to alleviate issues outlined above
Location – where we propose to make the change	Tirangi Road, Rongotai - Stop #7345 & #6345 outside #95
Impact	<ul style="list-style-type: none"> • Improved safety and accessibility for bus users. • Net parking impact – removal of four (4) unrestricted parking spaces at #7345 and at #6345
Additional Information	<ul style="list-style-type: none"> • GWRC completed a 14-day consultation during November 2019 with no feedback received • Average weekly traffic volume - 10,300 • Average weekly passenger numbers - 208 • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

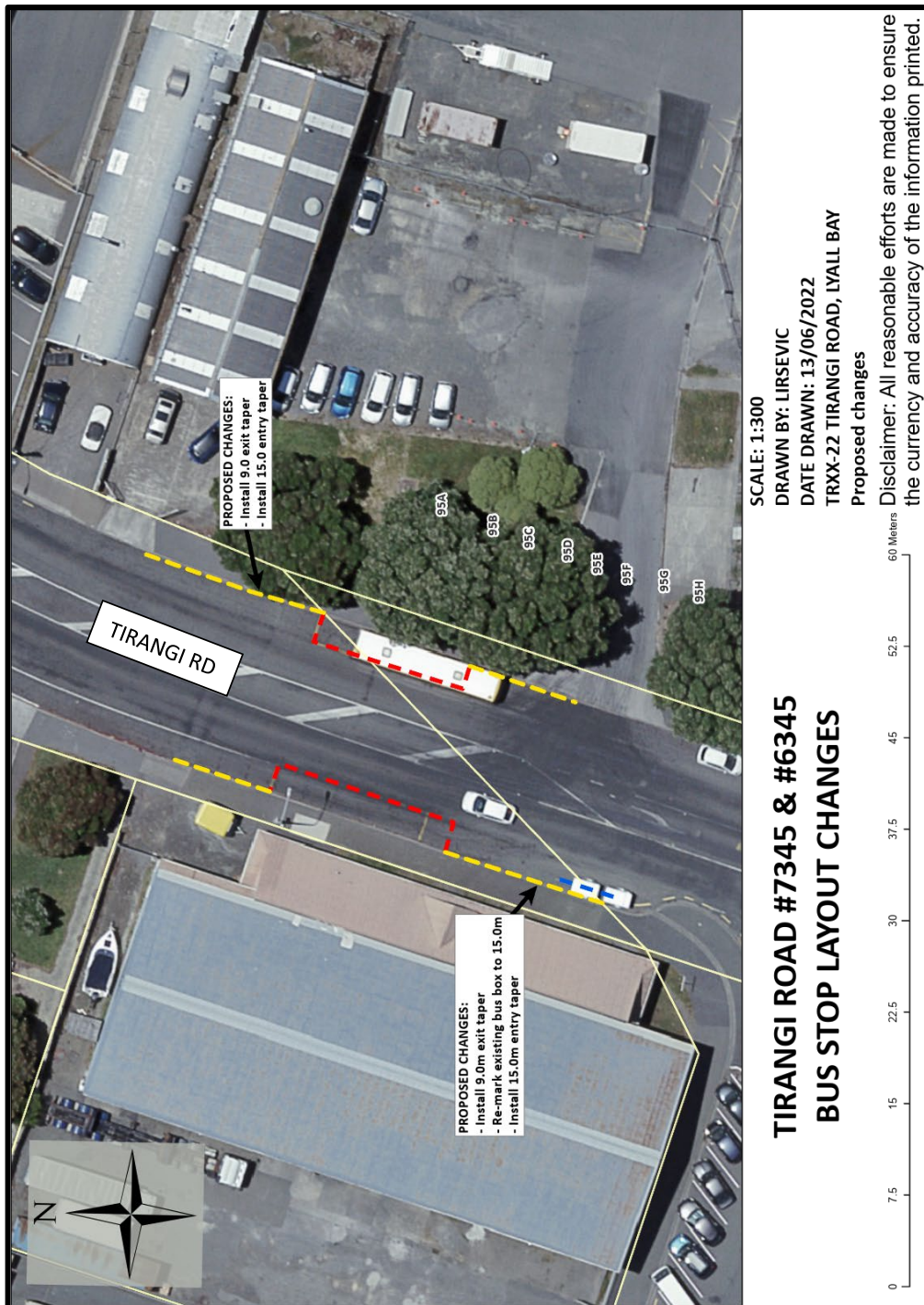
**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

<p>How this relates to the parking policy</p>	<ul style="list-style-type: none"> • 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. • 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. • 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. • Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes
<p>Feedback</p>	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none"> • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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.
<p>Next Steps</p>	<ol style="list-style-type: none"> 1. Feedback collated by Monday 8 August 2022. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022. 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: TR141-22 Tirangi Road, Rongotai – New Bus Stop Layout (#7345 & #6345)



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
Tirangi Road	<i>Bus Stop, At All Times</i>	<i>West side, commencing 35.5 metres west of its intersection with Kingsford Smith Street and extending in a northerly direction following the western kerbline for 12 metres.</i>
Tirangi Road	<i>Bus Stop, At All Times</i>	<i>East side, commencing 149.5 metres south of its intersection with Coutts Street and extending in a southerly direction following the eastern kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
Tirangi Road	<i>Bus stop, At All Times</i>	<i>West side, commencing 41.5 metres north of its intersection with Kingsford Smith Street (grid coordinates, x = 1,750,885.93m, y = 5,423,640.96m) and extending in a southerly direction following the western kerbline for 15 metres.</i>
Tirangi Road	<i>Bus stop, At All Times</i>	<i>East side, commencing 156.2 metres south of its intersection with Coutts Street (grid coordinates, x = 1,750, 893.92m, y = 5,423625.33m) and extending in a northerly direction following the eastern kerbline for 15 metres.</i>

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

Column One	Column Two	Column Three
Tirangi Road	<i>No Stopping, At All Times.</i>	<i>West side, commencing 41.5 metres north of its intersection with Kingsford Smith Street (grid coordinates, x = 1,750,885.93m, y = 5,423,640.96m) and extending in a northerly direction following the western kerbline for 9 metres.</i>
Tirangi Road	<i>No Stopping, At All Times.</i>	<i>West side, commencing 26.5 metres north of its intersection with Kingsford Smith</i>

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		<i>Street (grid coordinates, x = 1,750,885.93m, y = 5,423,640.96m) and extending in a southerly direction following the western kerbline for 15 metres.</i>
Tirangi Road	<i>No Stopping, At All Times.</i>	<i>East side, commencing 156.2 metres south of its intersection with Coutts Street (grid coordinates, x = 1,750, 893.92m, y = 5,423625.33m) and extending in a southerly direction following the eastern kerbline for 9 metres.</i>
Tirangi Road	<i>No Stopping, At All Times.</i>	<i>East side, commencing 141.2 metres south of its intersection with Coutts Street (grid coordinates, x = 1,750, 893.92m, y = 5,423625.33m) and extending in a northerly direction following the eastern kerbline for 15 metres.</i>

Prepared By: Leona Irsevic **Asset Planning Engineer
GWRC/Metlink**

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

Date: 13 June 2022

We are proposing a change in your area

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

Feedback

Name: GWRC

Suburb:

Agree: Yes

Greater Wellington supports marking and extending the bus boxes as well as providing entry and exit tapers for these stops. Doing so will increase the accessibility of the stops as buses will be able to pull in parallel to the kerb. This is a busy area so buses often struggle to enter the stops, having entry tapers will ensure buses can safely enter the stops without worrying about private vehicles parking in the way.

Officer's Response:

Thank you once again for taking the time to submit feedback on these changes for Tirangi Road, your feedback is appreciated and will be considered in our final decision.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR142-22 Waitoa Road, Hataitai - New layout for Bus Stop (#6535)
What we'd like to do	<ul style="list-style-type: none"> Relocate bus stop and improve layout of the bus stop by introducing new road markings
Why we are proposing the change	<ul style="list-style-type: none"> Metlink have received safety and accessibility concerns from the bus operator and customers whereby, at present, buses servicing this bus stop are likely to collide with the adjacent shop canopy as they navigate in and out of the bus stop causing damage to the canopy and the bus This problem is exacerbated by the road camber. Buses using the bus stop lean closer to the canopy, increasing the likelihood to collide with the canopy The supporting poles of the canopy also obstruct customers alighting and boarding the bus As an interim measure, GWRC have requested a white guiding line to be painted parallel to the kerb to help guide drivers to keep at least 60cm away from the kerb line, to reduce the likelihood of colliding with the canopy Because of the necessary clearance buses need to maintain from the kerb to reduce incidents, this clearance distance decreases patron safe accessibility as buses are not close enough to the kerb and footpath to deploy the wheelchair ramp, and for customers to maintain safe access to and from the bus Metlink has completed site visits to the bus stop location, and in conjunction with the transport engineering team have agreed the best proposal to alleviate issues outlined above
Location – where we propose to make the change	Waitoa Road, Hataitai – outside no.23
Impact	<ul style="list-style-type: none"> The proposed bus stop relocation improves safety and accessibility for buses, patrons and pedestrians. It also improves journey time as buses can manoeuvre into and out of the bus stop easier as it will become a bus boarder/in-lane bus stop Net parking impact – addition of two (2) time restricted P60 spaces. Pedestrian impact – positive. Improve for bus patrons as they will be able to board the bus from the footpath, and use the wheelchair ramp if required
How this relates to the parking policy	<ul style="list-style-type: none"> 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. 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.

We are proposing a change in your area

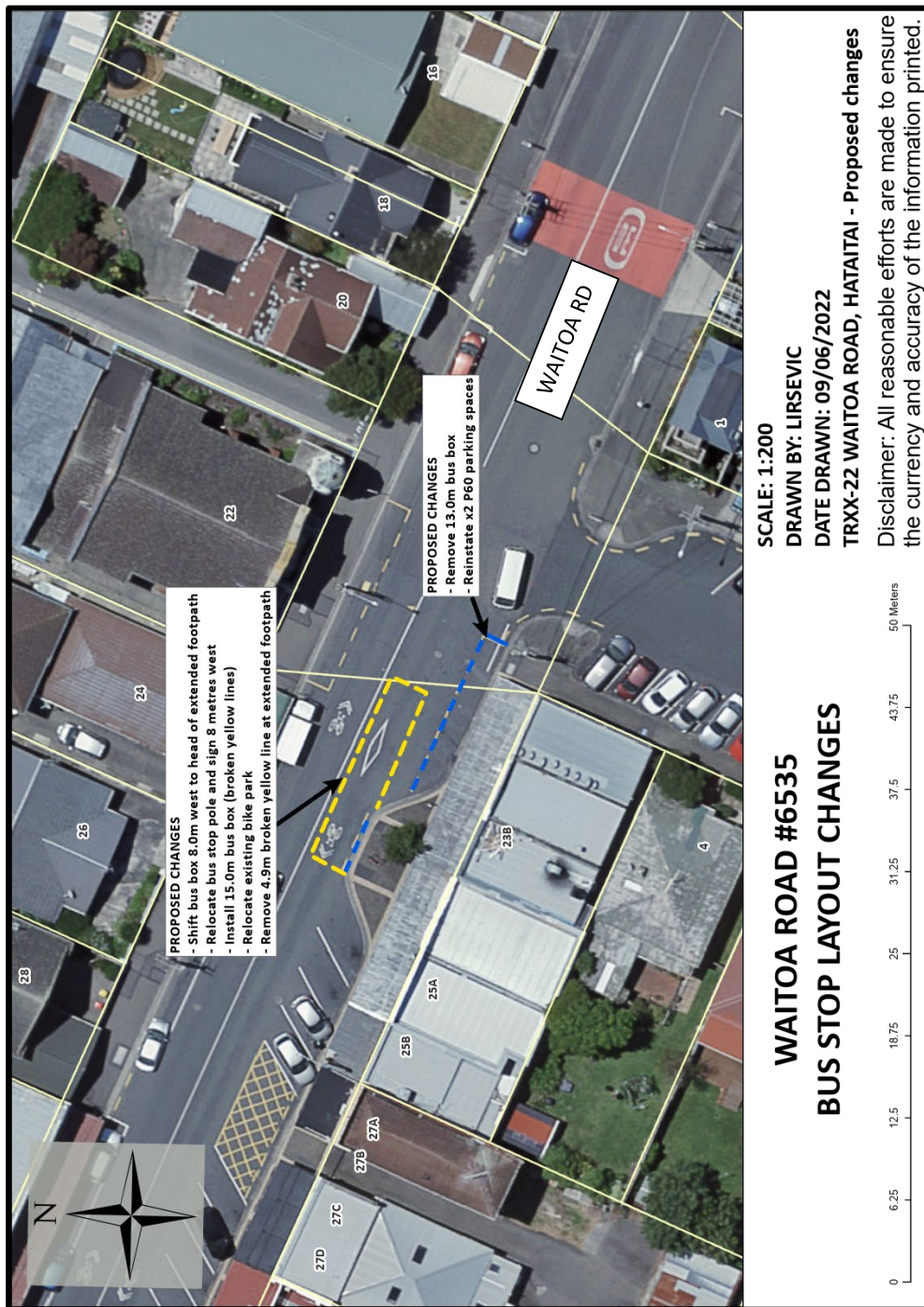
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	<ul style="list-style-type: none"> Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city. Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes
Additional Information	<ul style="list-style-type: none"> Average monthly passenger number – 730 passengers Average daily traffic count – 4,300 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 8 August 2022 The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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Traffic Resolution Plan: TR142-22 Waitoa Road, Hataitai – Reference New layout for bus stop (#6535)



We are proposing a change in your area

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Legal Description:

Add to Schedule (B) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Waitoa Road	<i>Bus stop At All Times</i>	<i>West side, commencing 24.9 metres west of its intersection with William Street (Grid coordinates X=1,750,254.4m Y=5,425,912.87m) and extending in a westerly direction following the western kerb line for 15 metres.</i>

Add to Schedule (A) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Waitoa Road	<i>P60</i>	<i>West side, commencing 20.9 metres west of its intersection with William Street (Grid coordinates X=1,750,254.4m Y=5,425,912.87m) and extending in a westerly direction following the western kerb line for 10 metres.</i>

Prepared By: Leona Irsevic **Asset Planning Engineer**
Approved By: Zackary Moodie **GWRC/Metlink**
Date: 9 June 2022 **(Team Leader Transport Engineering)**

We are proposing a change in your area

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

Feedback

Name: GWRC

Suburb:

Agree: Yes

Greater Wellington supports this Traffic Resolution as creating an in-lane stop will increase accessibility of the stop and remove the risk of buses colliding with the shop canopy at the current stop. Presently buses are unable to pull in close and parallel to the kerb as there is a shop canopy that buses risk colliding with. A temporary fix of a white guiding line was put in place; however this means buses are unable to pull in close to the kerb which reduces the accessibility of the stop. Adding a bus box to the new in-lane stop and aligning the stop with the footpath will improve the overall accessibility of the stop as customers will be able to board and exit the bus safely onto the footpath. Creating an in-lane bus stop will also make the service more efficient and faster as it will not have to pull in and out of a stop. Greater Wellington supports this Traffic Resolution as it increases the safety and accessibility of the stop. We also note the bike park will be relocated so people are still able to use it and it will not impede those trying to board and exit the bus.

Officer's Response:

Thank you for taking the time to submit feedback on these changes for stop 6535 on Waitoa Road, your feedback is appreciated and will help inform our final decision.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR143-22 Murchison Street, Owhiro Bay - New layout for Bus Stop (#7146)
What we'd like to do	<ul style="list-style-type: none"> Relocate bus stop and improve layout by introducing new road markings and new bus shelter
Why we are proposing the change	<ul style="list-style-type: none"> Metlink have investigated the installation of a new bus shelter at the current location via WCC consenting process. Based on the WCC park-rangers feedback, there is an existing need for access to the Wellington City Light Horse Pony Club beyond the bus stop and a proposed shelter at the existing location would hinder this access This proposed traffic resolution seeks to relocate the bus stop, introduce new road markings to ensure the bus can access the bus stop without obstruction and to ensure accessibility for passengers boarding and alighting at this bus stop Metlink has completed site visits to the bus stop location, and in conjunction with the transport engineering team have agreed the best proposal to alleviate issues outlined above
Location – where we propose to make the change	Murchison Street, Owhiro Bay – Corner Happy Valley Road
Impact	<ul style="list-style-type: none"> The bus stop relocation improves safety and accessibility for buses and pedestrians Net parking impact – removal of 24m of kerb side parking Pedestrian impact – positive. Maintained access for those using the bus service as they will be able to board the bus from the footpath with added comfort of a new bus shelter
How this relates to the parking policy	<ul style="list-style-type: none"> 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. 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. 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. Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes
Additional Information	<ul style="list-style-type: none"> Average monthly passenger number – 373 passengers

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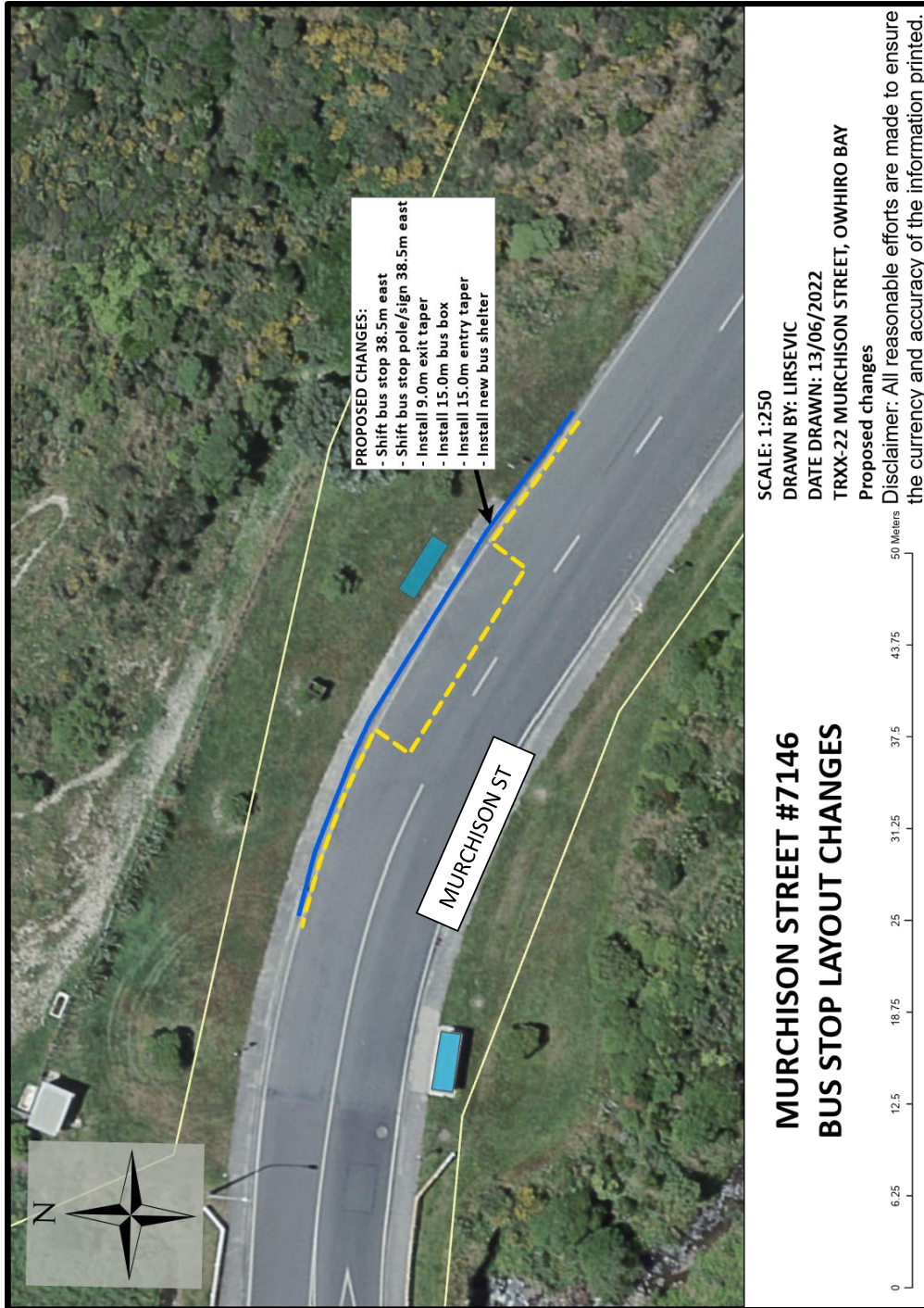
	<ul style="list-style-type: none"> • Average daily traffic count – 1,500 • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. • Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022. • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Monday 8 August 2022. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022. 3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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Traffic Resolution Plan: TR143-22 Murchison Street, Owhiro Bay – New bus stop layout (#7146)



We are proposing a change in your area

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Legal Description:

Delete from Schedule (B) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Murchison Street	<i>Bus Stop At All Times</i>	North side, commencing 32 metres north of its intersection with Happy Valley Road and extending in an easterly direction following the northern kerbline for 12 metres.

Add to Schedule (B) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Murchison Street	<i>Bus Stop At All Times</i>	North side, commencing 67.3 metres east of its intersection with Happy Valley Road (Grid coordinates X=1,747,126.61m Y=5,422,682.77m) and extending in a westerly direction following the northern kerb line for 15 metres.

Add to Schedule (D) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Murchison Street	<i>No stopping at all times</i>	North side, commencing 67.3 metres east of its intersection with Happy Valley Road (Grid coordinates X=1,747,126.61m Y=5,422,682.77m) and extending in an easterly direction following the northern kerb line for 9 metres.
Murchison Street	<i>No stopping at all times</i>	North side, commencing 52.3 metres east of its intersection with Happy Valley Road (Grid coordinates X=1,747,126.61m Y=5,422,682.77m) and extending in a westerly direction following the northern kerb line for 15 metres.

Prepared By:

Leona Irsevic

**Asset Planning Engineer
GWRC/Metlink**

Approved By:

Zackary Moodie

**(Team Leader Transport
Engineering)**

Date:

13 June 2022

We are proposing a change in your area

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

Feedback

Name: GWRC

Suburb:

Agree: Yes

Greater Wellington supports this Traffic Resolution as it allows us to improve the customer experience for public transport users by putting in a shelter at this stop. Moving the bus stop is necessary to ensure clear access to the Wellington City Light Horse Pony Club, as currently if a shelter was installed it would hinder access. Marking out the entry and exit tapers and the bus box ensures buses will always be able to pull in close and parallel to the kerb and aligned with the new shelter. This will increase the accessibility of the stop as customers will be able to board and exit the bus safely onto the footpath and the ramp will be able to be deployed easily for those who need it and improve the customer experience of those using the stop.

Officer's Response:

Thank you once again for taking the time to submit feedback on these changes for Murchison Street, your feedback is appreciated and will be considered in our final decision.

We are proposing a change in your area

**Absolutely Positively
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Kia ora,

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

Proposal:

Reference	TR144-22 Waitoa Road, Hataitai - New layout for Bus Stop (#7535)
What we'd like to do	<ul style="list-style-type: none"> Relocate bus stop and improve bus stop layout by introducing new road markings
Why we are proposing the change	<ul style="list-style-type: none"> We have received feedback from the bus operator that drivers have difficulty manoeuvring at this bus stop because of the power pole situated in the middle of the bus stop area alongside the kerb This introduces risk of buses colliding with the pole when entering the bus stop at an angle to avoid hitting parked cars around the bus stop. Buses are entering the bus stop at an angle because there are no entry and exit tapers (broken yellow lines) to allow for the correct positioning of the bus along the kerb. As a result, buses are not aligning parallel with the kerb and footpath and the overall safety and accessibility of the public transport users at this bus stop is impacted The relocation of the bus stop to be clear of the power pole and introducing new bus stop road markings while designating adequate tapers will improve bus manoeuvring to ensure good accessibility for customers when using public transport. Metlink has completed site visits to the bus stop location, and in conjunction with the transport engineering team have agreed the best proposal to alleviate issues outlined above
Location – where we propose to make the change	Waitoa Road, Hataitai – outside no.22
Impact	<ul style="list-style-type: none"> The bus stop relocation improves safety and accessibility for buses and PT customers. With the improvements of the bus stop layout, safe accessibility is improved for all customers Net parking impact – removal of two (2) P60 time restricted parking spaces and one (1) unrestricted parking space. However, there is a net gain of two (2) additional parking (reinstatement) spaces with the relocation of bus stop #6535 on the opposite side of the road Pedestrian impact – positive. Improve for patrons as they will be able to board the bus from the footpath.
How this relates to the parking policy	<ul style="list-style-type: none"> 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. 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. 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.

We are proposing a change in your area

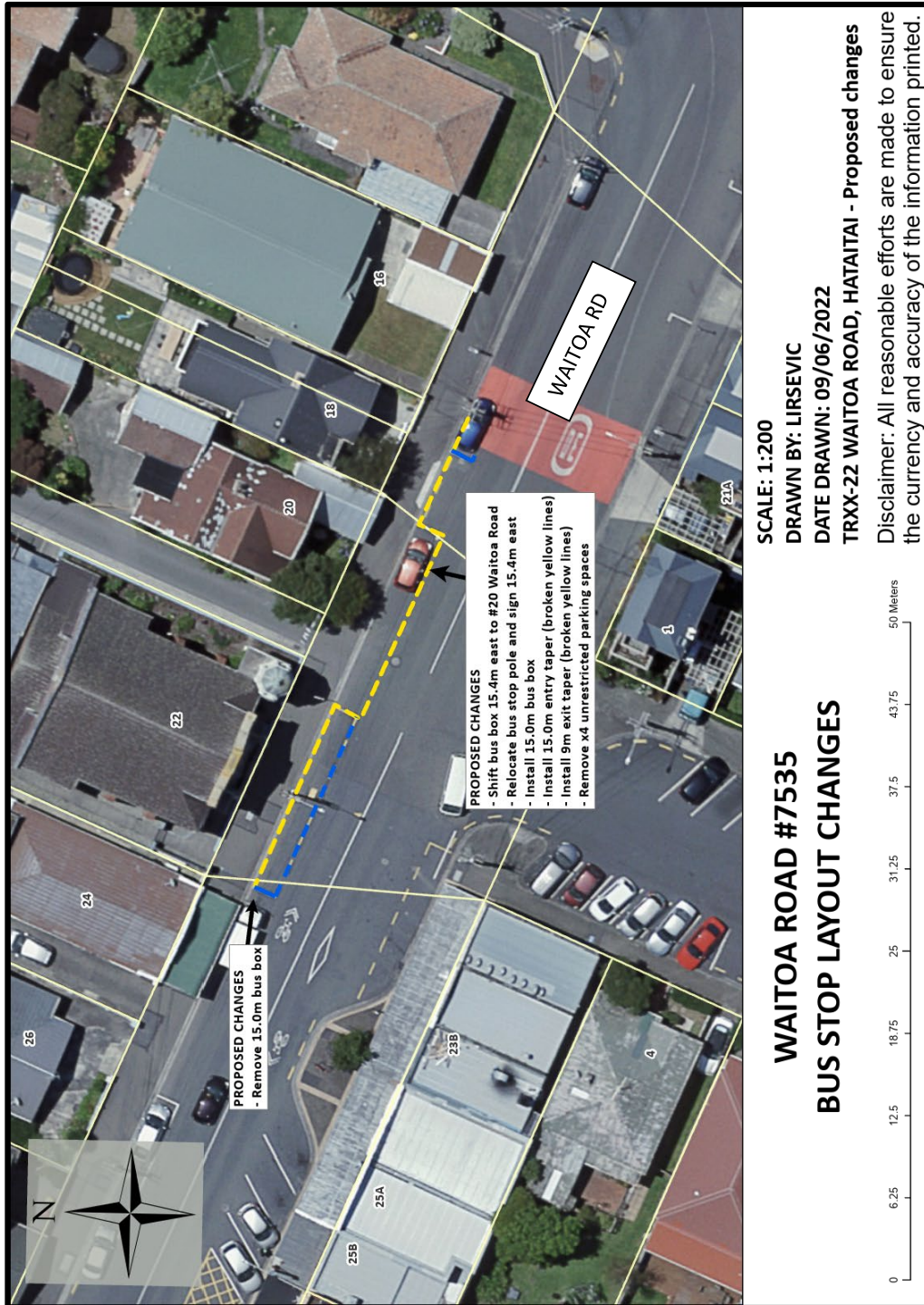
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	<ul style="list-style-type: none"> Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes
Additional Information	<ul style="list-style-type: none"> Average monthly passenger number – 766 passengers Average daily traffic count – 4,500 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 8 August 2022. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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Traffic Resolution Plan: TR144-22 Waitoa Road, Hataitai – Reference: New layout for bus stop (#7535)



We are proposing a change in your area

**Absolutely Positively
Wellington City Council**
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Legal Description:

Remove from Schedule (A) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Waitoa Road	P60	Eastern side, commencing 24.6 metres west of its intersection with Waipapa Road (Grid coordinates X=1, 750,295.58m Y=5,425,900.74m) and extending in a westerly direction following the eastern kerb line for 15 metres.

Add to Schedule (B) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Waitoa Road	Bus stop At All Times	Eastern side, commencing 39.6 metres west of its intersection with Waipapa Road (Grid coordinates X=1, 750,295.58m Y=5,425,900.74m) and extending in a westerly direction following the eastern kerb line for 15 metres.

Add to Schedule (D) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Waitoa Road	No stopping at all times	Eastern side, commencing 39.6 metres west of its intersection with Waipapa Road (Grid coordinates X=1, 750,295.58m Y=5,425,900.74m) and extending in an easterly direction following the eastern kerb line for 9 metres.
Waitoa Road	No stopping at all times	Eastern side, commencing 54.6 metres west of its intersection with Waipapa Road (Grid coordinates X=1, 750,295.58m Y=5,425,900.74m) and extending in a westerly direction following the eastern kerb line for 15 metres.

Prepared By:

Leona Irsevic

**Asset Planning Engineer
GWRC/Metlink**

Approved By:

Zackary Moodie

**(Team Leader Transport
Engineering)**

Date:

15/07/2022

We are proposing a change in your area

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

Feedback

Name: GWRC

Suburb:

Agree: Yes

Greater Wellington supports this Traffic Resolution as it increases the accessibility of the bus stop and reduces the risk of buses colliding with the power pole that is currently in the middle of the bus stop. Moving the stop ensures buses will be able to safely move in and out of the stop as they will not have to navigate around the power pole in the current stop. Adding in entry and exit tapers will make it easier for buses to pull in and out of the new stop as they will not have to drive around private vehicles that may be in the way of the bus stop. This will increase the accessibility of the stop as buses will be able to pull in close and parallel to the kerb, making it safer and easier for customers to board and exit the bus and for the ramp to be deployed for those customers who may need it.

Officer's Response:

Thank you for taking the time to submit feedback on these changes for stop 7535 on Waitoa Road, your feedback is appreciated and will help inform our final decision.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR146-22 Cockayne Road, Ngaio - New layout for Bus Stop (#4410)
What we'd like to do	<ul style="list-style-type: none"> • Improve bus stop layout by introducing new markings
Why we are proposing the change	<ul style="list-style-type: none"> • Metlink had bus stop #4410 on their issues log regarding the placement of markings with respect to the concrete standing pad and where passengers are waiting for the bus • Due to the high boardings at this bus stop, and the placement of the bus box, bus services frequently must navigate around parked cars behind the bus stop, and must stop further away from where customers are waiting at the concrete standing pad • Without adequate bus stop markings at this stop, drivers cannot pull up close and parallel to the kerb line to kneel the bus and deploy the wheelchair ramp should customers with mobility restrictions need to use it - compromising overall accessibility to public transport users at this bus stop • The bus stop is in a good location with good access to footpath and standard height kerb leading up to the bus stop - the only changes required are improvements to road markings to ensure the bus can achieve accessibility requirements at this stop • Metlink have completed site visits to the bus stop location, and in conjunction with WCC transport engineering team have agreed the best proposal to alleviate issues outlined above
Location – where we propose to make the change	Cockayne Road, Ngaio – outside no.203
Impact	<ul style="list-style-type: none"> • Improvements to the bus stop road markings will improve safety and accessibility for both buses and pedestrians • Net parking impact – removal of one (1) unrestricted parking space • Pedestrian impact – positive. Improve for bus patrons as they will be able to board the bus from the concrete standing pad and utilise the wheelchair ramp if required.
How this relates to the parking policy	<ul style="list-style-type: none"> • 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. • 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. • 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. • Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions.

We are proposing a change in your area

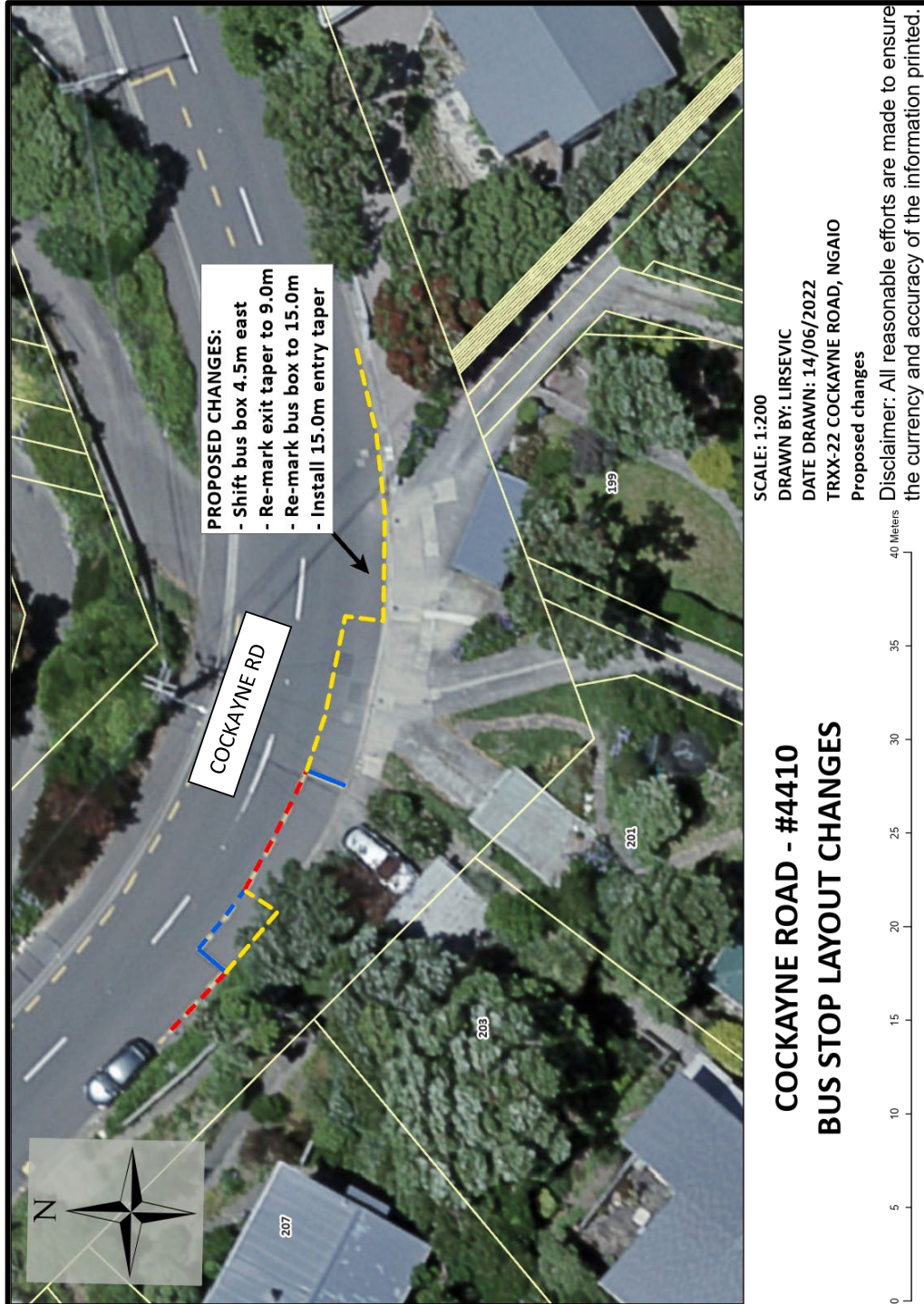
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<p>Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes</p>
Additional Information	<ul style="list-style-type: none"> • Average monthly passenger number - 458 passengers • Average daily traffic count – 2,300 • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022. • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Monday 8 August 2022. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022. 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: TR146-22 Cockayne Road, Ngaio – New bus stop layout (#4410)



We are proposing a change in your area

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Legal Description:

Delete from Schedule (B) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cockayne Road	<i>Bus stop, at all times</i>	South side, commencing 122.5 metres east of its intersection with Ellora Street and extending in an easterly direction following the southern kerbline for 12 metres.

Add to Schedule (B) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cockayne Road	<i>Bus stop, at all times</i>	<i>South side, commencing 124.4 metres east of its intersection with Ellora Street (Grid coordinates X=1,748,981.70m Y=5,431,710.79m) and extending in an easterly direction following the southern kerb line for 15 metres.</i>

Add to Schedule (D) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cockayne Road	<i>No stopping at all times</i>	<i>South side, commencing 124.4 metres east of its intersection with Ellora Street (Grid coordinates X=1,748,981.70m Y=5,431,710.79m) and extending in a westerly direction following the southern kerb line for 9 metres.</i>
Cockayne Road	<i>No stopping at all times</i>	<i>South side, commencing 139.4 metres east of its intersection with Ellora Street (Grid coordinates X=1,748,981.70m Y=5,431,710.79m) and extending in an easterly direction following the southern kerb line for 15 metres.</i>

Prepared By:

Leona Irsevic

Asset Planning Engineer

GWRC/Metlink

Approved By:

Zackary Moodie

(Team Leader Transport

Engineering)

Date:

14 June 2022

We are proposing a change in your area

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Feedback

Name: Jonas Bergler

Suburb: Ngaio

Agree: Yes

Although the change would block additional driveways with the bus stop, I believe the change makes sense and am supportive.

I would like to note that this bus stop is one of (maybe the only) stop on the south bound 25 route that does not have a shelter and given the lack of footpaths on both sides of the road this makes the bus less accessible for folks who aren't able to easily get to the next stop along the route on a rainy day.

Since the bus stop is being reviewed anyway, would it be possible to please install a bus shelter at the same time.

Officer's Response:

Thank you for taking the time to submit feedback on these proposed changes for stop 4410 on Cockayne Road, your feedback is appreciated.

You are quite right, the location of this stop is very tricky and constrained, making it difficult to install a bus shelter. To do so, there would be significant earthworks required to dig into the nearby bank of which has not been investigated by Metlink at this point in time.

We do realise this stop requires a shelter, and many residents and bus users in the area would be appreciative for it, so we will contribute to investigate ways we can make this happen. But for now, our main priority is to ensure the bus can stop adjacent to a standard height kerb line and maintain customer accessibility on and off the bus.

Thank you once again for taking the time to submit feedback on these proposed changes on Cockayne Road, your feedback will be considered in our final decision.

Name: William Maxwell

Suburb: Ngaio

Agree: Yes

I use this bus stop at least once a day during the week. I would like to endorse the proposal for the new layout of the bus stop. The addition of an entry taper is a sound idea as I often witness bus drivers have difficulty pulling up parallel to the stop.

Shifting the bus box to the East by 4.5m also makes good sense.

I do have a few questions.

- The area along this stretch of pavement is broken and uneven, will a new concrete pad be poured?
This would assist passengers with mobility issues or the visually impaired. Those with young children in pushchairs and the elderly would also be safer and benefit.
- This bus stop is most probably the highest one on Cockayne Road and is exposed to the prevailing North Westerly winds, will a bus shelter be built?

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This could be situated at the Western end of the pad. I have been soaked to the skin standing at this bus stop going to work in the morning. The rain comes in horizontally what little shelter can be gained from existing structures or trees is inaccessible to those with disabilities the elderly or passengers travelling with young children.

Officer's Response:

Thank you for taking the time to submit feedback on these proposed changes for stop 4410 on Cockayne Road, your feedback is appreciated.

Answers to your specific questions are provided for below:

- *The area along this stretch of pavement is broken and uneven, will a new concrete pad be poured?
This would assist passengers with mobility issues or the visually impaired. Those with young children in pushchairs and the elderly would also be safer and benefit.*

Metlink has not investigated this within the scope of this proposal for change at this bus stop, but certainly can be investigated as a source of improvement for general access and user ease at this stop- thank you for raising this.

- *This bus stop is most probably the highest one on Cockayne Road and is exposed to the prevailing North Westerly winds, will a bus shelter be built?
This could be situated at the Western end of the pad. I have been soaked to the skin standing at this bus stop going to work in the morning. The rain comes in horizontally what little shelter can be gained from existing structures or trees is inaccessible to those with disabilities the elderly or passengers travelling with young children.*

We understand that the location of the bus stop is extremely expose to north westerly winds and has customers exposed to the elements. Due to the location of this stop, combined with the absence of footpath and general space available at the bus stop itself- makes it very difficult to install a bus shelter. To do so, there would be significant earthworks required to dig into the nearby bank (west of the stop) of which has not been investigated by Metlink at this point in time.

We do realise this stop requires a shelter, and many residents and bus users in the area would be appreciative for it, so we will contribute to investigate ways we can make this happen. But for now, our main priority is to ensure the bus can stop adjacent to a standard height kerb line and maintain customer accessibility on and off the bus.

Thank you once again for taking the time to submit feedback on these proposed changes on Cockayne Road, your feedback will be considered in our final decision.

Name: Penny Maxwell

Suburb: Ngaio

Agree: No

A bus shelter would be a big help for the disabled and children and parents with small children as well as workers bussing in to work. It is already an awkward stretch of road with no pavement on

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that side of the road so anything to make it more bearable would be appreciated. It takes the brunt of the wind there too. #4410 Cockayne Rd TR-146-22.

Officer's Response:

Thank you for taking the time to submit feedback on these proposed changes for stop 4410 on Cockayne Road, your feedback is appreciated.

We understand that the location of the bus stop is extremely expose to north westerly winds and has customers exposed to the elements. Due to the location of this stop, combined with the absence of footpath and general space available at the bus stop itself- makes it very difficult to install a bus shelter. To do so, there would be significant earthworks required to dig into the nearby bank (west of the stop) of which has not been investigated by Metlink at this point in time.

We do realise this stop requires a shelter, and many residents and bus users in the area would be appreciative for it, so we will contribute to investigate ways we can make this happen. But for now, our main priority is to ensure the bus can stop adjacent to a standard height kerb line and maintain customer accessibility on and off the bus.

Thank you once again for taking the time to submit feedback on these proposed changes on Cockayne Road, your feedback will be considered in our final decision.

Name: Rob Hamilton

Suburb: Ngaio

Agree: Not Stated

Many thanks for the leaflet informing us of the proposed changes to the bus stop layout at #4410 on Cockayne Road. Whilst the proposal is understood, it is less clear how changing the road markings will realise the perceived benefits listed in your leaflet that are associated with supporting safety, 'access for all', and greater use of public transport. It is suggested that achieving these would require some additional work to changing the bus box position.

The #25 bus does not stop in the current bus box because if it did, passengers would not be able to board the bus from the concrete standing pad. Rather, it stops short, typically at the concrete pad, but often as far back as the area between #201 and #203 Cockayne Road. Less the fact that the bus is not stopping in the allocated box (and your proposed change will rectify this), the current arrangement 'works': both drivers and passengers use their common sense and board where the bus driver determines it appropriate to stop.

From a safety perspective however, it is a different story. The concrete standing pad is small, with typically no more than two people sharing the area. Any additional passengers line up along the pavement to the East, and around to #201. The challenge for the bus driver is that in order to position the door at the concrete standing pad and be able to kneel the bus, the area of the bus forward of the front axle needs to 'sweep' over the area of the pavement where the passengers are standing. This is made more dangerous by the fact that:

- the pavement area east of the concrete standing pad is broken and uneven;
- the pavement is sloped, meaning the passengers are elevated and closer to the height of the bus's nearside mirror;

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- #203 has a short driveway, and the owner's vehicle protrudes across the pavement (see photo); and
- there is a large flax in between #201 and #203 which hangs over the pavement.

These hazards reduce the area where passengers can safely stand when the bus approaches the concrete pad, passengers have to avoid what is behind them, as well as the bus and its nearside mirror manoeuvring in front of them. This current ad hoc arrangement is thought to be unsafe. Unfortunately, were the bus stop to be placed further East, (in the vicinity of #201 and #199), then there is an increased risk to passengers from vehicles emerging from Setsan Way and the driveway of #199A & #201A. It should be noted that:

- both are very steep approaches onto Cockayne Road, and vehicles are on the upper limits of their braking range;
- vehicles emerging from Setsan Way and heading to the city typically take the most 'direct path', to gain some speed and distance from any cars appearing around the corner at #195. To this end, cars run along the pavement and join the road at #199 near where the passengers are standing; and
- passengers wearing audio headsets do not always hear vehicles approaching them from behind. Personally, I have had to get out of my car and ask a waiting bus passenger to move, so I could drive onto Cockayne Road.

In terms of 'access for all', the area outside #203 has hazards for both able bodied and disabled passengers alike, and enroute to the concrete standing pad. The concrete at the Eastern edge of the pad is steep and difficult to navigate by foot, let alone a wheelchair. Typically passengers' step onto the road at #203 to get to the concrete pad.

Finally, the proposed layout does nothing towards 'supporting a shift to using public transport.' Stop #4410 is the highest bus stop on Cockayne Road and exposed to the prevailing wind yet is the only bus stop on Cockayne Rd (city bound) that has no bus shelter. The bank West of the concrete pad provides a little respite from the elements for the two passengers that get to the bus stop first, but for those standing outside #203 and #201 the area is completely exposed and waiting for the bus here in inclement weather is a miserable experience.

WCC can however meet all the policy objectives listed in the proposal. It would require:

- completing the road marking as proposed in TR146-22;
- levelling and re-surfacing the concrete pavement, from the standing concrete pad East around to #201;
- clearing/cutting back the vegetation between #201 and #203;
- building a bus shelter on the existing concrete pad where there is berm space; and
- having passengers board the bus in the area at #201.

In this scenario, the bus would stop short (between #201 and #203), with passengers congregating at the most conducive area, namely the shelter. When the bus arrived, passengers would walk the few metres East to the bus boarding area. This is no different to the operation at bus stop #4406 (top of Ngaio Gorge Road): passengers stay in the shelter until the bus has manoeuvred to a halt, and then walk from the shelter onto the bus.

This option would mean:

- Passengers would muster away from where the bus might 'sweep' over the pavement area ['Support Safe Movement' objective met];
- The bus driver could more easily manoeuvre the bus to a wheelchair accessible area where it could kneel and away from where passengers may be standing ['Support Access for All' objective met]; and

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- Building a shelter would make using the bus service more conducive to more prospective users ['Support shift in type of transport used' and 'Support the move to becoming an Eco-City' objectives met].

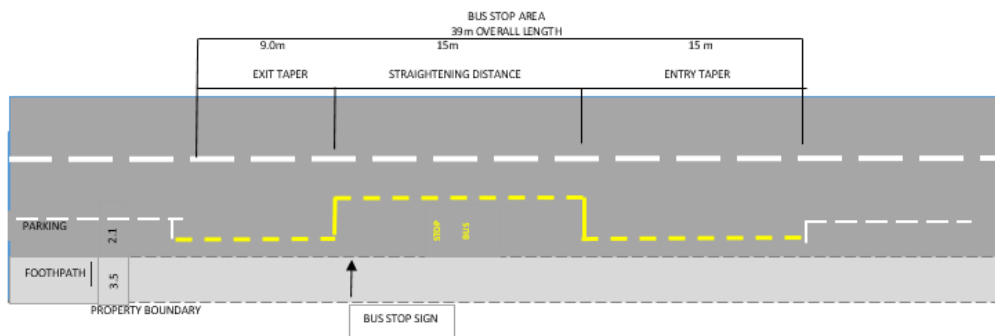
Officer's Response:

Thank you for taking the time to submit feedback on these changes for stop 4410 on Cockayne Road, your feedback is appreciated.

As part of a region wide programme to improve safety and accessibility at bus stops, we sought your feedback on the proposed changes near your address.

Our new fleet of buses are designed to be fully accessible for customers, however, they are only accessible where the bus can pull up parallel to a kerb allowing customers step-free access to the bus. This is particularly important for customers with reduced mobility.

For these fleet changes to be effective, our bus stop layouts need to be improved. Below is an example of current best practice as extracted from the Waka Kotahi standards "Guidelines for public transport infrastructure and facilities".



The layout of the bus stop should comply with these guidelines regardless of the bus stop location or frequency of the bus services. Recognising that on-street parking is often under pressure, we have been able to reduce the length of the broken yellow lines (entry and exit tapers) from 15m down to 9m where appropriate - which still allows for buses to pull into the stop properly and safely.

With respect to the points you have raised:

- **Regarding the current bus stop layout arrangements-** drivers currently pull up short of the head of the bus stop to allow customers to board the bus from the concrete standing pad. With
- the proposed bus stop shift and increase in bus box markings, we hope this will rectify this issue and help maintain accessibility on/off the bus for our customers
- **Regarding the concrete standing pad condition-** it is acknowledged that the standing pad at this bus stop is uneven and difficult to manoeuvre for customers with mobility restrictions and/or using wheelchairs, prams, walkers etc. Metlink will investigate what they can reasonably achieve in this constrained area to even out the standing pad and making it a smoother transition from driveway to standing pad. There are obvious limitations in the width of the area Metlink have at their disposal- there is a bank directly behind the bus stop and to the west of

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which would need some significant earthworks to dig into to expand the bus stop standing area. Metlink will investigate this and see what is possible.

- **Regarding the shift of bus stop further east-** It is also acknowledged that this proposal places the bus directly outside driveways of properties #199A, #201A, #199 – however, it is legally allowed to place bus stops over driveways, and we do not foresee there being any major issues to ease of access for these driveways as the bus will only be stopped for no more than 30seconds at a time when loading/unloading customers. Customers are still going to be waiting for the bus on/near the concrete standing pad which is placed away from driveways, we hope that residents and bus users are always aware of their surroundings and take all necessary precautions to keep themselves and others safe.
- **Regarding no bus shelter at stop 4410-** Metlink understand that the location of the bus stop is extremely expose to north westerly winds and has customers exposed to the elements. Due to the location of this stop, combined with the absence of footpath and general space available at the bus stop itself- makes it very difficult to install a bus shelter. To do so, there would be significant earthworks required to dig into the nearby bank (west of the stop) of which has not been investigated by Metlink at this point in time.

Metlink realise this stop requires a shelter, and many residents and bus users in the area would be appreciative for it, so we will contribute to investigate ways we can make this happen. But for now, our main priority is to ensure the bus can stop adjacent to a standard height kerb line and maintain customer accessibility on and off the bus. Metlink will investigate what we can achieve what they can do to make the existing space as accessible as it can be to meet objectives set out in this traffic resolution.

Thank you once again for taking the time to submit feedback on these changes on Helston Road, your feedback will be considered in our final decision.

Name: GWRC

Suburb:

Agree: Yes

Greater Wellington supports this Traffic Resolution as it will improve the accessibility of the stop and the customer experience of those using the stop. Currently, customers wait at a concrete standing pad that is not where the bus is able to stop. Buses have to navigate parked private vehicles as the current road markings are inadequate and do not allow enough space for a bus to safely and easily pull into the bus stop. Moving the stop and extending the bus box and the tapers will ensure buses are able to easily pull in and out of the bus stop and customers are able to safely board and exit the bus. Buses will be able to pull up where people are waiting which will increase the customer experience and accessibility of the bus stop.

Officer's Response:

Thank you once again for taking the time to submit feedback on these proposed changes on Cockayne Road, your feedback will be considered in our final decision.

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR147-22 Melksham Drive, Churton Park - New layout for new Bus Stop
What we'd like to do	<ul style="list-style-type: none"> • Install new bus stop
Why we are proposing the change	<ul style="list-style-type: none"> • We have received requests from residents in the area about the distance they currently have to walk to the first stop on the high frequency route 1 service. • Residents living in Amesbury Drive and beyond must walk up to 1 kilometre to reach the nearest bus stop near nos. 86 & 85 Melksham Drive • As the area continues to develop north, the PT catchment area for the proposed new bus stop will grow and will cater for future demand • A catchment analysis has been carried out by GWRC to review the new catchment potential for this new bus stop and it affirms the bus stop placement and will cater to a wider community group in Churton Park as the area develops in the future • Metlink has completed site visits to the bus stop location, and in conjunction with the transport engineering team have agreed the best proposal to alleviate issues outlined above
Location – where we propose to make the change	Melksham Drive, Churton Park – outside no. 125
Impact	<ul style="list-style-type: none"> • Installing a new bus stop will improve the customer experience and make public transport more convenient and a safer/efficient option to travelling in private vehicles • Installing a new bus stop closer to the residents captured by the bus stop catchment analysis will improve safety and accessibility for them (especially at night time) • Net parking impact – removal of seven (7) unrestricted parking spaces – however there is sufficient unrestricted parking available near the bus stop • Pedestrian impact – positive. Improve for bus patrons as they will be able to board the bus from the footpath.
How this relates to the parking policy	<ul style="list-style-type: none"> • 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. • 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. • 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. • Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions.

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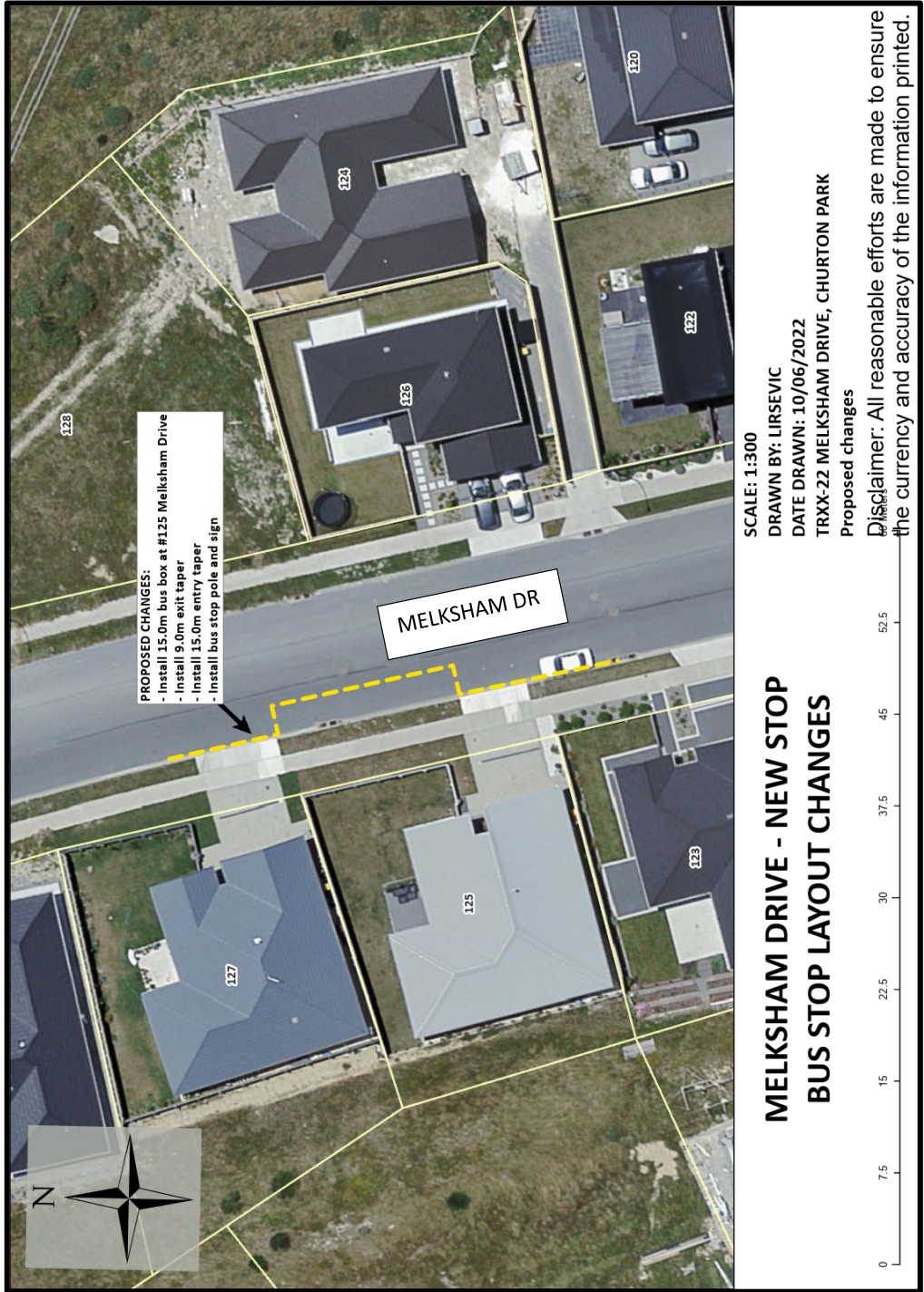
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	<p>Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes</p>
Additional Information	<ul style="list-style-type: none"> • Average monthly passenger number – 643 passengers (NOTE: this is a predicted number based on passenger numbers for existing inbound stop 3279 from the March 2021 data set) • Average daily traffic count – 1,222 • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022. • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Monday 8 August 2022. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022. 3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR147-22 Melksham Drive, Churton Park - New layout for new Bus Stop



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Legal Description:

Add to Schedule (B) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Melksham Drive	<i>Bus stop</i>	<i>West side, commencing 92.3 metres north of its intersection with Amesbury Drive (Grid coordinates X=1,750,566.63m Y=5,438,580.70m) and extending in a southerly direction following the western kerb line for 15 metres.</i>

Add to Schedule (D) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Melksham Drive	<i>No stopping at all times</i>	<i>West side, commencing 92.3 metres north of its intersection with Amesbury Drive (Grid coordinates X=1,750,566.63m Y=5,438,580.70m) and extending in northerly direction following the western kerb line for 9 metres.</i>
Melksham Drive	<i>No stopping at all times</i>	<i>West side, commencing 77.3 metres north of its intersection with Amesbury Drive (Grid coordinates X=1,750,566.63m Y=5,438,580.70m) and extending in southerly direction following the western kerb line for 15 metres.</i>

Prepared By:

Leona Irsevic

**Asset Planning Engineer
GWRC/Metlink**

Approved By:

Zackary Moodie

**(Team Leader Transport
Engineering)**

Date:

10 June 2022

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Feedback

Name: Swasti

Suburb: Churton Park

Agree: Yes

I am very excited that finally there is a proposal to install a new Bus Stop outside house number 125 on Melksham Drive, Churton Park.

I use the bus to travel back and forth to/from work. I live further up on Melksham Drive and having the closest bus stops outside 96 and opposite that for the route back get extremely difficult on extremely windy/rainy days as its bit of a walk. Considering the buses go all the way to the (current) end of Melksham Drive, it makes sense to install another bus stop at the proposed location. This is supporting access to public transport!!

I fully support the proposal.

Officer's Response:

Thanks for your support on TR147-22 Melksham Drive, Churton Park - New layout for new Bus Stop.

Name: Alvin Karan

Suburb:

Agree: Yes

I am happy to support the installation of the new bus stop.

Officer's Response:

Thanks for your support on TR147-22 Melksham Drive, Churton Park - New layout for new Bus Stop.

Name: GWRC

Suburb:

Agree: Yes

Greater Wellington Regional Council (Greater Wellington) welcomes the opportunity to provide comments on the following proposed Traffic Resolutions: TR147-22 and TR150-22.

We strongly support these Traffic Resolutions, as they coincide with helping Greater Wellington with one of its principal roles of providing an efficient public transport system.

We look forward to continuing to work with Wellington City Council (WCC) to improve public transport in Wellington City.

Specific Comments on the Traffic Resolutions

Greater Wellington has received requests from residents for a new origin and termination bus stop for the route 1 as the distance customers currently have to walk from in/around Amesbury Drive is growing to get to/from the current origin/terminating bus stops on Melksham Drive. The area is continuously being developed and accordingly there is a requirement for this route extension and new bus stops. Currently people living in the area wanting to access public transport are walking approximately 1 kilometre to and from the bus stops. Creating the new stops will improve the customer experience and unlock the new catchment for increased public transport use. Mode shift is one of Greater Wellington's key strategic priorities, as outlined in the Wellington Regional Public Transport Plan 2021. Creating the two new stops closer to Amesbury Drive will encourage the shift

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from private vehicle use and onto public transport as it will now be a more convenient, and accessible option.

Installing entry and exit tapers and bus boxes will mean buses are able to easily pull in and out of the stops without having to negotiate private vehicles parked in or around the bus stops. They will be able to pull in close and parallel to the kerb, ensuring customers are able to safely board and exit the bus step-free. The wheelchair ramp will also be able to be safely deployed for those who may need it. Accessibility is key when installing new bus stop infrastructure as shown in our Accessibility Charter.

Greater Wellington strongly supports these Traffic Resolutions as they create accessible bus stops, improve the customer experience, and help mode shift. Greater Wellington is happy to support WCC in any efforts to provide for the safe, accessible, and efficient movement of people along transport corridors.

Officer's Response:

Thanks for your support on TR147-22 Melksham Drive, Churton Park - New layout for new Bus Stop.

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Kia ora,

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

Proposal:

Reference	TR148-22 Burma Road, Johnsonville – New bus stop layout (#3810)
What we'd like to do	<ul style="list-style-type: none"> Relocate bus stop and improve layout by introducing new road markings
Why we are proposing the change	<ul style="list-style-type: none"> Stop 3810 is on Metlink's issues log for several years as needing an exit taper installed to allow for buses to stop at the head of the stop, near the bus shelter where passengers wait. Stop 3810 is an important stop for the nearby retirement village's residents to conduct their daily activities via public transport Accessibility on and off the bus is more important and pertinent for the elderly customer base at this bus stop Currently, due to the absence of an exit taper, drivers are stopping several metres short of the head of the bus stop to maintain sufficient space between the bus and any parked vehicle in front of the bus stop to exit the bus stop safely This is an inconvenience to the customers as they have to walk a distance to board the bus - especially if the customers have mobility restrictions/impairments Metlink has completed site visits to the bus stop location, and in conjunction with the transport engineering team have agreed the best proposal to alleviate issues outlined above
Location – where we propose to make the change	Burma Road, Johnsonville – outside no.140
Impact	<ul style="list-style-type: none"> Amendments to the bus stop road markings will improve safety and accessibility for buses and passengers Net parking impact – removal of 9m of kerb side parking Pedestrian impact – positive. Improve for patrons as they will be able to board the bus from near the shelter as bus will be able to align parallel to the kerb without restrictions.
How this relates to the parking policy	<ul style="list-style-type: none"> 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. 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. 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. Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better

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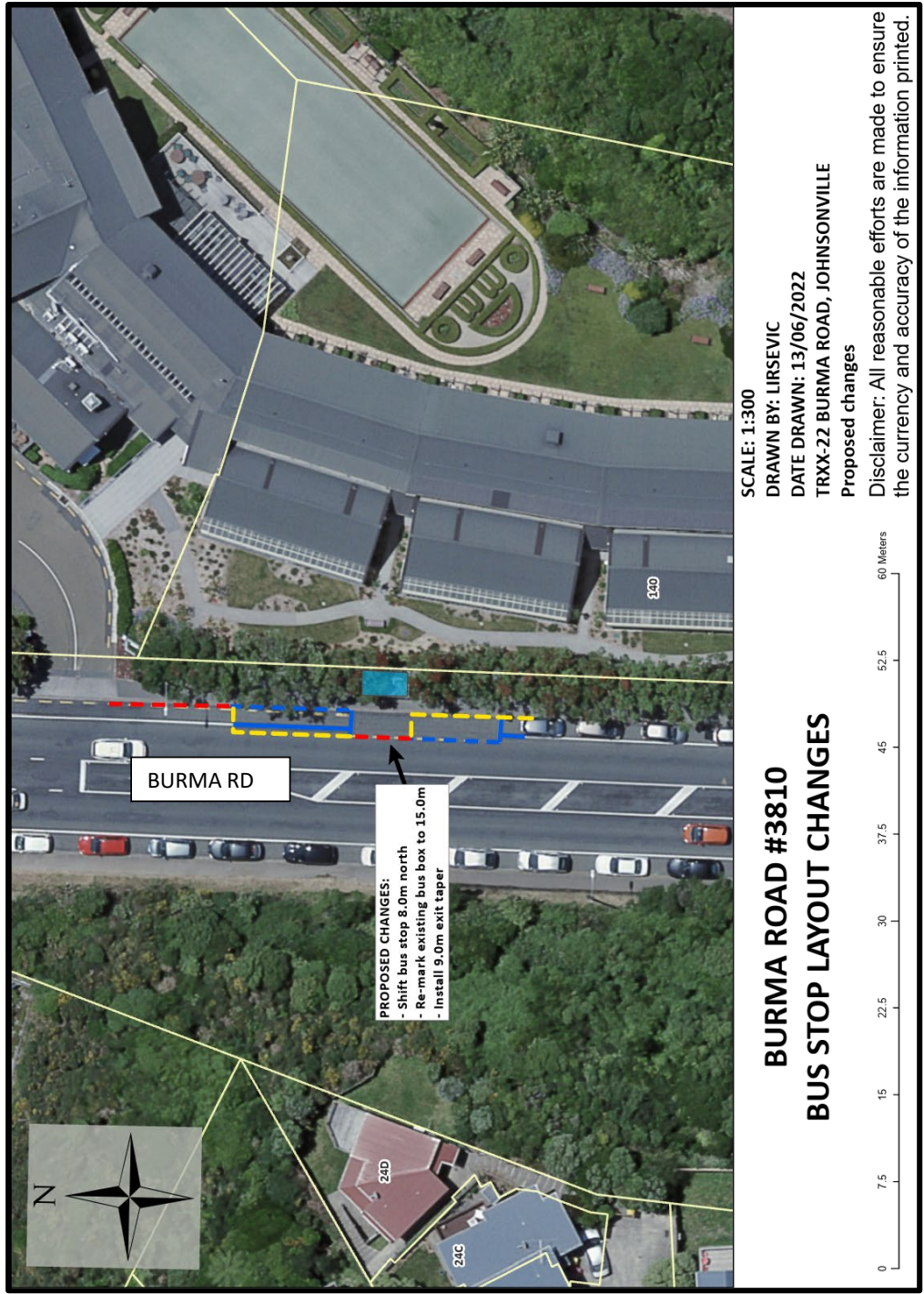
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	water quality, air quality, stormwater management and biodiversity outcomes
Additional Information	<ul style="list-style-type: none"> • Average monthly passenger number – 274 passengers • Average daily traffic count – 14,300 • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022. • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Monday 8 August 2022. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022. 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: TR148-22 Burma Road, Johnsonville – New bus stop layout (#3810)



We are proposing a change in your area

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Wellington City Council**
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule (B) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Burma Road	<i>Bus stop, at all times</i>	East side, commencing 356 metres north of its intersection with Fraser Avenue and extending in a northerly direction for 12 metres

Add to Schedule (B) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Burma Road	<i>Bus stop, at all times</i>	<i>East side, commencing 352.9 metres north of its intersection with Fraser Avenue (Grid coordinates X=1,750,705.57m Y=5,433,724.11m) and extending in a northerly direction following the eastern kerb line for 15 metres.</i>

Add to Schedule (D) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Burma Road	<i>No stopping at all times</i>	<i>East side, commencing 352.9 metres north of its intersection with Fraser Avenue (Grid coordinates X=1,750,705.57m Y=5,433,724.11m) and extending in a southerly direction following the eastern kerb line for 9 metres.</i>

Prepared By:

Leona Irsevic

**Asset Planning Engineer
GWRC/Metlink**

Approved By:

Zackary Moodie

**(Team Leader Transport
Engineering)**

Date:

13 June 2022

We are proposing a change in your area

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

Feedback

Name: GWRC

Suburb:

Agree: Yes

Greater Wellington supports this Traffic Resolution as it will increase the accessibility of the bus stop, especially given its location by a retirement village. Currently there is no exit taper so buses are pulling up short of the head of the stop to allow enough space to exit the bus stop. This means buses are not pulling up next to the shelter for the stop and customers are having to walk down to the bus. Adding an exit taper will allow buses to pull up next to the bus shelter which will increase the accessibility of the bus stop as customers will have easy access onto the bus from the shelter.

Officer's Response:

Thanks for your support on TR148-22 Burma Road, Johnsonville – New bus stop layout (#3810)

We are proposing a change in your area

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Wellington City Council**
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Kia ora,

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

Proposal:

Reference	TR149-22 Humber Street, Island Bay - New layout for Bus Stop (#6136)
What we'd like to do	<ul style="list-style-type: none"> Relocate bus stop and improve bus stop layout with new bus stop marking
Why we are proposing the change	<ul style="list-style-type: none"> GWRC have received requests from residents to change the full-time school bus stop to a time restricted school bus stop as it is only used during a short length of time in the afternoons, Monday – Friday, school term only Currently the bus stop is unmarked, and placed in between two (2) driveways of which is unsafe for children using the school bus services and the bus stop The existing bus stop location is also not accessible with a very narrow section of footpath at a standard kerb height that won't cater for any customers with mobility difficulties Relocating the stop to an area of Humber Street with standard kerb heights to enable good accessibility and away from driveways will ensure safety for bus patrons Introducing new bus stop markings will ensure there is always designated stopping space for bus to navigate and align the bus parallel to the kerb and ensure vehicle and customer safety By changing the full-time bus stop to a time restricted school bus stop will retain carparking for residents in the area while still serving the needs for public transport and school students using school bus services Metlink has completed site visits to the bus stop location, and in conjunction with the transport engineering team have agreed the best proposal to alleviate issues outlined above
Location – where we propose to make the change	Humber Street, Island Bay – outside nos.33 and 35
Impact	<ul style="list-style-type: none"> The bus stop relocation and road marking improvements will improve safety and accessibility for both buses and customers Net parking impact – removal of one (1) parking spaces Pedestrian impact – positive. Improved for those using the bus service as they will be able to board the bus from the footpath.
How this relates to the parking policy	<ul style="list-style-type: none"> 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. 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. Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council

We are proposing a change in your area

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	<p>facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.</p> <ul style="list-style-type: none"> Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes
Additional Information	<ul style="list-style-type: none"> Average monthly passenger number – 742 passengers Average daily traffic count - 900 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 8 August 2022. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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Traffic Resolution Plan: TR149-22 Humber Street, Island Bay – New bus stop layout (#6136)

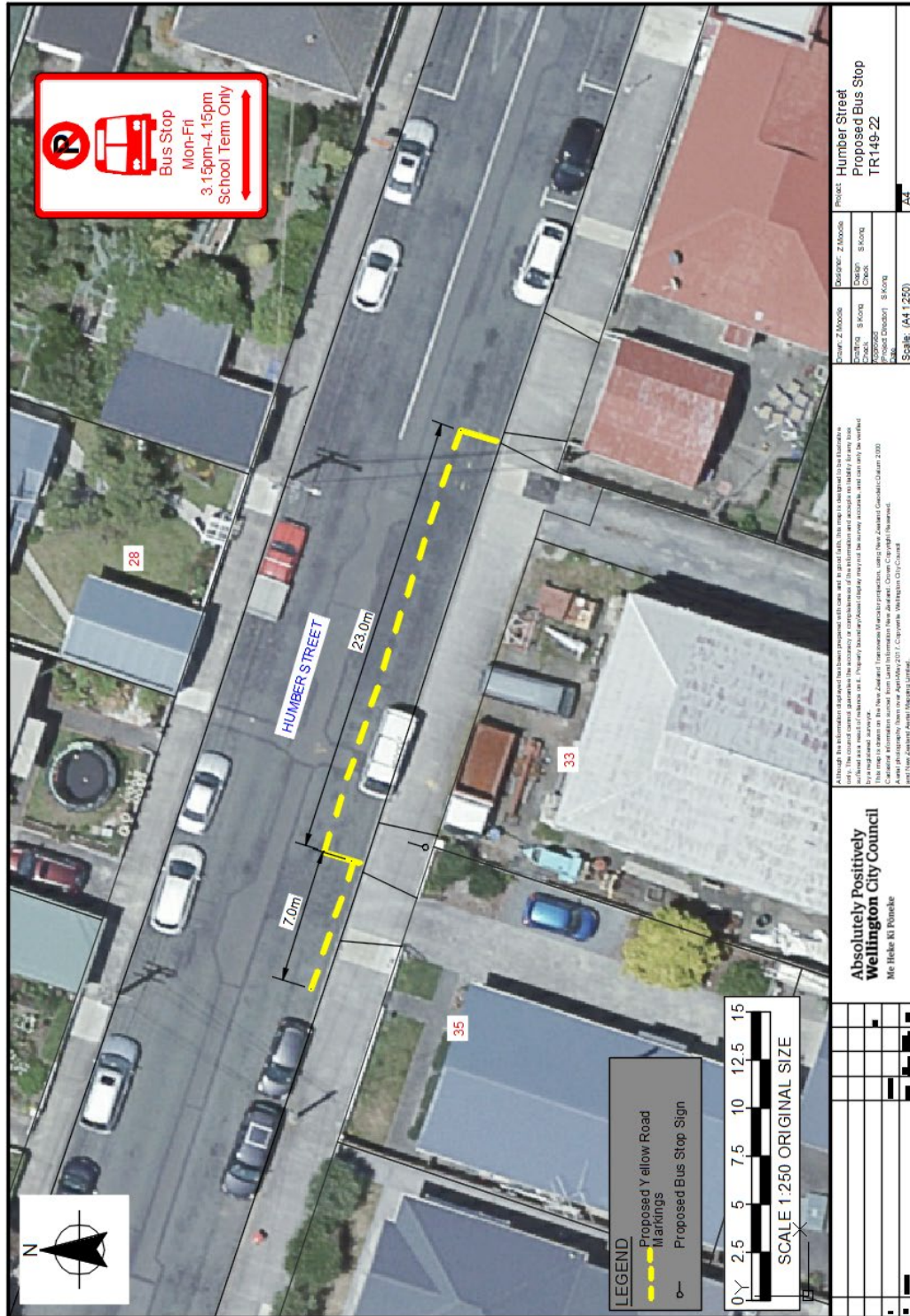


We are proposing a change in your area

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Amended Traffic Resolution Plan: TR149-22 Humber Street, Island Bay – New bus stop layout (#6136)



We are proposing a change in your area

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Legal Description:

Delete from Schedule (B) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Humber Street	Bus stop, at all times	<i>South side, commencing 67 metres east of its intersection with Derwent Street and extending in an easterly direction following the southern kerbline for 12 metres.</i>

Add to Schedule (B) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Humber Street	Bus Stop Monday to Friday, 3:15pm - 4:15pm (school term only)	<i>West side, commencing 50 metres east of its intersection with Derwent Street (Grid coordinates X=1,748,090.58m Y=5,421,959.15m) and extending in an easterly direction following the western kerb line for 23 metres.</i>

Add to Schedule (D) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Humber Street	<i>No stopping at all times</i>	<i>West side, commencing 43 metres east of its intersection with Derwent Street (Grid coordinates X=1,748,090.58m Y=5,421,959.15m) and extending in an easterly direction following the western kerb line for 7 metres.</i>

Prepared By: Leona Irsevic **Asset Planning Engineer**
 Zackary Moodie **GWRC/Metlink**
Approved By: **(Team Leader Transport Engineering)**

Date: 9 June 2022

We are proposing a change in your area

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

Feedback

Name: GWRC

Suburb:

Agree: Yes

Greater Wellington has had requests for this bus stop to be changed to a timed stop as it is for school buses and only operates during the school term in the morning and afternoon. This will allow space for cars to park at the stop while the stop is not being used. The current stop is unmarked and is located between two driveways where the kerb height makes it difficult for customers to use the ramp to get on or off the bus. Buses also have to navigate parked cars as the bus stop is unmarked. Moving the bus stop to a space away from driveways where the kerb height is standard will increase the accessibility and safety of the bus stop. Marking out the bus box and exit taper will ensure buses are able to safely pull into the stop without having to navigate parked private vehicles. Greater Wellington supports this Traffic Resolution as it increases the accessibility and safety of the bus stop

Officer's Response:

Thank you for taking the time to submit feedback on this change proposal for stop 6136 on Humber Street, your feedback is appreciated and will help inform our final decision.

Name: Frank Bourke

Suburb:

Agree:

Hi,

I write in response to the letter we received regarding Traffic Resolution Plan: TR149-22 - Humber Street, Island Bay - New bus stop layout (#6136).

First, I realise this submission is past the due date for feedback. I apologise for that and I hope this feedback is still able to be considered. Myself and my family currently all have COVID for the second time in 3 months and it's been a very difficult and stressful time. This is why I haven't managed to respond by the deadline.

I live at 37 Humber Street with my wife and 4 young children. Our oldest child attends Island Bay School, the middle two attend the kindy part time and my wife is currently at home full time looking after our kids and managing our household, though she will likely return to work early in the new year. I work in a building consultancy I'm in the process of buying into and am working long hours. We love where we live and the local community and feel very fortunate, we bought in Island Bay when we did, back in 2012.

We run two motor vehicles and as we don't have off street parking, we park them in front of the house. Parking has frequently been an issue on our end of Humber Street. It was always a "bit of a pain" but now that we have 4 small kids (6, 4, 3 and 1) it's a pretty regular source of stress for us. It's important for us to have a family car to be able to visit family in the Hutt Valley and in other parts of Wellington regularly and I'm required to have a vehicle for work.

While I've never written to the council on any issue in the past, I have to make a request on this one. I'm reluctant to do so, as I'm aware that in these types of engagements respondents seem to be only focused on their side of the issue. But here goes.

In our case we're very keen that the proposed bus stop (time bound though it is) does not go ahead. In short, we're certain there will frequently be instances where we're not home to move our family

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vehicle and will end up towed, with fines, or worse, causing an unsafe situation on the street. I know this is going to add stress to my wife's life, which is the last thing we need right now. Have either of the following alternatives been considered:

1. Building up the footpath outside 33 to allow for a more accessible friendly exit from the bus? The current footpath could do with resurfacing anyway and there isn't enough area of curb and channel so it would be a good solution for those issues also. This would mean the bus stop could stay in its current location.
2. Is it a possibility to consider using Mersey Street as the route for the bus? It's a wider street with better pedestrian access and space.

Thanks for your consideration. Let me know if you would like any further information from me.

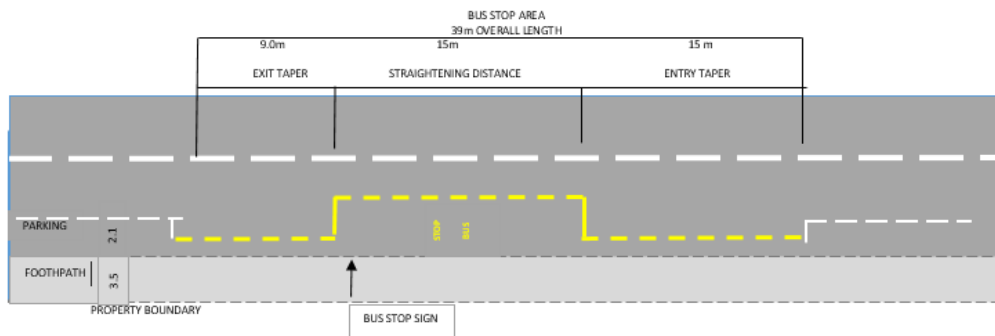
Officer's Response:

Thank you for taking the time to submit feedback on this change proposal for stop 6136 on Humber Street, your feedback is appreciated and will help inform our final decision.

As part of a region wide programme to improve safety and accessibility at bus stops, we sought your feedback on the proposed changes near your address.

Our new fleet of buses are designed to be fully accessible for customers, however, they are only accessible where the bus can pull up parallel to a kerb allowing customers step-free access to the bus. This is particularly important for customers with reduced mobility.

For these fleet changes to be effective, our bus stop layouts need to be improved. Below is an example of current best practice as extracted from the Waka Kotahi standards "Guidelines for public transport infrastructure and facilities".



The layout of the bus stop should comply with these guidelines regardless of the bus stop location or frequency of the bus services. Recognising that on-street parking is often under pressure, we have been able to reduce the length of the broken yellow lines (entry and exit tapers) from 15m down to 9m where appropriate - which still allows for buses to pull into the stop properly and safely. The 9m exit taper is the safest length we would require for a bus to exit safely and ensure enough space is available for their sweep path as they exit the bus stop. We can, however, reduce the exit taper to a 7m minimum where there are parking pressures to retain more parking for affected residents.

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Based on the above information, we have answered your specific questions as best as possible:

1. **Building up the footpath outside 33 to allow for a more accessible friendly exit from the bus? The current footpath could do with resurfacing anyway and there isn't enough area of curb and channel so it would be a good solution for those issues also. This would mean the bus stop could stay in its current location.**
 - a. Yes, Metlink have considered a kerb build out at the bus stop's current location. For context, we had initially considered shifting the bus stop further east towards the local dairy on concern Island Bay Parade/Humber Street. This would impact the dairy's parking on Humber Street as the bus stop would be placed over it- still proposed to be a timed school stop. Because the local dairy rely on this parking here, it was recommended to shift the stop further west on UMBER Street. Because school children using the school services exit the bus using the rear door – we need to ensure the bus has access to a standard height kerb line (a length of approx. 8m) from the front of the bus to the rear doors to maintain safety and accessibility when children exit/enter the bus.
 - b. Metlink investigated where we could achieve this along Humber Street and identified the location outside your property as the best location to achieve this. Metlink would consider a kerb build out as the last option available if no other stop relocation is possible as a result of these community consultations.

2. **Is it a possibility to consider using Mersey Street as the route for the bus? It's a wider street with better pedestrian access and space.**
 - a. Metlink currently do utilise Mersey Street for other school bus routes and the public service route 39. The reason for certain school services using Humber Street is to provide access to those living (customer catchment) on Humber Street and around to school services. Metlink would not be looking at altering and/or removing school routes from Humber Street as there is good usage at the school stops there. This proposal for change is limited to school stop 6136 and improving general access and safety.

Based on the concerns regarding parking loss we can look to reduce the exit taper (broken yellow lines) to 7m where there are parking pressures to retain more parking for affected residents.

Thank you once again for taking the time to submit feedback on these proposed changes on Humber Street, your feedback will be considered in our final decision.

We are proposing a change in your area

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Wellington City Council**
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Kia ora,

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

Proposal:

Reference	TR150-22 Melksham Drive, Churton Park - New Bus Stop
What we'd like to do	<ul style="list-style-type: none"> • Install bus stop
Why we are proposing the change	<ul style="list-style-type: none"> • We have received requests from residents in the area about the distance they currently have to walk to the first bus stop on the high frequency route 1 service. • Residents living in Amesbury Drive and beyond have to walk up to 1 kilometre to reach the nearest bus stop near nos. 86 & 85 Melksham Drive • As the residential area continues to develop north, the PT catchment area for the proposed new bus stops will grow and will be in place to cater for increasing demand • A catchment analysis has been carried out by GWRC to review the new catchment potential for this new bus stop and it affirms the bus stop placement and will cater to a wider section of the community in Churton Park as the area develops in the future • Metlink has completed site visits to the bus stop location, and in conjunction with the transport engineering team have agreed the best proposal to alleviate issues outlined above
Location – where we propose to make the change	Melksham Drive, Churton Park – outside no.128
Impact	<ul style="list-style-type: none"> • Installing a new bus stop will improve the customer experience and make public transport more convenient and a safer/efficient option to travelling in private vehicles • Installing a new bus stop closer to the residents captured by the bus stop catchment analysis will improve safety and accessibility for them (especially at night time) • Net parking impact – removal of seven (7) unrestricted parking spaces – however there is sufficient unrestricted parking available in the vicinity of the bus stop • Pedestrian impact – positive. Improve those using the bus service as they will be able to board the bus from the footpath.
How this relates to the parking policy	<ul style="list-style-type: none"> • 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. • 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. • 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.

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Wellington City Council
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	<ul style="list-style-type: none"> Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes
Additional Information	<ul style="list-style-type: none"> Average monthly passenger number – 635 passengers (NOTE: this is a predicted number based on passenger numbers for existing outbound stop 3297 from the March 2021 data set) Average daily traffic count – 1,200 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 8 August 2022. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR150-22 Melksham Drive, Churton Park – New Bus Stop



We are proposing a change in your area

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Legal Description:

Add to Schedule (B) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Melksham Drive	<i>Bus Stop</i>	<i>East side, commencing 753.4 metres north of its intersection with Rochdale Drive (Grid coordinates X=1,751,630.08m Y=5,437,845.61m) and extending in a northerly direction following the eastern kerb line for 15 metres.</i>

Add to Schedule (D) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Melksham Drive	<i>No stopping at all times</i>	<i>East side, commencing 753.4 metres north of its intersection with Rochdale Drive (Grid coordinates X=1,751,630.08m Y=5,437,845.61m) and extending in a southerly direction following the eastern kerb line for 9 metres.</i>
Melksham Drive	<i>No stopping at all times</i>	<i>East side, commencing 768.4 metres north of its intersection with Rochdale Drive (Grid coordinates X=1,751,630.08m Y=5,437,845.61m) and extending in a northerly direction following the eastern kerb line for 15 metres.</i>

Prepared By: Leona Irsevic **Asset Planning Engineer
GWRC/Metlink**

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

Date: 10 June 2022

We are proposing a change in your area

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

Feedback

Name: Swasti

Suburb: Churton Park

Agree: Yes

Very excited to support the installation of a new bus stop outside house number 128! A very happy public transport commuter.

Officer's Response:

Thanks for your support on TR150-22 Melksham Drive, Churton Park - New Bus Stop.

Name: GWRC

Suburb:

Agree: Yes

Greater Wellington Regional Council (Greater Wellington) welcomes the opportunity to provide comments on the following proposed Traffic Resolutions: TR147-22 and TR150-22.

We strongly support these Traffic Resolutions, as they coincide with helping Greater Wellington with one of its principal roles of providing an efficient public transport system.

We look forward to continuing to work with Wellington City Council (WCC) to improve public transport in Wellington City.

Specific Comments on the Traffic Resolutions

Greater Wellington has received requests from residents for a new origin and termination bus stop for the route 1 as the distance customers currently have to walk from in/around Amesbury Drive is growing to get to/from the current origin/terminating bus stops on Melksham Drive. The area is continuously being developed and accordingly there is a requirement for this route extension and new bus stops. Currently people living in the area wanting to access public transport are walking approximately 1 kilometre to and from the bus stops. Creating the new stops will improve the customer experience and unlock the new catchment for increased public transport use. Mode shift is one of Greater Wellington's key strategic priorities, as outlined in the Wellington Regional Public Transport Plan 2021. Creating the two new stops closer to Amesbury Drive will encourage the shift from private vehicle use and onto public transport as it will now be a more convenient, and accessible option.

Installing entry and exit tapers and bus boxes will mean buses are able to easily pull in and out of the stops without having to negotiate private vehicles parked in or around the bus stops. They will be able to pull in close and parallel to the kerb, ensuring customers are able to safely board and exit the bus stop-free. The wheelchair ramp will also be able to be safely deployed for those who may need it. Accessibility is key when installing new bus stop infrastructure as shown in our Accessibility Charter.

Greater Wellington strongly supports these Traffic Resolutions as they create accessible bus stops, improve the customer experience, and help mode shift. Greater Wellington is happy to support WCC in any efforts to provide for the safe, accessible, and efficient movement of people along transport corridors.

Officer's Response:

Thanks for your support on TR150-22 Melksham Drive, Churton Park - New Bus Stop.

We are proposing a change in your area

**Absolutely Positively
Wellington City Council**
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Kia ora,

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

Proposal:

Reference	TR151-22 Endeavour Street and Yule Street– Intersection Layout and Control Changes
What we'd like to do	<ul style="list-style-type: none"> Proposed Intersection Layout and Control Changes
Why we are proposing the change	<ul style="list-style-type: none"> The government has launched a programme named Road to Zero, which aims at reducing deaths and serious injuries on our road to zero, with an immediate goal of reducing deaths and serious injuries on our road by 40% by 2030. Wellington City Council has worked with Waka Kotahi to create an initial 3-year action plan which prioritises intersections on their safety performance and daily functions. Endeavour Street and Yule Street intersection has been prioritised through this programme for safety improvements due to 3 crashes at this intersection in the last 5 years resulting in high personal risk for users at this intersection. Investigations show that the highest safety improvements to this intersection can be made through installing stop controls on 2 approaches of Endeavour Street and providing Right turn bays on Yule Street to reduce vehicle speeds and ensure vehicles give way correctly. Minor physical works will also be implemented with pedestrian refuge islands on Endeavour Street which will increase the accessibility for pedestrians who cross the road and assist in reducing vehicle speeds.
Location – where we propose to make the change	Endeavour Street and Yule Street intersection, Lyall Bay
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles and pedestrians Pedestrian impact – positive, reduce vehicle speeds due to 2 way Stop Control at Endeavour Street, provision of two right turn bays on the Yule Street approaches with pedestrian refuge islands on Endeavour Street to increase pedestrian safety and accessibility by reducing the crossing distance
How this relates to the parking policy	<ul style="list-style-type: none"> Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 1300 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

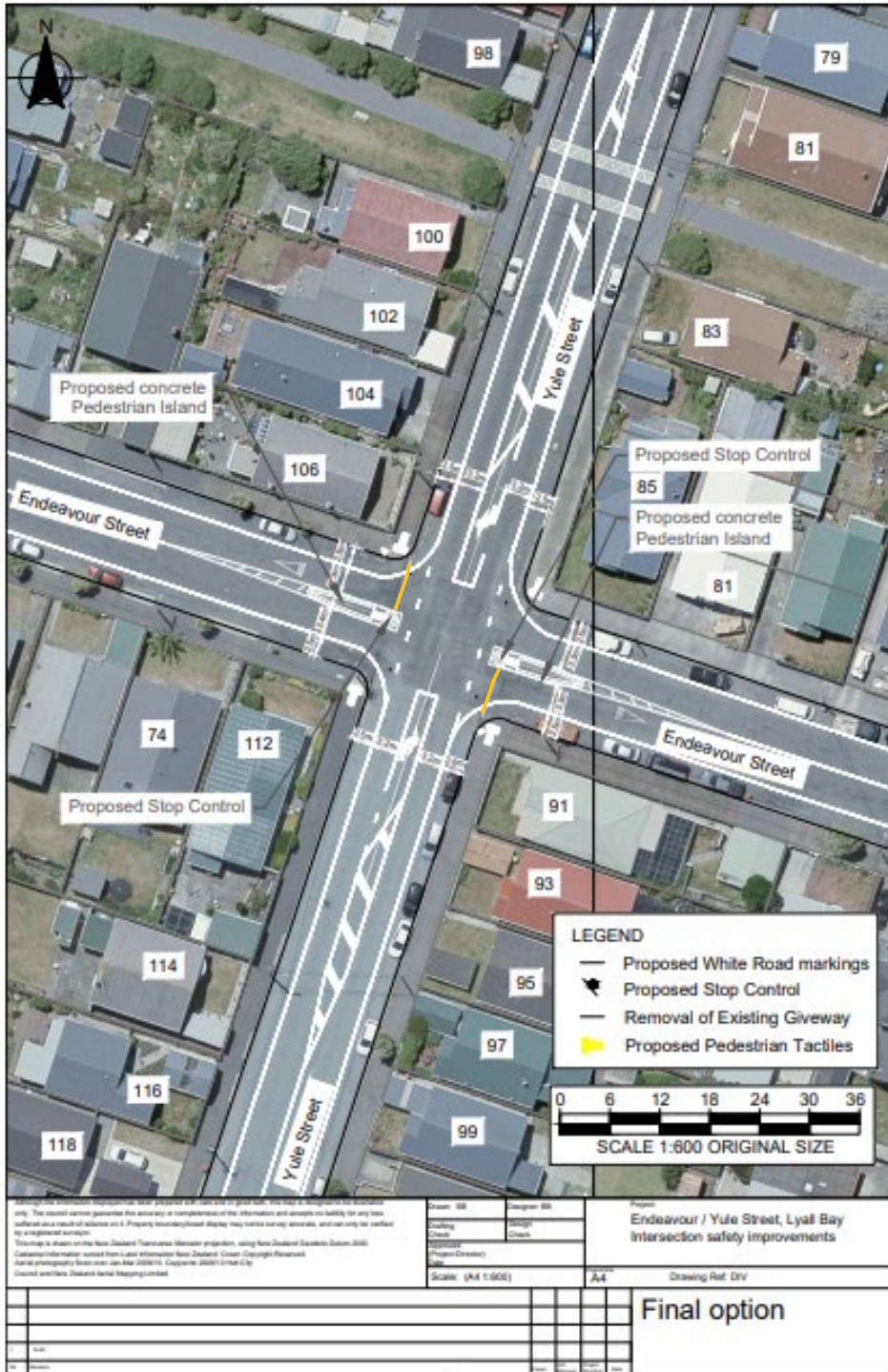
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Wellington City Council**
Me Heke Ki Pōneke

<p>Feedback</p>	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none"> What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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.
<p>Next Steps</p>	<ol style="list-style-type: none"> Feedback collated by Monday 8 August 2022. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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 Me Heke Ki Pōneke

Traffic Resolution Plan: TR151-22 Endeavour Yule Street Intersection changes



We are proposing a change in your area

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

Legal Description:

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

Column One	Column Two	Column Three
<i>Endeavour Street</i>	<i>Give Way</i>	<i>At its eastern approach to its intersection with Yule Street</i>
<i>Endeavour Street</i>	<i>Give Way</i>	<i>At its western approach to its intersection with Yule Street</i>

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

Column One	Column Two	Column Three
<i>Endeavour Street</i>	<i>Stop control</i>	<i>At its eastern approach to its intersection with Yule Street</i>
<i>Endeavour Street</i>	<i>Stop control</i>	<i>At its western approach to its intersection with Yule Street</i>

Prepared By: Babitha Babu (Transport Engineer)
Approved By: Zackary Moodie (Team Leader Transport Engineering)
Date: 28/06/2022

We are proposing a change in your area

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

Feedback

Name: ShaunJ

Suburb: Lyall Bay

Agree: Yes

The changes proposed make sense. In addition I would like to also request that WCC Transport Engineers consider safety improvements at the following three nearby intersections that in my view are currently far more dangerous than the Endeavour St/Yule st intersection covered by this consultation. These are the Yule St/Coutts St intersection, the Ross St/Coutts St intersection and the Te Whiti St/Coutts st intersection. All three of these are dangerous to navigate through in a car, from either direction, as current conditions allow parked cars along Coutts st right up to the intersection. The end result when on Ross, Yule or Te Whiti st in a car at the intersection is an obstructed view up and down Coutts st, due to these parked cars. Cars often need to slowly lurch forward into the middle of the intersection to see if the cross road is clear. Removing a few car parks on Coutts st, either side of these intersections would significantly reduce the danger and risk of a multi-vehicle collision due to the obstructed view.

Officer's Response:

Thank you for your feedback on TR151-22 Endeavour Street and Yule Street intersection improvements. The scope of works for this proposal has been limited to Endeavour Street / Yule Street intersection, however, one of our Council engineers will be investigating these additional sites.

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR152-22 Chamberlain Road, Karori - No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 23 metres of broken yellow lines on the Northern side of Chamberlain Road outside nos.80-82.
Why we are proposing the change	<ul style="list-style-type: none"> Council has received concerns from local residents regarding the safety and accessibility along this section of road as they are unable to exit their properties at the end of Chamberlain Road when vehicles are parked in this location. Due to the narrowness of the road, slope and bend, vehicles are unable to get around the corner when vehicles are parked in this location and emergency vehicles would not be able to get through. To ensure there is adequate space for a vehicle to safely travel through and provide unhindered access for emergency service vehicles and large service vehicles, we propose the installation of broken yellow lines along this section of Chamberlain Road to improve accessibility.
Location – where we propose to make the change	Chamberlain Road, Karori – outside nos.80-82
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles and emergency vehicles accessing properties at the end of Chamberlain Road. Net parking impact – removal of four unrestricted parking spaces. Pedestrian impact – positive, provides additional room for pedestrians as there is currently no footpath in this location.
How this relates to the parking policy	<ul style="list-style-type: none"> Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal

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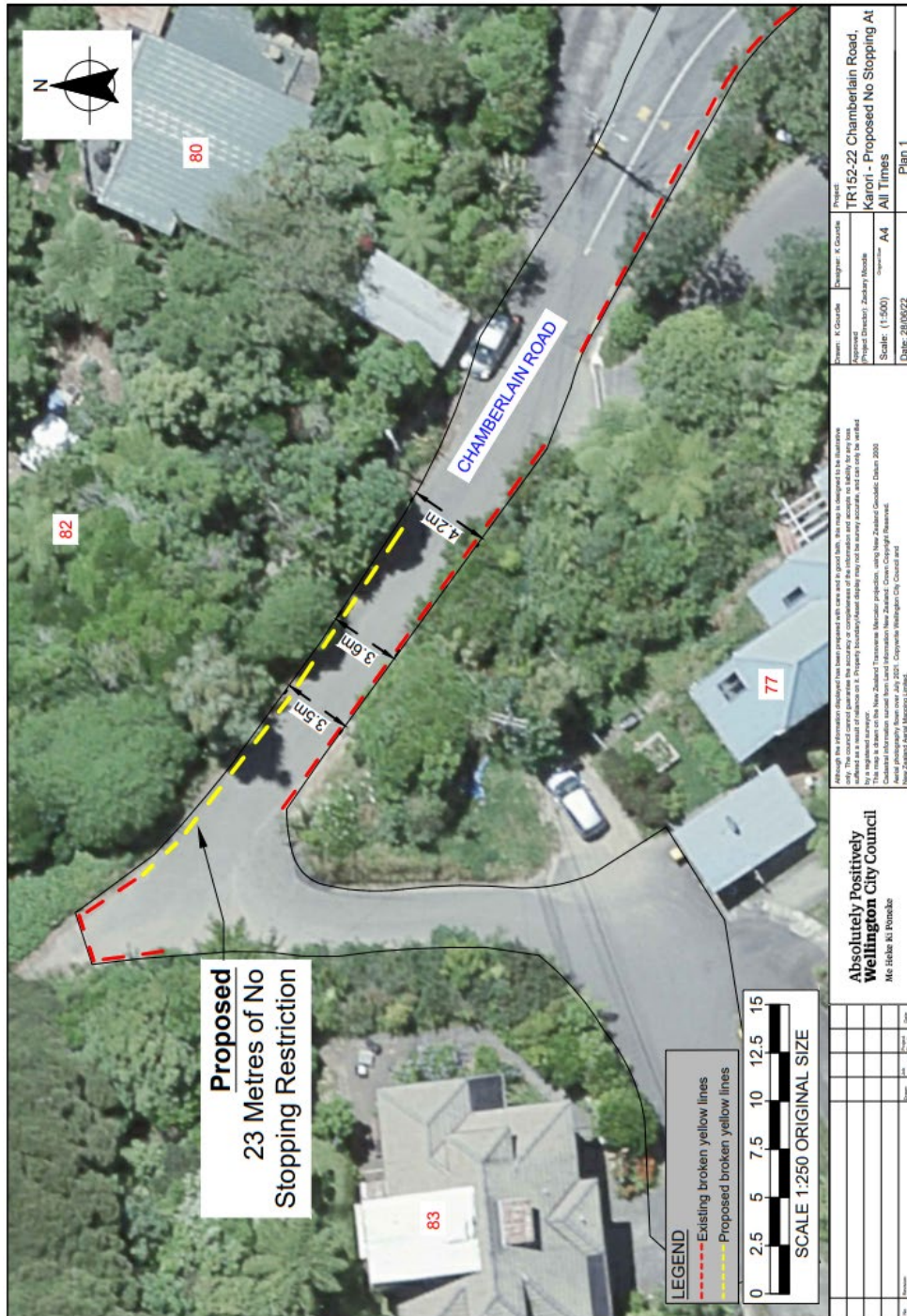
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	<p>information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 August 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR152-22 Chamberlain Road, Karori - No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
Chamberlain Road	<i>No Stopping At All Times</i>	<i>North side, commencing 499 metres from its intersection with Samuel Parnell Road (Grid coordinates $x= 1,745,282.80m$, $y=5,428,329.73m$) and extending in an north westerly direction following the northern kerb line for 23 metres.</i>

Prepared By: Kate Gourdie (Transport Engineer Assistant)

Approved By: Zackary Moodie (Team Leader Transport Engineering)

Date: 28/06/2022

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Feedback

Name: Iland Farquhar

Suburb: Karori

Agree: Yes

Thanks very much for your email and for taking this issue seriously. I appreciate it. We have received the proposed change leaflet in the mail and would like to provide feedback agreeing to the proposed changes. Installing the 23 metres of no stopping restriction outside numbers 80-82 on Chamberlain Road would resolve the issue.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR152 -22 Chamberlain Road, Karori – No Stopping At All Times.

Name: Mark Stokes

Suburb: Karori

Agree: Yes



Yellow lines in the proposed location would provide safe and easy access to the houses at the top of Chamberlain Road. Cars current park in this location, and depending on how they are parked, access to the top of the road is often difficult. A major concern is access for emergency vehicles. On a weekly basis cars park in this area. With tight access, an ambulance may (or may not) be able to squeeze passed (depending on how the cars are parked), but a fire engine would be stuck (which poses a great risk to the properties at the top of the road). As well as the residents' cars, many larger vehicles need to access the houses at the top of the road on a regular basis (supermarket delivery trucks, recycling trucks etc.). A few months ago a recycling truck slid around the corner (when wet) and got stuck on the grass verge around the 3.5m mark for a number of hours. If there was a car parked there, it would likely have pushed it onto the footpath below that accesses number 82, which could have been fatal. When exiting the cul de sac at the top of Chamberlain Road, the tight corner is a blind corner (you cannot assess where cars are parked until you turn the corner). With cars parked at the 3.5m mark, it is often impossible to turn tightly enough to get passed them. The only option is to reverse back up the hill into the cul de sac. This isn't a problem when the road is dry, but when the road is wet, the steepness and camber of the corner make traction very tricky (with the risk of not being able to reverse and getting stuck) Restricting parking on this stretch of road would solve these safety concerns

Officer's Response:

Thank you for your feedback on Traffic Resolution TR152 -22 Chamberlain Road, Karori – No Stopping At All Times.

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Name: J Fairley

Suburb: Karori

Agree: No

I write to formally object to the changes proposed and would like to discuss this with the designated person in control of the project.

1. The council has recently allowed a development of a nearby large apartment project without the foresight to make sure it had the provision for visitor parking and now wish to make that site's problem our problem.
2. We recently had maintenance works at 80 Chamberlain Road (and more is planned) where it was necessary to have several tradesman's vehicles parked on Chamberlain Road whilst they went about their legitimate business moving up and down the long narrow path and only access to 80 Chamberlain Road. If there was always no stopping at all times how would this be able to happen going forward?

Further if there no stopping at all times

- If our family trust decided to put another dwelling on the extra section at 80 Chamberlain and /or do other developments on the land how would access be allowed without expensive resource consent?
 - If for example I wanted to visit the site (I have life threatening heart health issues and cannot walk far) where would I parked to get to the dwelling path at 80 Chamberlain Road. The 2 residents have cars, one in the garage and one parked outside the garage so where does absentee trustee with my health disabilities park?
3. Alternative: The land opposite our property is useless bank (and probably council owned) and we asked why this cannot be shaved back a little allowing more passing room if that is the alleged problem?
 4. Alternative: due to the issues I have set out herein why not for our land area street frontage (which is at the end of the street)
 - allow continued parking (without yellow lines) for another 2-car parking (as now) in addition to the resident's vehicles mentioned above.
 - And/or give formal permission for free of charge (without encroachment fees) for another carport enabling another 2 vehicles to park off road.
 - And/or allow minor earthworks or the council undertake minor earthworks to implement a widening of the pathway entrance to our property (which is on council land) to allow room for another 1 or 2 off street vehicle parking.

SUMMARY

What council traffic are suggesting for our property is not in my view fair and reasonable approach without one-on-one dialogue to discuss and implement alternatives.

We have special circumstances and need special solutions.

It would be draconian for a trustee who is responsible for a property we (trust)part own with another family member not to be able for the writer to visit the site.

I therefore ask you for urgent assistance in the matter and a delay in the implementation thereof of TR152-22 until a solution is reached.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR152 -22 Chamberlain Road, Karori – No Stopping At All Times.

Council's 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

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stationary vehicles. Council assesses all transport factors, safety consideration and mode of travel when implementing this policy.

The proposed broken yellow lines are in line with the parking policy, helping to provide safe and efficient movement of vehicles and provide unhindered space for vehicle to manoeuvre when exiting the properties at the end of Chamberlain Road. The road width is also extremely narrow at 3.6m or below which isn't wide enough for a parked vehicle and to allow enough space for an emergency vehicle, rubbish truck or any large vehicle to get through. Vehicles that are unable to get through is a major safety concern.

Installing broken yellow lines in this location ensures that people do not illegally park as vehicles must be parked with due care and consideration as outlined in section 6 of the Land Transport (Road User) Rule 2004. Because parked vehicles block access to properties at the end of the road, it is considered unsafe and dangerous. Due to the section of road widening out directly outside no.80, we are able to provide one park along this section of Chamberlain Road as this space does not affect turning movement around the bend or prevent vehicles from passing through. If we were to keep a further two parks as requested, this would still continue to make it difficult for vehicles turning around the bend and the road is narrow which means large vehicles and emergency vehicles would not be able to get through.

We don't currently have any plans to widen this section of the road, due to it being low volume and a no exit street. However, Chamberlain Road is on our walking improvement program for 2021 to 2031 although it ranks 19 on the priority list but could be subject to change. This program will look at extending the existing footpath as the footpath currently ends outside no.43. The roads are selected on the parameters of reasonable user volumes, a history of road crashes involving pedestrians, and significant service requests

Widening the upper section of Chamberlain Street, may be considered with these changes. However, we don't have an exact timeframe on this as this is based on a prioritisation list considering we have limited funds to make these changes and is subject to change. Widening the road in this location may also increase the risk of destabilising the banks in the area, which is another factor that would have to be considered if it's possible. Creating further parking facilities on the road corridor is also against the councils parking policy as mentioned previously.

There are many factors to consider, however the best short-term solution in this traffic resolution would be to ensure access to the properties at the end of Chamberlain Road and to allow emergency vehicles to pass through. In order to make this possible, it means removing the parking in this narrow section of the road to ensure safety requirements are being met.

In terms of the new development, it is no longer a requirement to provide off street parking. However, they are providing each property with one off street parking space. This can be utilised by visitors, with availability of on-street parking between no. 68-78.

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

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Kia ora,

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

Proposal:

Reference	TR-164-22 Ohiro Road, Brooklyn- No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install No Stopping At All Times
Why we are proposing the change	<ul style="list-style-type: none"> Council has received concerns from local residents regarding vehicles parking on Ohiro Road which makes it difficult to drive along the road. The existing carriageway width measures 6 metres or narrower along the sections of this street which makes it difficult for vehicles to pass when there are parked cars on both sides of the street. Officers propose to install 24 metres of No Stopping broken yellow lines when there are visibility issues on the road to ensure adequate space for vehicles, refuse/recycling trucks and emergency vehicle to access the street.
Location – where we propose to make the change	Ohiro Road, Brooklyn– outside nos.33 and 35
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for cars, service trucks and emergency vehicles Net parking impact – removal of four coupon parking spaces.
How this relates to the parking policy	<ul style="list-style-type: none"> Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 3839 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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

We are proposing a change in your area

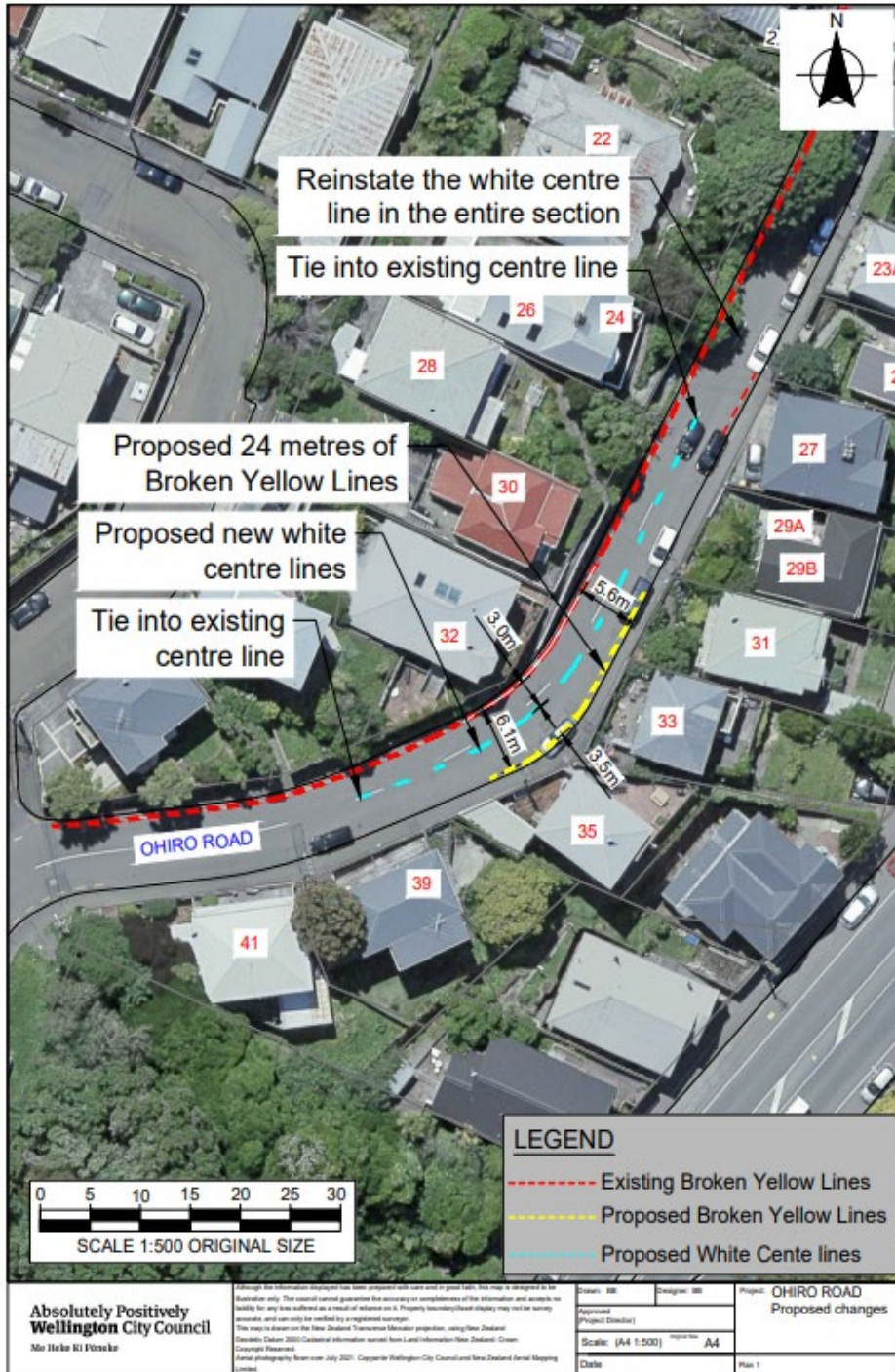
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	Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
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Traffic Resolution Plan: TR-164-22 Ohiro Road, Brooklyn- No Stopping At All Times



We are proposing a change in your area

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Legal Description:

Add to Schedule (D) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side commencing 164.2 metres from its intersection with Ohiro Road (Grid coordinates X= 1748167.04m, Y= 5426872.56m) and extending in a southerly direction following the Eastern kerb line for 24 metres.</i>

Prepared By: Babitha Babu (Transport Engineer)
Approved By: Zackary Moodie (Team Leader Transport Engineering)
Date: 28/06/2022

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Feedback

Name: Estelle94

Suburb: Aro Valley

Agree: No

I pay to park on this street, and I think it is quite unfair to take away four parking spots when there are very rarely that number free. This will significantly impede my ability to park near my home on Ohiro Road, which I have already paid to do for the year in advance. There are very few homes on this street that have allocated parking, so the majority of us rely on the on-street parking. The street is very often empty during the day, and full with parked cars in the evening, indicating that many residents commute to their day jobs or studies. I know it isn't the council's responsibility to provide us parking, but we have paid for that service, and I don't think it is unreasonable to have street parking be readily available on a residential street.

Officer's Response:

Thank you for your feedback on TR-164-22 Ohiro Road, Brooklyn- No Stopping At All Times. Our proposal has taken into consideration the need for parking along the road and the safety benefits of removing parking. Due to visibility constraints and the results from a crash review (2017-2022), we have a few crashes in this section of Ohiro Road related to the lack of visibility caused by parked cars. We also understand the importance of parking for residents living on the road and for this reason, Wellington City Council is currently developing a Parking Management Plan (PMP) to improve parking turnover across the city. One of the objectives of the PMP is to align the plan with the principles of our Parking Policy, which supports the shift in the type of transport used – this means less reliance on private vehicles and a shift to public transport use and active travel. Any scheme devised will have this objective in mind as well as considering the parking hierarchy (as per the parking policy) where residents parking is considered a higher priority than parking for commuters.

Your feedback has been added to our database for further review once the PMP plans start to be implemented in your area. Once we have a parking plan for your area the plans will be shared with the community. Whilst we appreciate your patience, due to the high complexity of work required, timelines are unknown at this stage, however, these timelines will be given during the consultation of each Parking Management Plan.

Name: CJV

Suburb: Brooklyn

Agree: Yes

This will drastically improve the safety of this street. I live in Brooklyn and work in Karori so use this road by bike or car almost daily. When people park here it is quite dangerous.

Officer's Response:

Thank you for your feedback on TR-164-22 Ohiro Road, Brooklyn- No Stopping At All Times

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR165-22 Apuka Street, Brooklyn – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 35 metres of No Stopping At All Times on Apuka Street
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety concerns from residents regarding parking on a blind bend in Apuka Street. Visibility is compromised when vehicles are parked on or prior to the blind bend on a busy thoroughfare street. Officers propose installing No Stopping Broken Yellow Lines on Apuka Street to improve safety and visibility.
Location – where we propose to make the change	Apuka Street, Brooklyn – outside no.11 & no.4
Impact	<ul style="list-style-type: none"> Improves safety and visibility for drivers. Net parking impact – Removal of 4 unrestricted carparks Pedestrian impact – No impact
How this relates to the parking policy	<ul style="list-style-type: none"> Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 1,948 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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.

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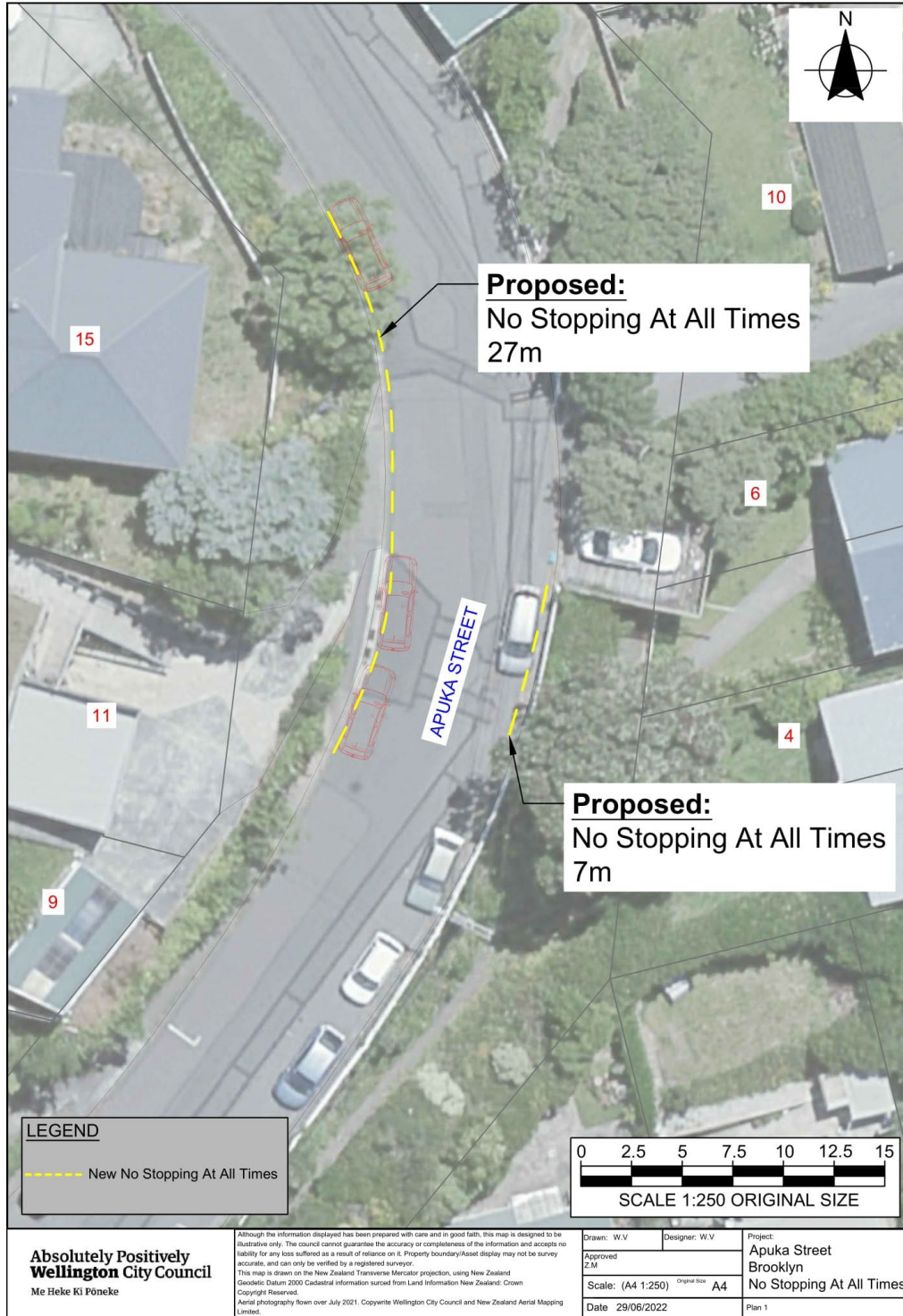
Next Steps

1. Feedback collated by Monday 8 August 2022.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.
3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR165-22 Apuka Street, Brooklyn – 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
Apuka Street	<i>No Stopping At All Times</i>	<i>East Side, commencing 59 metres north of its intersection with Helen St. (Grid Coordinates X= 1,747,480.41m, Y 5,426,075m) and extending for 7 metres in a northerly direction.</i>
Apuka Street	<i>No Stopping At All Times</i>	<i>West Side, commencing 63 metres north of its intersection with Helen St. (Grid Coordinates X= 1,747,475.60m, Y 5,426,069.66m) and extending for 27 metres in a northerly direction.</i>

Prepared By: Wilhelm Vaeluaga **(Traffic Engineer Assistant)**

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

Date: **27/06/2022**

We are proposing a change in your area

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Feedback

Name: Caro H

Suburb: Brooklyn

Agree: Yes

We live at 7 Apuka st (just downhill from the proposed yellow lines) and support the changes. Our driveway is at a sharp angle to the road and can only be accessed from uphill. WCC painted a white L bar line uphill from us to deter cars from parking too close to our driveway (making it very difficult to access). The L bar is good at stopping people parking over the driveway but they often park over the L bar by a half a metre or so. Parking seems to be at a premium on this stretch of road so this is likely to increase the number of people parking over the L bar. A practical solution would be to move the L bar uphill half a metre to counter act this.

Officer's Response:

Thank you for your feedback on TR 165-22 Apuka Street, Brooklyn – No Stopping At All Times.

We understand your concern regarding the L-bar; however drivers will continue to park over the L-bar if they feel the space is large enough (i.e: 1.5m instead of the existing 1m). We recommend you call our parking services at 04 499 4444 if vehicles are parked within 1m of your driveway and they can assess the situation for enforcement.

Name: jamieb

Suburb: Brooklyn

Agree: Yes

Fully support. Pleased WCC are doing something about it because status quo is a problem.

Officer's Response:

Thank you for your feedback on TR 165-22 Apuka Street, Brooklyn – No Stopping At All Times.

Name: Angelos Anastasiadis

Suburb: Brooklyn

Agree: Yes

Firstly, I have tried to submit a form on this but your system is still not working correctly and so I am sending you an email.

Secondly, I fully endorse the TR165-22 proposal for Apuka St, Brooklyn.

I have lived in Apuka St for the last 64 years and I have seen the gradual increase in cars being parked in the street. I am aware of a few accidents in the street and I am sure that there have been some near misses. I have witnessed and have also been affected by cars parking on the bend restricting the traffic flow and causing a bottle necks.

Making this change will reduce driver frustrations, accidents and bottle necks in the street.

I look forward to the proposal being put into action.

Officer's Response:

Thank you for your feedback on TR 165-22 Apuka Street, Brooklyn – No Stopping At All Times.

We are proposing a change in your area

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Name: CJV

Suburb: Brooklyn

Agree: Yes

I live on Mitchell st, and mostly commute by bike, this route is overall calmer than Todman st so I usually go this way instead. The scariest parts where drivers sometimes try to pass on Apuka st have been accurately captured by this resolution, I support the no stopping zone proposed as I believe it will improve the safety of traveling this way for all road users.

Officer's Response:

Thank you for your feedback on TR 165-22 Apuka Street, Brooklyn – No Stopping At All Times.

Name: Marion Wade & Kim Lau

Suburb: Brooklyn

Agree: Not Stated

Thank you for the opportunity to give feedback on proposed No Stopping At All Times on Apuka St. And thank you for the new Stop sign at the Tanera St/ Helen St intersection with Owhiro Rd. The corner bollard looks likely to endure for longer.

I agree that something could be done to make access and egress safer for Apuka St homeowners and for traffic passers-by.

We at 19 Apuka St, and 21 Apuka St, have to back out of the garage into the oncoming traffic.

Your monitors for numbers using the Rd, were below No 19 Apuka.

The numerous road users have increased in the last 2-3 years and part of that will be the number of users from the south length of Mitchell St and Ashton Fitchett who avoid Todman St's blind bend. They use Apuka instead.

The problem is both the Apuka St blind bend and the speed of traffic. It is used as a race way after Helen St's open, ease of travel.

Suggestion:

- As proposed: No Stopping At All Times on the uphill Left side from 11 - 15 Apuka St.
- Leave parking spaces above 4 Apuka St.
- Have a sign e.g. "Downhill traffic give way to uphill" (e.g. somewhere opposite No 19, 21), which could slow traffic with the expectation to use the space more carefully.

Officer's Response:

Thank you for your feedback on TR 165-22 Apuka Street, Brooklyn – No Stopping At All Times.

The removal of one carpark outside 4 Apuka Street will allow downhill traffic to more sightline going down the hill and decide whether it is appropriate to continue down.

We would only consider a similar "Downhill traffic give way to uphill" sign, where the road width (kerb to kerb) is too narrow for 2 lanes of traffic, rather than being caused by parked cars. However, to improve safety, Council officers will be implementing centreline roadmarkings and a curve advisory sign to provide driver awareness's when traffic is going in the uphill and downhill direction.

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR167-22 Salford Street – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> We are proposing to install 75 metres of No Stopping At All Times on the bends along Salford Street, Newlands.
Why we are proposing the change	<ul style="list-style-type: none"> Our Transport Engineering team received safety concerns from the public associated with the lack of forward visibility on the bends along the road, located between properties nos.10 and 35 Salford Street. When drivers travel on the bend, forward visibility is compromised, and this creates a safety hazard to them as there is obstructed visibility to oncoming traffic and parked vehicles on the road. To mitigate the issues described above, our engineers are proposing to install No Stopping At All Times markings.
Location – where we propose to make the change	Salford Street, Newlands – between properties nos. 17a to 35. Salford Street, Newlands – between properties nos. 10 to 18.
Impact	<ul style="list-style-type: none"> Mitigation of crashes associated with parked vehicles on the road. Visibility improvements for traffic travelling North of Salford Street. Removal of 12 unrestricted parking's on eastern and western side of the road
How this relates to the parking policy	<ul style="list-style-type: none"> Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count: 721 vehicles per day. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p>

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	<ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 August 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

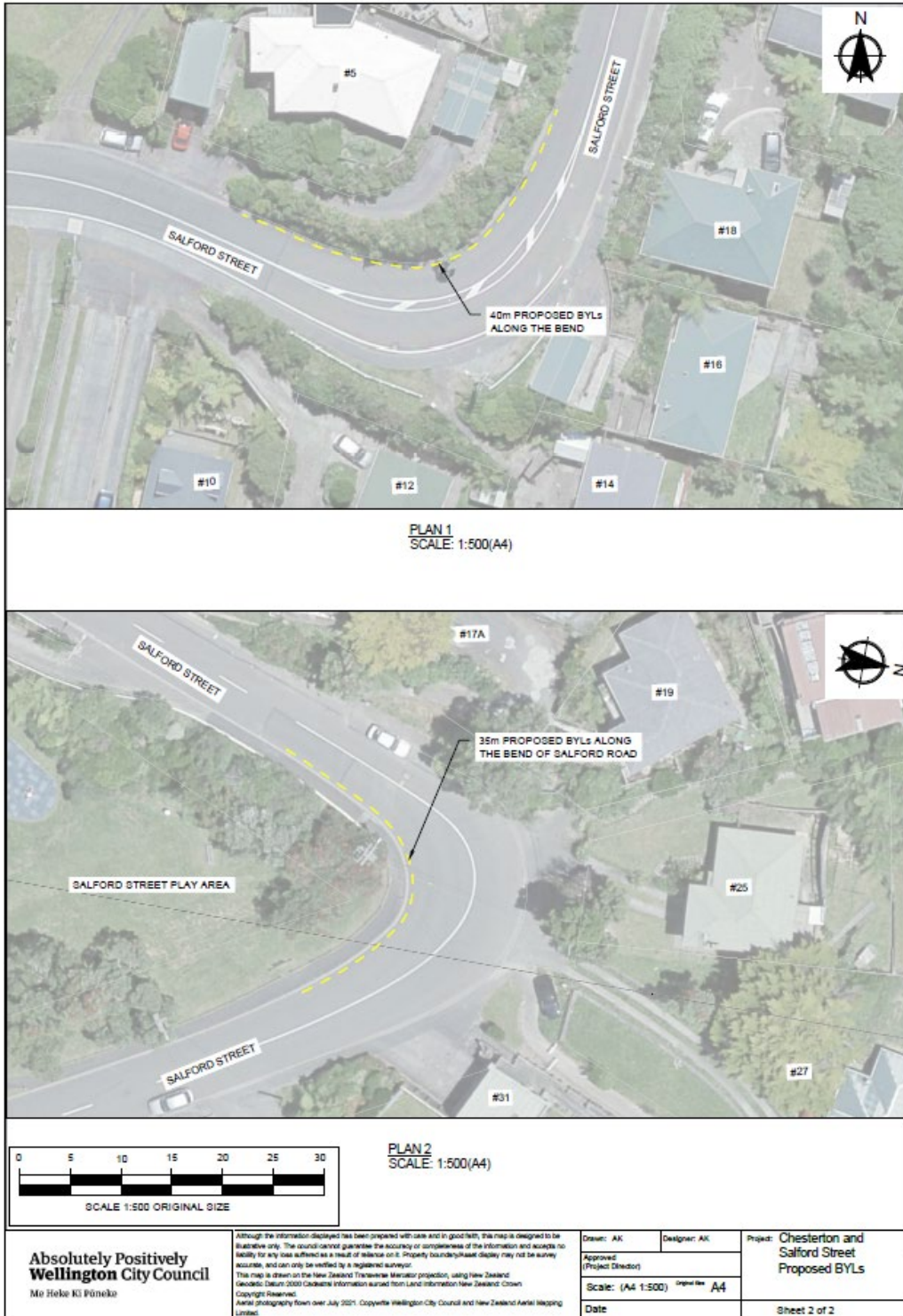
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Traffic Resolution Plan: TR167-22 Salford Street (Johnsonville) – No Stopping At All Times



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area**

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Legal Description:

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

Column One	Column Two	Column Three
<i>Salford Street</i>	<i>No Stopping At All Times</i>	<i>South side, commencing 165 metres west north of intersection with Salford Street and Cotswold Crescent (Grid coordinates X=1,752,198.540m Y=5,434,370.770m) and extending in south direction following the southern kerb line for 35 metres.</i>
<i>Salford Street</i>	<i>No Stopping At All Times</i>	<i>North side, commencing 40 metres east of intersection with Salford Street and Ruskin Road (Grid coordinates X=1,752,029.582m Y=5,434,437.531m) and extending in an eastern direction following the northern kerb line for 40 metres.</i>

Prepared By: Amit Kochar **(Intermediate Transport Engineer)**
Approved By: Zackary Moodie **(Team Leader Transport Engineering)**
Date: 29/06/2022

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Feedback

Name: Jess Dougherty

Suburb: Johnsonville

Agree: Yes

I highly support yellow lines in the Salford St area, and I would highly encourage to also make the whole odd numbered side of the street yellow lines from the bottom of Salford/Newlands Road to the playground.

Can I also ask for consideration of more yellow lines on the lower area to allow downhill traffic to pullover to allow uphill traffic and also to allow residents as myself safer access when exiting our driveways.

This is my view when leaving my property. Car's toot and abuse me, but I legitimately can't safely see in either direction. Yellow lines were put in by WCC and removed a week later and since then more cars are parking because of the high number of houses across the road. There is also a development for townhouses across the road so when that is completed it will be even more dire.



Officer's Response:

Thanks for your response regarding TR167-22 Salford Street – No Stopping At All Times. One of our Council engineers will be in contact to discuss a mitigation plan to reduce the issues brought to our attention on this feedback.

Name: ZaphodHarkonnen

Suburb: Johnsonville

Agree: Yes

I support the changes as an improvement over the current state. However I would strongly push that the speed limit needs to be reduced along this entire stretch. 50kph is simply too fast as drivers treat it as a target. Reducing the speed would provide valuable seconds for drivers to respond to other vehicles or pedestrians using the roadway.

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Officer's Response:

Thanks for your response regarding TR167-22 Salford Street – No Stopping At All Times Regarding speeds, Waka Kotahi NZ Transport Agency (NZTA) and WCC are working together on a plan to improve safety by reducing speeds in critical areas of the city. Lowering speed on our roads will help to minimise the severity of crashes when they occur. Lower speeds give road users a second chance to either avoid a crash or at least walk away from one if it happens.

WCC is committed to creating a safe transport system and we are currently working on gathering sufficient funding and resources available to review speed limits where the current limit doesn't match the road and the environment around it.

Johnsonville will be included for speed review. Once funding and resources are available, our engineering team will be looking at identifying critical roads in your area where lowering speed limits will positively impact the community living in the area. Given that the review of the speeds on our roads is still a work in progress, we are therefore unable to justify any immediate changes.

Name: Clair23

Suburb: Johnsonville

Agree: Yes

I support this - the road is windy and cars parked along the road make many turns dangerous

Officer's Response:

Thanks for your response regarding TR167-22 Salford Street – No Stopping At All Times

Name: Darren B

Suburb: Johnsonville

Agree: Yes

I SUPPORT these changes to introduce no stopping on these inside corners on Salford St's narrow roads



Figure 1: Salford St, Opposite #16



Figure 2: Salford St, Opposite #25

Officer's Response:

Thanks for your response regarding TR167-22 Salford Street – No Stopping At All Times

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Kia ora,

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

Proposal:

Reference	TR169-22 Dixon Street (between Taranaki and Cuba Streets), Te Aro – Time Limited, No Stopping At All Times, Metered Parking, Loading Zone, Emergency Parking, Motorbike Parking and Mobility Parking.
Location – where we propose to make the change	Dixon Street (between Taranaki and Cuba Streets), Te Aro
What we'd like to do	<ul style="list-style-type: none"> Remove 31x P120 Metered Parking spaces. Change \$P120 parking restrictions to a mix of \$P30 parks and P15 parks Install 3x P15 Parking spaces between no. 38 to no.40 Install a Loading Zone between no. 37 to no. 39. (10min maximum). Install a Bike Park between no. 38 to no.40 Install an Emergency Parking outside no. 25 Install Motorbike Parking between no.15 to no.19 Remove 19 metered parking spaces along the northern and 10 metered parking spaces along the southern side of Dixon Street. These will be replaced by decking and planters for wider footpaths and outdoor dining opportunities. Install new No Stopping At All Times alongside the new decking.
Why we are proposing the change	<ul style="list-style-type: none"> The changes to Dixon Street have come out of the Pōneke Promise project. The Pōneke Promise project was initiated to improve safety and increase vibrancy in our central city area. There are immediate safety concerns along Dixon Street where there have been a number of incidents and a recent fatality involving a pedestrian. The sightline between pedestrians and drivers are blocked by parked cars. Removing the parked cars will improve visibility between drivers and pedestrians. Additional speed cushions will also help to slow vehicle speeds. The changes to the street are also expected to increase overall safety and perceptions of public safety in Te Aro Park where there have been noted increases in anti-social behaviour by improving the sightlines, accessibility and connections into the park. The outdoor dining opportunities supports the local hospitality businesses and helps to increase the vibrancy of the street and feeling of safety through passive surveillance.
Impact	<ul style="list-style-type: none"> Improves safety, connectivity and accessibility for pedestrians. Net parking impact – removal of 31 metered P120 parking spaces; addition of motorbike parking; addition of one emergency vehicle park; addition of bike parking; change of three metered P120 parks to P15 time limit parks; change of eight metered P120 parks to metered P30 parks. Pedestrian impact - positive. Improved use of Te Aro Park and Dixon Street for pedestrians as there will be more space to walk along Dixon Street and safer to cross Dixon Street with improved sightlines between drivers and pedestrians crossing road.

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<p>How this relates to the parking policy</p>	<ul style="list-style-type: none"> • 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. • 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. • Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. • 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. • Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes.
<p>Additional Information</p>	<ul style="list-style-type: none"> • Average daily traffic count - 5111 • Annual parking revenue impact – loss of \$183,357 p/a • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
<p>Feedback</p>	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022. • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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.
<p>Next Steps</p>	<ol style="list-style-type: none"> 1. Feedback collated by Monday 8 August 2022. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022. 3. If approved, the proposal will be installed within the following three months.

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Legal Description:

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

Column One	Column Two	Column Three
Dixon Street	<i>P120 Saturday and Sunday 8:00am – 6:00pm</i>	<i>North side, commencing 115 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 8 metres.</i>

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

Column One	Column Two	Column Three
Dixon Street	<i>No Stopping At All Time</i>	<i>North side, commencing from its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 25 metres.</i>
Dixon Street	<i>No Stopping At All Time</i>	<i>South side, commencing 110 metres north west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 11 metres.</i>

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

Column One	Column Two	Column Three
Dixon Street	<i>P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>South side, commencing 22 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 37 metres (6 parallel parking spaces).</i>
Dixon Street	<i>P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>North side, commencing 25 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 90 metres (15 parallel parking spaces).</i>

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Dixon Street	<i>P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>North side, commencing 123 metres north- west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north- westerly direction following the northern kerbline for 42 metres (7 parallel parking spaces).</i>
Dixon Street	<i>P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>South side, commencing 75 metres north- west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north- westerly direction following the southern kerbline for 35 metres (6 parallel parking spaces).</i>
Dixon Street	<i>P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>South side, commencing 137.5 metres west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a westerly direction following the southern kerb line for 37 metres.</i>

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

Column One	Column Two	Column Three
Dixon Street	<i>P15</i>	<i>North side, commencing 148 metres north- west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north- westerly direction following the northern kerbline for 16 metres. (3 parallel parking spaces).</i>

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

Column One	Column Two	Column Three
Dixon Street	<i>Motorcycle Parking At All Times</i>	<i>South side, commencing 47 metres north- west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north- westerly direction following the southern kerbline for 11 metres.</i>

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

Column One	Column Two	Column Three
Dixon Street	No Stopping At All Time	North side, commencing from its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 148 metres.
Dixon Street	No Stopping At All Time	South side, commencing 91 metres north west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 28 metres.
Dixon Street	No Stopping At All Time	South side, commencing 130 metres north west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 32 metres.

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

Column One	Column Two	Column Three
Dixon Street	P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm	South side, commencing 22 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 23 metres (4 parallel parking spaces).
Dixon Street	P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm	South side, commencing 75 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 16 metres (3 parallel parking spaces).
Dixon Street	P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm	South side, commencing 162 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 11 metres (2 parallel parking spaces).

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Prepared By:	Charlotta Heyd	(Project Manager)
Approved By:	Zackary Moodie	(Team Leader Transport Engineering)
Date:	15/07/2022	

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Feedback

Name: ZaphodHarkonnen

Suburb: Johnsonville

Agree: Yes

I think the proposal is a large improvement over the current usage allocation. Ideally a more secure form of bike storage would be installed, but the proposed increase in parking is still a vast improvement. While I have my motorcycle license, the motorcycle parking is not as critical in my view. I would suggest looking at reallocating it for bicycle parking as well.

Officer's Response:

Thank you for your feedback on TR169-22 Dixon Street (between Taranaki and Cuba Streets). Bike parking is proposed and secure bike parking options are being investigated. Council is looking at bike parking needs across the city and will monitor whether more is required in the future.

Name: Fengrong Chu

Suburb: Te Aro

Agree: No

I'm the owner of Chongqing Kitchen at 42 Dixon Street, the majority our patrons come to our place by private cars, Dixon Street parking is very crucial and essential to the nearby business especially hospitality industry. the parking space is on very very high demand especially on the weekday dinner time, weekends all day, the surrounding restaurants all rely on those parking spaces for their patrons, we have a great number of times customers complaining about difficult to finding car park during peak meal time, customer turn up late due to no car park, at some extreme occasions, we have booking cancelled due to they could not find car park at all, please note that some of them were tourist, they could only rely on their cars, around Te Aro park, east part of Dixon Street is the only street where provided decent amount of car parking to support the nearby businesses, since there is no parking on Manners Street, very limited social parking on west part of Dixon Street pass Cuba Street intersection, removal of all current parking will significantly damage the nearby businesses, especially restaurant at dinner time. I couldn't understand why the foot path require to be widened by removing the car park, the current food path it's way wide enough for current volume of pedestrians, you say car blocking the view of driver to see the pedestrians who crossing the road, well, you may install more speed Hamp to lower the cars speed, or install some pedestrian crossings, removing of all the car park is a short sight decision and will not solve any of the current problem, and creating more problems, where those cars can be parked, what are the solution for those cars, do you force them park further away from Te Aro park or to using public transport, or by uber, or by bike, they may not consider any of those options, they may decide not come to this area as often as it wasn't as convenient as before, they will go to the place where they can easier park their cars. Our city is growing, the amount of cars is also increasing, more road and car park definitely need, carbon neutral is archiving as electric cars are gradually replacing fossil fuel cars our cars are becoming more cleaner, why couldn't you consider to increasing dedicated electric car parking by replacing the current car park. remove the car park just for so-called the sake of safe of pedestrians, I couldn't oppose it further, shouldn't people to be educated to be careful when crossing the road and driver to slowing down when going through a busy street. if you really care about the people, please listen to the majority's opinion.

Officer's Response:

We are proposing a change in your area

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Thank you for your feedback on TR169-22 Dixon Street (between Taranaki and Cuba Streets). There are significant safety issues within Te Aro Park and on Dixon Street at the moment which the project is aimed to improve. Speed cushions are being added but the safety hazard for pedestrians crossing the road comes from the lack of visibility between pedestrians and drivers. This can only be improved by removing parked cars which block sightlines. The footpath widening is particularly needed on eastern end of Te Aro Park where there are trees and light poles cluttering the footpath. The other goal of the project is to increase vibrancy on Dixon Street. We are doing so by providing more space for pedestrians and supporting local businesses by providing outdoor dining opportunities. Many businesses and users of the area are supportive of the project and are excited to see changes made to the area to make it a more attractive and safe part of our city.

A Parking Management Plan was undertaken for the area to test the effect of the proposed design on parking. The study looked at the on-street parking in the area around the Dixon Street within a 5min walk and found that overall, the effects if the removal of the 41 parking spaces are typically a low/moderate impact on drivers to the shops on Dixon St and Inglewood Pl, meaning that drivers would likely find an alternative car park within a 3-5min walking distance to Dixon Street (with 90% able to park within a three-minute walk). The conversion of the remaining spaces from P120 Pay and Display to P30 is supported based on on-site observations and Council's engagement with local retailers whereby there is demand for quick turnover parking for the pick-up and drop-off of people and products or to visit local retail services.

Name: SKFNZ

Suburb: Aro valley

Agree: Yes

Agree to proposal, but for motorcycle parking at least half of the parking area should be limited to 2 hours of free parking. (And this goes for ALL motorcycle parking areas in the city!)

Officer's Response:

Thank you for your feedback on TR169-22 Dixon Street (between Taranaki and Cuba Streets). The demand for motorcycle parking will be assessed under a parking management plan in due course to determine what/if any additional restrictions should apply.

Name: Welly Resident

Suburb: Southgate

Agree: Yes

I work near here, walk through this area most days, and would entirely support these changes - for personal safety reasons, for more bike parking options (commuting to work nearby), for a more pleasant environment generally for walking through / dining / getting a takeaway lunch.

Officer's Response:

Thank you for your feedback on TR169-22 Dixon Street (between Taranaki and Cuba Streets),..

We are proposing a change in your area

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Name: Viv S

Suburb: Aro Valley

Agree: Yes

Widening the footpaths and reducing parking on Dixon Street would improve the experience of pedestrians in the area hugely

Officer's Response:

Thank you for your feedback on TR169-22 Dixon Street (between Taranaki and Cuba Streets).

Name: Ellen Blake

Suburb:

Agree: Yes

TR 169-22 Dixon St removal of parking to make way for a boardwalk wider footpath.

I support this improvement for pedestrians in the inner city. It is the first significant increase in footpath widths on a section of road for many years.

The resolution should make it clear that a continuous accessible path next to the property boundary must be retained. This is required to maintain access for all along this footpath.

I note the boardwalk is already being installed. One section of the boardwalk is above the footpath level and creates a trip hazard for pedestrians. To get the most out of this improvement the boardwalk should all be at the same level as the footpath.

City well-being in this unique case is increased by a more fair allocation of street space to pedestrians (rather than parking management).

Officer's Response:

Thank you for your feedback on TR169-22 Dixon Street (between Taranaki and Cuba Streets). Accessible footpaths are out of scope of the traffic resolution but are being addressed through the urban design upgrades under the Pōneke Promise project. The section of the boardwalk that has a step is going to be used for outdoor dining and will have hazard tape along the edge to ensure visibility.

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Kia ora,

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

Proposal:

Reference	TR172-22 Courtenay Place, Wellington Central – Emergency Vehicle Parking
Location – where we propose to make the change	Courtenay Place, Wellington Central – between no. 8 to 10.
What we'd like to do	<ul style="list-style-type: none"> Install Emergency Vehicle Parking between no. 8 to 10. The operating hours of the restrictions are from Friday 10:00 pm to Saturday 5:00 am and Saturday 10:00 pm to Sunday 5:00 am.
Why we are proposing the change	<ul style="list-style-type: none"> We have received a request from NZ Police for designated Emergency Vehicle Parking on Courtenay Place during Friday and Saturday nights to assist with their operations. Courtenay Place has increased the demand for police presence during the proposed hours. The proposed site was previously discussed with the NZ Police, and it was chosen to ensure easy access to Courtney Place and overall safety of the public.
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for Emergency Vehicles on Courtenay Place. Net parking impact – added emergency vehicle-only parking restriction at night-time, during weekends. Pedestrian impact – positive as they have increased safety with police presence.
How this relates to the parking policy	<ul style="list-style-type: none"> Ensures on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 8,541 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal

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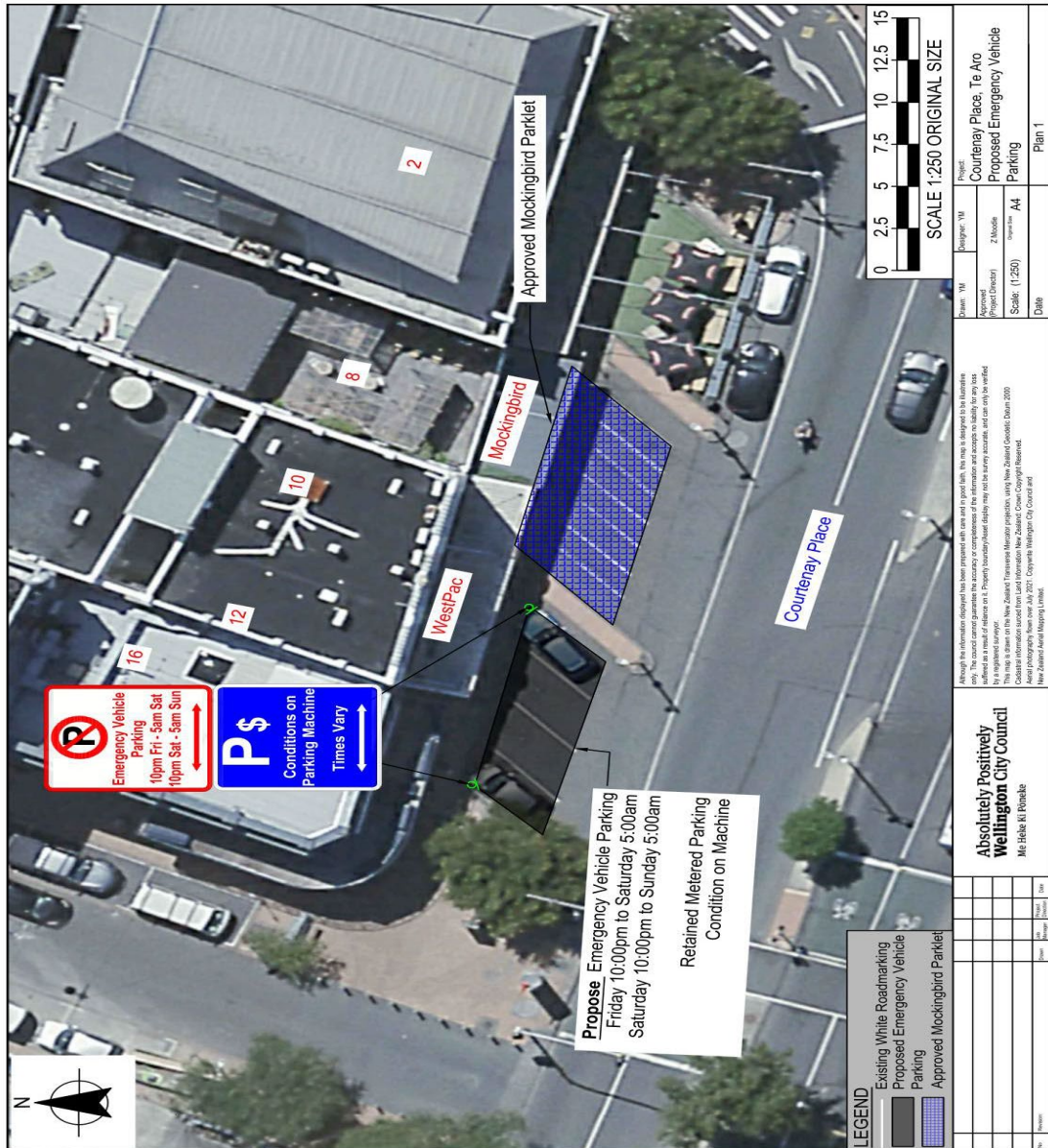
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	<p>information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 August 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR172-22 Courtenay Place, Wellington Central – Emergency Vehicle Parking



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Courtenay Place	<i>No Parking except for emergency vehicles, Friday and Saturday 10:00pm – 5:00am, Saturday and Sunday 10:00 pm – 5:00am</i>	<i>North side, commencing 37 metres west of its intersection with Cambridge Terrace, (x= 1749220.4 m, y= 5427097.8 m), and extending in a westerly direction for 12 metres.</i>

Prepared By: Yohannes Mesfun (Graduate Transport Engineer)

Approved By: Zackary Moodie (Team Leader Transport Engineering)

Date: 15/07/2022

We are proposing a change in your area

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Feedback

Name: Viv S

Suburb: Aro Valley

Agree: Yes

I support this change

Officer's Response:

Thank you for your feedback on TR172-22– Courtney Place - Proposed Emergency Vehicle Parking.

Table of Traffic Resolutions Legal Description RPC 7 September 2022

a)	TR96-22- Harrison Street, Brooklyn – No Stopping at All Times		
	<u>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Harrison Street	<i>P10 Monday to Friday, 8:30am - 9:15am, 2:30pm - 3:15pm, During School Term</i>	<i>East side, commencing 55 metres south of its intersection with Cleveland Street and extending in a southerly direction following the eastern kerbline for 81.5 metres.</i>
	<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Harrison Street	<i>No Stopping, At All Times</i>	<i>East side, commencing 116.5 metres south of its intersection with Cleveland Street (Grid coordinates X=1,747,783.71m Y=5,425,877.84m) and extending in a southern direction following the eastern kerb line for 15 metres. Then extending in a western direction following the southern kerb line for 10 metres. Then extending in a northern direction following the western kerb line for 15 metres</i>
	<u>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Harrison Street	<i>P10 Monday to Friday, 8:30am - 9:15am, 2:30pm - 3:15pm, During School Term</i>	<i>East side, commencing 55 metres south of its intersection with Cleveland Street (Grid coordinates X=1,747,783.71m Y=5,425,877.84m) and extending in a southerly direction following the eastern kerb line for 61.5 metres.</i>
b)	TR102-22 ASB Arena – P120 EV Vehicles Only		
	<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	ASB Sports Arena Car Park	<i>P120 EV vehicles only</i>	<i>41°18'59.0"S 174°48'05.5"E 3 parking bays on the eastern side of the car park</i>
c)	TR103-22 Nairnville Rec Centre - P120 EV Vehicles Only		
	<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Nairnville Rec Centre car park	<i>P120 EV charging only</i>	<i>41°14'58.4"S 174°47'11.8"E North East side of car park</i>
d)	TR104-22 Karori Rec Centre - P120 EV Vehicles Only		
	<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>		

Table of Traffic Resolutions Legal Description RPC 7 September 2022

	Column One	Column Two	Column Three
	Karori Rec Centre Car Park	<i>P120 EV Vehicles only</i>	<i>41°17'07.0"S 174°44'14.6"E 2 parking bays West side of car park</i>
e)	TR105-22 Kilbirnie Rec Centre - P120 EV Vehicles Only		
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kilbirnie Rec Centre car park	<i>P120 EV Vehicles only</i>	<i>41°18'58.1"S 174°47'39.0"E Western Car Park 2 parking spaces</i>
f)	TR117-22 Lucknow Terrace, Khandallah– Proposed Parking Changes		
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Lucknow Terrace	<i>No Stopping At All Times</i>	<i>South side, commencing 63 metres west of its intersection with Cockayne Road (Grid coordinates x= 1749703.7 m, y= 5432026.3 m), and extending in a westerly direction following the southern kerbline for 21 metres.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Lucknow Terrace	<i>No Stopping At All Times</i>	<i>North side, commencing 58 metres west of its intersection with Cockayne Road (Grid coordinates x= 1749703.7 m, y= 5432026.3 m), and extending in a westerly direction following the northern kerbline for 9 metres.</i>
	Lucknow Terrace	<i>No Stopping At All Times</i>	<i>North side, commencing 77 metres west of its intersection with Cockayne Road (Grid coordinates x= 1749703.7 m, y= 5432026.3 m), and extending in a westerly direction following the northern kerbline for 12 metres.</i>
g)	TR118-22 Happy Valley Road, Owhiro Bay – New layout for Bus stop (#7796 & #6796)		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Happy Valley Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 253 metres north of its intersection with Landfill Road (Grid coordinates x 1747022.161m, y = 5422955.825m) and extending in a southerly direction following the western kerbline for 9.0 metres.</i>

Table of Traffic Resolutions Legal Description RPC 7 September 2022

	Happy Valley Road	<i>Bus Stop, At All Times</i>	<i>East side, commencing 463 metres north of its intersection with Murchison Street (grid coordinates x = 1747079.374m, y = 5423138.819m) and extending in a northerly direction following the eastern kerbline for 15.0 metres</i>
<i>Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Happy Valley Road	<i>Bus Stop, At All Times</i>	<i>West side, commencing 244 metres north of its intersection with Landfill Road (Grid coordinates x 1747022.161m, y = 5422955.825m) and extending in a southerly direction following the western kerbline for 15.0 metres.</i>
	Happy Valley Road	<i>No Stopping, At All Times</i>	<i>East side, commencing 454 metres north of its intersection with Murchison Street (grid coordinates x = 1747079.374m, y = 5423138.819m) and extending in a northerly direction following the eastern kerbline for 9.0 metres</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Happy Valley Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 229 metres north of its intersection with Landfill Road (Grid coordinates x 1747022.161m, y = 5422955.825m) and extending in a southerly direction following the western kerbline for 15.0 metres.</i>
	Happy Valley Road	<i>No Stopping, At All Times</i>	<i>East side, commencing 478 metres north of its intersection with Murchison Street (grid coordinates x = 1747079.374m, y = 5423138.819m) and extending in a northerly direction following the eastern kerbline for 15.0 metres</i>
h)	TR132-22 – Fairlie Terrace, Kelburn - Change parking class restricted		
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Fairlie Terrace	<i>Change time limit from P-10 to Mobility Parking</i>	<i>South side, commencing 123 metres south of Kelburn Parade (Grid coordinates x= 1,747,926.96m, y= 5,427,370.15m), and extending in a</i>

Table of Traffic Resolutions Legal Description RPC 7 September 2022

			southerly direction following the Southern kerbside for 6 metres.
	Fairlie Terrace	P10	South side, commencing 129 metres south of Kelburn Parade (Grid coordinates x= 1,747,926.96m, y= 5,427,370.15m), and extending in a southerly direction following the Southern kerbside for 5.5 metres.
i)	TR 137-22 Hobson Street, Thorndon - Proposed parking time restriction change		
	<i>Delete from Schedule A (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Hobson Street	P120 - Monday to Friday 8:45am - 2:45pm during school terms.	West side, commencing 65.5 metres from intersection with Fitzherbert Terrace, (Grid Coordinates X= 1749099.1m, y= 5429577.3m), and extending in a southerly direction for 40 metres.
	Hobson Street	P120 - Except for Authorised Vehicles, Monday to Friday, 3:45pm - 9:00pm, Saturday and Sunday, 8:00am - 9:00pm	West side, 157.1 metres from its intersection with Fitzherbert Terrace and extending in a Southerly direction for 34 metres
	Hobson Street	Bus Stop Monday to Friday, 8:00am - 4:00pm	West side, commencing 23 metres from its intersection with Fitzherbert Terrace, (Grid Coordinates X= 1,749,099.1m, y= 5429577.3m), and extending in a southerly direction for 14 metres.
	<i>Add to Schedule A (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Hobson Street	P120 – At other times	West side, commencing 39 metres from intersection with Fitzherbert Terrace, (Grid Coordinates X= 1,749,101,40m, y= 5,429,576,68m), and extending in a southerly direction for 69 metres.
	Hobson Street	P120 - Except for Authorised Vehicles, Monday to Friday, 6:00pm - 9:00pm, Saturday and Sunday, 8:00am - 9:00pm	West side, commencing 39 metres from intersection with Fitzherbert Terrace, (Grid Coordinates X= 1,749,101,40m, y= 5,429,576,68m), and extending in a southerly direction for 69 metres.
	Hobson Street	Bus Stop Monday to Friday, 8:00am - 4:00pm "During School Term"	West side, commencing 23 metres from its intersection with Fitzherbert Terrace, (Grid Coordinates X= 1,749,099,10m, y= 5,429,577,30m), and extending in a southerly direction for 14 metres.

Table of Traffic Resolutions Legal Description RPC 7 September 2022

	Hobson Street	<i>P120 – At other times</i>	<i>West side, commencing 23 metres from its intersection with Fitzherbert Terrace, (Grid Coordinates X= 1,749,099,10m, y= 5,429,577,30m), and extending in a southerly direction for 14 metres.</i>
j)	TR141-22 Tirangi Road, Rongotai – New Bus Stop Layout (#7345 & #6345)		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Tirangi Road	<i>Bus Stop, At All Times</i>	<i>West side, commencing 35.5 metres west of its intersection with Kingsford Smith Street and extending in a northerly direction following the western kerbline for 12 metres.</i>
	Tirangi Road	<i>Bus Stop, At All Times</i>	<i>East side, commencing 149.5 metres south of its intersection with Coutts Street and extending in a southerly direction following the eastern kerbline for 12 metres.</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Tirangi Road	<i>Bus stop, At All Times</i>	<i>West side, commencing 41.5 metres north of its intersection with Kingsford Smith Street (grid coordinates, x = 1,750,885.93m, y = 5,423,640.96m) and extending in a southerly direction following the western kerbline for 15 metres.</i>
	Tirangi Road	<i>Bus stop, At All Times</i>	<i>East side, commencing 156.2 metres south of its intersection with Coutts Street (grid coordinates, x = 1,750,893.92m, y = 5,423625.33m) and extending in a northerly direction following the eastern kerbline for 15 metres.</i>
	<i>Add to Schedule D (No stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Tirangi Road	<i>No Stopping, At All Times.</i>	<i>West side, commencing 41.5 metres north of its intersection with Kingsford Smith Street (grid coordinates, x = 1,750,885.93m, y = 5,423,640.96m) and extending in a northerly direction following the western kerbline for 9 metres.</i>
	Tirangi Road	<i>No Stopping, At All Times.</i>	<i>West side, commencing 26.5 metres north of its intersection with Kingsford Smith Street (grid coordinates, x =</i>

Table of Traffic Resolutions Legal Description RPC 7 September 2022

			1,750,885.93m, y = 5,423,640.96m) and extending in a southerly direction following the western kerbline for 15 metres.
	Tirangi Road	No Stopping, At All Times.	East side, commencing 156.2 metres south of its intersection with Coutts Street (grid coordinates, x = 1,750, 893.92m, y = 5,423625.33m) and extending in a southerly direction following the eastern kerbline for 9 metres.
	Tirangi Road	No Stopping, At All Times.	East side, commencing 141.2 metres south of its intersection with Coutts Street (grid coordinates, x = 1,750, 893.92m, y = 5,423625.33m) and extending in a northerly direction following the eastern kerbline for 15 metres.
k)	TR142-22 Waitoa Road, Hataitai - New layout for Bus Stop (#6535)		
	<u>Add to Schedule (B) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Waitoa Road	Bus stop At All Times	West side, commencing 24.9 metres west of its intersection with William Street (Grid coordinates X=1,750,254.4m Y=5,425,912.87m) and extending in a westerly direction following the western kerb line for 15 metres.
	<u>Add to Schedule (A) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Waitoa Road	P60	West side, commencing 20.9 metres west of its intersection with William Street (Grid coordinates X=1,750,254.4m Y=5,425,912.87m) and extending in a westerly direction following the western kerb line for 10 metres.
l)	TR143-22 Murchison Street, Owhiro Bay - New layout for Bus Stop (#7146)		
	<u>Delete from Schedule (B) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Murchison Street	Bus Stop At All Times	North side, commencing 32 metres north of its intersection with Happy Valley Road and extending in an easterly direction following the northern kerbline for 12 metres.
	<u>Add to Schedule (B) of the Traffic Restrictions Schedule</u>		

Table of Traffic Resolutions Legal Description RPC 7 September 2022

	Column One	Column Two	Column Three
	Murchison Street	<i>Bus Stop At All Times</i>	<i>North side, commencing 67.3 metres east of its intersection with Happy Valley Road (Grid coordinates X=1,747,126.61m Y=5,422,682.77m) and extending in a westerly direction following the northern kerb line for 15 metres.</i>
<i>Add to Schedule (D) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Murchison Street	<i>No stopping at all times</i>	<i>North side, commencing 67.3 metres east of its intersection with Happy Valley Road (Grid coordinates X=1,747,126.61m Y=5,422,682.77m) and extending in an easterly direction following the northern kerb line for 9 metres.</i>
	Murchison Street	<i>No stopping at all times</i>	<i>North side, commencing 52.3 metres east of its intersection with Happy Valley Road (Grid coordinates X=1,747,126.61m Y=5,422,682.77m) and extending in a westerly direction following the northern kerb line for 15 metres.</i>
m)	TR144-22 Waitoa Road, Hataitai - New layout for Bus Stop (#7535)		
<i>Remove from Schedule (A) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Waitoa Road	<i>P60</i>	<i>Eastern side, commencing 24.6 metres west of its intersection with Waipapa Road (Grid coordinates X=1,750,295.58m Y=5,425,900.74m) and extending in a westerly direction following the eastern kerb line for 15 metres.</i>
<i>Add to Schedule (B) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Waitoa Road	<i>Bus stop At All Times</i>	<i>Eastern side, commencing 39.6 metres west of its intersection with Waipapa Road (Grid coordinates X=1,750,295.58m Y=5,425,900.74m) and extending in a westerly direction following the eastern kerb line for 15 metres.</i>
<i>Add to Schedule (D) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three

Table of Traffic Resolutions Legal Description RPC 7 September 2022

	Waitoa Road	<i>No stopping at all times</i>	<i>Eastern side, commencing 39.6 metres west of its intersection with Waipapa Road (Grid coordinates X=1, 750,295.58m Y=5,425,900.74m) and extending in an easterly direction following the eastern kerb line for 9 metres.</i>
	Waitoa Road	<i>No stopping at all times</i>	<i>Eastern side, commencing 54.6 metres west of its intersection with Waipapa Road (Grid coordinates X=1, 750,295.58m Y=5,425,900.74m) and extending in a westerly direction following the eastern kerb line for 15 metres.</i>
n)	TR146-22 Cockayne Road, Ngaio - New layout for Bus Stop (#4410)		
	<i>Delete from Schedule (B) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Cockayne Road	<i>Bus stop, at all times</i>	<i>South side, commencing 122.5 metres east of its intersection with Ellora Street and extending in an easterly direction following the southern kerbline for 12 metres.</i>
	<i>Add to Schedule (B) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Cockayne Road	<i>Bus stop, at all times</i>	<i>South side, commencing 124.4 metres east of its intersection with Ellora Street (Grid coordinates X=1,748,981.70m Y=5,431,710.79m) and extending in an easterly direction following the southern kerb line for 15 metres.</i>
	<i>Add to Schedule (D) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Cockayne Road	<i>No stopping at all times</i>	<i>South side, commencing 124.4 metres east of its intersection with Ellora Street (Grid coordinates X=1,748,981.70m Y=5,431,710.79m) and extending in a westerly direction following the southern kerb line for 9 metres.</i>
	Cockayne Road	<i>No stopping at all times</i>	<i>South side, commencing 139.4 metres east of its intersection with Ellora Street (Grid coordinates X=1,748,981.70m Y=5,431,710.79m) and extending in an easterly direction following the southern kerb line for 15 metres.</i>
o)	TR147-22 Melksham Drive, Churton Park - New layout for new Bus Stop		
	<i>Add to Schedule (B) of the Traffic Restrictions Schedule</i>		

Table of Traffic Resolutions Legal Description RPC 7 September 2022

	Column One	Column Two	Column Three
	Melksham Drive	<i>Bus stop</i>	<i>West side, commencing 92.3 metres north of its intersection with Amesbury Drive (Grid coordinates X=1,750,566.63m Y=5,438,580.70m) and extending in a southerly direction following the western kerb line for 15 metres.</i>
<i>Add to Schedule (D) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Melksham Drive	<i>No stopping at all times</i>	<i>West side, commencing 92.3 metres north of its intersection with Amesbury Drive (Grid coordinates X=1,750,566.63m Y=5,438,580.70m) and extending in northerly direction following the western kerb line for 9 metres.</i>
	Melksham Drive	<i>No stopping at all times</i>	<i>West side, commencing 77.3 metres north of its intersection with Amesbury Drive (Grid coordinates X=1,750,566.63m Y=5,438,580.70m) and extending in southerly direction following the western kerb line for 15 metres.</i>
p)	TR148-22 Burma Road, Johnsonville – New bus stop layout (#3810)		
<i>Delete from Schedule (B) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Burma Road	<i>Bus stop, at all times</i>	<i>East side, commencing 356 metres north of its intersection with Fraser Avenue and extending in a northerly direction for 12 metres</i>
<i>Add to Schedule (B) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Burma Road	<i>Bus stop, at all times</i>	<i>East side, commencing 352.9 metres north of its intersection with Fraser Avenue (Grid coordinates X=1,750,705.57m Y=5,433,724.11m) and extending in a northerly direction following the eastern kerb line for 15 metres.</i>
<i>Add to Schedule (D) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Burma Road	<i>No stopping at all times</i>	<i>East side, commencing 352.9 metres north of its intersection with Fraser Avenue (Grid coordinates</i>

Table of Traffic Resolutions Legal Description RPC 7 September 2022

			<i>X=1,750,705.57m Y=5,433,724.11m) and extending in a southerly direction following the eastern kerb line for 9 metres.</i>
q)	TR149-22 Humber Street, Island Bay - New layout for Bus Stop (#6136)		
	<i>Delete from Schedule (B) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Humber Street	<i>Bus stop, at all times</i>	<i>South side, commencing 67 metres east of its intersection with Derwent Street and extending in an easterly direction following the southern kerbline for 12 metres.</i>
	<i>Add to Schedule (B) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Humber Street	<i>Monday to Friday, 3:15pm - 4:15pm (school term only)</i>	<i>West side, commencing 39 metres east of its intersection with Derwent Street (Grid coordinates X=1,748,127.3m Y=5,421,947.21m) and extending in an easterly direction following the western kerb line for 30 metres.</i>
	<i>Add to Schedule (D) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Humber Street	<i>No stopping at all times</i>	<i>West side, commencing 39 metres east of its intersection with Derwent Street (Grid coordinates X=1,748,127.3m Y=5,421,947.21m) and extending in a westerly direction following the western kerb line for 7 metres.</i>
r)	TR150-22 Melksham Drive, Churton Park - New Bus Stop		
	<i>Add to Schedule (B) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Melksham Drive	<i>Bus Stop</i>	<i>East side, commencing 753.4 metres north of its intersection with Rochdale Drive (Grid coordinates X=1,751,630.08m Y=5,437,845.61m) and extending in a northerly direction following the eastern kerb line for 15 metres.</i>
	<i>Add to Schedule (D) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Melksham Drive	<i>No stopping at all times</i>	<i>East side, commencing 753.4 metres north of its intersection with Rochdale Drive (Grid coordinates X=1,751,630.08m Y=5,437,845.61m)</i>

Table of Traffic Resolutions Legal Description RPC 7 September 2022

			<i>and extending in a southerly direction following the eastern kerb line for 9 metres.</i>
	Melksham Drive	<i>No stopping at all times</i>	<i>East side, commencing 768.4 metres north of its intersection with Rochdale Drive (Grid coordinates X=1,751,630.08m Y=5,437,845.61m) and extending in a northerly direction following the eastern kerb line for 15 metres.</i>
s)	TR151-22 Endeavour Street and Yule Street– Intersection Layout and Control Changes		
	<i>Remove to Schedule G (Give Way & Stop) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Endeavour Street	<i>Give Way</i>	<i>At its eastern approach to its intersection with Yule Street</i>
	Endeavour Street	<i>Give Way</i>	<i>At its western approach to its intersection with Yule Street</i>
	<i>Add to Schedule G (Give Way & Stop) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Endeavour Street	<i>Stop control</i>	<i>At its eastern approach to its intersection with Yule Street</i>
	Endeavour Street	<i>Stop control</i>	<i>At its western approach to its intersection with Yule Street</i>
t)	TR152-22 Chamberlain Road, Karori - No Stopping At All Times		
	<i>Add to Schedule D (No stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Chamberlain Road	<i>No Stopping At All Times</i>	<i>North side, commencing 499 metres from its intersection with Samuel Parnell Road (Grid coordinates x= 1,745,282.80m, y=5,428,329.73m) and extending in a north westerly direction following the northern kerb line for 23 metres.</i>
u)	TR-164-22 Ohiro Road, Brooklyn- No Stopping At All Times		
	<i>Add to Schedule (D) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Ohiro Road	<i>No Stopping At All Times</i>	<i>East side commencing 164.2 metres from its intersection with Ohiro Road (Grid coordinates X= 1748167.04m, Y= 5426872.56m) and extending in a southerly direction following the Eastern kerb line for 24 metres.</i>
v)	TR165-22 Apuka Street, Brooklyn – No Stopping At All Times		

Table of Traffic Resolutions Legal Description RPC 7 September 2022

<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Apuka Street	<i>No Stopping At All Times</i>	<i>East Side, commencing 59 metres north of its intersection with Helen St. (Grid Coordinates X= 1,747,480.41m, Y 5,426,075m) and extending for 7 metres in a northerly direction.</i>
Apuka Street	<i>No Stopping At All Times</i>	<i>West Side, commencing 63 metres north of its intersection with Helen St. (Grid Coordinates X= 1,747,475.60m, Y 5,426,069.66m) and extending for 27 metres in a northerly direction.</i>
w)	TR166-22 Flers Street, Karori – No Stopping At All Times	
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Lancaster Street	<i>No Stopping At All Times</i>	<i>East Side, commencing at its intersection with Flers St. (Grid Coordinates X= 1,746,319.57m, Y=5,428,310,56m) and extending for 6 metres in a northerly direction.</i>
Flers Street	<i>No Stopping At All Times</i>	<i>North Side, commencing at its intersection with Lancaster St. (Grid Coordinates X= 1,746,319.57m, Y=5,428,310,56m) and extending for 29 metres in an easterly direction.</i>
Lancaster Street	<i>No Stopping At All Times</i>	<i>East Side, commencing at its intersection with Flers St. (Grid Coordinates X=1,746,323.04m, Y=5,428,301,25m) and extending for 6 metres in a southerly direction.</i>
Flers Street	<i>No Stopping At All Times</i>	<i>South Side, commencing at its intersection with Lancaster St. (Grid Coordinates X=1,746,323.04m, Y=5,428,301,25m) and extending for 7 metres in an easterly direction.</i>
x)	TR167-22 Salford Street – No Stopping At All Times	
<i>Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Salford Street	<i>No Stopping At All Times</i>	<i>South side, commencing 165 metres west north of intersection with Salford Street and Cotswold Crescent (Grid coordinates X=1,752,198.540m Y=5,434,370.770m) and extending in south direction following the southern kerb line for 35 metres.</i>

Table of Traffic Resolutions Legal Description RPC 7 September 2022

	Salford Street	<i>No Stopping At All Times</i>	<i>North side, commencing 40 metres east of intersection with Salford Street and Ruskin Road (Grid coordinates X=1,752,029.582m Y=5,434,437.531m) and extending in an eastern direction following the northern kerb line for 40 metres.</i>
y)	TR168-22 Chesterton Street, Johnsonville – No Stopping At All Times		
	<i>Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Chesterton Street	<i>No Stopping At All Times</i>	<i>North side, commencing at the intersection with Chesterton and Barrie Street (Grid coordinates X=1,751,861.693m Y=5,434,617.921m) and extending in northern direction following the northern kerb line for 93 metres</i>
	<i>Add to Schedule C (Give Way and Stop Controls) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Chapman Street/Chesterton Street	<i>Give-Way</i>	<i>At its northern approach to its intersection with Chesterton Street.</i>
z)	TR169-22 Dixon Street (between Taranaki and Cuba Streets), Te Aro – Time Limited, No Stopping At All Times, Metered Parking, Loading Zone, Emergency Parking, Motorbike Parking and Mobility Parking.		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Dixon Street	<i>P120 Saturday and Sunday 8:00am – 6:00pm</i>	<i>North side, commencing 115 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 8 metres.</i>
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Dixon Street	<i>No Stopping At All Time</i>	<i>North side, commencing from its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 25 metres.</i>
	Dixon Street	<i>No Stopping At All Time</i>	<i>South side, commencing 110 metres north west of its intersection with Taranaki Street (Grid coordinates, x=</i>

Table of Traffic Resolutions Legal Description RPC 7 September 2022

			1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 11 metres.
<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Dixon Street	P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm	South side, commencing 22 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 37 metres (6 parallel parking spaces).
	Dixon Street	P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm	North side, commencing 25 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 90 metres (15 parallel parking spaces).
	Dixon Street	P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm	North side, commencing 123 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 42 metres (7 parallel parking spaces).
	Dixon Street	P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm	South side, commencing 75 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 35 metres (6 parallel parking spaces).
	Dixon Street	P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm	South side, commencing 137.5 metres west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a westerly direction following the southern kerb line for 37 metres.
<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Dixon Street	P15	North side, commencing 148 metres north-west of its intersection with

Table of Traffic Resolutions Legal Description RPC 7 September 2022

			<i>Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 16 metres. (3 parallel parking spaces).</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Dixon Street	<i>Motorcycle Parking At All Times</i>	<i>South side, commencing 47 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 11 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Dixon Street	<i>No Stopping At All Time</i>	<i>North side, commencing from its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 148 metres.</i>
	Dixon Street	<i>No Stopping At All Time</i>	<i>South side, commencing 91 metres north west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 28 metres.</i>
	Dixon Street	<i>No Stopping At All Time</i>	<i>South side, commencing 130 metres north west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 32 metres.</i>
<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Dixon Street	<i>P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>South side, commencing 22 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 23 metres (4 parallel parking spaces).</i>

Table of Traffic Resolutions Legal Description RPC 7 September 2022

	Dixon Street	<i>P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>South side, commencing 75 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 16 metres (3 parallel parking spaces).</i>
	Dixon Street	<i>P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>South side, commencing 162 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 11 metres (2 parallel parking spaces).</i>
aa)	TR172-22 Courtenay Place, Wellington Central – Emergency Vehicle Parking		
	<i>Add to Schedule B (Class Restriction) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Courtenay Place	<i>No Parking except for emergency vehicles, Friday, and Saturday 10:00pm – 5:00am, Saturday and Sunday 10:00 pm – 5:00am</i>	<i>North side, commencing 37 metres west of its intersection with Cambridge Terrace, (x= 1749220.4 m, y= 5427097.8 m), and extending in a westerly direction for 12 metres.</i>

Traffic Resolutions Summary Table RPC September 2022

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			Description of Proposed Change	Feedback
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR96-22	Harrison Street, Brooklyn	Restricted and unrestricted parking	No Stopping At All Times	Safety Accessibility	WCC	-3	0	660	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for cars, service vehicle and small trucks. Net parking impact – removal of two time-restricted parking spaces and one unrestricted parking space. 	<ul style="list-style-type: none"> Install a 40 metres No Stopping restriction (broken yellow lines) at the southern end of Harrison Street on the proposed turning area. Remove two P10 parking spaces and one unrestricted parking space. 	No – 3 Yes – 1 Not Stated – 2 Yes/No - 1
TR102-22	ASB Arena	Parking Restrictions	P120 parking restrictions, Electric Vehicles Only	Sustainability	WCC	0	0	N/A	N/A	<ul style="list-style-type: none"> Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. Supporting EV vehicles is a strong indicator from WCC of low-carbon transport Minor reduction of parking available for vehicles that do not need to be charged. 	<ul style="list-style-type: none"> The change in parking restrictions (P120, EV only will permit parking enforcement and consistent with wider council-controlled parking restrictions in EV charging-equipped bays. It ensures that the bays are used for the intended purpose, and we have a turnover to enable a range of users to utilise the facility. This area currently has inadequate EV charging facilities. 	No - 1
TR103-22	Nairnville Rec centre	Parking Restrictions	P120 parking restrictions, Electric Vehicles Only	Sustainability	WCC	0	0	N/A	N/A	<ul style="list-style-type: none"> Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. Supporting EV vehicles is a strong indicator from WCC of low-carbon transport Minor reduction of parking available for vehicles that do not need to be charged. 	<ul style="list-style-type: none"> The change in parking restrictions (P120, EV only will permit parking enforcement and consistent with wider council-controlled parking restrictions in EV charging-equipped bays. It ensures that the bays are used for the intended purpose, and we have a turnover to enable a range of users to utilise the facility. This area currently has inadequate EV charging facilities. 	No - 1 Not Stated - 1
TR104-22	Karori Rec Centre	Parking Restrictions	P120 parking restrictions, Electric Vehicles Only	Sustainability	WCC	0	0	N/A	N/A	<ul style="list-style-type: none"> Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. Supporting EV vehicles is a strong indicator from WCC of low-carbon transport 	<ul style="list-style-type: none"> The change in parking restrictions (P120, EV only will permit parking enforcement and consistent with wider council-controlled parking restrictions in EV charging-equipped bays. It ensures that the bays are used for the intended purpose, and we have a turnover to enable a range of users to utilise the facility. 	Yes - 2 No - 2

Traffic Resolutions Summary Table RPC September 2022

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			Description of Proposed Change	Feedback
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR105-22	Kilbirnie Rec centre	Parking Restrictions	P120 parking restrictions, Electric Vehicles Only	Sustainability	WCC	0	0	N/A	N/A	<ul style="list-style-type: none"> Minor reduction of parking available for vehicles that do not need to be charged. Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. Supporting EV vehicles is a strong indicator from WCC of low-carbon transport Minor reduction of parking available for vehicles that do not need to be charged. 	<ul style="list-style-type: none"> This area currently has inadequate EV charging facilities. The change in parking restrictions (P120, EV only will permit parking enforcement and consistent with wider council-controlled parking restrictions in EV charging-equipped bays. It ensures that the bays are used for the intended purpose, and we have a turnover to enable a range of users to utilise the facility. This area currently has inadequate EV charging facilities. 	No - 1
TR106-22	Otari Wilton's Bush	Parking Restrictions	P120 parking restrictions, Electric Vehicles Only	Sustainability	WCC	0	0	N/A	N/A	<ul style="list-style-type: none"> Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. Supporting EV vehicles is a strong indicator from WCC of low-carbon transport Minor reduction of parking available for vehicles that do not need to be charged. 	<ul style="list-style-type: none"> The change in parking restrictions (P120, EV only will permit parking enforcement and consistent with wider council-controlled parking restrictions in EV charging-equipped bays. It ensures that the bays are used for the intended purpose, and we have a turnover to enable a range of users to utilise the facility. This area currently has inadequate EV charging facilities. 	No - 1
TR117-22	Lucknow Terrace, Khandallah	Remove 21 metres of No Stopping At All Times on Lucknow Terrace	Install 12 metres of No Stopping At All Times on Lucknow Terrace Install 9 metres of No Stopping At All Times on Lucknow Terrace	Safety, Accessibility	Public	0	0	1400	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for drivers. Net parking impact – Non, shifting parking from one side to the other 	<ul style="list-style-type: none"> Council has received safety and access concerns from residents regarding parking opposite #39-41 Lucknow Terrace during events at Nairnville Park. The road narrows outside #39-41 Lucknow Terrace to 6.6m wide as it also turns a slight bend. There is existing Broken Yellow Lines opposite #39-41 Lucknow Terrace, but during events at the park and the high parking demand during this time, attendees illegally park here, this along with the legal 	Not Stated - 1

Traffic Resolutions Summary Table RPC September 2022

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			Description of Proposed Change	Feedback
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
											parking on the inside of the bend considerably narrows the roads passage causing some drivers to become stuck, blocking the road. <ul style="list-style-type: none"> As it is assumed the attendees illegally park in this spot due to its proximity to the bank/grandstand overlooking the games at the park. Officers propose shifting the parking from the inside of the bend to the outside. 	
TR118-22	Happy Valley Road	The bus stop is currently unmarked with no visible "No stopping lines"	Improve the layout of an existing pair of bus stops on Happy Valley Road by introducing new road markings.	Accessibility, Safety	GWRC	N/A	N/A	7340	24	<ul style="list-style-type: none"> Improved safety and accessibility. Net parking impact – removal of up to seven (7) unrestricted parking spaces. Pedestrian impact – improved use for pedestrians boarding and alighting from the bus. 	<ul style="list-style-type: none"> To improve accessibility for buses using these bus stops to safely pick up and let down passengers here. The bus stop is currently unmarked with no visible "No stopping lines" to prevent private vehicles from parking close to or within the bus stop. The proposed changes will ensure the bus can pull up parallel to the kerb line and provide a good level of accessibility and safety for passengers These changes will also ensure the bus can pull up as close as possible to where the current shelter is positioned where customers are waiting as a good standard level of practice It will also set a level of consistency is achieved with other proposed bus stop layout improvements along the route in the future. Metlink has completed site visits to the bus stop locations, and in conjunction with the Council transport engineering team have agreed the proposal will address and alleviate the issues outlined above 	Yes - 2

Traffic Resolutions Summary Table RPC September 2022

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			Description of Proposed Change	Feedback
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR132-22	Fairlie Terrace, Kelburn	P10 Parking	To convert the existing P10 to mobility parking	Accessibility	Public	0	N/A	1001	N/A	<ul style="list-style-type: none"> Improve parking accessibility for people with mobility parking permit Net parking impact – there will be no loss of parking availability for residents except to class restriction changes Pedestrian impact – no change as there is no alteration to the pedestrian facilities. 	<ul style="list-style-type: none"> We have received a request from the resident (with mobility parking permit) on Fairlie Terrace to convert one existing P10 parking into a mobility parking. 	No Feedback received
TR137-22	Hobson Street, Thorndon	Parking Restrictions	Changed Parking Restrictions	Safety	WCC	0	N/A	1855	N/A	<ul style="list-style-type: none"> Improve parking provision for local residents. Net parking impact – there will be no loss of parking availability for residents except for the period change in the parking restriction. Pedestrian impact – no change as there is no alteration to the pedestrian facilities. 	<ul style="list-style-type: none"> To change the existing P120, 8:45am – 2:45pm Mon – Fri, During School Term to P120 “At other times” outside Queen Margaret College. To change the existing P120, 4:00pm – 9:00pm, Mon – Fri, Except Authorised vehicle to P120, 6:00pm – 9:00pm, Mon – Fri, Except Authorised vehicle” outside Queen Margaret College. To add “During School term only” to the existing sign “Bus Stop 8:00am – 4:00pm, Mon – Fri. To install new “P120 At Other Times” sign on the existing bus stop. 	Not Stated - 1
TR141-22	Tirangi Road	Both stops #7345 and #6345 are currently too short and do not have the recommended entry & exit tapers (broken yellow lines) on the approach and exit from these stops.	New Bus Stop Layout (#7345 & #6345)	Safety Accessibility	GWRC	-4	N/A	10,300	208	<ul style="list-style-type: none"> Improved safety and accessibility for bus users. Net parking impact – removal of four (4) unrestricted parking spaces at #7345 and at #6345 	Improve the layout of an existing pair of bus stops on Tirangi Road by introducing improved road markings.	Yes – 1 No - 1
TR142-22	Waitoa Road, Hataitai	Buses servicing this bus stop are likely to collide with the adjacent shop canopy as they navigate in and out of the bus stop causing damage to the canopy and the bus	New layout for Bus Stop (#6535)	Safety Accessibility	Metlink	+2	N/A	4300	730	<ul style="list-style-type: none"> The proposed bus stop relocation improves safety and accessibility for buses, patrons and pedestrians. It also improves journey time as buses can manoeuvre into and out of the bus stop easier as it will become a bus boarder/in-lane bus stop 	<ul style="list-style-type: none"> Relocate bus stop and improve layout of the bus stop by introducing new road markings 	Yes - 1

Traffic Resolutions Summary Table RPC September 2022

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			Description of Proposed Change	Feedback
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
										<ul style="list-style-type: none"> Net parking impact – addition of two (2) time restricted P60 spaces. Pedestrian impact – positive. Improve for bus patrons as they will be able to board the bus from the footpath, and use the wheelchair ramp if required 		
TR143-22	Murchison Street, Owhiro Bay	Bus stop	New layout for Bus Stop (#7146) and road markings	Safety Accessibility	Metlink	N/A	N/A	1500	373	<ul style="list-style-type: none"> The bus stop relocation improves safety and accessibility for buses and pedestrians Net parking impact – removal of 24m of kerb side parking Pedestrian impact – positive. Maintained access for those using the bus service as they will be able to board the bus from the footpath with added comfort of a new bus shelter 	<ul style="list-style-type: none"> Relocate bus stop and improve layout by introducing new road markings and new bus shelter. 	Yes - 2
TR144-22	Waitoa Road, Hataitai	Difficulty manoeuvring at this bus stop because of the power pole situated in the middle of the bus stop area alongside the kerb	New layout for Bus Stop (#7535) and road markings	Safety Accessibility	Metlink	-1	N/A	4500	766	<ul style="list-style-type: none"> The bus stop relocation improves safety and accessibility for buses and PT customers. With the improvements of the bus stop layout, safe accessibility is improved for all customers Net parking impact – removal of two (2) P60 time restricted parking spaces and one (1) unrestricted parking space. However, there is a net gain of two (2) additional parking (reinstatement) spaces with the relocation of bus stop #6535 on the opposite side of the road Pedestrian impact – positive. Improve for patrons as they will be able to board the bus from the footpath. 	<ul style="list-style-type: none"> Relocate bus stop and improve bus stop layout by introducing new road markings 	Yes - 1
TR146-22	Cockayne Road	Inadequate bus stop markings at this stop	New layout for Bus Stop (#4410) and road markings	Safety Accessibility	Metlink	-1	N/A	2300	458	<ul style="list-style-type: none"> Improvements to the bus stop road markings will improve safety and accessibility for both buses and pedestrians 	<ul style="list-style-type: none"> Improve bus stop layout by introducing new markings 	No – 1 Yes – 3

Traffic Resolutions Summary Table RPC September 2022

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			Description of Proposed Change	Feedback
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
											<ul style="list-style-type: none"> Net parking impact – removal of one (1) unrestricted parking space Pedestrian impact – positive. Improve for bus patrons as they will be able to board the bus from the concrete standing pad and utilise the wheelchair ramp if required. 	Not Stated - 1
TR147-22	Melksham Drive	Residents living in Amesbury Drive and beyond must walk up to 1 kilometre to reach the nearest bus stop near nos. 86 & 85 Melksham Drive	Install new Bus stop	Safety Accessibility	Public	-7	N/A	1222	643	<ul style="list-style-type: none"> Installing a new bus stop will improve the customer experience and make public transport more convenient and a safer/efficient option to travelling in private vehicles Installing a new bus stop closer to the residents captured by the bus stop catchment analysis will improve safety and accessibility for them (especially at night time) Net parking impact – removal of seven (7) unrestricted parking spaces – however there is sufficient unrestricted parking available near the bus stop Pedestrian impact – positive. Improve for bus patrons as they will be able to board the bus from the footpath. 	<ul style="list-style-type: none"> Install new bus stop 	Yes - 3
TR148-22	Burma Road	Needs an exit taper installed to allow for buses to stop at the head of the stop, near the bus shelter where passengers wait.	New bus stop layout (#3810)	Safety Accessibility	Metlink	N/A	N/A	14300	274	<ul style="list-style-type: none"> Amendments to the bus stop road markings will improve safety and accessibility for buses and passengers Net parking impact – removal of 9m of kerb side parking Pedestrian impact – positive. Improve for patrons as they will be able to board the bus from near the shelter as bus will be able to align parallel to the kerb without restrictions. 	<ul style="list-style-type: none"> Relocate bus stop and improve layout by introducing new road markings 	Yes - 1

Traffic Resolutions Summary Table RPC September 2022

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								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR149-22	Humber Street	Currently the bus stop is unmarked, and placed in between two (2) driveways of which is unsafe for children using the school bus services and the bus stop	New layout for Bus Stop (#6136)	Safety Accessibility	GWRC	-1	N/A	900	742	<ul style="list-style-type: none"> The bus stop relocation and road marking improvements will improve safety and accessibility for both buses and customers Net parking impact – removal of one (1) parking spaces Pedestrian impact – positive. Improved for those using the bus service as they will be able to board the bus from the footpath. 	Relocate bus stop and improve bus stop layout with new bus stop marking.	Yes – 1 Not Stated - 1
TR150-22	Melksham Drive	Residents living in Amesbury Drive and beyond have to walk up to 1 kilometre to reach the nearest bus stop near nos. 86 & 85 Melksham Drive	New Bus Stop	Safety Accessibility	Public	-7	N/A	1200	635	<ul style="list-style-type: none"> Installing a new bus stop will improve the customer experience and make public transport more convenient and a safer/efficient option to travelling in private vehicles Installing a new bus stop closer to the residents captured by the bus stop catchment analysis will improve safety and accessibility for them (especially at night time) Net parking impact – removal of seven (7) unrestricted parking spaces – however there is sufficient unrestricted parking available in the vicinity of the bus stop Pedestrian impact – positive. Improve those using the bus service as they will be able to board the bus from the footpath. 	Install bus stop	Yes - 2

Traffic Resolutions Summary Table RPC September 2022

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			Description of Proposed Change	Feedback
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR151-22	Endeavour Yule Street	Endeavour Street and Yule Street intersection has been prioritised through this programme for safety improvements due to 3 crashes at this intersection in the last 5 years resulting in high personal risk for users at this intersection.	Intersection Layout and Control Changes	Safety Accessibility	WCC	N/A	N/A	1300	n/a	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles and pedestrians Pedestrian impact – positive, reduce vehicle speeds due to 2 way Stop Control at Endeavour Street, provision of two right turn bays on the Yule Street approaches with pedestrian refuge islands on Endeavour Street to increase pedestrian safety and accessibility by reducing the crossing distance 	<ul style="list-style-type: none"> Investigations show that the highest safety improvements to this intersection can be made through installing stop controls on 2 approaches of Endeavour Street and providing Right turn bays on Yule Street to reduce vehicle speeds and ensure vehicles give way correctly. Minor physical works will also be implemented with pedestrian refuge islands on Endeavour Street which will increase the accessibility for pedestrians who cross the road and assist in reducing vehicle speeds. 	Yes - 1
TR152-22	Chamberlain Road, Karori	Residents are unable to exit their properties at the end of Chamberlain Road when vehicles are parked in this location.	No Stopping At All Times	Safety Accessibility	Public	-4	N/A	N/A	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles and emergency vehicles accessing properties at the end of Chamberlain Road. Net parking impact – removal of four unrestricted parking spaces. Pedestrian impact – positive, provides additional room for pedestrians as there is currently no footpath in this location. 	<ul style="list-style-type: none"> Install 23 metres of broken yellow lines on the Northern side of Chamberlain Road outside nos.80-82. 	No – 1 Yes - 2
TR164-22	Ohiro Road, Brooklyn	The existing carriageway width measures 6 metres or narrower along the sections of this street which makes it difficult for vehicles to pass when there are parked cars on both sides of the street.	No Stopping At All Times	Safety Accessibility	Public	-4	N/A	3839	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for cars, service trucks and emergency vehicles Net parking impact – removal of four coupon parking spaces. 	<ul style="list-style-type: none"> Officers propose to install 24 metres of No Stopping broken yellow lines when there are visibility issues on the road to ensure adequate space for vehicles, refuse/recycling trucks and emergency vehicle to access the street. 	Yes – 1 No - 1
TR165-22	Apuka Street, Brooklyn	Visibility is compromised when vehicles are parked on or prior to the blind bend on a busy thoroughfare street.	No Stopping At All Times	Safety Accessibility	Public	-4	N/A	1948	N/A	<ul style="list-style-type: none"> Improves safety and visibility for drivers. Net parking impact – Removal of 4 unrestricted carparks Pedestrian impact – No impact 	<ul style="list-style-type: none"> Install 35 metres of No Stopping At All Times on Apuka Street. 	Yes – 4 Not Stated - 1

Traffic Resolutions Summary Table RPC September 2022

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								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR167-22	Salford Street, Johnsonville	When drivers travel on the bend, forward visibility is compromised, and this creates a safety hazard to them as there is obstructed visibility to oncoming traffic and parked vehicles on the road.	No Stopping At All Times	Safety Accessibility	Public	-12	N/A	721	N/A	<ul style="list-style-type: none"> Mitigation of crashes associated with parked vehicles on the road. Visibility improvements for traffic travelling North of Salford Street. Removal of 12 unrestricted parking's on eastern and western side of the road 	<ul style="list-style-type: none"> We are proposing to install 75 metres of No Stopping At All Times on the bends along Salford Street, Newlands. 	Yes - 5
TR168-22	Chesterton Street, Johnsonville	Lack of visibility on the Chapman Street and Chesterton Street intersection, and on Chesterton Street between properties nos. 33 to 45. When drivers travel on the bend, visibility is compromised	No Stopping At All Times	Safety Accessibility	Public	-15	N/A	990	N/A	<ul style="list-style-type: none"> Mitigation of crashes associated with parked vehicles on the road. Removal of 15 unrestricted parking's on northern side 	<ul style="list-style-type: none"> We are proposing to install 93 meters of No Stopping At All Times along Chesterton Street and converting an existing intersection into Give-Way control intersection. 	No – 2 Yes – 3 Not Stated - 1
TR169-22	Dixon Street. Te Aro	There are immediate safety concerns along Dixon Street where there have been a number of incidents and a recent fatality involving a pedestrian. The sightline between pedestrians and drivers are blocked by parked cars. Removing the parked cars will improve visibility between drivers and pedestrians. Additional speed cushions will also help to slow vehicle speeds.	Time Limited, No Stopping At All Times, Metered Parking, Loading Zone, Emergency Parking, Motorbike Parking and Mobility Parking.	Safety	WCC	-29	-\$183,357 p/a	5111	N/A	<ul style="list-style-type: none"> Improves safety, connectivity and accessibility for pedestrians. Net parking impact – removal of 31 metered P120 parking spaces; addition of motorbike parking; addition of one emergency vehicle park; addition of bike parking; change of three metered P120 parks to P15 time limit parks; change of eight metered P120 parks to metered P30 parks. Pedestrian impact - positive. Improved use of Te Aro Park and Dixon Street for pedestrians as there will be more space to walk along Dixon Street and safer to cross Dixon Street with improved sightlines between drivers and pedestrians crossing road. 	<ul style="list-style-type: none"> Remove 31x P120 Metered Parking spaces. Change \$P120 parking restrictions to a mix of \$P30 parks and P15 parks Install 3x P15 Parking spaces between no. 38 to no.40 Install a Loading Zone between no. 37 to no. 39. (10min maximum). Install a Bike Park between no. 38 to no.40 Install an Emergency Parking outside no. 25 Install Motorbike Parking between no.15 to no.19 Remove 19 metered parking spaces along the northern and 10 metered parking spaces along the southern side of Dixon Street. These will be replaced by decking and planters for wider footpaths and outdoor dining opportunities. Install new No Stopping At All Times alongside the new decking. 	No – 1 Yes - 5

Traffic Resolutions Summary Table RPC September 2022

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			Description of Proposed Change	Feedback
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR172-22	Courtenay place	Courtenay Place has increased the demand for police presence during the proposed hours.	Emergency Vehicle Parking	Safety Accessibility	Police	0	N/A	8541	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for Emergency Vehicles on Courtenay Place. Net parking impact – added emergency vehicle-only parking restriction at night-time, during weekends. Pedestrian impact – positive as they have increased safety with police presence. 	<ul style="list-style-type: none"> Install Emergency Vehicle Parking between no. 8 to 10. The operating hours of the restrictions are from Friday 10:00 pm to Saturday 5:00 am and Saturday 10:00 pm to Sunday 5:00 am. 	Yes - 1

TRAFFIC RESOLUTIONS - BIKE CORRALS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Hātepe | Regulatory Processes Committee seeks approval to 11 traffic resolutions that if approved will provide an opportunity for off footpath bike and scooter parking, to both increase supply and to reduce footpath clutter.

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.

- Affects a limited number of individuals, to a low degree
- Has very little public interest
- Low consequence to Wellington City
- Low impact on Council being able to perform its role
- Able to be reversed

Financial considerations

Nil Budgetary provision in Annual Plan / Long-term Plan Unbudgeted \$X

Risk

Low Medium High Extreme

Author	Paul Barker, Transport Planning Manager
Authoriser	Brad Singh, Transport and Infrastructure 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) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021:
 - a. TR 153-22 Pipitea Street, Thorndon – Bike Parking Corral.
 - b. TR 155-22 Waring Taylor Street, Wellington Central – Bike Parking Corral.
 - c. TR 156-22 Johnston Street, Wellington Central – Bike Parking Corral.
 - d. TR 157-22 Victoria Street, Wellington Central – Bike Parking Corral.
 - e. TR 158-22 Boulcott Street, Wellington Central – Bike Parking Corral.
 - f. TR 159-22 Corner of Ghuznee St and Victoria St, Te Aro – Bike Parking Corral.
 - g. TR 160-22 College Street, Te Aro – Bike Parking Corral.
 - h. TR 161-22 Tory Street, Te Aro – Bike Parking Corral.
 - i. TR 162-22 Wellington Railway Station, Pipitea – E-scooter Parking Corral.
 - j. TR 163-22 Stout Street, Wellington Central – Bike Parking Corral.
 - k. TR 171-22 Abel Smith Street, Wellington Central – Bike Parking Corral.

Whakarāpopoto | Executive Summary

1. A total of twelve proposed traffic resolutions were issued for consultation between Monday 25 July 2022 and Sunday 7 August 2022. 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, eleven traffic resolutions are being recommended for approval (refer to recommendations).
2. The majority of resolutions in this set of recommendations propose to reallocate one on-street metered car parking space for use as a bike parking corral with space and bike stands to provide bicycle and e-scooter parking.
3. TR 159-22 is a resolution to reallocate two angled spaces within a car parking lot to provide space and bike stands to provide bicycle and e-scooter parking.
4. TR 162-22 is a resolution to reallocate multiple P30 metered car parking spaces to provide space for e-scooter parking, with consideration for provision of bike stands for bicycle parking.
5. One traffic resolution was deferred or withdrawn for the following reasons:
 - TR 154-22 is a resolution to propose reallocate one metered car parking space for the use of a bike corral with installation of bike stands on the road reserve. Withdrawn due to use of space by St Andrew's Church as occasional parking for funeral hearse and associated processions.

Takenga mai | Background

6. The City Council has a long history of providing bike parking, typically this is done by using “Sheffield stands” and up to now these have generally been installed in the footpath.
7. Requests for bike stands increased in the late mid 90’s as we replaced parking meters with pay & display parking. The old parking meters doubled as a convenient place to lock a bike to.
8. All inner city (and suburban centre) street improvements since the mid 90’s have provided dedicated bike parking almost always on the footpath.
9. Demand for bike parking has increased significantly from the mid 90’s. It is not possible to cater for this increased demand on our busy footpaths without severely affecting the ability for people to walk through the city safely and freely
10. We are increasingly looking for opportunities to provide for this increased demand off the footpath. We recently installed our first tiered rack in Grey Street and have others planned later this year.
11. With the introduction of the public shared e-scooters early in 2019 we have seen these become an integral part of our transport system, the downside however is that they are sometimes left on the footpath in a less than desirable way creating problems for people walking.
12. The adoption of Paneke Pōneke, the city’s bike network programme includes a range of complementary initiatives to support the uptake and safety of cycling including providing for more bike parking.
13. This suite of traffic resolutions looks to introduce a number of off footpath parking corrals for both private bikes and public share micro mobility by rebalancing the road space from vehicle parking to bike parking.

Kōrerorero | Discussion

14. A summary report for each traffic resolution can be found in the attachments. Each summary contains:
 - the proposed traffic resolution report including map(s) as advertised for public feedback,
 - all feedback received, and
 - where appropriate, Council officers’ responses to the feedback.

Kōwhiringa | Options

15. The attached ‘Traffic Resolutions Summary Table RPC 7 September 2022’ summarises the proposed changes which are detailed in the attached Traffic Resolutions. Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council’s strategies and policies

16. The proposed changes are in alignment with the Council Parking Policy at: <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies>
17. The Paneke Pōneke Bike network plan envisages a range of complementary initiatives to support the uptake and safety of cycling including providing for more bike parking. [Bike-Network-Plan-Final-June-2022.pdf](https://transportprojects.org.nz/Bike-Network-Plan-Final-June-2022.pdf) (transportprojects.org.nz)

-
18. Te Atakura First to Zero Blueprint and Implementation Plan 2019 [zero-carbon-plan-final-web.pdf \(wellington.govt.nz\)](#)

Engagement and Consultation

19. Twelve proposed traffic resolutions were publicly advertised in the Dominion Post on Monday 25 July 2022. Copies were delivered to all properties in the affected area and electronic copies were sent to local Ward Councillors, residents associations and business associations. Electronic copies were also available on the Wellington City Council website

Implications for Māori

20. Not applicable.

Financial implications

21. The funding for all works required in implementing these Traffic Resolutions can be met through existing capex budgets.

Legal considerations

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

Risks and mitigations

23. None identified.

Disability and accessibility impact

24. The proposed changes will improve the accessibility for all users at all ages utilising different transport choices.
25. We are working with the public share e-scooters providers to establish incentives to users to return and end their hire in designated areas away from footpaths. We believe that this will reduce the occurrence of scooters left on footpaths creating issues for people walking.

Climate Change impact and considerations

26. We need to move more people with fewer motor vehicles in Wellington, especially at peak travel times. We are looking at ways to provide infrastructure that services existing users of bikes and micromobility options, whilst maintaining equitable accessibility and safety for other transport modes. This additionally supports uptake of cycling and micromobility use. The benefits for our climate will be realised through the mitigations of greenhouse gas emissions.

Communications Plan

27. Not required.

Health and Safety Impact considered

28. 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

29. If approved, the parking spaces will be discontinued, and the corrals established within the following three months in time for summer.

Attachments

Attachment 1.	TR153-22 Pipitea Street, Thorndon ↓ 	Page 256
Attachment 2.	TR154-22 The Terrace, Wellington Central ↓ 	Page 265
Attachment 3.	TR155-22 Waring Taylor Street, Wellington Central ↓ 	Page 270
Attachment 4.	TR156-22 Johnston Street, Wellington Central ↓ 	Page 276
Attachment 5.	TR157-22 Victoria Street, Wellington Central ↓ 	Page 283
Attachment 6.	TR158-22 Boulcott Street, Wellington Central ↓ 	Page 291
Attachment 7.	TR159-22 Corner of Ghuznee St and Victoria St, Te Aro ↓ 	Page 298
Attachment 8.	TR160-22 College Street, Te Aro ↓ 	Page 304
Attachment 9.	TR161-22 Tory Street, Te Aro ↓ 	Page 310
Attachment 10.	TR162-22 Wellington Railway Station, Pipitea ↓ 	Page 316
Attachment 11.	TR163-22 Stout Street, Wellington Central ↓ 	Page 325
Attachment 12.	TR171-22 Abel Smith Street, Wellington Central ↓ 	Page 332
Attachment 13.	Table of Traffic Resolutions Legal Description ↓ 	Page 340
Attachment 14.	Traffic Resolutions Summary Table ↓ 	Page 349

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR153-22 Pipitea Street, Thorndon – Bike Parking Corral
Location – where we propose to make the change	27-51 Pipitea Street, Thorndon – outside NZ Rugby Union opposite Royal Thai Embassy
What we'd like to do	<ul style="list-style-type: none"> Remove car park, install bike parking racks.
Why we are proposing the change	<ul style="list-style-type: none"> We're preparing our city for the future by rebalancing how we use our existing street space to give people more choices for how they get around. It's important we enable more people to get around safely in zero or low-carbon ways so we can support growing neighbourhoods, reduce emissions, and keep traffic flowing for freight and people who need to drive. The Council gets many requests to provide bike parking throughout the CBD and suburbs. Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible. In this location, we are looking to provide parking for more people by replacing one car park with 7 new bike racks.
Impact	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Net parking impact – removal of one car parking space, addition of 7 new bike racks – providing bike parking for up to 14 bikes. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space.
How this relates to the parking policy	<ul style="list-style-type: none"> 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. 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.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 2,892 Annual parking revenue impact - \$2,872.16 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on

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	<p>https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 August 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR153-22 Pipitea Street, Thorndon – Bike Parking Corral.



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Legal Description:

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

Column One	Column Two	Column Three
Pipitea Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>South side, commencing 108.5 metres west of its intersection with Murphy Street (Grid Coordinates X=2659080.236352 m, Y=5990835.772603 m) and extending in a westerly direction following the kerbline for 39.5 metres. (7 parallel carparks)</i>

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

Column One	Column Two	Column Three
Pipitea Street	<i>No Stopping At All Times</i>	<i>South side, commencing 148 metres west of its intersection with Murphy Street (Grid Coordinates X=2659080.236352 m, Y=5990835.772603 m) and extending in a westerly direction following the kerbline to its intersection with Molesworth Street for 12 metres.</i>

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

Column One	Column Two	Column Three
Pipitea Street	<i>P120 Maximum, Monday to Sunday 8:00am - 8:00pm</i>	<i>South side, commencing 108.5 metres west of its intersection with Murphy Street (Grid Coordinates X=2659080.236352 m, Y=5990835.772603 m) and extending in a westerly direction following the southern kerbline for 34.5 metres. (6 parallel carparks)</i>

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

Column One	Column Two	Column Three
Pipitea Street	<i>No Stopping At All Times</i>	<i>South side, commencing 150 metres west of its intersection with Murphy Street (Grid Coordinates X=2659080.236352 m, Y=5990835.772603 m) and extending in a westerly direction following the western kerbline to its intersection with Molesworth Street for 10 metres.</i>

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

Column One	Column Two	Column Three
Pipitea Street	<i>Bicycle Parking At All Times</i>	<i>South side, commencing 143 metres west of its intersection with Murphy Street (Grid Coordinates X=2659080.236352 m, Y=5990835.772603 m) and extending in a westerly direction following the southern kerbline for 7 metres.</i>

Prepared By:

Guillaume Bennani

(Graduate Project Manager)

Approved By:

Paul Barker

(Manager Street Transformation)

Date: 11/07/2022

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Feedback Received:

Name: Kate

Suburb: Thorndon

Agree: Yes

Very much in favour. I have some design concerns that I would like to raise. As a regular commuter I have seen many bike parks that are not suitable for the range of bikes that people use to get about. The most common two issues are 1) unsuitable width for the wider tyres common on mountain bikes and 2) Insufficient space for flat handlebars, especially if they have ergo grips. Please consider this in the design, eg allowing bikes to alternate either length or height to make space for handlebars, and making sure that wider tyres will fit. I am also concerned about protection from traffic and wind right next to the exposed intersection. Will there be barriers to stop cars from sideswiping the bikes, and to prevent the bikes being blown over? By example, the covered bike parks used by Metlink at their Paraparaumu railway station are excellent because they have a three-walled shed design to protect the bikes, they allow bikes to be secured at alternating heights to make room for different handlebars (also doubling the number of bike parks) and the racks are wide enough for most bike tyres. However their Paekakariki bike park has the same general design but the stands are too narrow for mountain bike tyres so it is unusable for most commuters in the area.

Officer's Response:

Thanks for providing your feedback on TR153-22 Pipitea Street, Thorndon – Bike Parking Corral. Sheffield stands are the preferred design, aligning with the existing bike stands in Wellington city. If bikes are locked to the stand, they should stay upright in the wind. We have other projects under way to explore options for more sheltered parking.

Name: Gareth Ellis

Suburb: Not specified

Agree: Yes

I fully support the proposed change.

Officer's Response:

Thanks for providing your feedback and supporting TR153-22 Pipitea Street, Thorndon – Bike Parking Corral

Name: CJV

Suburb: Brooklyn

Agree: Yes

I support increasing bike parking in wellington

Officer's Response:

Thanks for providing your feedback and supporting TR153-22 Pipitea Street, Thorndon – Bike Parking Corral.

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Name: Hamish Flanagan

Suburb: Thorndon

Agree: Yes

Re the proposed cycle parking on Pipitea St, as a regular cyclist I suggest that rather than creating this space on Pipitea Street that it would be more desirable to incorporate the parking into the public space on the corner of Pipitea and Molesworth outside 100 Molesworth. Better for cyclists as bikes are off the road and then don't need to eliminate the car parking space. Also there are huge amounts of space around the National Library with easy access for bikes that could become bike parking areas- again would be safer and more secure than on street parking. Some people already chain their bikes to railing around National Library. Personally I cycle commute almost every day to 100 Molesworth St but have access to underground parking at 100 Molesworth St and if in a hurry would just park on the paved area outside 100 Molesworth.

Officer's Response:

Thanks for providing your feedback on TR153-22 Pipitea Street, Thorndon – Bike Parking Corral. For safety reasons, and in response to previous feedback, we try to keep footpath and public spaces as clear as possible for people on foot. Having bike parking adjacent to the footpath where we can, rather than on it, is one of the ways we can do that.

Name: GC2020

Suburb: Mount Cook

Agree: Yes

A good place to put the bike park, thank you.

Officer's Response:

Thanks for providing your feedback and supporting TR153-22 Pipitea Street, Thorndon – Bike Parking Corral.

Name: Jon Harris

Suburb: Northland

Agree: No

The removal of even more car parks when the city is already critically low outweighs the benefit of additional bike parking in that space. The council has already made the city incredibly difficult to access by the many people in the region for who a private vehicle is their most practical option and this will make it even worse. We are a little city with a small surrounding population - we should be catering for all forms of access and not creating barriers to a large portion of the population, many of whom are ratepayers. There are plenty of places to create parking areas for bikes and scooters (both of which I also use), please do not make it even worse.

Officer's Response:

Thanks for providing your feedback on TR153-22 Pipitea Street, Thorndon – Bike Parking Corral. This proposed bike corral is one of the many ways we are catering for and encouraging more low carbon trips. Making it safer and easier to get around by bike, scooter, public transport and on foot helps

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reduce emissions, is good for the environment, and will have health benefits for people who live here now, and in the future. There will still be parking available for people with different accessibility needs.

Name: Arnold D.

Suburb: Woodridge

Agree: Yes

I normally park and lock my bike at a post near Unichem in Molesworth due to lack of safe bike parking (I feel it deters thieves from stealing my bike as this spot is quite exposed to a lot of people). Although no one has complained about my parking choice, it may be an eyesore for some. Having this proposed bike parking corral is great news for me to have a proper and secure place for my bike, plus its still close to my work place.

Officer's Response:

Thanks for providing your feedback and supporting TR153-22 Pipitea Street, Thorndon – Bike Parking Corral.

Name: Andrew Lensen

Suburb: Not specified

Agree: Yes

Kia ora,

This feedback is in reference to all the below traffic resolutions.

I strongly support more bike parking in the city. However, I was especially compelled to submit on these resolutions because of their approach to providing bike parking.

Reallocating space from cars to other modes is awesome and shows that WCC is shifting up the transport hierarchy. The approach of providing bike parking using traffic resolutions is consistent with this shift. There are numerous benefits:

- Reducing conflict with pedestrians and green space by allocating space away from cars (instead of other modes) to bicycles.
- It is quick and cost-effective.
- Because most of the city contains road space/parking (surprise!), this allows for bike parking to be located across diverse locations and easily accessible.

In the future, it would be good to see more of these types of traffic resolutions in spots outside of the CBD. For example: parks, beaches, the town belt, and other recreational destinations.

Officer's Response:

Thanks for providing your feedback and supporting TR153-22 Pipitea Street, Thorndon – Bike Parking Corral.

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Name: Mike Mellor

Suburb: Not specified

Agree: Yes

We strongly support the statement Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible, and consequently we expect that WCC will be providing more such corrals, accessible from bike space rather than across the footpath, to replace the various bike parking facilities that are either on the footpath or are accessible only from the footpath. We suggest a corral outside BATS theatre, and also providing corrals on the road where lack of bike parking space means that people are parking bikes on the footpath.

Officer's Response:

Thanks for providing your feedback and supporting TR153-22 Pipitea Street, Thorndon – Bike Parking Corral.

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Wellington City Council**
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Kia ora,

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

Proposal:

Reference	TR154-22 The Terrace, Wellington Central – Bike Parking Corral.
Location – where we propose to make the change	30 The Terrace, Wellington Central – Outside St Andrew’s Church.
What we’d like to do	<ul style="list-style-type: none"> Remove car park, install bike parking racks.
Why we are proposing the change	<ul style="list-style-type: none"> We’re preparing our city for the future by rebalancing how we use our existing street space to give people more choices for how they get around. It’s important we enable more people to get around safely in zero or low-carbon ways so we can support growing neighbourhoods, reduce emissions, and keep traffic flowing for freight and people who need to drive. The Council gets many requests to provide bike parking throughout the CBD and suburbs. Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible. In this location, we are looking to provide parking for more people by replacing one car park with 5 new bike racks.
Impact	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Net parking impact – removal of one car parking space, addition of 5 new bike racks – providing bike parking for up to 10 bikes. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space.
How this relates to the parking policy	<ul style="list-style-type: none"> 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. 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.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 7,169 Annual parking revenue impact - \$9,373.50 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on

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Me Heke Ki Pōneke

	<p>https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 August 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.3. 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: TR154-22 The Terrace, Wellington Central – Bike Parking Corral.



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
The Terrace	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>West side, commencing 135.5 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 17 metres. (3 parallel carparks)</i>

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

Column One	Column Two	Column Three
The Terrace	<i>P120 Maximum, Monday to Sunday 8:00am - 8:00pm</i>	<i>West side, commencing 140.5 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the western kerbline for 12 metres. (2 parallel carparks)</i>

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

Column One	Column Two	Column Three
The Terrace	<i>Bicycle Parking At All Times</i>	<i>West side, commencing 135.5 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the western kerbline for 5 metres.</i>

Prepared By: Guillaume Bennani **(Graduate Project Manager)**

Approved By: Paul Barker **(Manager Street Transformation)**

Date: 11/07/2022

We are proposing a change in your area

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

Feedback Received:

Name: GC2020

Suburb: Mount Cook

Agree: Yes

This will be great as it is near my workplace and there is minimal bike parking currently available around this area. Thank you!

Officer's Response

Thanks for providing your feedback and supporting TR154-22 The Terrace, Wellington Central – Bike Parking Corral.

Name: CJV

Suburb: Brooklyn

Agree: Yes

I support more bike parking

Officer's Response

Thanks for providing your feedback and supporting TR154-22 The Terrace, Wellington Central – Bike Parking Corral.

Name: Jon Harris

Suburb: Northland

Agree: No

The removal of even more car parks when the city is already critically low outweighs the benefit of additional bike parking in that space. The council has already made the city incredibly difficult to access by the many people in the region for who a private vehicle is their most practical option and this will make it even worse. We are a little city with a small surrounding population - we should be catering for all forms of access and not creating barriers to a large portion of the population, many of whom are ratepayers. There are plenty of places to create parking areas for bikes and scooters (both of which I also use), please do not make it even worse

Officer's Response

Thanks for providing your feedback on TR154-22 The Terrace Wellington Central – Bike Parking Corral. This proposed bike corral is one of the many ways we are catering for and encouraging more low carbon trips. Making it safer and easier to get around by bike, scooter, public transport and on foot helps reduce emissions, is good for the environment, and will have health benefits for people who live here now, and in the future. There will still be parking available for people with different accessibility needs.

Name: Jmar

Suburb: Mount Cook

Agree: Yes

removing the car park reduce the risk of "dooring" on this busy road

Officer's Response

Thanks for providing your feedback and supporting TR154-22 The Terrace, Wellington Central – Bike Parking Corral.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR155-22 Waring Taylor Street, Wellington Central – Bike Parking Corral
Location – where we propose to make the change	35 Waring Taylor Street, Wellington Central – Next to Midland Park.
What we'd like to do	<ul style="list-style-type: none"> Remove car park, install bike parking racks.
Why we are proposing the change	<ul style="list-style-type: none"> We're preparing our city for the future by rebalancing how we use our existing street space to give people more choices for how they get around. It's important we enable more people to get around safely in zero or low-carbon ways so we can support growing neighbourhoods, reduce emissions, and keep traffic flowing for freight and people who need to drive. The Council gets many requests to provide bike parking throughout the CBD and suburbs. Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible. In this location, we are looking to provide parking for more people by replacing one car park with 5 new bike racks.
Impact	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Net parking impact – removal of one car parking space, addition of 5 new bike racks – providing bike parking for up to 10 bikes. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space.
How this relates to the parking policy	<ul style="list-style-type: none"> 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. 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.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 1,831 Annual parking revenue impact - \$9,969.80 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on

We are proposing a change in your area

Absolutely Positively
Wellington City Council
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	<p>https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 August 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.3. 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: TR155-22 Waring Taylor Street, Wellington Central – Bike Parking Corral



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
Waring Taylor Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm	Southwest side, following the kerbline 86.5 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction for 16.5 metres. (3 parallel carparks)

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

Column One	Column Two	Column Three
Waring Taylor Street	P120 Maximum, Monday to Sunday 8:00am - 8:00pm	Southwest side, commencing 86.5 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction following the southern kerbline for 11.5 metres. (2 parallel carparks)

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

Column One	Column Two	Column Three
Waring Taylor Street	Bicycle Parking At All Times	Southwest side, commencing 98 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction following the southern kerbline for 5 metres.

Prepared By:

Guillaume Bennani

(Graduate Project Manager)

Approved By:

Paul Barker

(Manager Street Transformation)

Date: 11/07/2022

We are proposing a change in your area

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

Feedback Received:

Name: GC2020

Suburb: Mount Cook

Agree: Yes

That will be great as it will mean bikers don't have to park and lock their bikes around the park as they'd have a dedicate bike park area that they can securely lock up their bikes.

Officer's Response

Thanks for providing your feedback and supporting TR155-22 Waring Taylor Street, Wellington Central – Bike Parking Corral.

Name: CJV

Suburb: Brooklyn

Agree: Yes

I support more bike parking

Officer's Response

Thanks for providing your feedback and supporting TR155-22 Waring Taylor Street, Wellington Central – Bike Parking Corral.

Name: Jon Harris

Suburb: Northland

Agree: No

The removal of even more car parks when the city is already critically low outweighs the benefit of additional bike parking in that space. The council has already made the city incredibly difficult to access by the many people in the region for who a private vehicle is their most practical option and this will make it even worse. We are a little city with a small surrounding population - we should be catering for all forms of access and not creating barriers to a large portion of the population, many of whom are ratepayers. There are plenty of places to create parking areas for bikes and scooters (both of which I also use), please do not make it even worse

Officer's Response

Thanks for providing your feedback on TR155-22 Waring Taylor Street, Wellington Central – Bike Parking Corral. This proposed bike corral is one of the many ways we are catering for and encouraging more low carbon trips. Making it safer and easier to get around by bike, scooter, public transport and on foot helps reduce emissions, is good for the environment, and will have health benefits for people who live here now, and in the future. There will still be parking available for people with different accessibility needs.

Name: Jmar

Suburb: Mount Cook

Agree: Yes

It's relatively safe to get to this area on a bike, and there's high demand for bike parking here

Officer's Response

Thanks for providing your feedback and supporting TR155-22 Waring Taylor Street, Wellington Central – Bike Parking Corral.

We are proposing a change in your area

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

Name: Andrew Lensen

Suburb: Not specified

Agree: Yes

Kia ora,

This feedback is in reference to all the below traffic resolutions.

I strongly support more bike parking in the city. However, I was especially compelled to submit on these resolutions because of their approach to providing bike parking.

Reallocating space from cars to other modes is awesome and shows that WCC is shifting up the transport hierarchy. The approach of providing bike parking using traffic resolutions is consistent with this shift. There are numerous benefits:

- Reducing conflict with pedestrians and green space by allocating space away from cars (instead of other modes) to bicycles.
- It is quick and cost-effective.
- Because most of the city contains road space/parking (surprise!), this allows for bike parking to be located across diverse locations and easily accessible.

In the future, it would be good to see more of these types of traffic resolutions in spots outside of the CBD. For example: parks, beaches, the town belt, and other recreational destinations.

Officer's Response

Thanks for providing your feedback and supporting TR155-22 Waring Taylor Street, Wellington Central – Bike Parking Corral.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR156-22 Johnston Street, Wellington Central – Bike Parking Corral.
Location – where we propose to make the change	11 Johnston Street, Wellington Central – Opposite Deloitte Wellington.
What we'd like to do	<ul style="list-style-type: none"> Remove car park, install bike parking racks.
Why we are proposing the change	<ul style="list-style-type: none"> We're preparing our city for the future by rebalancing how we use our existing street space to give people more choices for how they get around. It's important we enable more people to get around safely in zero or low-carbon ways so we can support growing neighbourhoods, reduce emissions, and keep traffic flowing for freight and people who need to drive. The Council gets many requests to provide bike parking throughout the CBD and suburbs. Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible. In this location, we are looking to provide parking for more people by replacing one car park with 5 new bike racks.
Impact	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Net parking impact – removal of one car parking space, addition of 5 new bike racks – providing bike parking for up to 10 bikes. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space.
How this relates to the parking policy	<ul style="list-style-type: none"> 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. 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.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 1,902 Annual parking revenue impact - \$9,736.37 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on

We are proposing a change in your area

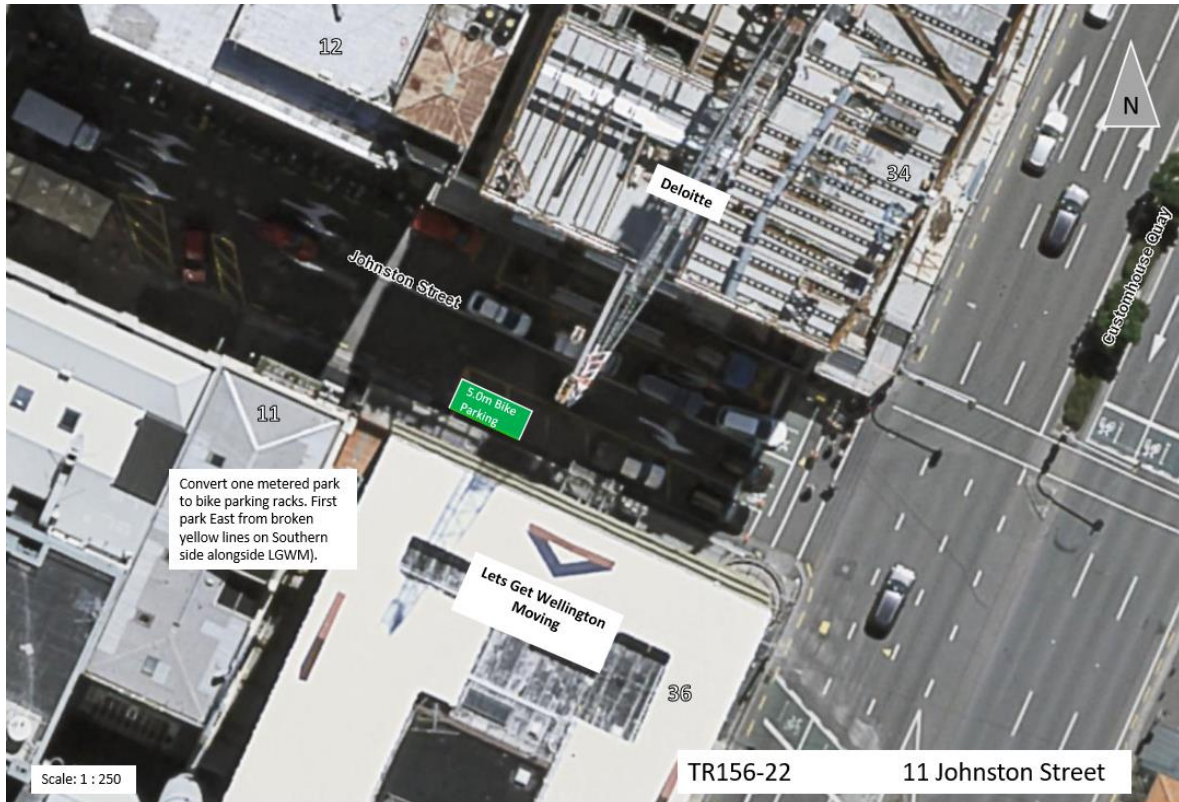
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<p>https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 August 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.3. 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: TR156-22 Johnston Street, Wellington Central - Bike Parking Corral



Prepared By: Guillaume Bennani **(Graduate Project Manager)**

Approved By: Paul Barker **(Manager Street Transformation)**

Date: 11/07/2022

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
Johnston Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm	Southwest side, following the kerbline 41.5 metres southeast of its intersection with Featherston Street Grid coordinates x= 1748833.7 m, y= 5428307.8 m), and extending in a south-easterly direction for 22 metres. (4 parallel carparks)

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

Column One	Column Two	Column Three
Johnston Street	P120 Maximum, Monday to Sunday 8:00am - 8:00pm	Southwest side, commencing 46.5 metres northeast of its intersection with Featherston Street (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction following the southern kerbline for 17 metres. (3 parallel carparks)

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

Column One	Column Two	Column Three
Johnston Street	Bicycle Parking At All Times	Southwest side, commencing 41.5 metres northeast of its intersection with Featherston Street (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction following the southern kerbline for 5 metres.

Prepared By: Guillaume Bennani **(Graduate Project Manager)**

Approved By: Paul Barker **(Manager Street Transformations)**
Date: 11/07/22

We are proposing a change in your area

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

Feedback Received:

Name: CJV

Suburb: Brooklyn

Agree: Yes

More bike parking please

Officer's Response:

Thanks for providing your feedback and supporting TR156-22 Johnston Street, Wellington Central – Bike Parking Corral.

Name: GC2020

Suburb: Mount Cook

Agree: Yes

Great location as close to the waterfront that is used as a biking route for many bikers.

Officer's Response:

Thanks for providing your feedback and supporting TR156-22 Johnston Street, Wellington Central – Bike Parking Corral.

Name: Alex Dyer

Suburb: Not specified

Agree: Yes

Visitors and staff at the LGWM offices will appreciate it. Nice.

Officer's Response:

Thanks for providing your feedback and supporting TR156-22 Johnston Street, Wellington Central – Bike Parking Corral.

Name: Jon Harris

Suburb: Northland

Agree: No

The removal of even more car parks when the city is already critically low outweighs the benefit of additional bike parking in that space. The council has already made the city incredibly difficult to access by the many people in the region for who a private vehicle is their most practical option and this will make it even worse. We are a little city with a small surrounding population - we should be catering for all forms of access and not creating barriers to a large portion of the population, many of whom are ratepayers. There are plenty of places to create parking areas for bikes and scooters (both of which I also use), please do not make it even worse

Officer's Response:

Thanks for providing your feedback on TR156-22 Johnston Street, Wellington Central – Bike Parking Corral. This proposed bike corral is one of the many ways we are catering for and encouraging more low carbon trips. Making it safer and easier to get around by bike, scooter, public transport and on

We are proposing a change in your area

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

foot helps reduce emissions, is good for the environment, and will have health benefits for people who live here now, and in the future. There will still be parking available for people with different accessibility needs.

Name: Jmar

Suburb: Mount Cook

Agree: Yes

It's somewhat safe to get to this area on a bike, and there's a lack of proper bike parking here.

Officer's Response:

Thanks for providing your feedback and supporting TR156-22 Johnston Street, Wellington Central – Bike Parking Corral.

Name: Andrew Lensen

Suburb: Not specified

Agree: Yes

Kia ora,

This feedback is in reference to all the below traffic resolutions.

I strongly support more bike parking in the city. However, I was especially compelled to submit on these resolutions because of their approach to providing bike parking.

Reallocating space from cars to other modes is awesome and shows that WCC is shifting up the transport hierarchy. The approach of providing bike parking using traffic resolutions is consistent with this shift. There are numerous benefits:

- Reducing conflict with pedestrians and green space by allocating space away from cars (instead of other modes) to bicycles.
- It is quick and cost-effective.
- Because most of the city contains road space/parking (surprise!), this allows for bike parking to be located across diverse locations and easily accessible.

In the future, it would be good to see more of these types of traffic resolutions in spots outside of the CBD. For example: parks, beaches, the town belt, and other recreational destinations.

Officer's Response

Thanks for providing your feedback and supporting TR156-22 Johnston Street, Wellington Central – Bike Parking Corral.

Name: Mike Mellor

Suburb: Not specified

Agree: Yes

We strongly support the statement Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible, and consequently we expect that WCC

We are proposing a change in your area

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

will be providing more such corrals, accessible from bike space rather than across the footpath, to replace the various bike parking facilities that are either on the footpath or are accessible only from the footpath. We suggest a corral outside BATS theatre, and also providing corrals on the road where lack of bike parking space means that people are parking bikes on the footpath.

Officer's Response:

Thanks for providing your feedback and supporting TR156-22 Johnston Street, Wellington Central – Bike Parking Corral.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR157-22 Victoria Street, Wellington Central – Bike Parking Corral
Location – where we propose to make the change	24-2 Victoria Street, Wellington Central – outside Canon New Zealand opposite Ricoh.
What we'd like to do	<ul style="list-style-type: none"> Remove car park, install bike parking racks.
Why we are proposing the change	<ul style="list-style-type: none"> We're preparing our city for the future by rebalancing how we use our existing street space to give people more choices for how they get around. It's important we enable more people to get around safely in zero or low-carbon ways so we can support growing neighbourhoods, reduce emissions, and keep traffic flowing for freight and people who need to drive. The Council gets many requests to provide bike parking throughout the CBD and suburbs. Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible. In this location, we are looking to provide parking for more people by replacing one car park with 6 new bike racks.
Impact	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Net parking impact – removal of one car parking space, addition of 6 new bike racks – providing bike parking for up to 12 bikes. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space.
How this relates to the parking policy	<ul style="list-style-type: none"> 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. 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.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 7,560 Annual parking revenue impact - \$9,814.79 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form,

We are proposing a change in your area

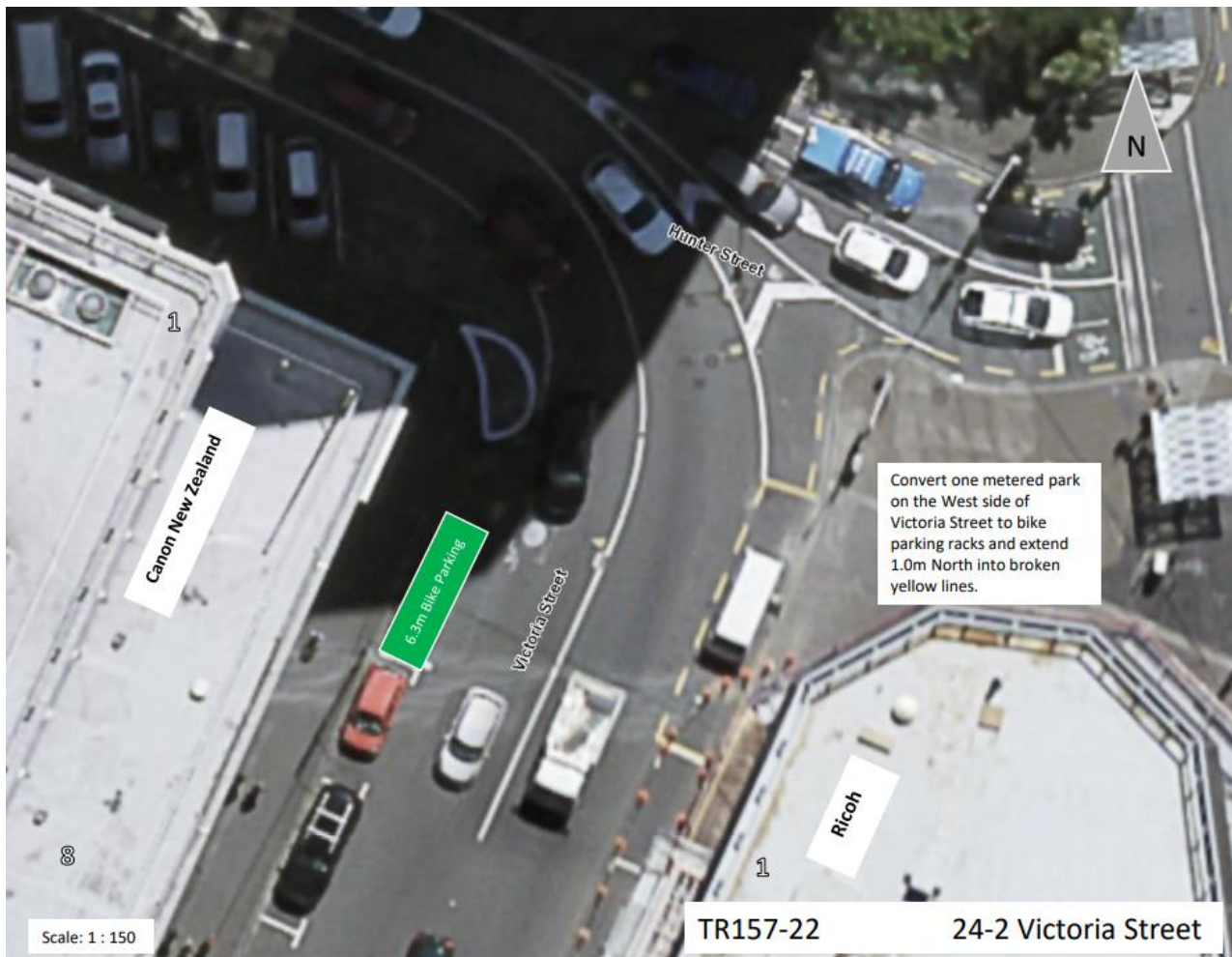
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<p>downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 August 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.3. 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: TR157-22 Victoria Street, Wellington Central – Bike Parking Corral



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
Victoria Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>West side, commencing 8 metres south of its intersection with Hunter Street (Grid coordinates x= 1748841.4 m, y= 5427979.3 m), and extending in a southerly direction following the kerbline for 34.5 metres. (6 parallel carparks)</i>

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

Column One	Column Two	Column Three
Victoria Street	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Hunter Street (Grid Coordinates X=2658863.195882 m, Y=5989691.483117 m) and extending in a southerly direction following the kerbline for 8 metres.</i>

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

Column One	Column Two	Column Three
Victoria Street	<i>P120 Maximum, Monday to Sunday 8:00am - 8:00pm</i>	<i>West side, commencing 13.3 metres south of its intersection with Hunter Street (Grid coordinates x= 1748841.4 m, y= 5427979.3 m), and extending in a southerly direction following the western kerbline for 29.2 metres. (5 parallel carparks)</i>

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

Column One	Column Two	Column Three
Victoria Street	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Hunter Street (Grid Coordinates X=2658863.195882 m, Y=5989691.483117 m) and extending in a southerly direction following the western kerbline for 7 metres.</i>

We are proposing a change in your area

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

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

Column One	Column Two	Column Three
Victoria Street	<i>Bicycle Parking At All Times</i>	<i>West side, commencing 7 metres south of its intersection with Hunter Street (Grid coordinates x= 1748841.4 m, y= 5427979.3 m), and extending in a southerly direction following the western kerbline for 6.3 metres.</i>

Prepared By:

Guillaume Bennani

(Graduate Project Manager)

Approved By:

Paul Barker

(Manager Street Transformation)

Date: 11/07/2022

We are proposing a change in your area

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

Feedback Received:

Name: Viv S

Suburb: Aro Valley

Agree: Yes

More safe bike parking in this area would be excellent

Officer's Response

Thanks for providing your feedback and supporting TR157-22 Victoria Street, Wellington Central – Bike Parking Corral.

Name: GC2020

Suburb: Mount Cook

Agree: Yes

All good

Officer's Response

Thanks for providing your feedback and supporting TR157-22 Victoria Street, Wellington Central – Bike Parking Corral.

Name: CJV

Suburb: Brooklyn

Agree: Yes

I support adding more places for bikes

Officer's Response

Thanks for providing your feedback and supporting TR157-22 Victoria Street, Wellington Central – Bike Parking Corral.

Name: Jon Harris

Suburb: Northland

Agree: No

The removal of even more car parks when the city is already critically low outweighs the benefit of additional bike parking in that space. The council has already made the city incredibly difficult to access by the many people in the region for who a private vehicle is their most practical option and this will make it even worse. We are a little city with a small surrounding population - we should be catering for all forms of access and not creating barriers to a large portion of the population, many of whom are ratepayers. There are plenty of places to create parking areas for bikes and scooters (both of which I also use), please do not make it even worse.

Officer's Response

Thanks for providing your feedback on TR157-22 Victoria Street, Wellington Central – Bike Parking Corral. This proposed bike corral is one of the many ways we are catering for and encouraging more low carbon trips. Making it safer and easier to get around by bike, scooter, public transport and on foot helps reduce emissions, is good for the environment, and will have health benefits for people who live here now, and in the future. There will still be parking available for people with different accessibility needs.

We are proposing a change in your area

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Wellington City Council**
Me Heke Ki Pōneke

Name: Alex Dyer

Suburb: Not specified

Agree: Yes

Would this be better on the east side of Victoria St, as cyclists tend to prefer the left lane at this location.

Officer's Response

Thanks for providing your feedback and supporting TR157-22 Victoria Street, Wellington Central – Bike Parking Corral. We cannot amend the location at this stage in the traffic resolution process, however we will make sure to consider this suggestion as we plan more bike parking.

Name: Andrew Lensen

Suburb: Not specified

Agree: Yes

Kia ora,

This feedback is in reference to all the below traffic resolutions.

I strongly support more bike parking in the city. However, I was especially compelled to submit on these resolutions because of their approach to providing bike parking.

Reallocating space from cars to other modes is awesome and shows that WCC is shifting up the transport hierarchy. The approach of providing bike parking using traffic resolutions is consistent with this shift. There are numerous benefits:

- Reducing conflict with pedestrians and green space by allocating space away from cars (instead of other modes) to bicycles.
- It is quick and cost-effective.
- Because most of the city contains road space/parking (surprise!), this allows for bike parking to be located across diverse locations and easily accessible.

In the future, it would be good to see more of these types of traffic resolutions in spots outside of the CBD. For example: parks, beaches, the town belt, and other recreational destinations.

Officer's Response

Thanks for providing your feedback and supporting TR157-22 Victoria Street, Wellington Central – Bike Parking Corral.

Name: Mike Mellor

Suburb: Not specified

Agree: Yes

We strongly support the statement Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible, and consequently we expect that WCC will be providing more such corrals, accessible from bike space rather than across the footpath, to replace the various bike parking facilities that are either on the footpath or are accessible only from

We are proposing a change in your area

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Wellington City Council**
Me Heke Ki Pōneke

the footpath. We suggest a corral outside BATS theatre, and also providing corrals on the road where lack of bike parking space means that people are parking bikes on the footpath.

Officer's Response

Thanks for providing your feedback and supporting TR157-22 Victoria Street, Wellington Central – Bike Parking Corral.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR158-22 Boulcott Street, Wellington Central – Bike Parking Corral.
Location – where we propose to make the change	47-79 Boulcott Street, Wellington Central – outside Antrim House.
What we'd like to do	<ul style="list-style-type: none"> Remove car park, install bike parking racks.
Why we are proposing the change	<ul style="list-style-type: none"> We're preparing our city for the future by rebalancing how we use our existing street space to give people more choices for how they get around. It's important we enable more people to get around safely in zero or low-carbon ways so we can support growing neighbourhoods, reduce emissions, and keep traffic flowing for freight and people who need to drive. The Council gets many requests to provide bike parking throughout the CBD and suburbs. Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible. In this location, we are looking to provide parking for more people by replacing one car park with 5 new bike racks.
Impact	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Net parking impact – removal of one car parking space, addition of 5 new bike racks – providing bike parking for up to 10 bikes. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space.
How this relates to the parking policy	<ul style="list-style-type: none"> 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. 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.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 6,925 Annual parking revenue impact - \$9,932.54 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on

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	<p>https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 August 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.3. 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: TR158-22 Boulcott Street, Wellington Central – Bike parking corral.



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
Boulcott Street	<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 kerbline 112.5 metres north of its intersection with Church Street (Grid coordinates x= 1748529.9 m, y= 5427750.3 m), and extending in a northerly direction for 17 metres. (3 parallel carparks)</i>

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

Column One	Column Two	Column Three
Boulcott Street	<i>P120 Maximum, Monday to Sunday 8:00am - 8:00pm</i>	<i>West side, commencing 112.5 metres north of its intersection with Church Street (Grid coordinates x= 1748529.9 m, y= 5427750.3 m), and extending in a northerly direction following the western kerbline for 12 metres. (2 parallel carparks)</i>

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

Column One	Column Two	Column Three
Boulcott Street	<i>Bicycle Parking At All Times</i>	<i>West side, commencing 124.5 metres north of its intersection with Church Street (Grid coordinates x= 1748529.9 m, y= 5427750.3 m), and extending in a northerly direction following the western kerbline for 5 metres.</i>

Prepared By:

Guillaume Bennani

(Graduate Project Manager)

Approved By:

Paul Barker

(Manager Street Transformation)

Date: 11/07/2022

We are proposing a change in your area

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

Name: GC2020

Suburb: Mount Cook

Agree: Yes

Could the parking not be moved to adjacent to the previous (northern) parking spot, so at the tip of the tear shaped white road marking as then this would not use up a parking spot?

Officer's Response

Thanks for providing your feedback on TR158-22 Boulcott Street, Wellington Central – Bike Parking Corral. The proposed location was chosen to be safe for cars turning out of the Antrim House driveway by maintaining a wide angle of visibility and turning radius.

Name: Viv S

Suburb: Aro Valley

Agree: Yes

More safe bike parking would be excellent

Officer's Response

Thanks for providing your feedback and supporting TR158-22 Boulcott Street, Wellington Central – Bike Parking Corral

Name: Tasmin Falconer

Suburb: Aro Valley

Agree: Yes

Staff and visitors to Antrim House will benefit from increased bike parking in the area. Antrim House is open to the public during office hours and for occasional open days, and the bike parking will be an asset for visitors.

Officer's Response

Thanks for providing your feedback and supporting TR158-22 Boulcott Street, Wellington Central – Bike Parking Corral

Name: Jon Harris

Suburb: Northland

Agree: No

The removal of even more car parks when the city is already critically low outweighs the benefit of additional bike parking in that space. The council has already made the city incredibly difficult to access by the many people in the region for who a private vehicle is their most practical option and this will make it even worse. We are a little city with a small surrounding population - we should be catering for all forms of access and not creating barriers to a large portion of the population, many

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of whom are ratepayers. There are plenty of places to create parking areas for bikes and scooters (both of which I also use), please do not make it even worse

Officer's Response

Thanks for providing your feedback on TR158-22 Boulcott Street, Wellington Central – Bike Parking Corral. This proposed bike corral is one of the many ways we are catering for and encouraging more low carbon trips. Making it safer and easier to get around by bike, scooter, public transport and on foot helps reduce emissions, is good for the environment, and will have health benefits for people who live here now, and in the future. There will still be parking available for people with different accessibility needs.

Name: Psykke

Suburb: Churton Park

Agree: No

Those are all half-assed changes that do not provide proper secure covered bike lockups similar to the one on Grey Street. If you want people to bike more and mode shift you need to provide proper infrastructure and not whatever this is. Take away more car parks and provide proper covered shelters with CCTV cameras or bike lockers. This concerns every single one of the TRs in this batch.

Officer's Response

Thanks for providing your feedback on TR158-22 Boulcott Street, Wellington Central – Bike Parking Corral. There is another project under way which aims to provide more covered bike parking close to The Terrace, similar to the covered rack on Grey Street. We will continue to explore options to provide more secure and covered bike parking in tandem to these more immediate changes.

Name: Andrew Lensen

Suburb: Not specified

Agree: Yes

Kia ora,

This feedback is in reference to all the below traffic resolutions.

I strongly support more bike parking in the city. However, I was especially compelled to submit on these resolutions because of their approach to providing bike parking.

Reallocating space from cars to other modes is awesome and shows that WCC is shifting up the transport hierarchy. The approach of providing bike parking using traffic resolutions is consistent with this shift. There are numerous benefits:

- Reducing conflict with pedestrians and green space by allocating space away from cars (instead of other modes) to bicycles.
- It is quick and cost-effective.

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- Because most of the city contains road space/parking (surprise!), this allows for bike parking to be located across diverse locations and easily accessible.

In the future, it would be good to see more of these types of traffic resolutions in spots outside of the CBD. For example: parks, beaches, the town belt, and other recreational destinations.

Officer's Response

Thanks for providing your feedback and supporting TR158-22 Boulcott Street, Wellington Central – Bike Parking Corral.

Name: Mike Mellor

Suburb: Not specified

Agree: Yes

We strongly support the statement Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible, and consequently we expect that WCC will be providing more such corrals, accessible from bike space rather than across the footpath, to replace the various bike parking facilities that are either on the footpath or are accessible only from the footpath. We suggest a corral outside BATS theatre, and also providing corrals on the road where lack of bike parking space means that people are parking bikes on the footpath.

Officer's Response

Thanks for providing your feedback and supporting TR158-22 Boulcott Street, Wellington Central – Bike Parking Corral

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR159-22 Corner of Ghuznee St and Victoria St, Te Aro – Bike Parking Corral.
Location – where we propose to make the change	Corner of Ghuznee Street and Victoria Street, Te Aro – Located outside The Left Bank Carpark.
What we'd like to do	<ul style="list-style-type: none"> Remove car park, install bike parking racks.
Why we are proposing the change	<ul style="list-style-type: none"> We're preparing our city for the future by rebalancing how we use our existing street space to give people more choices for how they get around. It's important we enable more people to get around safely in zero or low-carbon ways so we can support growing neighbourhoods, reduce emissions, and keep traffic flowing for freight and people who need to drive. The Council gets many requests to provide bike parking throughout the CBD and suburbs. Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible. In this location, we are looking to provide parking for more people by replacing two car parks with 8 new bike racks.
Impact	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Net parking impact – removal of two car parking spaces, addition of 8 new bike racks – providing bike parking for up to 16 bikes. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space.
How this relates to the parking policy	<ul style="list-style-type: none"> 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. 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.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 9,642 Annual parking revenue impact - \$16,842.92 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on

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	<p>https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 August 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.3. 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: TR159-22 Corner of Ghuznee Street and Victoria Street, Te Aro – Bike parking corral.



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
Victoria Street	<i>P120 Maximum, Monday to Sunday 8:00am - 6:00pm</i>	<i>West side slip lane, commencing 25.8 metres south of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m) and extending in a southerly direction following the kerb line for 22.2 metres.</i>

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

Column One	Column Two	Column Three
Victoria Street	<i>P120 Maximum, Monday to Sunday 8:00am - 8:00pm</i>	<i>West side slip lane, commencing 25.8 metres south of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m) and extending in a southerly direction following the western kerb line for 16.2 metres. (5 angled carparks)</i>

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

Column One	Column Two	Column Three
Victoria Street	<i>Bicycle Parking At All Times</i>	<i>West side slip lane, commencing 42 metres south of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m) and extending in a southerly direction following the western kerb line for 6 metres.</i>

Prepared By:

Guillaume Bennani

(Graduate Project Manager)

Approved By:

Paul Barker

(Manager Street Transformation)

Date: 11/07/2022

We are proposing a change in your area

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

Feedback Received:

Name: CJV

Suburb: Brooklyn

Agree: Yes

More bike parking is good

Officer's response

Thanks for providing your feedback and supporting TR159-22 Corner of Ghuznee Street and Victoria Street, Te Aro – Bike Parking Corral.

Name: Jon Harris

Suburb: Northland

Agree: No

The removal of even more car parks when the city is already critically low outweighs the benefit of additional bike parking in that space. The council has already made the city incredibly difficult to access by the many people in the region for who a private vehicle is their most practical option and this will make it even worse. We are a little city with a small surrounding population - we should be catering for all forms of access and not creating barriers to a large portion of the population, many of whom are ratepayers. There are plenty of places to create parking areas for bikes and escooters (both of which I also use), please do not make it even worse

Officer's response

Thanks for providing your feedback on TR155-22 Waring Taylor Street, Wellington Central – Bike Parking Corral. The introduction of this bike corral supports many other initiatives to encourage and cater for low carbon transport mode shifts. Transitioning to low carbon transport modes is proven to have many health and environmental benefits for our current and future citizens. There is still parking available to cater for different accessibility needs.

Name: Welly Resident

Suburb: Southgate

Agree: Yes

All bike racks welcome, but more secure versions are the best - eg Locky Docks

Officer's response

Thanks for providing your feedback and supporting TR159-22 Corner of Ghuznee Street and Victoria Street, Te Aro – Bike Parking Corral.

We are proposing a change in your area

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

Name: Andrew Lensen

Suburb: Not specified

Agree: Yes

Kia ora,

This feedback is in reference to all the below traffic resolutions.

I strongly support more bike parking in the city. However, I was especially compelled to submit on these resolutions because of their approach to providing bike parking.

Reallocating space from cars to other modes is awesome and shows that WCC is shifting up the transport hierarchy. The approach of providing bike parking using traffic resolutions is consistent with this shift. There are numerous benefits:

- Reducing conflict with pedestrians and green space by allocating space away from cars (instead of other modes) to bicycles.
- It is quick and cost-effective.
- Because most of the city contains road space/parking (surprise!), this allows for bike parking to be located across diverse locations and easily accessible.

In the future, it would be good to see more of these types of traffic resolutions in spots outside of the CBD. For example: parks, beaches, the town belt, and other recreational destinations.

Officer's response

Thanks for providing your feedback and supporting TR159-22 Corner of Ghuznee Street and Victoria Street, Te Aro – Bike Parking Corral.

Name: Mike Mellor

Suburb: Not specified

Agree: Yes

We strongly support the statement Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible, and consequently we expect that WCC will be providing more such corrals, accessible from bike space rather than across the footpath, to replace the various bike parking facilities that are either on the footpath or are accessible only from the footpath. We suggest a corral outside BATS theatre, and also providing corrals on the road where lack of bike parking space means that people are parking bikes on the footpath.

Officer's response

Thanks for providing your feedback and supporting TR159-22 Corner of Ghuznee Street and Victoria Street, Te Aro – Bike Parking Corral.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR160-22 College Street, Te Aro – Bike Parking Corral.
Location – where we propose to make the change	23 College Street, Te Aro – Outside Smack Bang, and Urban Fitness.
What we'd like to do	<ul style="list-style-type: none"> Remove car park, install bike parking racks.
Why we are proposing the change	<ul style="list-style-type: none"> We're preparing our city for the future by rebalancing how we use our existing street space to give people more choices for how they get around. It's important we enable more people to get around safely in zero or low-carbon ways so we can support growing neighbourhoods, reduce emissions, and keep traffic flowing for freight and people who need to drive. The Council gets many requests to provide bike parking throughout the CBD and suburbs. Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible. In this location, we are looking to provide parking for more people by replacing one car park with 5 new bike racks.
Impact	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Net parking impact – removal of one car parking space, addition of 5 new bike racks – providing bike parking for up to 10 bikes. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space.
How this relates to the parking policy	<ul style="list-style-type: none"> 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. 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.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 1,938 Annual parking revenue impact - \$8,278.42 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on

We are proposing a change in your area

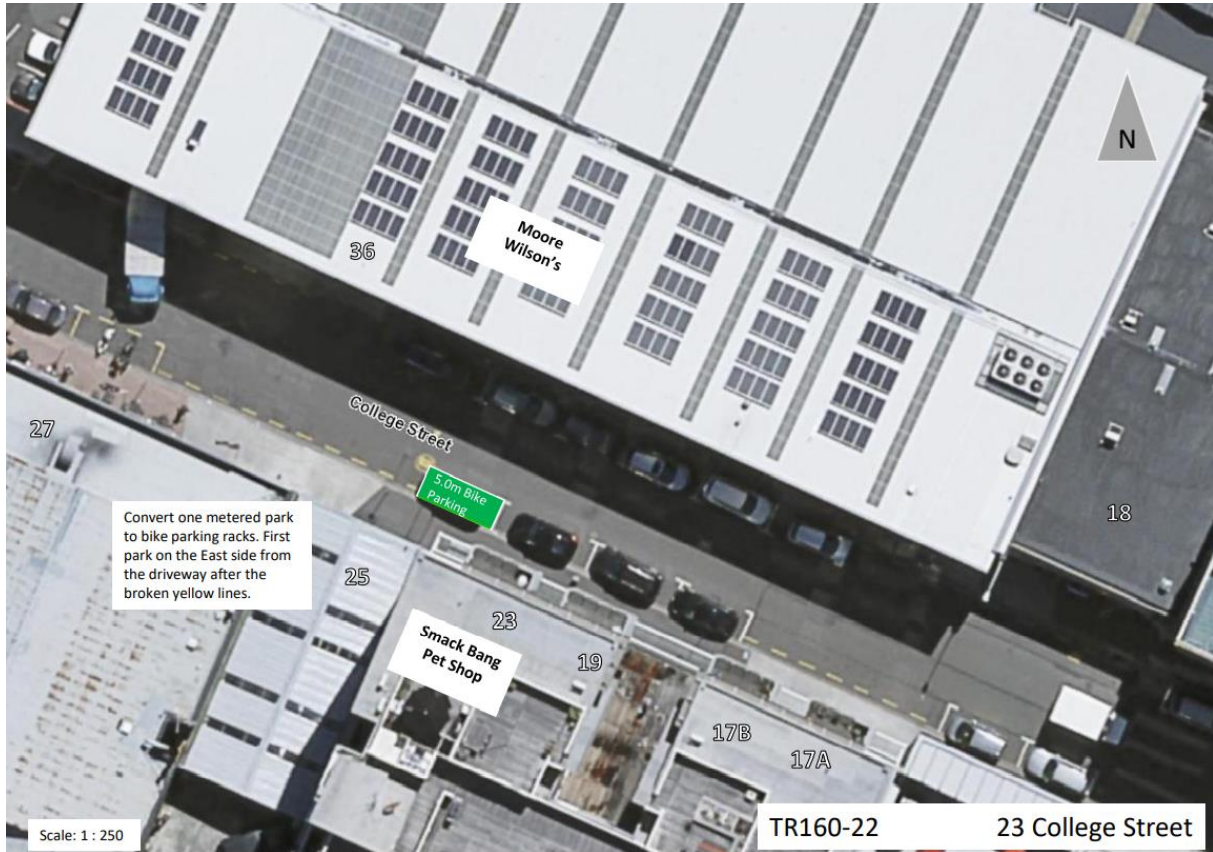
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<p>https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 August 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.3. 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: TR160-22 College Street, Te Aro – Bike Parking Corral.



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
College Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 118.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749207.5 m, y= 5426776.3 m), and extending in a north- westerly direction following the kerbline for 24.5 metres. (4 parallel carparks)</i>

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

Column One	Column Two	Column Three
College Street	<i>P120 Maximum, Monday to Sunday 8:00am - 8:00pm</i>	<i>Southwest side, commencing 118.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749207.5 m, y= 5426776.3 m), and extending in a north- westerly direction following the southern kerbline for 19.5 metres. (3 parallel carparks)</i>

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

Column One	Column Two	Column Three
College Street	<i>Bicycle Parking At All Times</i>	<i>Southwest side, commencing 138 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749207.5 m, y= 5426776.3 m), and extending in a north- westerly direction following the southern kerbline for 5 metres.</i>

Prepared By:

Guillaume Bennani

(Graduate Project Manager)

Approved By:

Paul Barker

(Manager Street Transformation)

Date: 11/07/2022

We are proposing a change in your area

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

Feedback Received:

Name: Viv S

Suburb: Aro Valley

Agree: Yes

More safe bike parking would be excellent

Officer's Response

Thanks for providing your feedback and supporting TR160-22 College Street, Te Aro – Bike Parking Corral.

Name: Welly Resident

Suburb: Southgate

Agree: Yes

All bike racks welcome, but more secure versions are the best - eg Locky Docks

Officer's Response

Thanks for providing your feedback and supporting TR160-22 College Street, Te Aro – Bike Parking Corral.

Name: Andrew Lensen

Suburb: Not specified

Agree: Yes

Kia ora,

This feedback is in reference to all the below traffic resolutions.

I strongly support more bike parking in the city. However, I was especially compelled to submit on these resolutions because of their approach to providing bike parking.

Reallocating space from cars to other modes is awesome and shows that WCC is shifting up the transport hierarchy. The approach of providing bike parking using traffic resolutions is consistent with this shift. There are numerous benefits:

- Reducing conflict with pedestrians and green space by allocating space away from cars (instead of other modes) to bicycles.
- It is quick and cost-effective.
- Because most of the city contains road space/parking (surprise!), this allows for bike parking to be located across diverse locations and easily accessible.

In the future, it would be good to see more of these types of traffic resolutions in spots outside of the CBD. For example: parks, beaches, the town belt, and other recreational destinations.

Officer's Response

Thanks for providing your feedback and supporting TR160-22 College Street, Te Aro – Bike Parking Corral.

We are proposing a change in your area

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

Name: Mike Mellor

Suburb: Not specified

Agree: Yes

We strongly support the statement Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible, and consequently we expect that WCC will be providing more such corrals, accessible from bike space rather than across the footpath, to replace the various bike parking facilities that are either on the footpath or are accessible only from the footpath. We suggest a corral outside BATS theatre, and also providing corrals on the road where lack of bike parking space means that people are parking bikes on the footpath.

Officer's Response

Thanks for providing your feedback and supporting TR160-22 College Street, Te Aro – Bike Parking Corral.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR161-22 Tory Street, Te Aro – Bike Parking Corral.
Location – where we propose to make the change	23 Tory Street, Te Aro – Outside Snap Fitness, and ANZ, opposite Bunning’s Warehouse.
What we’d like to do	<ul style="list-style-type: none"> Remove car park, install bike parking racks.
Why we are proposing the change	<ul style="list-style-type: none"> We're preparing our city for the future by rebalancing how we use our existing street space to give people more choices for how they get around. It’s important we enable more people to get around safely in zero or low-carbon ways so we can support growing neighbourhoods, reduce emissions, and keep traffic flowing for freight and people who need to drive. The Council gets many requests to provide bike parking throughout the CBD and suburbs. Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible. In this location, we are looking to provide parking for more people by replacing one car park with 5 new bike racks.
Impact	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Net parking impact – removal of one car parking space, addition of 5 new bike racks – providing bike parking for up to 10 bikes. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space.
How this relates to the parking policy	<ul style="list-style-type: none"> 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. 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.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 8,403 Annual parking revenue impact - \$5,767.69 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on

We are proposing a change in your area

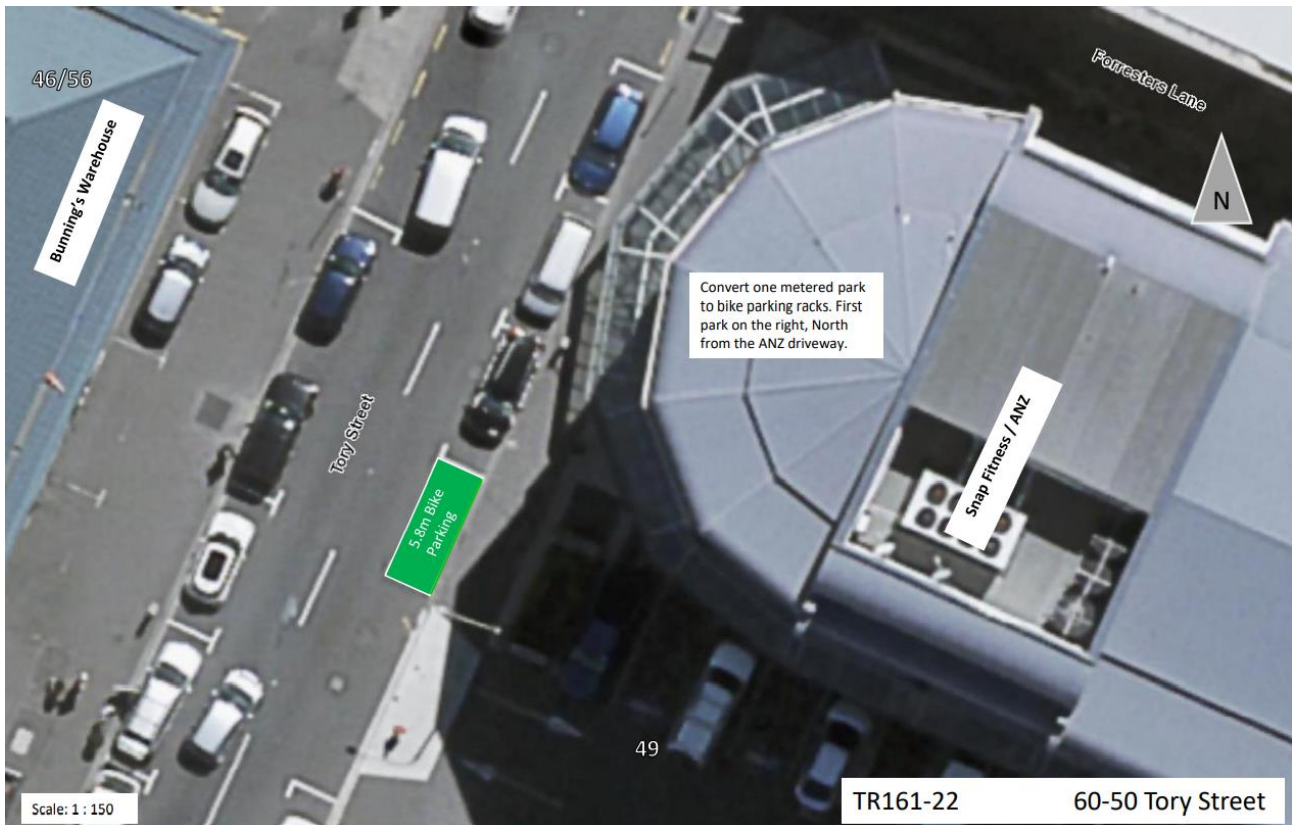
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<p>https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 August 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.3. 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: TR161-22 Tory Street, Te Aro – Bike parking corral.



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
Tory Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>East side, commencing 51.5 metres south of its intersection with Courtenay Place (Grid Coordinates X=2659158.741158 m, Y=5988841.717731 m) and extending in a southerly direction following the kerbline for 23.5 metres. (4 parallel carparks)</i>

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

Column One	Column Two	Column Three
Tory Street	<i>P120 Maximum, Monday to Sunday 8:00am - 8:00pm</i>	<i>East side, commencing 51.5 metres south of its intersection with Courtenay Place (Grid Coordinates X=2659158.741158 m, Y=5988841.717731 m) and extending in a southerly direction following the eastern kerbline for 17.7 metres. (3 parallel carparks)</i>

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

Column One	Column Two	Column Three
Tory Street	<i>Bicycle Parking At All Times</i>	<i>East side, commencing 69.2 metres south of its intersection with Courtenay Place (Grid Coordinates X=2659158.741158 m, Y=5988841.717731 m) and extending in a southerly direction following the eastern kerbline for 5.8 metres.</i>

Prepared By:

Guillaume Bennani

(Graduate Project Manager)

Approved By:

Paul Barker

(Manager Street Transformation)

Date: 11/07/2022

We are proposing a change in your area

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

Feedback Received:

Name: Viv S

Suburb: Aro Valley

Agree: Yes

More safe bike parking would be excellent

Officer's response

Thanks for providing your feedback and supporting TR161-22 Tory Street, Te Aro – Bike Parking Corral.

Name: Jon Harris

Suburb: Northland

Agree: No

The removal of even more car parks when the city is already critically low outweighs the benefit of additional bike parking in that space. The council has already made the city incredibly difficult to access by the many people in the region for who a private vehicle is their most practical option and this will make it even worse. We are a little city with a small surrounding population - we should be catering for all forms of access and not creating barriers to a large portion of the population, many of whom are ratepayers. There are plenty of places to create parking areas for bikes and scooters (both of which I also use), please do not make it even worse.

Officer's response

Thanks for providing your feedback on TR161-22 Tory Street, Te Aro – Bike Parking Corral. This proposed bike corral is one of the many ways we are catering for and encouraging more low carbon trips. Making it safer and easier to get around by bike, scooter, public transport and on foot helps reduce emissions, is good for the environment, and will have health benefits for people who live here now, and in the future. There will still be parking available for people with different accessibility needs.

Name: GC2020

Suburb: Mount Cook

Agree: Yes

Good location!!

Officer's response

Thanks for providing your feedback and supporting TR161-22 Tory Street, Te Aro – Bike Parking Corral.

We are proposing a change in your area

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

Name: Andrew Lensen

Suburb: Not specified

Agree: Yes

Kia ora,

This feedback is in reference to all the below traffic resolutions.

I strongly support more bike parking in the city. However, I was especially compelled to submit on these resolutions because of their approach to providing bike parking.

Reallocating space from cars to other modes is awesome and shows that WCC is shifting up the transport hierarchy. The approach of providing bike parking using traffic resolutions is consistent with this shift. There are numerous benefits:

- Reducing conflict with pedestrians and green space by allocating space away from cars (instead of other modes) to bicycles.
- It is quick and cost-effective.
- Because most of the city contains road space/parking (surprise!), this allows for bike parking to be located across diverse locations and easily accessible.

In the future, it would be good to see more of these types of traffic resolutions in spots outside of the CBD. For example: parks, beaches, the town belt, and other recreational destinations.

Officer's response

Thanks for providing your feedback and supporting TR161-22 Tory Street, Te Aro – Bike Parking Corral.

Name: Mike Mellor

Suburb: Not specified

Agree: Yes

We strongly support the statement Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible, and consequently we expect that WCC will be providing more such corrals, accessible from bike space rather than across the footpath, to replace the various bike parking facilities that are either on the footpath or are accessible only from the footpath. We suggest a corral outside BATS theatre, and also providing corrals on the road where lack of bike parking space means that people are parking bikes on the footpath.

Officer's response

Thanks for providing your feedback and supporting TR161-22 Tory Street, Te Aro – Bike Parking Corral.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR162-22 Wellington Railway Station, Pipitea – E-scooter Parking Corral.
Location – where we propose to make the change	Wellington Railway Station, Pipitea – Forecourt outside front entrance, nearest to Waterloo Quay.
What we'd like to do	<ul style="list-style-type: none"> Remove car parks, allow space for e-scooter parking.
Why we are proposing the change	<ul style="list-style-type: none"> We're preparing our city for the future by rebalancing how we use our existing street space to give people more choices for how they get around. It's important we enable more people to get around safely in zero or low-carbon ways so we can support growing neighbourhoods, reduce emissions, and keep traffic flowing for freight and people who need to drive.
Impact	<ul style="list-style-type: none"> Increases the amount of space for e-scooter parking in the inner city and reduces the number of scooters left on footpaths or obstructing pedestrians. Net parking impact – removal of seven car parking spaces. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space.
How this relates to the parking policy	<ul style="list-style-type: none"> Support shift in type of transport used – facilitate a shift to using active transport (such as walking and cycling) and public transport through parking management and pricing, to move more people using fewer vehicles. 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.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 2,957 Annual parking revenue impact - \$9,659.81 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p>

We are proposing a change in your area

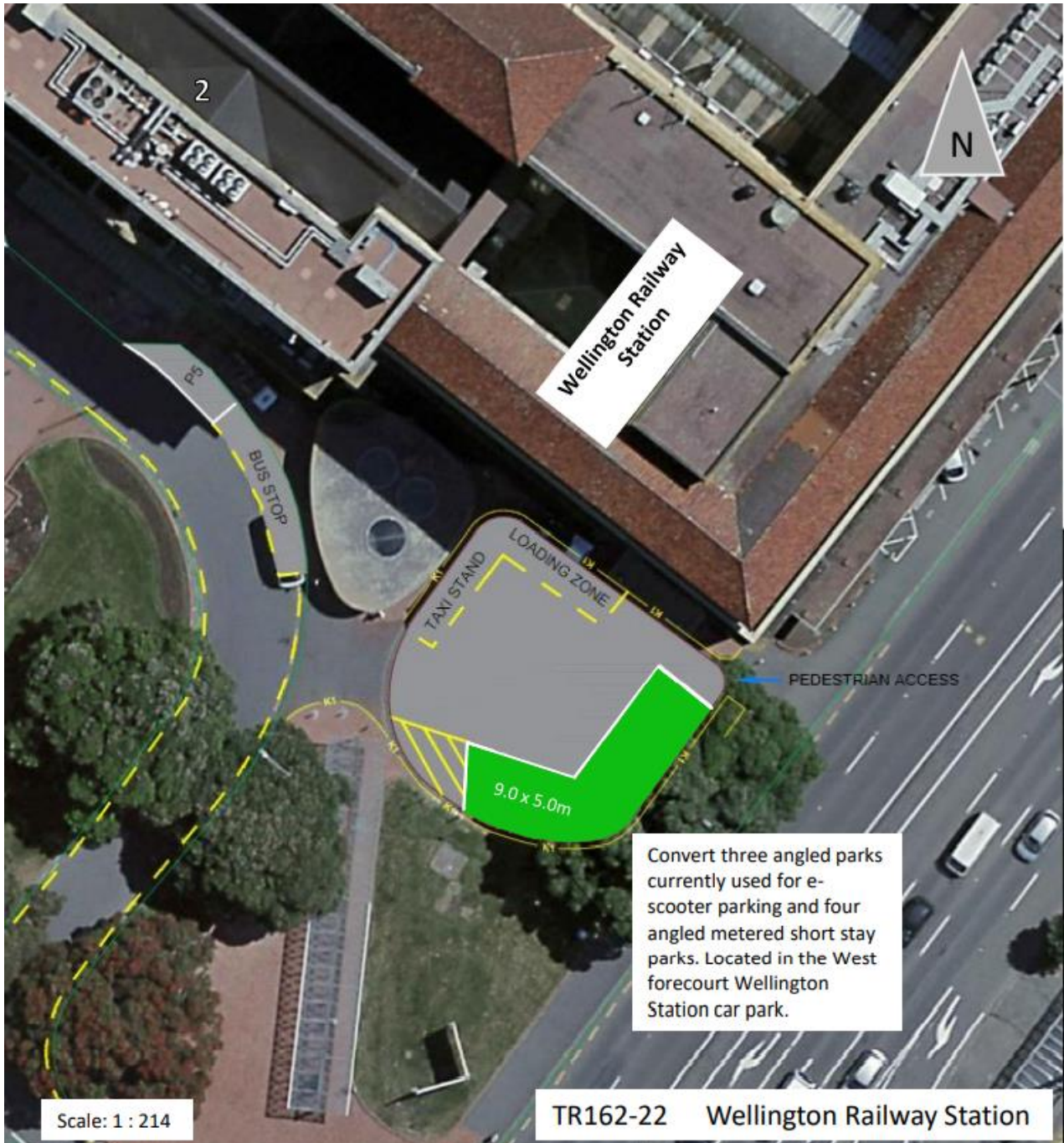
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 August 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.3. 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: TR162-22 Wellington Railway Station, Pipitea – E-scooter parking corral.



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
Railway Station Dr	<i>P30 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>Southeast side parking area, clockwise direction following the kerbline 45 metres from its intersection with Bunny Street Lay-by (Grid coordinates x= 1749093.3 m, y= 5428670.6 m), and extending for 23 metres. (7 angle carparks)</i>

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

Column One	Column Two	Column Three
Railway Station Dr	<i>Bicycle Parking At All Times</i>	<i>Southeast side parking area, clockwise direction commencing 45 metres from its intersection with Bunny Street Lay-by (Grid coordinates x= 1749093.3 m, y= 5428670.6 m), and extending in a south-easterly direction for 23 metres.</i>

Prepared By:

Guillaume Bennani

(Graduate Project Manager)

Approved By:

Paul Barker

(Manager Street Transformation)

Date: 11/07/2022

We are proposing a change in your area

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

Feedback Received:

Name: Welly Resident

Suburb: Southgate

Agree: Yes

All bike racks welcome, but more secure versions are the best - eg Locky Docks

Officer's Response

Thanks for providing your feedback and supporting TR162-22 Wellington Railway Station, Pipitea – e-Scooter Parking Corral.

Name: GC2020

Suburb: Mount Cook

Agree: Yes

Awesome place to have the bike parking

Officer's Response

Thanks for providing your feedback and supporting TR162-22 Wellington Railway Station, Pipitea – e-Scooter Parking Corral.

Name: Andr3w

Suburb: Mount Cook

Agree: Yes

Is there potential for a pedestrian crossing or other solution to ensure the safety of pedestrians (including dismounted scooter users) around this area?

Officer's Response

Thanks for providing your feedback and supporting TR162-22 Wellington Railway Station, Pipitea – Bike Parking Corral. We will pass your feedback onto our pedestrian safety team who can evaluate options for this area.

Name: KiwiRail - Simone

Suburb: KiwiRail

Agree: No

Thank you for your time today to talk through the rational and plans for the removal of the carparks outside the KiwiRail office side of Wellington Railway Station.

As discussed these parks are primarily used by our visitors and staff who come to do drop off's and pickups.

While we support the increased use of scooters and bicycles as transport throughout the city we note that this area is primarily used in the morning and evening for passengers who use the trains. During the day the current scooter park is mostly empty. Would there be the opportunity to have

We are proposing a change in your area

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

the parks used during certain hours such as 10-3pm and it reverting to cycle and scooter parking outside these hours.

I also understand that this design is in order to future proof for the continued increase, is there the opportunity to phase out the use of these parks over time so to retain two or three in the interim and when demand increases they are converted to scooter parks?

Thank you for your consideration.

Officer's Response

The rationale for this proposal is to help provide more micro mobility parking across the city.

With more people wanting to travel in low carbon ways, and rising fuel costs, there has been an uptake in different modes of transport, including micro mobility scooters and e-bikes. We want to create a larger area for public share scheme vehicles like this to be parked. The alternative is public scooters being left in a variety of locations along the station's forecourt, which is undesirable.

The railway station is a key hub and place where people transfer from one transport mode to another. Reducing friction between modes makes things safer and easier for everyone who uses the train station.

As you can see from the plan, the loading zones will remain unchanged which we have adjusted from earlier plans, in part to address the concerns raised by Kiwi Rail. We appreciate there are also concerns about a reduction of car parks in the vicinity however we note that there are other car parks available, including on the other side of the station.

Name: Alex Dyer

Suburb: Not specified

Agree: Yes

Please can you clarify if the plan here is for both bike and scooter parking?

Officer's Response

Thanks for providing your feedback and supporting TR162-22 Wellington Railway Station, Pipitea – Bike Parking Corral. We plan to evaluate provisions for both scooter and bike parking within all of our bike corral locations.

Name: Jon Harris

Suburb: Not specified

Agree: No

The removal of even more car parks when the city is already critically low outweighs the benefit of additional bike parking in that space. The council has already made the city incredibly difficult to access by the many people in the region for who a private vehicle is their most practical option and this will make it even worse. We are a little city with a small surrounding population - we should be catering for all forms of access and not creating barriers to a large portion of the population, many

We are proposing a change in your area

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Wellington City Council**
Me Heke Ki Pōneke

of whom are ratepayers. There are plenty of places to create parking areas for bikes and scooters (both of which I also use), please do not make it even worse.

Officer's Response

Thanks for providing your feedback on TR162-22 Wellington Railway Station, Pipitea – Bike Parking Corral. This proposed bike corral is one of the many ways we are catering for and encouraging more low carbon trips. Making it safer and easier to get around by bike, scooter, public transport and on foot helps reduce emissions, is good for the environment, and will have health benefits for people who live here now, and in the future. There will still be parking available for people with different accessibility needs.

Name: Brawny

Suburb: Melling

Agree: Yes

I agree with converting the parking space to support more active transport. The scooters are currently spaced very close together, so having more distance between each one will make them more accessible. I feel these changes will have minimal impact, as I never see the three car parking spots being used.

Officer's Response

Thanks for providing your feedback and supporting TR162-22 Wellington Railway Station, Pipitea – e-Scooter Parking Corral.

Name: Andrew Lensen

Suburb: Not specified

Agree: Yes

Kia ora,

This feedback is in reference to all the below traffic resolutions.

I strongly support more bike parking in the city. However, I was especially compelled to submit on these resolutions because of their approach to providing bike parking.

Reallocating space from cars to other modes is awesome and shows that WCC is shifting up the transport hierarchy. The approach of providing bike parking using traffic resolutions is consistent with this shift. There are numerous benefits:

- Reducing conflict with pedestrians and green space by allocating space away from cars (instead of other modes) to bicycles.
- It is quick and cost-effective.
- Because most of the city contains road space/parking (surprise!), this allows for bike parking to be located across diverse locations and easily accessible.

In the future, it would be good to see more of these types of traffic resolutions in spots outside of the CBD. For example: parks, beaches, the town belt, and other recreational destinations.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer's Response

Thanks for providing your feedback and supporting TR162-22 Wellington Railway Station, Pipitea – e-Scooter Parking Corral.

Name: Ellen Blake

Suburb: Not specified

Agree: No

I OBJECT to this proposal.

There are already 3 existing angle parking spots for scooters at the Railway Station. There is a persistent problem with scooters left all over the footpath at this location to the detriment of rail passengers despite the dedicated parking space available.

The proposal is to convert four additional angle parks for scooter use only.

The only rationale for this proposal is:

We're preparing our city for the future by rebalancing how we use our existing street space to give people more choices for how they get around.

- *It's important we enable more people to get around safely in zero or low-carbon ways so we can support growing neighbourhoods, reduce emissions, and keep traffic flowing for freight and people who need to drive.*

This is not a rationale for the proposal and doesn't mention scooter use at all. Why is there a need for more scooters to be left outside the Railway Station.

The Council is preferentially supporting the hire businesses that rent scooters with this proposal.

By a significant margin most people walk to and from the Station.

The use of scooters on footpaths in Wellington is making walking much less safe for pedestrians. Scooter use on the footpath makes them inaccessible for some pedestrians by frightening people as they pass and by creating obstacles on the footpath that some people cannot get past.

Pedestrian use of street space is at the top of the sustainable transport hierarchy and should be supported ahead of any private hire vehicle.

Impact

- *Increases the amount of space for e-scooter parking in the inner city and reduces the number of scooters left on footpaths or obstructing pedestrians.*
- *Net parking impact – removal of seven car parking spaces.*
- *Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space. How this relates to the parking policy*

We are proposing a change in your area

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

- *Support shift in type of transport used – facilitate a shift to using active transport (such as walking and cycling) and public transport through parking management and pricing, to move more people using fewer vehicles.*
- *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.*

There is no evidence at all to suggest that this will decrease parking on footpaths. Scooter use is not active transport (ie, it is not walking or cycling) and there is no evidence it supports public transport use.

International research shows that scooter use mostly replaces walking trips and replaces public transport trips as well.

I would like to see WCC support walk trips from the Railway Station by improving the egress from the front door of the station (a ramp for wheelchair and pram users), priority across the access road at the Station front door, and much better crossing opportunities (decrease wait times and increase cross time) at all pedestrian crossings from the Railway Station.

Officer's Response

Thanks for providing your feedback on TR162-22 Wellington Railway Station, Pipitea – Bike Parking Corral. The area in front of Wellington Railway Station is likely to change considerably as part of several initiatives being looked at as part of Let's Get Wellington Moving (MRT and City Streets) and the rollout of Wellington City Councils bike network plan.

While it may be debatable what role public share e-scooters play in Wellington's transport system, we do acknowledge that scooters left parked or lying on the footpath are problematic to pedestrians, equally we are aware of the lack of area to park bikes leads to users locking their bike to other forms of infrastructure often cluttering footpaths creating more problems to getting around our city on foot.

The carparks currently used for e-scooter parking were discontinued on a trial basis, approval of this traffic resolution will formalise these and the additional spaces will allow officers to create more of a hub for both scooters and bikes that is well away from other traffic movements by either foot or motor vehicle. We see that this is "hub" would be an interim solution ahead of other changes in the forecourt area. Approval to this traffic resolution now would enable us to establish this hub ahead of summer and to tidy up scooter and bike parking in the area.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR163-22 Stout Street, Wellington Central – Bike Parking Corral.
Location – where we propose to make the change	15 Stout Street, Wellington Central – Outside Manatū Taonga - Ministry for Culture and Heritage.
What we'd like to do	<ul style="list-style-type: none"> Remove car parks, install bike parking racks.
Why we are proposing the change	<ul style="list-style-type: none"> We're preparing our city for the future by rebalancing how we use our existing street space to give people more choices for how they get around. It's important we enable more people to get around safely in zero or low-carbon ways so we can support growing neighbourhoods, reduce emissions, and keep traffic flowing for freight and people who need to drive. The Council gets many requests to provide bike parking throughout the CBD and suburbs. Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible. In this location, we are looking to provide parking for more people by replacing two car parks with 8 new bike racks.
Impact	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Net parking impact – removal of two car parking spaces, addition of 8 new bike racks – providing bike parking for up to 16 bikes. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space.
How this relates to the parking policy	<ul style="list-style-type: none"> 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. 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.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 1,447 Annual parking revenue impact - \$11,740.93 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on

We are proposing a change in your area

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

	<p>https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none"> • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Monday 8 August 2022. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022. 3. If approved, the proposal will be installed within the following three months.

Prepared By: Guillaume Bennani **(Graduate Project Manager)**

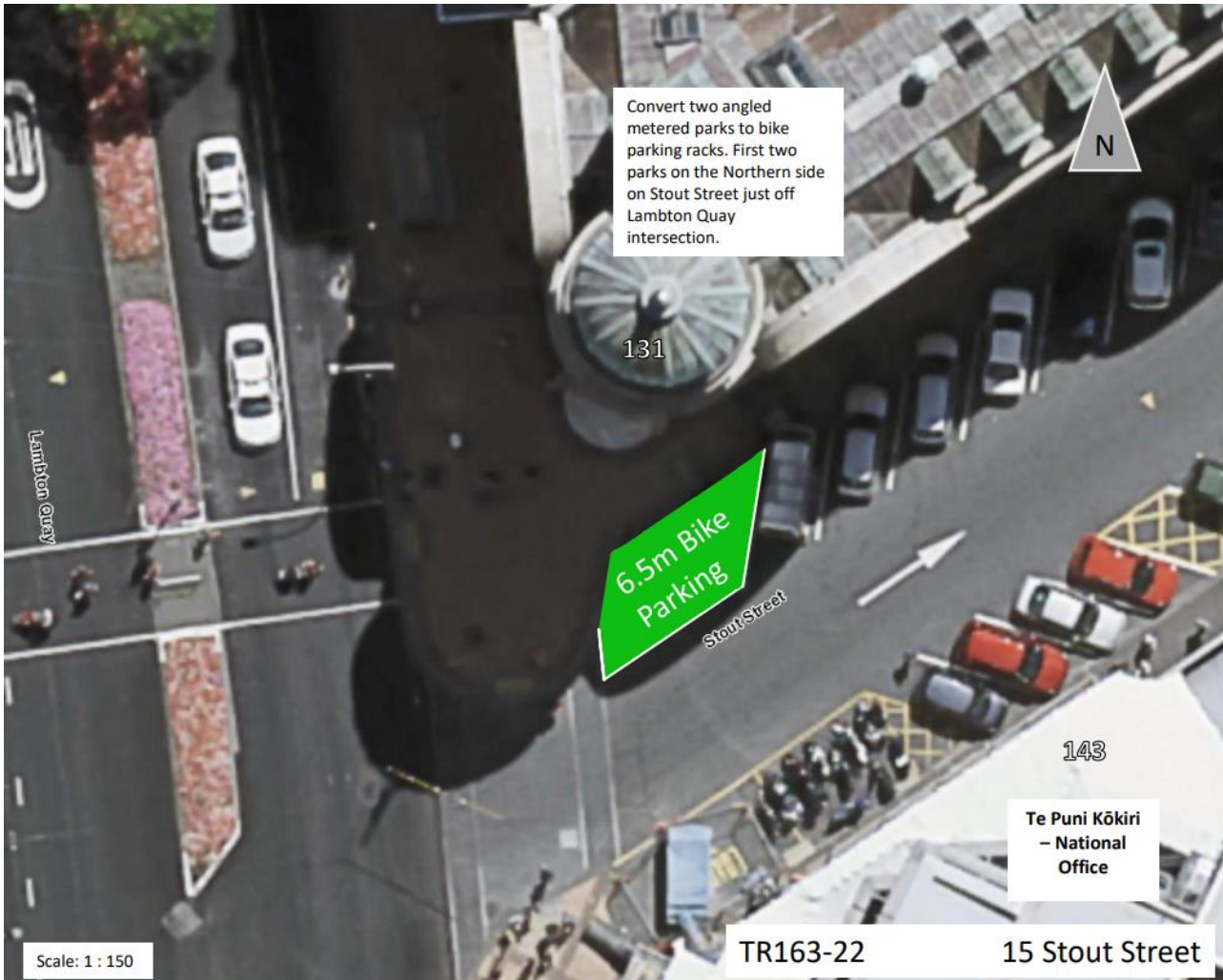
Approved By: Paul Barker **(Manager Street Transformation)**

Date: 11/07/2022

We are proposing a change in your area

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

Traffic Resolution Plan: TR163-22 Stout Street, Wellington Central – Remove car parks for new bike parking corral



Prepared By:
Approved By:
Date: 11/07/2022

Guillaume Bennani
Paul Barker

(Graduate Project Manager)
(Manager Street Transformation)

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
Stout Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Northwest side, following the kerbline 13.5 metres northeast of its intersection with Lambton Quay (Grid coordinates x= 1748738.3 m, y= 5428494.6 m) and extending in a north-easterly direction for 43.5 metres. (13 angle carparks)</i>

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

Column One	Column Two	Column Three
Stout Street	<i>P120 Maximum, Monday to Sunday 8:00am - 8:00pm</i>	<i>Northwest side, commencing 20 metres northeast of its intersection with Lambton Quay (Grid coordinates x= 1748738.3 m, y= 5428494.6 m) and extending in a north-easterly direction following the northern kerbline for 37 metres. (11 angle carparks)</i>

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

Column One	Column Two	Column Three
Stout Street	<i>Bicycle Parking At All Times</i>	<i>Northwest side, commencing 13.5 metres northeast of its intersection with Lambton Quay (Grid coordinates x= 1748738.3 m, y= 5428494.6 m) and extending in a north-easterly direction following the northern kerbline for 6.5 metres.</i>

We are proposing a change in your area

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Feedback Received:

Name: Welly Resident

Suburb: Southgate

Agree: Yes

All forms of micro mobility are good, helps reduce car traffic. More E-scooter parking around the CBD would be good, stops the footpath being obstructed. Top/middle/bottom of Cuba Mall, Vic Uni, strategic points along the waterfront: Queens Wharf, Wharipo Lagoon, Te Papa, Waitangi Park (there is an informal e-scooter park forming there)

Officer's response

Thanks for providing your feedback and supporting TR163-22 Stout Street, Wellington Central – Bike Parking Corral.

Name: GC2020

Suburb: Mount Cook

Agree: Yes

Perfect location

Officer's response

Thanks for providing your feedback and supporting TR163-22 Stout Street, Wellington Central – Bike Parking Corral.

Name: Andr3w

Suburb: Mount Cook

Agree: Yes

This area is popular for e-scooter users too; is there potential for this area to be extended with parking designated for scooters?

Officer's response

Thanks for providing your feedback and supporting TR163-22 Stout Street, Wellington Central – Bike Parking Corral. We plan to allocate some space within this corral where scooters can be parked. This would provide parking for both bikes and e-scooters.

Name: Jon Harris

Suburb: Northland

Agree: No

The removal of even more car parks when the city is already critically low outweighs the benefit of additional bike parking in that space. The council has already made the city incredibly difficult to access by the many people in the region for who a private vehicle is their most practical option and this will make it even worse. We are a little city with a small surrounding population - we should be catering for all forms of access and not creating barriers to a large portion of the population, many of whom

We are proposing a change in your area

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are ratepayers. There are plenty of places to create parking areas for bikes and scooters (both of which I also use), please do not make it even worse.

Officer's response

Thanks for providing your feedback on TR163-22 Stout Street, Wellington Central – Bike Parking Corral. This proposed bike corral is one of the many ways we are catering for and encouraging more low carbon trips. Making it safer and easier to get around by bike, scooter, public transport and on foot helps reduce emissions, is good for the environment, and will have health benefits for people who live here now, and in the future. There will still be parking available for people with different accessibility needs.

Name: Big Street Bikers

Suburb: Not specified

Agree: No

The corrals around the city are great. But we ask for more secure bike parking especially with bike theft on the rise. Locky Docks can provide a safe resolution due to the reinforced steel and CCTV camera's. Therefore we advise a combination of corrals and Locky Docks. So residents have a choice which bike parking works best for them.

Officer's response

Thanks for providing your feedback on TR163-22 Stout Street, Wellington Central – Bike Parking Corral. We are actively evaluating options for secure bike parking that balances user requirements, safety, efficient space use, and the look and feel of the surrounding area. Locky Docks will be considered in our decision making.

Name: Jmar

Suburb: Mount Cook

Agree: Yes

It's relatively safe to get to this area on a bike, and there is demand for bike parking here

Officer's response

Thanks for providing your feedback and supporting TR163-22 Stout Street, Wellington Central – Bike Parking Corral.

Name: Andrew Lensen

Suburb: Not specified

Agree: Yes

Kia ora,

This feedback is in reference to all the below traffic resolutions.

I strongly support more bike parking in the city. However, I was especially compelled to submit on these resolutions because of their approach to providing bike parking.

We are proposing a change in your area

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Reallocating space from cars to other modes is awesome and shows that WCC is shifting up the transport hierarchy. The approach of providing bike parking using traffic resolutions is consistent with this shift. There are numerous benefits:

- Reducing conflict with pedestrians and green space by allocating space away from cars (instead of other modes) to bicycles.
- It is quick and cost-effective.
- Because most of the city contains road space/parking (surprise!), this allows for bike parking to be located across diverse locations and easily accessible.

In the future, it would be good to see more of these types of traffic resolutions in spots outside of the CBD. For example: parks, beaches, the town belt, and other recreational destinations.

Officer's response

Thanks for providing your feedback and supporting TR163-22 Stout Street, Wellington Central– Bike Parking Corral.

Name: Mike Mellor

Suburb: Not specified

Agree: Yes

We strongly support the statement Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible, and consequently we expect that WCC will be providing more such corrals, accessible from bike space rather than across the footpath, to replace the various bike parking facilities that are either on the footpath or are accessible only from the footpath. We suggest a corral outside BATS theatre, and also providing corrals on the road where lack of bike parking space means that people are parking bikes on the footpath.

Officer's response

Thanks for providing your feedback and supporting TR163-22 Stout Street, Wellington Central– Bike Parking Corral.

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Kia ora,

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

Proposal:

Reference	TR171-22 Abel Smith Street, Wellington Central – Bike Parking Corral.
Location – where we propose to make the change	72-58 Abel Smith Street, Te Aro – Outside Laundry Bar.
What we'd like to do	<ul style="list-style-type: none"> Remove car park, install bike parking racks.
Why we are proposing the change	<ul style="list-style-type: none"> We're preparing our city for the future by rebalancing how we use our existing street space to give people more choices for how they get around. It's important we enable more people to get around safely in zero or low-carbon ways so we can support growing neighbourhoods, reduce emissions, and keep traffic flowing for freight and people who need to drive. The Council gets many requests to provide bike parking throughout the CBD and suburbs. Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible. In this location, we are looking to provide parking for more people by replacing one car park with 7 new bike racks.
Impact	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Net parking impact – removal of one car parking space, addition of 7 new bike racks – providing bike parking for up to 14 bikes. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space.
How this relates to the parking policy	<ul style="list-style-type: none"> 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. 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.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 2,431 Annual parking revenue impact - \$6,036.99 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 25 July 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.

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	<p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 25 July 2022 and finishes at 5.00 pm Sunday 7 August 2022.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 August 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 7 September 2022.3. If approved, the proposal will be installed within the following three months.

Prepared By: Guillaume Bennani **(Graduate Project Manager)**

Approved By: Paul Barker **(Manager Street Transformation)**

Date: 11/07/2022

We are proposing a change in your area

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Traffic Resolution Plan: TR171-22 Abel Smith Street, Wellington Central – Bike Parking Corral



Prepared By: Guillaume Bennani (Graduate Project Manager)

Approved By: Paul Barker (Manager Street Transformation)

Date: 11/07/2022

We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Abel Smith Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Northeast side, commencing 155.5 metres east of its intersection with Victoria Street (Grid coordinates x= 1748376.6 m, y= 5426914.9 m), and extending in a south- easterly direction following the kerbline for 6 metres. (1 parallel carpark)</i>

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

Column One	Column Two	Column Three
Abel Smith Street	<i>No Stopping At All Times</i>	<i>Northeast side, commencing 161.5 metres east of its intersection with Victoria Street (Grid Coordinates X=2658398.516734 m, Y=5988626.912691 m) and extending in a south-easterly direction following the kerbline for 9 metres.</i>

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

Column One	Column Two	Column Three
Abel Smith Street	<i>No Stopping At All Times</i>	<i>Northeast side, commencing 163.1 metres east of its intersection with Victoria Street (Grid Coordinates X=2658398.516734 m, Y=5988626.912691 m) and extending in a south-easterly direction following the northern kerbline for 7 metres.</i>

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

Column One	Column Two	Column Three

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Abel Smith Street	<i>Bicycle Parking At All Times</i>	<i>Northeast side, commencing 155.5 metres east of its intersection with Victoria Street (Grid coordinates x= 1748376.6 m, y= 5426914.9 m), and extending in a south-easterly direction following the northern kerbline for 7.6 metres.</i>
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We are proposing a change in your area

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Me Heke Ki Pōneke

Feedback Received:

Name: GC2020

Suburb: Mount Cook

Agree: Yes

Great location, the current location of bike parking is limited

Officer's response

Thanks for providing your feedback and supporting TR163-22 Stout Street, Wellington Central – Bike Parking Corral.

Name: Viv S

Suburb: Aro Valley

Agree: Yes

More safe bike parking would be excellent

Officer's response

Thanks for providing your feedback and supporting TR163-22 Stout Street, Wellington Central – Bike Parking Corral.

Name: Andr3w

Suburb: Mount Cook

Agree: Yes

Crossing Abel Smith Street at this intersection is already a bit scary for pedestrians and the addition of this area so close to the intersection may affect the pedestrian line of sight. Could this be remedied by extending the footpath on the northern corner into Abel Smith Street so that it is flush with the bike parking area?

Officer's response

Thanks for providing your feedback and supporting TR163-22 Stout Street, Wellington Central – Bike Parking Corral.

Name: Alex Dyer

Suburb: Not specified

Agree: Yes

We would prefer this to be on Cuba St, where there's more demand e.g. by Fidel's.

Officer's response

Thanks for providing your feedback and supporting TR171-22 Abel Smith Street, Te Aro – Bike Parking Corral. We cannot amend the location at this stage in the traffic resolution process, however we will make sure to consider this suggestion as we plan more bike parking.

We are proposing a change in your area

**Absolutely Positively
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Name: Big Street Bikers

Suburb: Not specified

Agree: Yes

As mentioned, the corrals around the city are great. But we ask for more secure bike parking especially with bike theft on the rise. Locky Docks can provide a safe resolution due to the reinforced steel and CCTV camera's. Therefore we advise a combination of corrals and Locky Docks. So residents have a choice which bike parking works best for them.

Officer's response

Thanks for providing your feedback and supporting TR171-22 Abel Smith Street, Te Aro – Bike Parking Corral. We are actively evaluating options for secure bike parking that balances user requirements, safety, efficient space use, and the look and feel of the surrounding area. Locky Docks will be considered in our decision making.'

Name: Jon Harris

Suburb: Northland

Agree: No

The removal of even more car parks when the city is already critically low outweighs the benefit of additional bike parking in that space. The council has already made the city incredibly difficult to access by the many people in the region for who a private vehicle is their most practical option and this will make it even worse. We are a little city with a small surrounding population - we should be catering for all forms of access and not creating barriers to a large portion of the population, many of whom are ratepayers. There are plenty of places to create parking areas for bikes and scooters (both of which I also use), please do not make it even worse

Officer's response

Thanks for providing your feedback on TR171-22 Abel Smith Street, Te Aro – Bike Parking Corral. This proposed bike corral is one of the many ways we are catering for and encouraging more low carbon trips. Making it safer and easier to get around by bike, scooter, public transport and on foot helps reduce emissions, is good for the environment, and will have health benefits for people who live here now, and in the future. There will still be parking available for people with different accessibility needs.

Name: Jmar

Suburb: Mount Cook

Agree: Yes

It's relatively safe to get to this area on a bike. However there is probably higher demand for bike parking on Cuba Street than on Abel Smith street.

Officer's response

Thanks for providing your feedback and supporting TR171-22 Abel Smith Street, Te Aro – Bike Parking Corral.

We are proposing a change in your area

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

Name: Andrew Lensen

Suburb: Not specified

Agree: Yes

Kia ora,

This feedback is in reference to all the below traffic resolutions.

I strongly support more bike parking in the city. However, I was especially compelled to submit on these resolutions because of their approach to providing bike parking.

Reallocating space from cars to other modes is awesome and shows that WCC is shifting up the transport hierarchy. The approach of providing bike parking using traffic resolutions is consistent with this shift. There are numerous benefits:

- Reducing conflict with pedestrians and green space by allocating space away from cars (instead of other modes) to bicycles.
- It is quick and cost-effective.
- Because most of the city contains road space/parking (surprise!), this allows for bike parking to be located across diverse locations and easily accessible.

In the future, it would be good to see more of these types of traffic resolutions in spots outside of the CBD. For example: parks, beaches, the town belt, and other recreational destinations.

Officer's response

Thanks for providing your feedback and supporting TR171-22 Abel Smith Street, Te Aro – Bike Parking Corral.

Name: Mike Mellor

Suburb: Not specified

Agree: Yes

We strongly support the statement Footpath space is required for pedestrians, so we try to keep it as clear of street furniture such as bike racks where possible, and consequently we expect that WCC will be providing more such corrals, accessible from bike space rather than across the footpath, to replace the various bike parking facilities that are either on the footpath or are accessible only from the footpath. We suggest a corral outside BATS theatre, and also providing corrals on the road where lack of bike parking space means that people are parking bikes on the footpath.

Officer's response

Thanks for providing your feedback and supporting TR171-22 Abel Smith Street, Te Aro – Bike Parking Corral.

Table of Traffic Resolutions Legal Description RPC 7 September 2022

a)	TR153-22 Pipitea Street, Thorndon – Bike Parking Corral		
	<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Pipitea Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>South side, commencing 108.5 metres west of its intersection with Murphy Street (Grid Coordinates X=2659080.236352 m, Y=5990835.772603 m) and extending in a westerly direction following the kerbline for 39.5 metres. (7 parallel carparks)</i>
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Pipitea Street	<i>No Stopping At All Times</i>	<i>South side, commencing 148 metres west of its intersection with Murphy Street (Grid Coordinates X=2659080.236352 m, Y=5990835.772603 m) and extending in a westerly direction following the kerbline to its intersection with Molesworth Street for 12 metres.</i>
	<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Pipitea Street	<i>P120 Maximum, Monday to Sunday 8:00am - 8:00pm</i>	<i>South side, commencing 108.5 metres west of its intersection with Murphy Street (Grid Coordinates X=2659080.236352 m, Y=5990835.772603 m) and extending in a westerly direction following the southern kerbline for 34.5 metres. (6 parallel carparks)</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Pipitea Street	<i>Bicycle Parking At All Times</i>	<i>South side, commencing 143 metres west of its intersection with Murphy Street (Grid Coordinates X=2659080.236352 m, Y=5990835.772603 m) and extending in a westerly direction following the southern kerbline for 7 metres.</i>
b)	TR155-22 Waring Taylor Street, Wellington Central – Bike Parking Corral		
	<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Waring Taylor Street	<i>P120 Maximum, Monday to Thursday</i>	<i>Southwest side, following the kerbline 86.5 metres northwest of its</i>

Table of Traffic Resolutions Legal Description RPC 7 September 2022

		8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm	intersection with Featherston Street (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction for 16.5 metres. (3 parallel carparks)
<u>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Waring Taylor Street	P120 Maximum, Monday to Sunday 8:00am - 8:00pm	Southwest side, commencing 86.5 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction following the southern kerbline for 11.5 metres. (2 parallel carparks)
<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Waring Taylor Street	Bicycle Parking At All Times	Southwest side, commencing 98 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction following the southern kerbline for 5 metres.
c)	TR156-22 Johnston Street, Wellington Central – Bike Parking Corral		
<u>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Johnston Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm	Southwest side, following the kerbline 41.5 metres southeast of its intersection with Featherston Street Grid coordinates x= 1748833.7 m, y= 5428307.8 m), and extending in a south-easterly direction for 22 metres. (4 parallel carparks)
<u>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Johnston Street	P120 Maximum, Monday to Sunday 8:00am - 8:00pm	Southwest side, commencing 46.5 metres northeast of its intersection with Featherston Street (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction following the southern kerbline for 17 metres. (3 parallel carparks)
<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three

Table of Traffic Resolutions Legal Description RPC 7 September 2022

	Johnston Street	<i>Bicycle Parking At All Times</i>	<i>Southwest side, commencing 41.5 metres northeast of its intersection with Featherston Street (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction following the southern kerbline for 5 metres.</i>
d)	TR157-22 Victoria Street, Wellington Central – Bike Parking Corral		
	<u>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Victoria Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>West side, commencing 8 metres south of its intersection with Hunter Street (Grid coordinates x= 1748841.4 m, y= 5427979.3 m), and extending in a southerly direction following the kerbline for 34.5 metres. (6 parallel carparks)</i>
	<u>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Victoria Street	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Hunter Street (Grid Coordinates X=2658863.195882 m, Y=5989691.483117 m) and extending in a southerly direction following the kerbline for 8 metres.</i>
	<u>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Victoria Street	<i>P120 Maximum, Monday to Sunday 8:00am - 8:00pm</i>	<i>West side, commencing 13.3 metres south of its intersection with Hunter Street (Grid coordinates x= 1748841.4 m, y= 5427979.3 m), and extending in a southerly direction following the western kerbline for 29.2 metres. (5 parallel carparks)</i>
	<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Victoria Street	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Hunter Street (Grid Coordinates X=2658863.195882 m, Y=5989691.483117 m) and extending in a southerly direction following the western kerbline for 7 metres.</i>
	<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three

Table of Traffic Resolutions Legal Description RPC 7 September 2022

	Victoria Street	<i>Bicycle Parking At All Times</i>	<i>West side, commencing 7 metres south of its intersection with Hunter Street (Grid coordinates x= 1748841.4 m, y= 5427979.3 m), and extending in a southerly direction following the western kerbline for 6.3 metres.</i>
e)	TR158-22 Boulcott Street, Wellington Central – Bike Parking Corral		
	<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Boulcott Street	<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 kerbline 112.5 metres north of its intersection with Church Street (Grid coordinates x= 1748529.9 m, y= 5427750.3 m), and extending in a northerly direction for 17 metres. (3 parallel carparks)</i>
	<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Boulcott Street	<i>P120 Maximum, Monday to Sunday 8:00am - 8:00pm</i>	<i>West side, commencing 112.5 metres north of its intersection with Church Street (Grid coordinates x= 1748529.9 m, y= 5427750.3 m), and extending in a northerly direction following the western kerbline for 12 metres. (2 parallel carparks)</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Boulcott Street	<i>Bicycle Parking At All Times</i>	<i>West side, commencing 124.5 metres north of its intersection with Church Street (Grid coordinates x= 1748529.9 m, y= 5427750.3 m), and extending in a northerly direction following the western kerbline for 5 metres.</i>
f)	TR159-22 Corner of Ghuznee Street and Victoria Street, Te Aro – Bike parking corral		
	<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Victoria Street	<i>P120 Maximum, Monday to Sunday 8:00am - 6:00pm</i>	<i>West side slip lane, commencing 25.8 metres south of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m) and extending in a southerly direction following the kerb line for 22.2 metres.</i>
	<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Victoria Street	<i>P120 Maximum, Monday to Sunday 8:00am - 8:00pm</i>	<i>West side slip lane, commencing 25.8 metres south of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m) and extending in a southerly direction following the western</i>

Table of Traffic Resolutions Legal Description RPC 7 September 2022

			kerb line for 16.2 metres. (5 angled carparks)
<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Victoria Street	Bicycle Parking At All Times	West side slip lane, commencing 42 metres south of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m) and extending in a southerly direction following the western kerb line for 6 metres.
g)	TR160-22 College Street, Te Aro – Bike Parking Corral		
<u>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	College Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, commencing 118.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749207.5 m, y= 5426776.3 m), and extending in a north-westerly direction following the kerbline for 24.5 metres. (4 parallel carparks)
<u>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	College Street	P120 Maximum, Monday to Sunday 8:00am - 8:00pm	Southwest side, commencing 118.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749207.5 m, y= 5426776.3 m), and extending in a north-westerly direction following the southern kerbline for 19.5 metres. (3 parallel carparks)
<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	College Street	Bicycle Parking At All Times	Southwest side, commencing 138 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749207.5 m, y= 5426776.3 m), and extending in a north-westerly direction following the southern kerbline for 5 metres.
h)	TR161-22 Tory Street, Te Aro – Bike Parking Corral		
<u>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Tory Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	East side, commencing 51.5 metres south of its intersection with Courtenay Place (Grid Coordinates X=2659158.741158 m, Y=5988841.717731 m) and extending in a southerly direction following the kerbline for 23.5 metres. (4 parallel carparks)

Table of Traffic Resolutions Legal Description RPC 7 September 2022

<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Tory Street	<i>P120 Maximum, Monday to Sunday 8:00am - 8:00pm</i>	<i>East side, commencing 51.5 metres south of its intersection with Courtenay Place (Grid Coordinates X=2659158.741158 m, Y=5988841.717731 m) and extending in a southerly direction following the eastern kerbline for 17.7 metres. (3 parallel carparks)</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Tory Street	<i>Bicycle Parking At All Times</i>	<i>East side, commencing 69.2 metres south of its intersection with Courtenay Place (Grid Coordinates X=2659158.741158 m, Y=5988841.717731 m) and extending in a southerly direction following the eastern kerbline for 5.8 metres.</i>
i)	TR162-22 Wellington Railway Station, Pipitea – E-scooter parking corral	
<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Railway Station Dr	<i>P30 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>Southeast side parking area, clockwise direction following the kerbline 45 metres from its intersection with Bunny Street Lay-by (Grid coordinates x= 1749093.3 m, y= 5428670.6 m), and extending for 23 metres. (7 angle carparks)</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Railway Station Dr	<i>Bicycle Parking At All Times</i>	<i>Southeast side parking area, clockwise direction commencing 45 metres from its intersection with Bunny Street Lay-by (Grid coordinates x= 1749093.3 m, y= 5428670.6 m), and extending in a south-easterly direction for 23 metres.</i>
j)	TR163-22 Stout Street, Wellington Central – Bike Parking Corral	
<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Stout Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Northwest side, following the kerbline 13.5 metres northeast of its intersection with Lambton Quay (Grid coordinates x= 1748738.3 m, y= 5428494.6 m) and extending in a north-easterly direction for 43.5 metres. (13 angle carparks)</i>

Table of Traffic Resolutions Legal Description RPC 7 September 2022

<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Stout Street	<i>P120 Maximum, Monday to Sunday 8:00am - 8:00pm</i>	<i>Northwest side, commencing 20 metres northeast of its intersection with Lambton Quay (Grid coordinates x= 1748738.3 m, y= 5428494.6 m) and extending in a north-easterly direction following the northern kerbline for 37 metres. (11 angle carparks)</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Stout Street	<i>Bicycle Parking At All Times</i>	<i>Northwest side, commencing 13.5 metres northeast of its intersection with Lambton Quay (Grid coordinates x= 1748738.3 m, y= 5428494.6 m) and extending in a north-easterly direction following the northern kerbline for 6.5 metres.</i>
k)	TR171-22 Abel Smith Street, Wellington Central – Bike Parking Corral	
<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Abel Smith Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Northeast side, commencing 155.5 metres east of its intersection with Victoria Street (Grid coordinates x= 1748376.6 m, y= 5426914.9 m), and extending in a south-easterly direction following the kerbline for 6 metres. (1 parallel carpark)</i>
<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Abel Smith Street	<i>No Stopping At All Times</i>	<i>Northeast side, commencing 161.5 metres east of its intersection with Victoria Street (Grid Coordinates X=2658398.516734 m, Y=5988626.912691 m) and extending in a south-easterly direction following the kerbline for 9 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Abel Smith Street	<i>No Stopping At All Times</i>	<i>Northeast side, commencing 163.1 metres east of its intersection with Victoria Street (Grid Coordinates X=2658398.516734 m, Y=5988626.912691 m) and extending in a south-easterly direction following the northern kerbline for 7 metres.</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three

Table of Traffic Resolutions Legal Description RPC 7 September 2022

	<i>Abel Smith Street</i>	<i>Bicycle Parking At All Times</i>	<i>Northeast side, commencing 155.5 metres east of its intersection with Victoria Street (Grid coordinates x= 1748376.6 m, y= 5426914.9 m), and extending in a south-easterly direction following the northern kerbline for 7.6 metres.</i>
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Traffic Resolutions Summary Table RPC September 2022

Traffic Resolution (TR)#	Location	Ward	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
									Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
153-22	Pipitea Street, Thorndon	Pukehinau/Lambton General Ward	P120 Parking Restrictions and No Stopping At All Times	Bicycle Parking At All Times	Sustainability	WCC	-1	-\$2,872.16	2,892	N/A	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space. 	<ul style="list-style-type: none"> Remove one P120 parking space and 2 metres of broken yellow lines. Install bike stands. Add Bicycle Parking At All Times restriction. 	Yes – No –
155-22	Waring Taylor Street, Wellington Central	Pukehinau/Lambton General Ward	P120 Parking Restrictions	Bicycle Parking At All Times	Sustainability	WCC	-1	-\$9,969.80	1,831	N/A	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space. 	<ul style="list-style-type: none"> Remove one P120 parking space Install bike stands. Add Bicycle Parking At All Times restriction 	Yes – No –
156-22	Johnston Street, Wellington Central	Pukehinau/Lambton General Ward	P120 Parking Restrictions	Bicycle Parking At All Times	Sustainability	WCC	-1	-\$9,736.37	1,902	N/A	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space. 	<ul style="list-style-type: none"> Remove one P120 parking space Install bike stands. Add Bicycle Parking At All Times restriction 	Yes – No –
157-22	Victoria Street, Wellington Central	Pukehinau/Lambton General Ward	P120 Parking Restrictions and No Stopping At All Times	Bicycle Parking At All Times	Sustainability	WCC	-1	-\$9,814.79	7,560	N/A	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space. 	<ul style="list-style-type: none"> Remove one P120 parking space and 1 metre of broken yellow lines. Install bike stands. Bicycle Parking At All Times restriction 	Yes – No –
158-22	Boulcott Street,	Pukehinau/Lambton General Ward	P120 Parking Restrictions	Bicycle Parking At All Times	Sustainability	WCC	-1	-\$9,932.54	6,925	N/A	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and 	<ul style="list-style-type: none"> Remove one P120 parking space Install bike stands. 	Yes – No –

Traffic Resolutions Summary Table RPC September 2022

Traffic Resolution (R)#	Location	Ward	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
									Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
	Wellington Central										<ul style="list-style-type: none"> reduces the number of bikes locked to poles and other street furniture. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space. 	<ul style="list-style-type: none"> Add Bicycle Parking At All Times restriction 	
159-22	Corner of Ghuznee and Victoria Street, Te Aro	Pukehinau/Lambton General Ward	P120 Parking Restrictions	Bicycle Parking At All Times	Sustainability	WCC	-2	-\$16,842.92	9,642	N/A	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space. 	<ul style="list-style-type: none"> Remove two P120 parking space Install bike stands. Add Bicycle Parking At All Times restriction 	Yes – No –
160-22	College Street, Te Aro	Pukehinau/Lambton General Ward	P120 Parking Restrictions	Bicycle Parking At All Times	Sustainability	WCC	-1	-\$8,278.42	1,938	N/A	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space. 	<ul style="list-style-type: none"> Remove one P120 parking space Install bike stands. Add Bicycle Parking At All Times restriction 	Yes – No –
161-22	Tory Street, Te Aro	Pukehinau/Lambton General Ward	P120 Parking Restrictions	Bicycle Parking At All Times	Sustainability	WCC	-1	-\$5,767.69	8,403	N/A	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space. 	<ul style="list-style-type: none"> Remove one P120 parking space Install bike stands. Add Bicycle Parking At All Times restriction 	Yes – No –
162-22	Level 1 Wellington Railway Station, Pipitea	Pukehinau/Lambton General Ward	P30 Parking Restrictions	Bicycle Parking At All Times	Sustainability	WCC	-7	-\$9,659.81	2,957	N/A	<ul style="list-style-type: none"> Increases the amount of space for e-scooter parking in the inner city and reduces the number of scooters left on footpaths or obstructing pedestrians. 	<ul style="list-style-type: none"> Remove seven P30 parking spaces Add Bicycle Parking At All Times restriction 	Yes – No –

Traffic Resolutions Summary Table RPC September 2022

Traffic Resolution (TR)#	Location	Ward	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
									Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
											<ul style="list-style-type: none"> Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space. 		
163-22	Stout Street, Wellington Central	Pukehinau/Lambton General Ward	P120 Parking Restrictions	Bicycle Parking At All Times	Sustainability	WCC	-2	-\$11,740.93	1,447	N/A	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space. 	<ul style="list-style-type: none"> Remove two P120 parking space Install bike stands. Add Bicycle Parking At All Times restriction 	Yes – No –
171-22	Abel Smith Street, Wellington Central	Pukehinau/Lambton General Ward	P120 Parking Restrictions and No Stopping At All Times	Bicycle Parking At All Times	Sustainability	WCC	-1	-\$6,036.99	2,431	N/A	<ul style="list-style-type: none"> Increases the amount of bike parking in the inner city and reduces the number of bikes locked to poles and other street furniture. Pedestrian impact – no change. However, it does mean we can provide more parking in this area without reducing the amount of footpath space. 	<ul style="list-style-type: none"> Remove one P120 parking space and 2 metres of broken yellow lines. Install bike stands. Add Bicycle Parking At All Times restriction 	Yes – No –

DEVELOPMENT CONTRIBUTIONS REMISSION REQUEST FOR 4 OXFORD TERRACE

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Hātepe | Regulatory Processes Committee is to consider the development contribution remission request for 4 Oxford Terrace (SR487579)

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

Relevant Previous decisions

Operational decision under the Development Contributions Policy 2015-16 (the policy)

Significance

Low public significance as an operational decision affecting one development.

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. The application is for a remission of a \$382,652.71. This remission has not been included in Council's budget forecasts.

Risk

- | | | | |
|---|---------------------------------|-------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> Extreme |
|---|---------------------------------|-------------------------------|----------------------------------|

3. Even though the Policy states a remission or postponement decision made by the Council will not be regarded as creating precedent or expectations, there is certainly a risk that granting a remission or postponement in this instance may result in more charitable / not for profit organisations applying for these

Author	Nicole Tydda, Manager Customer Service and Business Support
Authoriser	Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Pūroro Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Note the provisions at clause 2.6 of the Development Contributions Policy 2015-16 allowing the Council to agree to remit development contributions.
- 3) Review the remission request and consider using their discretion to remit development contributions.
- 4) Decide upon the appropriate level of remission, if any. Recommendations should identify all decisions that are needed.

Whakarāpopoto | Executive Summary

1. In March 2021 the Wellington City Mission ("WCM") applied for a building consent to construct a multi-storey building, comprising of a range of uses all connecting into Council's infrastructure network.
2. The development was assessed for development contributions which amount to \$382,652.71 under the 2015-2016 Development Contributions Policy ("The Policy").
3. In August 2022, WCM applied for a development contribution remission for the full amount citing the purpose and social / community benefits of their new development, Whakamaru.
4. The Policy provides for Council to consider a request for remission of development contributions at its complete discretion under section 2.6.
5. The applicants are asking the committee to consider using their discretion to remit their development contributions.

Takenga mai | Background

6. In March 2021 the WCM applied for a building consent to construct their new facility, Whakamaru.
7. The WCM states that the Whakamaru facility is unique in New Zealand, and they believe it will be transformational for the communities in and around Wellington City. It is being developed with the aspiration of creating a community "where there is no us and them". They believe that Whakamaru and the community services and spaces it contains will deliver a significant social return on investment for decades to come and will enable even greater collaboration between WCM and the Wellington City Council as we look after our people.
8. When it opens in 2024, Whakamaru will offer the following facilities and services to the people of Wellington:

-
- 35 residential apartments providing long-term supported transitional housing and an inclusive intentional community living environment
 - An innovative public café offering community connection and sustenance for all people
 - A social supermarket
 - A chapel or sacred space that will be available 24/7 for people of all faiths and beliefs
 - A volunteer-run commercial laundry facility offering the dignity of hygiene to those that need support
 - Bathroom and shower suites that will be offered as a community facility, including 24-hour access
 - A primary health medical facility
 - A conference venue
 - Community performance, arts, consultation and meeting spaces
 - The offices and community services of the Wellington City Mission, with a number of these services being available to the public 24 hours a day, 7 days a week, 365 days a year
 - Facilities that will offer emergency and civil defence responses as required
9. The full cost of the development is currently \$40 million. To date WCM through its capital campaign, has raised close to \$35 million. This includes funds from central and local government, community trusts, corporate contributions, and significant private funding from individual Wellingtonians.
10. To ensure that the best possible support for the community is delivered from the building when it is operational, WCM is seeking to complete the development without the need for debt funding.
11. Wellington City Council provided a grant of \$500,000 in 2019 from the City Growth Fund.
12. The development was assessed for development contributions which amount to \$382,652.71 under the 2015-2016 Policy.
13. In August 2022 the applicant's applied for a full remission of development contributions based on the purpose and benefits the development.
14. The Policy provides for Council to consider a request for remission of development contributions under section 2.6.

Kōrerorero | Discussion

15. Section 2.6. of The Policy states that The Council may remit development contributions at its complete discretion and that applications made under this part will be considered on their own merits and any previous decisions of the Council will not be regarded as creating precedent or expectations. It also states that Council will only consider its discretion in exceptional circumstances.

-
16. The policy does not define or provide guidance on what an exceptional circumstance is.
 17. Even though remissions should be considered on their own merits and do not set precedents it is helpful to look at what has been granted or declined in the past to get some guidance on this.
 18. Since 2016 there has only been two remission requests based on a developments purpose or benefit to Wellington.
 19. The first was for a new hotel. The owners argued that the development would have an ongoing economic benefit to Wellington. The Committee did not believe that this was reason enough to grant a remission given that it could be argued that most businesses could have an economic benefit to Wellington.
 20. The second applicant for a remission based on its benefits to Wellington was a resident led co-housing development on Adelaide Road. The Committee did grant a partial remission because it considered it to be the first of its kind and they believed it did contribute to a better and more diverse housing outcome for the city.
 21. Not all the services provided for in Whakamaru are the first of their kind, however having them all in one development is unique, which will help the WCM to be available 24/7.
 22. WCM is currently working with Impact Lab to determine the social impacts of three of their services, the social supermarket, the community lounge/café and the transitional housing, which will be offered from Whakamaru. The preliminary results could be made available, if needed, to help make this decision.
 23. Council's Community Services manager believes the transitional housing services and the social supermarket, at Whakamaru, will provide a unique approach to supported housing and it will have a significant impact for Wellington's homeless and key social services.
 24. In lieu of the outcome of the social impact report, Council officers do believe it could be defined as an exceptional case, which would qualify it for a remission.
 25. However, we also need to consider the purpose of development contributions and the effect of a remission on Council's finances.
 26. The purpose of development contributions is to enable territorial authorities to recover from those persons undertaking development a fair, equitable and proportionate share, to cover the costs of capital expenditure necessary to service growth.
 27. Any non-engineering- based remission would transfer the cost of growth infrastructure onto existing ratepayers, who may not benefit directly from the development.
 28. The overwhelming benefit from providing infrastructure for most developments accrues to the applicants. But in this case, this may not be strictly true. It could be argued that the Council and some of Wellington's citizens would also be beneficiaries. Therefore we may wish to consider the cost of development contributions versus the benefits to Wellingtonians and the Council.
 29. The benefits for Council would be that the Whakamaru development aligns with:

- Council's social community outcomes: An inclusive, liveable and resilient city where people and communities can learn, are connected, well housed, safe and healthy; and
 - Council's priority objective: Wellington has affordable, resilient and safe housing – within an inclusive, accessible, connected, and compact city.
30. The cost on remitting the development contributions to Council would be determined by the amount of remission given, which will be passed on to ratepayers.
31. It is important to note that the remission provision was not intended to be used as a mechanism to remit not-for-profit or community group/organisation development contribution costs. The appropriate mechanism, in these cases, would be to apply for Council Grants (if applicable), or through submissions to the Council as part of the Annual Plan process. Therefore, any remission decision should always pass the test of being an exceptional circumstance.
32. It is worth noting that Council has already agreed to provide a \$500k grant from the City Growth Fund to support the development of the 35 additional housing units as part for their facilities at Whakamaru, that will assist individuals and families who are at risk of remaining or falling back into homelessness.
33. The final consideration is to determine if granting a remission is desired and if so, how much it should be.
34. Given that this remission request is not based on the effect the development will have on Council's infrastructure the Committee have to make a non-engineering or judgement based remission decision.

Kōwhiringa | Options

35. The Policy enables the remission of development contributions at the Council's complete discretion and states that these decisions will not be regarded as creating precedent or expectations.
36. Officers believe there are three possibilities.
- The first is to decline the remission request.
 - To remit the development contributions in full.
 - To agree on a partial remittance.
37. Given that officers believe this is a judgement call, we believe the Committee is in the best position to make this decision.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

38. The Development Contribution Policy 2015-16 has been considered, and clause 2.6 enables the Council to grant a remission or postponement of payment at its discretion.

Engagement and Consultation

39. No engagement or consultation is required; the remission and postponement process are part of the current policy

Implications for Māori

40. 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 postponement request.

Financial implications

41. If a remission is given the cost to Council is \$382,652.71 of lost income. This remission has not been included in Council's budget forecasts.

Legal considerations

42. The approach in this report is considered to comply with the policy, and related Local Government Act 2002 provisions.

Risks and mitigations

43. Even though the Policy states a remission or postponement decision made by the Council will not be regarded as creating precedent or expectations, there is certainly a risk that granting a remission or postponement in this instance may result in more charitable / not for profit organisations applying for these.

Disability and accessibility impact

44. There is no disability and accessibility impact.

Climate Change impact and considerations

45. There is no climate change impact or considerations.

Communications Plan

46. There is no communication plan.

Health and Safety Impact considered

47. There is no health and safety impact.

Ngā mahinga e whai ake nei | Next actions

48. Council officers will either charge development contributions or remit them as per the Committees decision.

Attachments

- Attachment 1. Whakamaru Development Contribution Remission Request [↓](#) Page 359



4 August 2022



Pūroro Hātepe Regulatory Processes Committee
Wellington City Council

Nicole Tydda
Manager Customer Service & Business Support

Tena koe Nicole

Application for Whakamaru Development Contribution Remission

Whakamaru is the new development of the Wellington City Mission (WCM) that is underway at 4 Oxford Terrace, Mount Cook, Wellington.

Whakamaru is a facility that will be unique in New Zealand, and we believe will be transformational for the communities in and around Wellington City. It is being developed with the aspiration of creating a community “where there is no us and them”. Whakamaru and the community services and spaces it contains will deliver a significant social return on investment for decades to come and will enable even greater collaboration between WCM and the Wellington City Council as we look after our people.

Whakamaru has been in planning for over 3 years after the purchase of the site in January 2019. Resource and Building Consents for the development have been granted, the previous building onsite has been demolished, and the new building has been commenced by builders Naylor Love. Completion of the building is scheduled for April 2024.

When it opens in 2024, Whakamaru will offer the following facilities and services to the people of Wellington:

- 35 residential apartments providing long-term supported transitional housing and an inclusive intentional community living environment
- An innovative public café offering community connection and sustenance for all people
- A social supermarket
- A chapel or sacred space that will be available 24/7 for people of all faiths and beliefs
- A volunteer-run commercial laundry facility offering the dignity of hygiene to those that need support
- Bathroom and shower suites that will be offered as a community facility, including 24-hour access
- A primary health medical facility
- A conference venue
- Community performance, arts, consultation and meeting spaces
- The offices and community services of the Wellington City Mission, with a number of these services being available to the public 24 hours a day, 7 days a week, 365 days a year
- Facilities that will offer emergency and civil defence responses as required

Empowerment. Transformation. **Fullness of Life.**

The Wellington City Mission | 19 Gordon Place, Newtown, Wellington | PO Box 7477, Newtown, Wellington 6242
T: (04) 245 0900 | E: enquiries@wgtncitymission.org.nz | W: wellingtoncitymission.org.nz

Whakamaru has received significant support from Taranaki Whānui ki te Upoko o te Ika as mana whenua, including the gifting of the building name, Kura Moeahu leading the formal ceremonies relating to the site and the building, and Len Hetet developing the cultural design elements of the building.

The full cost of the development is currently \$40 million. To date WCM through its capital campaign, has raised close to \$35 million. This includes funds from central and local government, community trusts, corporate contributions and significant private funding from individual Wellingtonians. To ensure that the best possible support for the community is delivered from the building when it is operational, WCM is seeking to complete the development without the need for debt funding.

Recognising the significant contribution Whakamaru will make to Wellington, the Wellington City Council provided a capital grant of \$500,000 in 2019.

Since the commencement of the project, consenting fees paid to Wellington City Council total \$125,000. We have recently been advised of the calculated development contributions payable to Wellington City Council for this project. These total \$382,652.71.

WCM is applying to the Pūroro Hātepe Regulatory Processes Committee to have this development contribution of \$382,652.71 remitted/waived in its entirety because of the community purposes and benefits for which this development is being undertaken.

We would be happy to provide any further information that might be required in support of this application, and we would welcome the opportunity to speak to the committee at the meeting scheduled for 7 September 2022.

I look forward to hearing from you.

Ngā mihi nui



Murray Edridge
Wellington City Missioner

Empowerment. Transformation. **Fullness of Life.**

The Wellington City Mission | 19 Gordon Place, Newtown, Wellington | PO Box 7477, Newtown, Wellington 6242
T: (04) 245 0900 | E: enquiries@wgtncitymission.org.nz | W: wellingtoncitymission.org.nz

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:

- 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

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

Relevant Previous decisions

Not applicable.

Financial considerations

- Nil Budgetary provision in Annual Plan / Long-term Plan Unbudgeted \$X

Risk

- Low Medium High Extreme

Author	Leteicha Lowry, 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 | Executive Summary

1. This report lists the dates of previous committee meetings and the items discussed at those meetings.
2. 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).

All actions will be included in the subsequent monthly updates but completed actions will only appear once.

Takenga mai | Background

3. 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.
4. 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

5. Of the 36 resolutions of the Pūroro Hātepe | Regulatory Processes Committee in August 2022:
 - 16 are in progress
 - 20 are complete

59 in progress actions were carried forward from the last action tracking report. Of these:

 - 32 are still in progress
 - 27 have been completed

Further detail is provided in Attachment One.

Attachments

Attachment 1. [Actions Tracking](#)  

Page 363

Date	ID	Committee	Title	Clause number	Clause	Status	Comment
Wednesday, 10 August 2022	389	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	2	Agree to close the following road for this event (as listed below) to vehicles and cyclists including motorised scooters, subject to the conditions listed in the proposed Road Closure Impact Reports: <ul style="list-style-type: none"> Polish Christmas Market Thorndon Fair T20 vs Bangladesh Cricket Wellington Cycle Classic 2023 England Test Cricket Newtown Festival 2023 Sri Lanka Test Cricket 	In progress	
Wednesday, 10 August 2022	390	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	1	Receive the information	Completed	
Wednesday, 10 August 2022	391	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	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 engineers that the amendment is not likely to cause unreasonable impact on traffic.	Completed	
Wednesday, 10 August 2022	392	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	1	Receive the information	Completed	
Wednesday, 10 August 2022	393	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2a	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: a. TR80-22 – Norwich Street, Wadestown – No Stopping At All Times	In progress	Work instructions sent to contractors.
Wednesday, 10 August 2022	394	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2b	TR81-22 – Raroa Road, Kelburn – No Stopping At All Times.	In progress	Work instructions sent to contractors. SR-438678
Wednesday, 10 August 2022	395	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2c	TR82-22 – Salamanca Road, Kelburn – P180 Time limited parking; mobility parking; authorised vehicle parking.	In progress	Work instructions have been sent to the contractors. Waiting for the completion of the works.
Wednesday, 10 August 2022	396	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2d	TR83-22 – Northland Road, Northland – Proposed P60 to P15 time limit.	Completed	
Wednesday, 10 August 2022	397	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2e	TR84-22 – Glanmire Road, Newlands – Proposed No Stopping At All Times	Completed	
Wednesday, 10 August 2022	398	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2f	TR85-22 – Rintoul Street, Newtown – P5 Time restricted changes.	In progress	Work instructions were sent to the contractor. Expected completion: September 2022.
Wednesday, 10 August 2022	399	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2g	TR87-22 – Rintoul Street, Newtown – Proposed P10 pick up and drop off parking spaces.	In progress	Work instructions were sent to the contractor. Waiting for the installation.
Wednesday, 10 August 2022	400	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2h	TR88-22 – Lyall Parade, Lyall Bay – No Stopping At All Times.	Completed	
Wednesday, 10 August 2022	401	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2i	TR90-22 – Hania Street, Mount Victoria – Coupon Parking to P10 (limited times) with Coupon parking at other times.	In progress	Work instructions were sent to the contractor. SR-442333
Wednesday, 10 August 2022	402	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2j	TR91-22 – Avon Street and Melbourne Road, Island Bay – Stop control intersection.	In progress	Work instructions were sent to the contractor. SR-442291
Wednesday, 10 August 2022	403	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2k	TR92-22 – Tasman Street, Mt Cook – No Stopping At All Times.	Completed	
Wednesday, 10 August 2022	404	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2l	TR93-22 – Oriel Avenue, Tawa – Proposed broken yellow lines and pedestrian refuge island.	Completed	
Wednesday, 10 August 2022	405	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2m	TR94-22 – Harrold Street, Highbury – Proposed broken yellow lines.	Completed	

Date	ID	Committee	Title	Clause number	Clause	Status	Comment
Wednesday, 10 August 2022	406	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2n	TR122-22 – Chaytor Street, Karori – Bus Lane.	Completed	
Wednesday, 10 August 2022	407	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2o	TR123-22 – Gavaskar Place, Khandallah – No Stopping At All Times.	Completed	
Wednesday, 10 August 2022	408	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2p	TR124-22 – Victoria Street, Te Aro – Authorised vehicles only, At All Times.	In progress	The work instructions were sent to the contractor
Wednesday, 10 August 2022	409	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2q	TR125-22 – Bolton Street and The Terrace, Wellington central – Give Way control intersection.	In progress	Work instructions were sent to the contractor. SR-442312
Wednesday, 10 August 2022	410	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2r	TR126-22 – Havelock Street, Morningson – No Stopping At All Times.	In progress	The plans were sent to the contractor. Waiting for the installation.
Wednesday, 10 August 2022	411	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2s	TR127-22 – Cockayne Road, Khandallah – Mobility parking.	In progress	Work instructions were sent to the contractors. Waiting for installation
Wednesday, 10 August 2022	412	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2t	TR128-22 – Coutts Street, Rongotai – Proposed parking time restriction change.	Completed	
Wednesday, 10 August 2022	413	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2u	TR129-22 – Omar Street, Khandallah – Proposed No Stopping At All Times.	Completed	
Wednesday, 10 August 2022	414	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2v	TR131-22 – Aitken Street, Pipitea – Proposed P5 Loading zone.	In progress	Completion is pending. The P5 will be installed with the completion of the new Archives building
Wednesday, 10 August 2022	415	Pūroro Hātepe Regulatory Processes Committee	2.3 Development Contributions Remission Request for 65 Spenmoor Street	1	Receive the information	Completed	
Wednesday, 10 August 2022	416	Pūroro Hātepe Regulatory Processes Committee	2.3 Development Contributions Remission Request for 65 Spenmoor Street	2	Note that provisions at clause 2.6 of the Development Contributions Policy 2015-16 allow the Council to agree to remit or postpone payment of development contributions.	Completed	
Wednesday, 10 August 2022	417	Pūroro Hātepe Regulatory Processes Committee	2.3 Development Contributions Remission Request for 65 Spenmoor Street	3	Agree to decline the remission request for 65 Spenmoor Street.	Completed	
Wednesday, 10 August 2022	418	Pūroro Hātepe Regulatory Processes Committee	2.3 Development Contributions Remission Request for 65 Spenmoor Street	4	Agree to postpone development contributions for 2 years (from invoice date), allowing for the release of the code compliance certificate for service request number SR496218 prior to development contributions being paid.	In progress	
Wednesday, 10 August 2022	419	Pūroro Hātepe Regulatory Processes Committee	2.3 Development Contributions Remission Request for 65 Spenmoor Street	5	Agree to this postponement and release of the code compliance certificate on the understanding that if development contributions are not paid within 2 years, Council Officers will endeavour to secure an encumbrance registered on the relevant title.	In progress	
Wednesday, 10 August 2022	420	Pūroro Hātepe Regulatory Processes Committee	2.4 Proposed Road Stopping - Land Adjoining 28 Hapua Street, Hataitai	1	Receive the information	Completed	
Wednesday, 10 August 2022	421	Pūroro Hātepe Regulatory Processes Committee	2.4 Proposed Road Stopping - Land Adjoining 28 Hapua Street, Hataitai	2	2j recommend to council that it: a. Declare the approximately 25m2 (subject to survey) of unformed legal road land in Hapua Street (the Land), adjoining 28 Hapua Street (being Lot 1 DP 449440, held on ROT 569671), is not required for a public work and is surplus to Council's operational requirements. b. Agree to dispose of the Land. c. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matter, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale of exchange, imposing any	In progress	

Date	ID	Committee	Title	Clause number	Clause	Status	Comment
Wednesday, 10 August 2022	422	Pūroro Hātepe Regulatory Processes Committee	2.4 Proposed Road Stopping - Land Adjoining 28 Hapua Street, Hataitai	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.	Completed	
Wednesday, 10 August 2022	423	Pūroro Hātepe Regulatory Processes Committee	2.5 Forward Programme	1	Receive the information.	Completed	
Wednesday, 10 August 2022	424	Pūroro Hātepe Regulatory Processes Committee	2.6 Actions Tracking	1	Receive the information.	Completed	
Tuesday, 8 June 2021	429	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions - Implementation of Annual Plan/Long Term Plan Committee Decisions	2g	Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Committee Consolidated Bylaw 2008: TR72-21 Oriental Parade, Wellington – Convert coupon parking to P10hrs metered parking	Completed	
Tuesday, 8 June 2021	430	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions - Implementation of Annual Plan/Long Term Plan Committee Decisions	2k	Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Committee Consolidated Bylaw 2008: 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	431	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	554	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 Committee Consolidated Bylaw 2008	In progress	
Wednesday, 11 August 2021	555	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 Committee Consolidated Bylaw 2008	In progress	
Wednesday, 11 August 2021	556	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2b	TR84-21 Ohio Road, Todman Street, Cleveland Street Intersection, Brooklyn – Signal improvements; various parking changes (Amended)	In progress	[on hold] This intersection is being upgraded. Changes to be made as part of the upgrade
Wednesday, 11 August 2021	557	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	3	Agree to amend Schedule A (Time limited) for TR84-21 Ohio 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	See comment for line 556.

Date	ID	Committee	Title	Clause number	Clause	Status	Comment
Wednesday, 8 September 2021	558	Pūroro Hātepe Regulatory Processes Committee	2.4 One new lease subject to the Reserves Act 1977 to Polo Ground Community and Sports Centre Inc.	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: 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 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") 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 Committee and the Society	In progress	The lease won't be executed until the refurbishment is done.
Thursday, 8 September 2022	559	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, 10 November 2021	560	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	4	Note that the committee recommends that Garden Road is a high priority for an area based parking review and possible new residents parking scheme. Recommend to committee that it:	In progress	
Wednesday, 10 November 2021	561	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Stopping and Land Exchange - Adjoining 3 Short Street, Vogeltown.	2	a. Declare the approximately 40m2 (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 Committee's operational requirements. b. Agree to dispose of the Land by sale or partial exchange for approximately 3m2 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	In progress	Still in the survey/draft legal agreement stage.
Wednesday, 9 February 2022	562	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	2d	TR05-22 Bay Road, Kilbirnie – Relocation of mobility parking, new loading zone	In progress	On-hold. With urban designers undertake civil works.
Wednesday, 9 February 2022	563	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	2n	TR16-22 Harris Street, Willeston Street, Johnston Street, Customhouse Quay and Jervois Quay – Removal of metered and car share parking	In progress	Advised LGWM that the TR has been approved. Being installed with the new pedestrian crossing upgrades
Wednesday, 9 February 2022	564	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	2p	TR18-22 Drummond Street, Mount Cook – Car share parking spaces	In progress	The proposal will be installed with the Newton-City cycleway project.

Date	ID	Committee	Title	Clause number	Clause	Status	Comment
Wednesday, 9 February 2022	565	Pūroro Hātepe Regulatory Processes Committee	2.3 New licence for Northern Community Gardens Incorporated at Jay Street Reserve, Paparangi	4	Note that the approval of new licences on reserve land are conditional on: a. Public notification as required by the Leases Policy for Community and Recreation Groups, and b. No sustained objections resulting from the above notification.	In progress	Public consultation has commenced and will be completed 9/9/2022.
Wednesday, 13 April 2022	566	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	2	Agree to close the following road for this event (as listed below) to vehicles and cyclists only, subject to the conditions listed in the proposed Road Closure Impact Reports. Vosseler Shield Saturday 28 May 2022 10.00am to 5.00pm. Alexandra Road (Northside of SPCA entrance way to the intersection of Lookout and Alexandra Road) Gazley Volkswagen Wellington Marathon Sunday 19th June 2022 6.00am to 1.00pm Seaward Lane Closures: 2 Lanes – Westpac stadium traffic lights, south along Waterloo Quay, Custom House Quay, Jervois Quay to start of Cable Street. Two lanes will be closed between 6.00 am to 10.00 am,	Completed	Vosseler Shield is completed, Gazley Volkswagen Wellington Marathon is complete, the rest of the events listed are still in progress.
Wednesday, 13 April 2022	567	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	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 no likely to cause unreasonable impact on traffic.	Completed	
Wednesday, 13 April 2022	568	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2g	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: g) TR30-22 Evesham Place, Newlands – No Stopping At All Times	Completed	
Wednesday, 13 April 2022	569	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2h	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: h) TR32-22 Bowen Street, Wellington Central – Convert P10 park to P180 Mobility Park	Completed	
Wednesday, 13 April 2022	570	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2j	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: j) TR34-22 Grass Street, Oriental Bay – New Resident Parking area	Completed	
Wednesday, 13 April 2022	571	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2n	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: n) TR38-22 Medway Street Island Bay Bus stop 6960 extension	In progress	Instructions sent to contractors (waiting installation)
Wednesday, 13 April 2022	572	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2o	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: o) TR39-22 Middleton Road Johnsonville Bus Stop 3200 relocation	In progress	Instructions sent to contractors (waiting installation)
Wednesday, 13 April 2022	573	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2p	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: p) TR40-22 Onepu Road Lyall Bay Relocation of Bus Stop 6330	In progress	Instructions sent to contractors (waiting installation)

Date	ID	Committee	Title	Clause number	Clause	Status	Comment
Wednesday, 13 April 2022	574	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2q	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: q) TR41-22 Quebec Street Kingston Extension and confirmation of Bus Stop 6730 6733 7730	In progress	Instructions sent to contractors (waiting installation)
Wednesday, 13 April 2022	575	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2r	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: r) TR43-22 Willis Street, Te Aro – Clearway	Completed	
Wednesday, 13 April 2022	576	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2s	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: s) TR45-22 Waiapu Road, Kelburn – Resident's Parking Spaces	Completed	
Wednesday, 13 April 2022	577	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2t	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: t) TR46-22 Ohariu Road, Johnsonville – No Stopping At All Times	Completed	
Wednesday, 13 April 2022	578	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2u	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: u) TR47-22 Rintoul Street, Newtown – P60 Mobility parking	Completed	
Wednesday, 13 April 2022	579	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	2w	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: w) TR49-22 Thane Road, Roseneath – No Stopping At All Times	In progress	Instructions sent to contractors (waiting installation)
Wednesday, 4 May 2022	580	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	2	Agree to close the following road for this event (as Listed below) to vehicles and cyclists including motorised scooters, subject to the conditions listed in the proposed Road Closure Impact Reports. •Beers at the Basin •Tawa Christmas Parade	In progress	
Wednesday, 4 May 2022	581	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	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 Engineers that the amendment is not likely to cause unreasonable impact on traffic.	Completed	
Wednesday, 8 June 2022	582	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Closures	2a	Agree to close the following road for this event (as listed below) to vehicles and cyclists including motorised scooters, subject to the conditions listed in the proposed Road Closure Impact Reports. a. Kilbirnie Christmas Parade	In progress	
Wednesday, 8 June 2022	583	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Closures	2b	Johnsonville Christmas Parade	In progress	
Wednesday, 8 June 2022	584	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Closures	2c	Shelly Bay Sealed Sprint	In progress	
Wednesday, 8 June 2022	585	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Closures	2d	A Very Welly Christmas	In progress	
Wednesday, 8 June 2022	586	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Closures	2e	Alexandra Hill Climb	In progress	
Wednesday, 8 June 2022	587	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Closures	2f	Cuba Dupa 2023	In progress	

Date	ID	Committee	Title	Clause number	Clause	Status	Comment
Wednesday, 8 June 2022	588	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed 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 Engineers that the amendment is not likely to cause unreasonable impact on traffic.	In progress	
Wednesday, 8 June 2022	589	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2a	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: a. TR50-22 Donald Street, Karori – School Bus Stop time limit change	Completed	
Wednesday, 8 June 2022	590	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2b	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: b. TR51-22 Station Road, Khandallah – No Stopping At All Times	Completed	
Wednesday, 8 June 2022	591	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2c	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: c. TR52-22 Tinakori Road, Thorndon - No Stopping At All Times	Completed	
Wednesday, 8 June 2022	592	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2d	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: d. TR53-22 Ganges Road, Khandallah - Time Restricted change to Loading zone Parking	Completed	
Wednesday, 8 June 2022	593	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2g	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: g. TR57-22 Braemar Terrace, Johnsonville – No Stopping At All Times	Completed	
Wednesday, 8 June 2022	594	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2h	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: h. TR58-22 Chaffers Street, Te Aro – Bus layover parking	In progress	
Wednesday, 8 June 2022	595	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2i	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: i. TR62-22 View Road, Houghton Bay – No Stopping At All Times	Completed	
Wednesday, 8 June 2022	596	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2j	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: j. TR63-22 Highbury Road, Highbury – No Stopping At All Times	Completed	
Wednesday, 8 June 2022	597	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2k	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: k. TR64-22 Wade Street, Wadestown - No Stopping At All Times (Amended)	In progress	During consultation, the majority of consultees disagree with the proposal. To be deleted
Wednesday, 8 June 2022	598	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2m	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: m. TR66-22 Karepa Street, Brooklyn – No Stopping At All Times	Completed	

Date	ID	Committee	Title	Clause number	Clause	Status	Comment
Wednesday, 8 June 2022	599	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2n	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: n. TR67-22 – Kellsmere Crescent, Island Bay – No Stopping At All Times	Completed	
Wednesday, 8 June 2022	600	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2o	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: o. TR68-22 Kelburn Parade, Kelburn – Bus Stop #4915 relocation	In progress	[on hold] Waiting for the construction of the University building
Wednesday, 8 June 2022	601	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2q	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: q. TR70-22 Marine Parade, Seatoun - No Stopping At All Times	Completed	
Wednesday, 8 June 2022	602	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2r	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: r. TR71-22 Chesterton Street– No Stopping At All Times	Completed	
Wednesday, 8 June 2022	603	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2t	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: t. TR73-22 The Terrace, Wellington Central – Metered Mobility Parks	Completed	Road markings installed, awaiting signage and new kerb ramp
Wednesday, 8 June 2022	604	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2u	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: u. TR74-22 Wakefield Street, Te Aro – Metered Mobility Parks	In progress	Being installed with the new Takina convention centre changes
Wednesday, 8 June 2022	605	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2v	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: v. TR075-22 Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces; Remove one P120 parking space	Completed	
Wednesday, 8 June 2022	606	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2w	w. TR77-22 Newtown Avenue, Newtown – Loading Zone	Completed	
Wednesday, 8 June 2022	607	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	2x	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: x. TR78-22 Rembrandt Avenue, Tawa – No Stopping At All Times	Completed	
Wednesday, 8 June 2022	608	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	3	Defer TR56-22 Wellington Central – Increase in metered parking time and TR69-22 Barnett Street Carpark to the Finance and Performance Committee of 16 June 2022.	In progress	
Wednesday, 8 June 2022	609	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	4	Agree that TR075-22 Frankmoore Avenue, Johnsonville is carried out without loss of car parking, while still meeting accessibility standards, noting that if measurements cannot be achieved on site the removal of one P120 parking space will be implemented.	Completed	