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

Time: 9:30am  
Date: Wednesday, 14 December 2022  
Venue: Ngake (16.09)  
**Level 16, Tahiwi  
113 The Terrace  
Wellington**

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**MEMBERSHIP**

Mayor Whanau  
Councillor Abdurahman  
Councillor Calvert  
Councillor Free (Chair)  
Pouiwi Holden Hohaia  
Pouiwi Liz Kelly  
Councillor McNulty (Deputy Chair)  
Councillor Paul

**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](mailto:public.participation@wcc.govt.nz) or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.*

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## **AREA OF FOCUS**

The Koata Hātepe | Regulatory Processes Committee has responsibility for:

- 1) Naming places in accordance with the naming policy, except for regionally significant decisions.
- 2) Development contribution remissions.
- 3) Leases, licences, and easements.
- 4) Objections to classifications under the Dog Control Act 1996.
- 5) Suburb boundaries.
- 6) Traffic resolutions.
- 7) Temporary road closures.
- 8) Road stopping.
- 9) Approving the list of Resource Management Act commissioners and the associated appointment guidelines.

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

**Quorum:** 4 members



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## 1. Meeting Conduct

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### 1.1 Karakia

The Chairperson will open the meeting with a karakia.

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 1 December 2022 will be put to the Koata 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 Koata 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 Koata Hātepe | Regulatory Processes Committee.

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

## **1.6 Public Participation**

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

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



## 2. General Business

### PROPOSED ROAD CLOSURES

#### Kōrero taunaki | Summary of considerations

##### Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee.

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

Aligns with the following strategies and priority areas:

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

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

##### Relevant Previous decisions

##### Significance

The decision is low significance in accordance with schedule 1 of the Council's Significance and Engagement Policy.

##### Financial considerations

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

##### Risk

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

Author	Maria Taumaa, Street Activities Coordinator
Authoriser	Sean Woodcock, Customer, Compliance and Business Service Manager Siobhan Procter, Chief Infrastructure Officer



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## **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion

That Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 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:
  - **Island Bay Festival Sunday 12 February 2023**
  - **Round the Bays Sunday 19 February 2023**
- 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 amended is not likely to cause unreasonable impact on traffic.

## **Whakarāpopoto | Executive Summary**

### **2. Proposed Road Closures**

Island Bay Festival Sunday 12 February 2023 6am to 6pm

Reef Street (between The Esplanade and The Parade)

The Esplanade (between Derwent St and Brighton Street)

Island Bay Festival Parade

Rolling Lane Closures Sunday 12 February 2023 10.30am to 11.15am

Avon Street (The Parade then into Reef Street)

### **Round the Bays Sunday 19 February 2023**

Road Closure 6.30am to 12 noon.

Cable Street (Between Jervois Quay and Oriental Parade – except for the right-hand lane which will be open from Chaffers Street to Kent Terrace) 7.00am to 11.00am

The right-hand lane is to remain open allowing traffic from Chaffers New World to turn right into Kent Terrace

Oriental Parade (all of Oriental Parade 7.15am to 11.00am

Evans Bay Parade (Between Cobham Drive and Kilbirnie Crescent 7.15am to 12noon)

Wellington Road (one way east between Crawford Road and Ruahine Street from 7.15am to 12 noon)

Shelly Bay Road (all of Shelly Bay Road from 7.30am to 12noon)

Massey Road (between Shelly Road and approximately Point Gordon from 7.30am to 12 noon)

All arterial roads joining Evans Bay Parade closed 7.15am to 12noon

Hataitai– Taurima Street and Goa Street – No entry into Hataitai from 7.15am to 11.30am Traffic can exit from Hataitai

Kilbirnie Crescent/Hamilton Road/Wellington Road

Intersection to Evans Bay Parade/Cobham Drive Wellington Road intersection road closure from 7.15am to 12.30pm (northbound) 7.15am to 11.30am (southbound)



## **Takenga mai | Background**

3. 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.
4. The authority to approve request for road closures is made under Schedule 10, clause 11e, of the Local Government Act 1974 and the Transport vehicular Traffic Road closure regulation 1965. This authority is delegated to the Regulatory Processes Committee.
5. This report has been prepared in accordance with the procedures that were approved by the committee on 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 assesss 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.
6. A Council officer notifies the event orgnaiser of the committee's decision

## **Kōrerorero | Discussion**

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

## **Kōwhiringa | Options**

8. 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**

9. 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**

10. Members of the public have been advised of the road closures and informed of their right to object.
11. 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
12. 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.
  13. 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.
  14. 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., Roding, Wreda & Communications

15. Any correspondence received in response to the proposed closure has been included in the attached impact report.

### **Implications for Māori**

16. There are no Te Tiriti O Waitangi implications

### **Financial implications**

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

### **Legal considerations**

18. nil

### **Risks and mitigations**

19. All safety risks for the road closures are managed by way of the Traffic Management plan.

### **Disability and accessibility impact**

20. 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**

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

### **Communications Plan**

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

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

23. 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**

24. If the proposed road closures are approved the event organisers will issue further communications advising of the approved closures via social media, implement 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.



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**Attachments**

Attachment 1.	Island Bay Festival Impact	Page 13
Attachment 2.	Island Bay Festival Advert	Page 16
Attachment 3.	Island bay Map	Page 17
Attachment 4.	Round The Bays Impact	Page 18
Attachment 5.	Round the Bays Advert	Page 22
Attachment 6.	Round the Bays Map	Page 23

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# Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 14 December 2022 to consider the following temporary road closure for Events.

## **Island Bay Festival Sunday 12 February 2023**

6am to 6pm Road Closure

Reef Street (between the Esplanade and the parade)

The Esplanade (between Derwent Street and Brighton Street)

Island Bay Festival Parade

Rolling Lane closures Sunday 12 February 2023

10.30am to 11.15am

Avon Street (The parade then into Reef Street)

## **Newtown Festival - Side Street Showcase**

Back up alternative to the full Newtown Festival

Saturday 4 March 2023 to Sunday 5 March 2023 9am to 10pm

Or

Saturday 1 April 2023 to Sunday 2 April 2023 9am to 10.00pm

Celebrate Matariki

Road closure

Friday 14 July 2023 to Sunday 16 July 2023 9am to 8.30pm

Emmett Street (all of Emmett Street)

Wilson Street (from no. 5, not including their driveway)

including off street public carpark.

Note: During this Wilson Street Closure the open segment of this block of Wilson Street to Daniell Street becomes two-way as it does on Newtown Festival Day

Newtown Avenue (from no. 15 to no. 23 inclusive)

Donald Mclean Laneway (at Donald Mclean Street)

Gordon Place (from no. 7 to North end of Gordon Place)

## **Round the Bays Sunday 19 February 2023**

Road Closure 6.30am to 12 noon

Cable Street (Between Jervois Quay and Oriental Parade

- except for the right hand lane which will be open from

Chaffers Street to Kent Terrace) 7.00am to 11.00am

The right hand lane is to remain open allowing traffic from

Chaffers New World to turn right into Kent Terrace

Oriental Parade (all of Oriental Parade 7.15am to 11.00am

Evans Bay Parade (Between Cobham Drive and Kilbirnie Crescent

7.15am to 12 noon)

Wellington Road (one way east between Crawford Road and

Ruahine Street from 7.15am to 12 noon)

Shelly Bay Road (all of Shelly Bay Road from 7.30am to 12noon)

Massey Road (between Shelly Road and Scorching Bay toilets

from 7.30am to 12 noon)

All arterial roads joining Evans Bay Parade closed 7.15am to 12noon

Hataitai - Taurima Street and Goa Street - No entry into Hataitai

from 7.15am to 11.30am. Traffic can exit from Hataitai.

Kilbirnie Crescent/Hamilton Road/Wellington Road

Intersection to Evans Bay Parade/Cobham Drive

Wellington Road intersection road closure from

7.15am to 12.30pm (northbound) 7.15am to 11.30am (southbound)

Any person objecting to a proposed road closure must

contact the City Council in writing before 4pm,

Friday 2 December 2022. Please send correspondence to

Street Activities at mailing address PO Box 2199 Wellington or

by email [Street.activities@wcc.govt.nz](mailto:Street.activities@wcc.govt.nz)

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

Wellington City Council

PO Box 2199, Wellington 6140

[Wellington.govt.nz](http://Wellington.govt.nz)

**Absolutely Positively  
Wellington City Council**

He Hōu Ki Pōhaka



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## PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

*ISLAND BAY FESTIVAL*  
*SUNDAY 12 FEBRUARY 2023 6AM TO 6PM*

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### 1. Description of Event

The Island Bay Enhancement Trust has successfully run festival events in Island Bay for more than 28 years. The festival programme is planned to span seven days, with two major events in the programme being the Day in the Bay and the Festival Parade.

**The proposed road closures to vehicles and cyclists, are as follows: Island Bay Festival: Sunday 12 February 2023 6am to 6pm.**

- Reef Street (between the Esplanade and the Parade)
- The Esplanade (between Derwent Street and Brighton Street)

#### **Island Bay Festival Parade**

- Rolling Lane closures Sunday 12 February 2023 10.30am to 11.15am
- Avon Street (The parade then into Reef Street)

Please refer to the map attachment for further detail.

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

### Climate Change

- For some years the Island Bay Festival has attempted to minimise its environmental impact. In practical terms this means that after each Festival organisers try to ensure nothing is left to show it ever occurred. If anything had to be changed to accommodate the events, then it is returned to its original state afterwards.
- Waste management is a key part of the organiser's strategy. In recent years the organisers have contracted a specialised waste management business and have focussed on sourcing volunteers to man a series of bin stations. The contractor has been working with food vendors to ensure all plates, cutlery is compostable or recyclable. As a result, the volume of actual waste has been slowly dropping in recent.

### 2. Events Directorate Support

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



## 3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 19 November 2022
- Social Media, Thursday 24 November 2022
- Twitter, Thursday 24 November 2022
- Facebook, 24 November 2022
- Have your say, 24 November 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 6.00am to 6.00pm on Sunday 12 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.



# REGULATORY PROCESSES COMMITTEE

- 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





Event Name: Island Bay Festival      From: 12/02/2023 6:00:00 am      Until: 12/02/2023 6:00:00 pm  
Event Type: Road Closure  
Event Details: Rolling Lane Closure Saturday 12 February for the parade to start 10.30am - 11.15am Avon St (The parade into Reef St)



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## PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

*ROUND THE BAYS 2023*  
*SUNDAY 19 FEBRUARY 2023 6.30AM TO 12 NOON*

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### 1. Description of Event

Nuku Ora (Sport Wellington) has applied to hold the Annual Wellington Round the Bays Fun Run and Half marathon. The proposed event is the similar to 2020 event with the change being – starting at Waitangi Park and finishing at Kilbirnie Park. It also includes a half-marathon event to Scorching Bay, which returns to finish at Kilbirnie Park. The whole event is strongly supported by more than 10,000 people each year, with broad cross section of the community running and walking the course.

**The proposed road closures to vehicles and cyclists, are as follows: Round the Bays 2023: Sunday 19 February 2023 6.30am to 12 Noon**

- Cable Street (Between Jervois Quay and Oriental Parade – except for the right-hand lane which will
- Be open from Chafers Street to Kent Terrace) 7.00am to 11.00am
- The right-hand land is to remain open allowing traffic from Chaffers New World to turn right into Kent Terrace
- Oriental Parade (all Oriental Parade 7.15am to 11.00am
- Evans Bay Parade (Between Cobham Drive and Kilbirnie Crescent 7.15am to 12noon)
- Wellington Road (one way east between Crawford Road and Ruahine Street from 7.15am to 12 noon)
- Shelly Bay Road (all of Shelly Bay Road from 7.30am to 12noon)
- Massey road (between Shelly Road and approximately Point Gordon from 7.30am to 12 noon)
- All arterial roads joining Evans Bay Parade closed 7.15am to 12noon
- Hataitai– Taurima Street and Goa Street – No entry into Hataitai from 7.15am to 11.30am Traffic can exit from Hataitai
- Kilbirnie Crescent / Hamilton Road / Wellington Road
- Intersection to Evans Bay Parade / Cobham Drive / Wellington Road intersection road closure from 7.15am to 12.30pm (northbound) 7.15am to 11.30am (southbound)

In addition, State Highway 1, Cobham Drive from the Wellington Road and Hamilton Road intersection to Troy Street Roundabout will be closed from 7.15am to 11.30am.

Arterial roads adjoining Oriental Parade and Evans Bay Parade will be affected by these closures, as well intersections adjoining the State Highway along Ruahine Street at Taurima Street and Goa Street. Alternative entry routes to Hataitai will be provided at the Hamilton and Wellington Road Moxham Avenue intersection and via Roseneath and Mt Victoria. Traffic will still be able to exit Hataitai.



The Street closures affecting the State Highway will require separate approval from NZTA.

As in previous years, the closure will remain in place for the minimum duration, with the roads being opened at the earliest, and safest opportunity.

There will be areas designated as “No Stopping” to assist with line set-up and the diverted traffic flow around Kilbirnie Park and general Kilbirnie area. Notifications signs will be placed at points along the proposed closures at least one week prior to the event advising of the road closures and the parking restrictions.

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**

Now in its 44th year, Wellington Round the Bays is one of Aotearoa’s largest and most iconic participatory events.

Sustainability and waste minimisation have been key areas of focus for the event over the last few years. As organisers of the event, Nuku Ora have pledged to make Wellington Round the Bays waste free by 2025. Steps that have been taken to achieve this goal include:

- Utilising reusable cups (made from recycled materials) for all water station on course, eliminating over 30,000 single use cups from the waste stream
- All official event vehicles have been hybrid or electric since 2019
- Official event merchandise t-shirts are made from recycled plastic
- Event medals are made from recycled metal
- Nuku Ora have purchased reusable cups (made from recycled materials) to replace 15,000 plastic bottles at the finish line
- A comprehensive recycling and composting system are in place at the event, to ensure only a minimal amount of waste ends up in landfill

Nuku Ora’s efforts in sustainability have been recognised at various awards, including winning the Most “Sustainable Business Initiative” category at the 2020 Keep NZ Beautiful Awards.

## **2. Events Directorate Support**

The Events team is across this event and no objection to this event.

## **3. Proposal Notice and Consultation**

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

- Dominion Post, Saturday 19 November 2022
- Social Media, Thursday 24 November 2022
- Twitter, Thursday 24 November 2022
- Facebook, 24 November 2022
- Have your say, 24 November 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 6.30am to 12noon on Sunday 19<sup>th</sup> 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.
- 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

- 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



## Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 14 December 2022 to consider the following temporary road closure for Events.

### Island Bay Festival Sunday 12 February 2023

6am to 6pm Road Closure

Reef Street (between the Esplanade and the parade)

The Esplanade (between Derwent Street and Brighton Street)

Island Bay Festival Parade

Rolling Lane closures Sunday 12 February 2023

10.30am to 11.15am

Avon Street (The parade then into Reef Street)

### Newtown Festival - Side Street Showcase

Back up alternative to the full Newtown Festival

Saturday 4 March 2023 to Sunday 5 March 2023 9am to 10pm

Or

Saturday 1 April 2023 to Sunday 2 April 2023 9am to 10.00pm

Celebrate Matariki

Road closure

Friday 14 July 2023 to Sunday 16 July 2023 9am to 8.30pm

Emmett Street (all of Emmett Street)

Wilson Street (from no. 5, not including their driveway)

including off street public carpark.

Note: During this Wilson Street Closure the open segment of this block of Wilson Street to Daniell Street becomes two-way as it does on Newtown Festival Day

Newtown Avenue (from no. 15 to no. 23 inclusive)

Donald McLean Laneway (at Donald McLean Street)

Gordon Place (from no. 7 to North end of Gordon Place)

### Round the Bays Sunday 19 February 2023

Road Closure 6.30am to 12 noon

Cable Street (Between Jervois Quay and Oriental Parade

- except for the right hand lane which will be open from

Chaffers Street to Kent Terrace) 7.00am to 11.00am

The right hand lane is to remain open allowing traffic from

Chaffers New World to turn right into Kent Terrace

Oriental Parade (all of Oriental Parade 7.15am to 11.00am

Evans Bay Parade (Between Cobham Drive and Kilbirnie Crescent

7.15am to 12 noon)

Wellington Road (one way east between Crawford Road and

Ruahine Street from 7.15am to 12 noon)

Shelly Bay Road (all of Shelly Bay Road from 7.30am to 12noon)

Massey Road (between Shelly Road and Scorching Bay toilets

from 7.30am to 12 noon)

All arterial roads joining Evans Bay Parade closed 7.15am to 12noon

Hataitai - Taurima Street and Goa Street - No entry into Hataitai

from 7.15am to 11.30am. Traffic can exit from Hataitai.

Kilbirnie Crescent/Hamilton Road/Wellington Road

Intersection to Evans Bay Parade/Cobham Drive

Wellington Road intersection road closure from

7.15am to 12.30pm (northbound) 7.15am to 11.30am (southbound)

Any person objecting to a proposed road closure must

contact the City Council in writing before 4pm,

Friday 2 December 2022. Please send correspondence to

Street Activities at mailing address PO Box 2199 Wellington or

by email [Street.activities@wcc.govt.nz](mailto:Street.activities@wcc.govt.nz)

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

Wellington City Council

PO Box 2199, Wellington 6140

[Wellington.govt.nz](http://Wellington.govt.nz)

**Absolutely Positively  
Wellington City Council**

We make it so





Event Name: Island Bay Festival      From: 12/02/2023 6:00:00 am      Until: 12/02/2023 6:00:00 pm  
Event Type: Road Closure  
Event Details: Rolling Lane Closure Saturday 12 February for the parade to start 10.30am - 11.15am Avon St (The parade into Reef St)







## NEW GROUND LEASE FOR VICTORIA BOWLING CLUB

### Kōrero taunaki | Summary of considerations

#### Purpose

1. This paper reports back on the outcome of public consultation for a new lease for Victoria Bowling Club Incorporated. The paper requests that Koata Hātepe | Regulatory Processes Committee recommends that Te Kaunihera o Pōneke | Council approve the new lease.

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

Aligns with the following strategies and priority areas:

- |  |   |
|--|---|
| <b>Strategic alignment with priority objective areas from Long-term Plan 2021–2031</b> | <input type="checkbox"/> Sustainable, natural eco city                                      |
|  | <input 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 type="checkbox"/> Functioning, resilient and reliable three waters infrastructure    |
|  | <input type="checkbox"/> Affordable, resilient and safe place to live                       |
|  | <input type="checkbox"/> Safe, resilient and reliable core transport infrastructure network |
|  | <input checked="" 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

On 2 June 2022, Pūroro Rangaranga | Social, Cultural, and Economic Committee approved officers commence public consultation on a new lease for Victoria Bowling Club.

#### Significance

The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

#### Financial considerations

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

2. There are no significant financial implications for Council. Costs for public consultation are met by the lessee per Council policy.

#### Risk

- |   |                                 |                               |                                  |
|---|---------------------------------|-------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> Extreme |
|---|---------------------------------|-------------------------------|----------------------------------|
3. This proposal is rated as low risk on the Council's risk framework.

Authors	Annelise Bos, Community Recreation Leases Advisor Sanjay Patel, Sports and Clubs Partnership Lead
Authoriser	Paul Andrews, Manager Parks, Sports & Rec Kym Fell, Chief Customer and Community Officer



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## **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion

That Koata Hātepe | Regulatory Processes Committee:

1. Receive the information; and
2. Recommend that Te Kaunihera o Pōneke | Council approve a new lease pursuant to the Wellington Town Belt Act 2016 for Victoria Bowling Club Incorporated for a 10-year term with a further renewal term of 10 years.

## **Whakarāpopoto | Executive Summary**

4. Prior to the election, officers presented to Pūroro Rangaranga | Social, Cultural, and Economic Committee regarding a new ground lease for Victoria Bowling Club ('the Club'). The Club has leased the land at 125 Pirie Street Mt Victoria since 1955.
5. On 2 June 2022, Pūroro Rangaranga | Social, Cultural, and Economic Committee approved the next step of the lease process pursuant to the Leases Policy for Community and Recreation Groups and the Wellington Town Belt Act 2016, being formal public consultation for the new lease.
6. No submissions were received during the public consultation period.
7. Officers request that Koata Hātepe | Regulatory Processes Committee recommend that Te Kaunihera o Pōneke | Council approves a 10-year lease with a further right of renewal of 10 years as outlined in the 2 June 2022 report.

## **Takenga mai | Background**

8. In 2011 the Club was granted a lease for 10 years on Wellington Town Belt land. The leased area includes clubrooms and two bowling greens owned by the Club. In 2021 the lease expired, and the Club has requested a new lease.
9. Officers have worked with the Club over the last 18 months to collect information about their activities and support the Club to remediate areas of non-compliance, being:
  - The removal of a TAB machine on 1 June 2022 (not permitted on Town Belt land); and
  - The agreed phase-out of a residential tenancy by 31 December 2025 (not permitted on Town Belt land).
10. The Clubrooms require seismic strengthening, and on 24 May 2022 the Kāwai Whakatipu | Grants Subcommittee approved funding for the Club to obtain a Detailed Seismic Assessment by a structural engineer and a Long Term Maintenance Plan for the clubrooms by an architect. Grant of a new lease will be conditional on the Club implementing the recommendations of these plans during the term of the lease, and officers will regularly check in with the Club to support them with these endeavours.
11. For full background, please see the Pūroro Rangaranga | Social, Cultural, and Economic Committee report of 2 June 2022 and minutes, attached to this paper as Appendix 1.



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### **Kōrerorero | Discussion**

12. Pūroro Rangaranga | Social, Cultural, and Economic Committee approved public consultation for a new lease for the Club on 2 June 2022.
13. Public consultation was carried out between 8 August and 9 September 2022, pursuant to the Leases Policy for Community and Recreation Groups and the Wellington Town Belt Act 2016, and included:
  - An advertisement inviting feedback published in the Public Notice section of the Dominion Post on 9 August 2022;
  - Letters sent to the Friends of the Town Belt and the Mt Victoria Resident's Association;
  - A letter was sent to the Port Nicholson Block Settlement Trust, further to prior notification at a mana whenua hui in December 2021; and
  - A notice inviting feedback on the proposed lease was also published on the "Have Your Say" section of the Council website.
14. Officers received no feedback from the public consultation period.
15. Based on this outcome, officers request that Koata Hātepe | Regulatory Processes Committee recommends that Te Kaunihera o Pōneke | Council approves a ten-year lease with one ten-year renewal period as outlined in the paper presented on 2 June 2022.

### **Kōwhiringa | Options**

16. Koata Hātepe | Regulatory Processes Committee has the following options:
  - Recommend that Te Kaunihera o Pōneke | Council approves the new lease for the Club, or
  - Do not recommend that Te Kaunihera o Pōneke | Council approves the new lease for the Club (not recommended).

### **Whai whakaaro ki ngā whakataunga | Considerations for decision-making**

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

17. The proposed new lease for the Club is consistent with the Wellington Town Belt Management Plan and Leases Policy.

### **Engagement and Consultation**

18. The approval process for a new lease for an existing lessee is assessed as low significance per the Significance and Engagement Policy.
19. The public consultation process is outlined further in the "Kōrerorero | Discussion" section of this paper.



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### **Implications for Māori**

20. Matairangi Mt Victoria is an area of cultural significance to mana whenua and includes several specific sites of significance to Māori identified in the Draft District Plan. There are no specified sites of significance in the immediate vicinity of the leased area. Mana whenua were formally consulted on the new lease pursuant to the Leases Policy as outlined in the “Kōrerorero | Discussion” section of this paper.

### **Financial implications**

21. There are no significant financial implications for Council.

### **Legal considerations**

22. The proposed lease is consistent with the Wellington Town Belt Act 2016.

### **Risks and mitigations**

23. This proposal is rated as low risk on the Council’s risk framework.

### **Disability and accessibility impact**

24. As outlined in the paper presented on 2 June 2022, the Club’s building is not currently accessible for people with disabilities. The clubrooms will require seismic strengthening by 2028, and these works will require accessibility improvements. Officers will be informed of the progress of these works through the term of the lease.

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

25. This proposed lease is for the continuation of an existing activity. There are no specific climate change impacts or considerations.

### **Communications Plan**

26. As per above, the proposed lease was publicly notified following the Leases Policy and the Wellington Town Belt Act 2016.

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

27. An agreed health and safety plan will be a requirement under the new lease.

### **Ngā mahinga e whai ake nei | Next actions**

28. Koata Hātepe | Regulatory Processes Committee’s recommendation regarding the lease will be referred to Te Kaunihera o Pōneke | Council for approval.
29. If Te Kaunihera o Pōneke | Council approves the lease, lease documentation will be negotiated, drafted, and signed.

### **Attachments**

Attachment 1.	2 June 2022, Pūroro Rangaranga Social, Cultural, and Economic Committee paper	Page 30
Attachment 2.	Map of leased area, 125 Pirie Street Mt Victoria	Page 37







## NEW LEASE FOR EXISTING LESSEE: VICTORIA BOWLING CLUB

### Kōrero taunaki | Summary of considerations

#### Purpose

1. This report to Pūroro Rangaranga | Social, Cultural and Economic Committee requests approval to commence public consultation on a new ground lease for Victoria Bowling Club Incorporated on Wellington Town Belt land at 125 Pirie Street, Mt Victoria.

#### 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

Regulatory Processes Committee approved a lease for the lessee in September 2011.

#### 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	Annelise Bos, Community Recreation Leases Advisor
Authoriser	Sanjay Patel, Sports and Clubs Partnership Lead Sarah Murray, Community Partnerships Manager Paul Andrews, Manager Parks, Sports & Rec Kym Fell, Chief Customer and Community Officer



## **Taunakitanga | Officers' Recommendations**

That Pūroro Rangaranga | Social, Cultural and Economic Committee:

- 1) Receive the information
- 2) Agree that officers commence public consultation for a new ground lease for Victoria Bowling Club Incorporated, pursuant to the Leases Policy for Community and Recreation Groups and the Wellington Town Belt Act 2016
- 3) Note that officers will report back to the Pūroro Rangaranga | Social, Cultural and Economic Committee on the outcome of public consultation
- 4) Note that if no sustained objections arise from public consultation, officers will recommend that Pūroro Rangaranga | Social, Cultural and Economic Committee refer the new lease to Council for approval
- 5) Agree that legal and advertising costs are met by the lessee (where applicable)
- 6) Note that Victoria Bowling Club is in the process of procuring a detailed seismic assessment, condition assessment and 20-year maintenance plan for the club-owned buildings. Grant of a new lease will be conditional on the Club implementing the recommendations of these plans during the term of the lease.

## **Whakarāpopoto | Executive Summary**

2. Victoria Bowling Club Incorporated ("the Club") was established in 1896. Since 1955 the Club has leased Wellington Town Belt land at 125 Pirie Street, Mt Victoria. The Club's leased area includes clubrooms, a cottage, and two bowling greens.
3. The Club is competitive regionally and nationally, winning the Wellington Ryman Healthcare Men's Singles in 2022 and the Summerset National Mixed Pairs in 2022. The Club also hosts regional competitions. The Club is the only bowling club in the inner-city suburbs.
4. In 2011 the Club was granted a lease for 10 years on Wellington Town Belt land. In 2021 the lease expired and the Club has requested a new lease. Officers have worked with the Club over the last 12 months to collect information about the Club and ensure the Club's activities are permitted on Wellington Town Belt land, which are detailed further in this report.
5. The proposed leased area measures approximately 6130m<sup>2</sup> on land legally described as Lot 1 DP 32684 WN10A/991 and Lot 2 DP WN10A/992. Rent will be charged at \$3,318.90 + GST per annum. Officers recommend a new lease term of ten years with one renewal term of ten years, the standard tenure under the Leases Policy for Community and Recreation Groups ("Leases Policy") and the maximum tenure permitted Wellington Town Belt Act 2016.

## **Kōrerorero | Discussion**



6. Officers assess applications for a new lease on Wellington Town Belt following the Wellington Town Belt Act 2016 (“the Act”), the Wellington Town Belt Management Plan (“the Management Plan”), and the Leases Policy.

### **Wellington Town Belt compliance**

7. The Club’s use of the land for recreation aligns with the purpose of Wellington Town Belt. However, officers have worked closely with the Club to remedy two non-compliant activities, being:
- TAB kiosk: The Club had a TAB self-service kiosk in the clubrooms. Legal advice is that this is not a permitted activity on Wellington Town Belt land and the kiosk is due to be removed on 31<sup>st</sup> May 2022.
  - Residential tenancy: In 1958 the Club built a cottage on the leased area. This cottage was tenanted by the Club’s greenkeeper for many years and is presently tenanted by Club members. Residential use is not permitted on Wellington Town Belt land and the tenancy will end with a termination date of 31 December 2025. Officers’ recommendation for a new lease for the Club is made on the basis of the agreement to terminate the tenancy.

### **Leases Policy compliance**

8. The Leases Policy sets out the criteria to consider when assessing a new lease application:
- a. Strategic Fit: *The group’s purpose and activities must be consistent with the Council’s strategic direction to promote healthy lifestyles and build strong communities*

The Club offers a recreational activity - competitive and social bowling for the community. The clubrooms are also used as a venue for hire by community groups.

- b. Organisational structure: *The group must be an incorporated society or trust*

The Club is an incorporated society.

- c. Membership: *The group must be sustainable in terms of membership and/or users of the service for the term of the lease.*

The Club has 85 fulltime members and 120 social members, led by a committee of 14. In addition, the number of users of the space is further boosted by the Club’s “Bowls Experience” corporate bowling events – 88 hosted in the 2020/21 season. The Club’s fulltime membership has increased throughout their previous lease tenure.

- d. Financial and maintenance obligations: *The group must be in a financial position to fulfil its lease obligations for the term of the lease, including but not exclusive to rent, insurance and building and grounds maintenance*

Officers have been working closely with the Club to ensure that they are in a financial position to maintain the buildings and leased area to a suitable standard. The clubrooms are earthquake prone with repairs due in 2028. The Club has obtained initial drawings from a structural engineer and has sought funding from Council’s



Sport Partnership Feasibility Fund to obtain a Detailed Seismic Assessment of the clubrooms.

In addition to the earthquake strengthening obligations, the Club has obligations to maintain the condition of the clubrooms and greens. In the last three years the Club has upgraded toilets and changing rooms and replaced the roof and external windows. The Club has also sought funding from the Sport Partnership Feasibility Fund for an independent consultant to produce a condition assessment of the clubrooms and produce a 20-year maintenance plan for the Club to follow. Officers' recommendation for a new lease is on the basis of satisfactory information provided within these technical reports and a commitment from the Club to undertake the recommended maintenance.

The Club has established a subcommittee to fundraise and project manage the earthquake strengthening and has been allocating annual profits to a separate fund in anticipation of the works.

e. Utilisation: *The land and/or buildings must be utilised to the fullest extent practicable*

The clubrooms are used every day for outdoor bowling activities in the summer season. The clubrooms are available to hire by community groups, and the Club has recently negotiated a 12-month trial to share the clubrooms with Trails Wellington, a mountain biking group. This arrangement will see the clubrooms available for Trails Wellington to use for community events and provide storage space for the trail builders' tools and safety equipment.

f. Environmental Impact: *The activity cannot have the potential to adversely affect open space values or other legitimate activities*

Bowling is a recreation activity and therefore a legitimate fit for Wellington Town Belt land. The greens and terraced seating area complement the open space of the surrounding Wellington Town Belt.

g. Community demand: *There must be demonstrated support and need within the community for the activity*

The Club's lease application is supported by Bowls Wellington, which commended the Club's community bowls programme, as well as Bowls New Zealand, which noted the importance of the Club as a community space in the inner-city suburbs.

## **Kōwhiringa | Options**

9. Pūroro Rangaranga | Social, Cultural and Economic Committee has the following options:

- Agree that officers commence public consultation for a new lease for the Club on Wellington Town Belt land for ten years with one right of renewal for ten years
- Decline Mt Victoria Bowling Club's application for a new lease (not recommended).



---

## **Whai whakaaro ki ngā whakataunga | Considerations for decision-making**

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

10. The proposed new lease for the Club is consistent with the Management Plan and Leases Policy.

### **Engagement and Consultation**

11. The approval of a new lease for an existing lessee is assessed as low significance per the Significance and Engagement Policy.
12. If the recommendations in this report are supported, officers will begin public consultation as per the Leases Policy and Wellington Town Belt Act requirements, including:
  - Letters to mana whenua
  - Letters to relevant residents' groups
  - Notice on WCC website "Have Your Say"
  - Notice in the Dominion Post
13. The period for public consultation will be 30 days. Following the receipt of feedback officers will meet with submitters as required to discuss any matters raised.

### **Implications for Māori**

14. Matairangi Mt Victoria is an area of cultural significance to mana whenua and includes a number of specific sites of significance to Māori identified in the Draft District Plan. There are no specified sites of significance in the immediate vicinity of the leased area. Mana whenua are aware that a new lease for the Club was scheduled for review through a regular mana whenua hui, and mana whenua will be formally consulted on the new lease pursuant to the Leases Policy.

### **Financial implications**

15. This application is for a ground lease and there are no significant financial implications for Council.

### **Legal considerations**

16. The application is consistent with the Wellington Town Belt Act.

### **Risks and mitigations**

17. This proposal is rated as low risk on the Council's risk framework.

### **Disability and accessibility impact**

18. The clubrooms are not currently accessible for people with disabilities. The Club has received initial advice that the seismic strengthening works will trigger requirements to make accessibility improvements to the building. Officers will be informed of the progress of these works through the term of the lease.



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

19. This application is for the continuation of an existing activity. There are no specific climate change impacts or considerations.

### **Communications Plan**

20. As per above, this application will be publicly notified as per Council's Leases Policy and the Wellington Town Belt Act.

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

21. The Club is working with officers to update their health and safety plan for the leased area. An agreed health and safety plan will be a requirement under the new lease.

### **Ngā mahinga e whai ake nei | Next actions**

22. Following committee's approval, officers will undertake the following next steps:
- Public consultation of the proposed lease as required under the Wellington Town Belt Act and Leases Policy
  - The outcome of consultation will be reported back to Pūroro Rangaranga | Social, Cultural and Economic Committee
  - Pūroro Rangaranga | Social, Cultural and Economic Committee's decision will be referred to Council for approval
  - If Council approves the lease, the lease document will be negotiated, drafted and signed.

### **Attachments**

- Attachment 1. Victoria Bowling Club - map of leased area



## 2.3 New lease for existing lessee: Victoria Bowling Club

### **Moved Councillor Young, seconded Councillor Pannett Resolved**


That the Pūroro Rangaranga | Social, Cultural and Economic Committee:

- 1) Receive the information
- 2) Agree that officers commence public consultation for a new ground lease for Victoria Bowling Club Incorporated, pursuant to the Leases Policy for Community and Recreation Groups and the Wellington Town Belt Act 2016
- 3) Note that officers will report back to the Pūroro Rangaranga | Social, Cultural and Economic Committee on the outcome of public consultation
- 4) Note that if no sustained objections arise from public consultation, officers will recommend that Pūroro Rangaranga | Social, Cultural and Economic Committee refer the new lease to Council for approval
- 5) Agree that legal and advertising costs are met by the lessee (where applicable)
- 6) Note that Victoria Bowling Club is in the process of procuring a detailed seismic assessment, condition assessment and 20-year maintenance plan for the club-owned buildings. Grant of a new lease will be conditional on the Club implementing the recommendations of these plans during the term of the lease.

**Carried**





 Leased Area - 6130m<sup>2</sup>

## Victoria Bowling Club Leased Area

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

0 12.5 25 50 Metres

MAP PRODUCED BY:  
Wellington City Council  
101 Wakefield Street  
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4  
AUTHOR: presto2j  
DATE: 12/05/2022

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







## THE PARADE, ISLAND BAY - TOWN CENTRE IMPROVEMENTS

### Kōrero taunaki | Summary of considerations

#### Purpose

1. This report requests the Koata Hātepe | Regulatory Processes Committee consider Traffic Resolutions to formalise improvements to public spaces and road user safety at the Island Bay Town Centre and by the Mersey Street shops.

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

27 May 2021: Annual Plan/Long-Term Plan Committee allocated \$2.5 million for the Island Bay and Berhampore town centre upgrades. Refer to Paragraph 11 for Committee resolution details.

25 August 2021: Pūroro Āmua | Planning and Environment Committee meeting with the Petition of Berhampore and Island Bay Village Upgrades

10 November 2021: Pūroro Āmua | Planning and Environment Committee meeting on The Parade Upgrade – Design Options. Refer to Paragraph 12 for Committee resolution details.

10 March 2022: Pūroro Āmua | Planning and Environment Committee meeting on TR20-22 THE PARADE, ISLAND BAY - SAFETY IMPROVEMENTS and Town centre Upgrade Refer to Paragraph 13 for Committee resolution details.

15 September 2022: Pūroro Āmua | Planning and Environment



Committee meeting on Traffic Resolutions Island Bay. Refer to Paragraph 14 for details.

**Significance**

The decision is **rated medium 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

2.

**Risk**

☐ Low

☒ Medium

☐ High

☐ Extreme

3.

Author	Patrick Padilla, Project Manager Brennan Baxley, Senior Urban Designer
Authoriser	Brad Singh, Transport and Infrastructure Manager Vida Christeller, Manager City Design Liam Hodgetts, Chief Planning Officer Siobhan Procter, Chief Infrastructure Officer



## **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion

That Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Adopt the following amended Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021:
  - a. TR98-22 (amended) The Parade, Island Bay – time-restricted parking
  - b. TR178-22 The Parade, Island Bay – Town Centre Safety Improvements
- 3) Agree to progress and deliver the public spaces improvements for the Island Bay town centre and Mersey Street shops.

## **Whakarāpopoto | Executive Summary**

4. In the last triennium Pūroro Āmua, the Planning and Environment Committee made a number of decisions to progress safety improvements on The Parade, Island Bay.
5. On 10 March 2022 Pūroro Āmua asked officers to finish development of a parking management plan for the Town Centre section of the project and to work with the local community and businesses to develop the public space upgrades prior to finalising decisions on the traffic resolutions proposed for the town centre.
6. This report recommends implementing changes to the Town Centre parking and traffic restrictions as outlined in the discussion section of this report.
7. These changes integrate the public spaces and safety improvements of the Town Centre, with the improvements made earlier to the residential areas of The Parade.
8. Upgrades to the town centre will improve the overall safety, user experience, and cohesion of the road layout along The Parade.
9. The proposed changes were consulted on from the 31 October 2022 to 13 November 2022.
10. For the town centre upgrades, 76 submissions were received of which 61% were supportive. A number of changes were proposed which have been considered by officers and incorporated where appropriate.
11. The main themes of the submissions are summarised in paragraphs 32 to 39, and in Attachment 3, which is a summary of all submissions received and Officer responses.
12. Officers have incorporated community feedback received where possible. This is further outlined in paragraph 14 below.



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## **Takenga mai | Background**

13. On 25 August 2021, the Pūroro Āmua | Planning and Environment Committee discussed the Berhampore and Island Bay Village Upgrades Petition, resolving to:
  - Acknowledge the petition for Council Officers to allocate a budget in the Long-term Plan to co-design town centre upgrades for Berhampore and Island Bay.
14. On 10 November 2021, the Pūroro Āmua | Planning and Environment Committee resolved to:
  - Agree to progress with:
    - (a) A Safety Improvements option integrated with the resurfacing works and
      - (i) Agree to include safety improvements and cycle facilities through the town centre in the Safety Improvements option (1-D).
      - (ii) Request officers develop the traffic resolution to ensure that at least the existing amount and type of time limited parking remains available as close to businesses and community facilities as practical under the new scheme, in line with the Parking Policy. Note that officers will come back with some further information on options to improve place making in the Village Centre 2022 and then undertake the work in the 2022-2023 year.
      - (iii) Note that the current Long Term Plan has up to \$14m for improvements to The Parade and that this funding will remain ringfenced until formal decisions are made on Mass Rapid Transit.
    - (b) Agrees to develop the proposed chosen option, and progress with the formal traffic resolutions process.
    - (c) Note that LGWM is currently engaging with the community including options where MRT is proposed to go to Island Bay using The Parade.
    - (d) Request officers undertake a Local Parking Plan as required by WCC's Parking Policy prior to detailed design on this option.
  - Officers to prepare further information on options to improve place making in the town centre in 2022 and undertake any improvement work in the 2022-2023 year.
15. Following the 10 November 2021 Committee resolution, Officers have completed the following:
  - Road Safety Audit
    - (a) A Road Safety Audit was completed on 27 January 2022 with the objective of helping deliver completed projects that contribute



towards a safe road system that is free of death and serious injury by identifying and ranking potential safety concerns for all road users and others affected by a road project.

- (b) Safety concerns identified and mitigating recommendations are addressed through design improvements where practicable.
  - **Parking Survey and Parking Management Plan**
    - (a) On-street parking occupancy and duration surveys were undertaken on the 26th and 28th of February 2022 as part of the wider Island Bay parking management plan and compared with the 2022 and 2017 town centre parking surveys.
    - (b) The Parking Survey report was completed on 3 March 2022 and concluded relatively similar parking use and demand, with no significant changes in land use activity over the previous five years.
    - (c) A draft Parking Management Plan was completed on 18 March 2022 and finalised on 10 November 2022. The objective of the Parking Management Plan is to assess the parking impact of the safety improvements plan and recommend mitigating measures that support the parking needs of the community.
    - (d) Further details of the Parking Survey and Parking Management Plan are on Paragraphs 26 to 29.
  - **Public consultation**
    - (a) Public consultation for The Parade Safety Improvements was carried out from 23 January 2022 to 13 February 2022 as part of TR20-22 The Parade, Island Bay – Safety Improvements, which was presented to the Pūroro Āmua | Planning and Environment Committee on 10 March 2022.
    - (b) Where practicable and within project objectives, Officers have worked with submitters to mitigate their concerns.
    - (c) Further discussion on public consultation and engagement is outlined in Paragraphs 14, and from Paragraphs 33 to 40.
  - **Design**
    - (a) Adjustments to the safety improvements plan have been made to the residential areas and town centre following the completed Road Safety Audit, Parking Management Plan, and feedback received from the community.
16. On 10 March 2022, the Pūroro Āmua | Planning and Environment Committee meeting resolved to:
- Request officers undertake a Local Parking Plan as required by WCC's Parking Policy and progress plans for realising any potential parking efficiencies as soon as practical.



- Approve TR20-22 The Parade, Island Bay – Safety Improvements (Option C) with traffic resolutions brought to Pūroro Āmua | Planning and Environment Committee for decision.
- Option C included:
  - (a) Proceeding with the Northern and Southern residential sections of The Parade safety improvements.
  - (b) Deferring traffic resolutions relating to the town centre section until the Parking Management Plan was completed.
  - (c) Officers returning with traffic resolutions for the town centre for decision in late 2022 – allowing more time to work through specific changes to parking restrictions with the local business community.
  - (d) Agree that Officers in conjunction with Ward Councillors start working with the committee of the Island Bay Residents' Association to ensure that relationships are built and that local voices heard as any decisions are implemented.

17. Following these Committee resolutions, Officers:

- Developed public space and safety improvements plans for The Parade residential areas and for the town centre.
- Actively engaged with the Island Bay business community, residents, churches, Residents Association, and other organisations over the year 2022. Activity has included face to face meetings, email correspondence, phone calls, and letter drops.
- Completed resurfacing works in April 2022 and the Northern and Southern residential sections of The Parade safety improvements from May to November 2022, as well as remedial resurfacing works in November 2022 on The Parade.
- Completed the Parking Management Plan, which recommended parking mitigations for the town centre for an optimal parking occupancy rate.
- At the request of the Island Bay community, developed seven Traffic Resolution for parking restrictions that address localised parking issues. Of the seven traffic resolutions:
  - (a) Four have been approved and implemented at the 10 September 2022 Pūroro Āmua | Planning and Environment Committee. These Traffic Resolutions are:
    - (i) TR97-22 Humber Street, Island Bay – time-restricted parking, no stopping lines, which was developed with St. Hilda's Anglican Church.
    - (ii) TR99-22 The Parade (south end) and Reef Street, Island Bay – mobility and time-restricted parking, no stopping lines, which was developed with the businesses at the southern end of The Parade.



- (iii) TR100-22 The Parade, Island Bay – time-restricted parking, which was developed with the Serbian Orthodox Church.
- (iv) TR170-22 The Parade, Island Bay – time-restricted parking, which was developed with Island Bay Childcare.
- (b) One is attached to this report (TR98-22 The Parade, Island Bay, Time-restricted parking)
- (c) Two additional Traffic Resolutions will be presented to the Pūroro Hātepe | Regulatory Process Committee in early-2023.

### **Kōrerorero | Discussion**

18. Upgrades to the town centre and safety improvements have been developed in line with community feedback (see Paragraphs 32 to 39), Committee resolutions, safety objectives and public space improvement objectives.
19. Currently, the public space in the town is underutilised, cluttered, inconsistently lit, poorly surfaced, and lacking cultural vibrancy and identity.
20. The concept design (attachment 6) supports proposed improvements to the public spaces and integrates the Committee-preferred safety improvements option for the town centre.
21. The full benefits of the public space improvements will be achieved through completion of the following features:
  - Resurfacing the footpaths with a variety of materials. (addressing bike lane delineation, safety, and accessibility)
  - Inclusion of spill-out spaces, so businesses are able to have chairs and tables for customers outside
  - Updated feature lighting through the main shopping area
  - New and reinstated in-ground planting beds and raised planters
  - New wayfinding signage
  - Culture and heritage interpretation and references in the paved surfaces with text engravings, QR codes on wayfinding, and material palettes centred on coastal environments.
  - Decluttering of existing signage
  - New public space furniture and amenities, including signage, benches, and bike racks.
  - A mural in the town centre on the toilet block walls and footpath artwork by local artists

### **Town Centre Bike Lane**



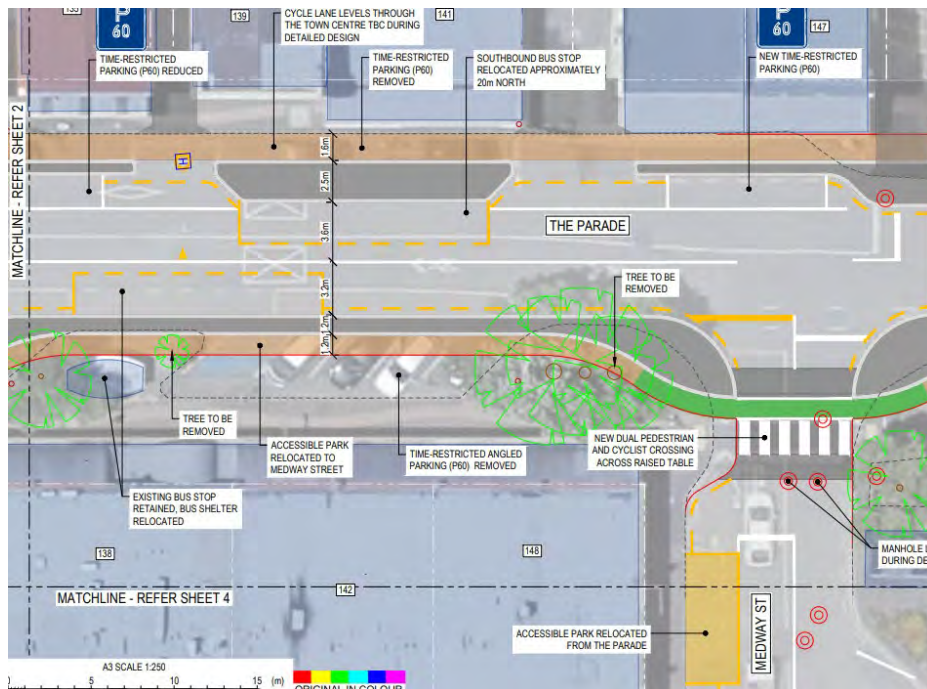
22. Adjustments have been made to the design of the bike lane location to further increase footpath space, public space amenity, and to reduce potential conflict between pedestrians and people on bikes
23. In achieving these benefits, two trees would need to be removed, one being a banksia tree near the corner of Medway Street (outside 148 The Parade), and another being a Ti Kouka tree. All efforts were made to preserve as much greenery as possible and to increase planting as part of the public space improvements. These two trees will be replaced with two new trees within the wider project area.
24. The main design adjustments made are at the western kerb line between 138 The Parade and the Medway Street intersection where the bike lane is shifted closer to the kerb line. Plans below show the changes made:

- Figure 1: Concept Plan presented to Committee on 10 March 2022:



- Figure 2: Adjusted Plan for the 14 December 2022 Committee:





25. The benefits of adjusting the bike lane are to maximise footpath widths which improves public space amenity and safety for pedestrians.

#### Town Centre Parking

26. Within the town Centre, there are currently 46 unmetered parking spaces with P60 restrictions, three mobility parking spaces, and two taxi parking spaces. These parks are located on The Parade and Medway Street.
27. Existing angled parking spaces (19 parking spaces) on The Parade between Medway and Avon Streets will be changed to parallel parking spaces (nine parking spaces). This is to achieve the following benefits:
- (a) Wider footpath space
  - (b) Increased space for separated bike lanes on both sides of the road
  - (c) Increased safety – reducing conflict areas between pedestrians, people on bikes, vehicles, and other road users
  - (d) Opportunities to improve the public spaces amenity by adding furniture, planting, and spill-out space.
28. To achieve the above benefits, 10 parking spaces on the side streets of Avon and Medway, and The Parade will be converted from unrestricted parking to time-restricted parking to offset the loss on The Parade. These parks are included in the attached TR178-22 The Parade, Island Bay – Town Centre Safety Improvements.

#### Parking Management Plan

29. A parking analysis undertaken in 2017 and reconfirmed in 2021 showed that parking occupancy in the Town Centre is above 85% during the weekend peak period. To improve parking availability in this peak period the Traffic Resolution proposes converting 10 unrestricted parking spaces on Avon and Medway Streets to P60 time-restricted parking spaces.



30. The chart below shows the parking inventory and occupancy rates of the town centre as it is, after the town centre improvements, and to mitigating current demand.

Figure 3: Comparison of section two parking inventory

Parking Type	Current Inventory	Inventory after upgrades	Inventory after mitigation	Net change	Average current occupancy	Average expected occupancy	Net change
Unrestricted	220	201	185	-35	74%	88%	14%
P60	46	34	54	8	92%	79%	-13%
Mobility	3	3	3	No change	38%	38%	No change
Taxi	2	2	2	No change	29%	29%	No change
<b>Total</b>	<b>271</b>	<b>240</b>	<b>244</b>	<b>-27</b>	<b>58%</b>	<b>59%</b>	<b>1%</b>

31. The overall parking impact due to the town centre improvements will be a net reallocation of 35 unrestricted parking spaces to time restricted parking spaces which results in a net increase of eight time-restricted parking spaces to achieve optimal parking occupancy and to increase parking turnover.
32. The Parking Management Plan was finalised in November 2022 and takes additional community parking requests into account. Details of the Parking Management Plan are attached to this report.

#### Mersey Street Improvements

33. Urban amenity and safety improvements have been identified from community feedback with the aim of identifying the community's needs, priorities, and aspirations for the area.
34. The improvements being developed include planting, business spill-out areas, benches, lighting, paving, wayfinding signage, and improvements to the pedestrian crossing, parking layout, bike lane, bus shelter and bus stop.
35. Details of the improvement plan are attached (Attachment 6)

#### Public Consultation

36. Public consultation for TR98-22 The Parade, Island Bay – time-restricted parking, and TR178-22 The Parade, Island Bay – Town Centre safety improvements, took place from 31 October 2022 to 13 November 2022.
37. Notifying members of the public of the consultation was done through letter drops, email updates, written media, and online media.
38. TR98-22 The Parade, Island Bay time-restricted parking received a total of 30 responses. Of these responses, 15 (50%) support the proposal.
39. TR178-22 The Parade, Island Bay – Town Centre Safety Improvements received a total of 76 responses. Of these responses, 46 (61%) support the proposal.
40. Comments in opposition were based mainly around how the proposed plan will affect carparking such as access to businesses and residential on-street parking.
41. Comments in support believed the proposal would make The Parade safer, encourage biking, walking, and public transport, and would help reduce emissions.



42. Details of this Traffic Resolution, feedback received, and Officer responses are attached to this report.
43. Officers continue to work with members of the community to address the concerns raised, and to implement parking changes to better suit their needs, particularly in improving safety and supporting local businesses.

### Construction

44. Upgrades to the town centre public spaces and safety improvements have been developed in parallel and are proposed to be constructed concurrently from July 2023, taking up to 9 months to complete.
45. Construction for the Mersey Street public spaces and safety improvements will commence from March 2024, after completion of the town centre construction.
46. The chart below shows the project timeframes and construction schedule for the town centre and Mersey Street:

Public Spaces and Safety Improvements	Timeframes	2022			2023											
		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Traffic Resolutions: public consultation	31-Oct-22 to 13-Nov-22 (2 weeks)															
Committee Meeting	14-Dec-22															
Design completion	Dec-22 to Apr-23 (5 months)															
Construction preparations	May-23 to Jun-23 (2 months)															
Town Centre construction	Jul-23 to Mar-24 (9 months)															
Mersey Street improvements: public spaces and safety development	Oct-22 to April-23															
Mersey Street parking: Traffic resolutions and public consultation	Jan-23 to Jun-23															
Mersey Street parking: Committee meeting	5-Apr-23															
Mersey Street parking: Implementation	Apr-22 to Jun-22															
Mersey Street improvements: Construction	from Mar-2024															

## Kōwhiringa | Options

### 47. Option A (recommended)

The Committee proceed with both Traffic Resolutions:

- Traffic Resolution TR98-22 The Parade, Island Bay – time-restricted parking
- Traffic Resolution TR178-22 The Parade, Island Bay – Town Centre Safety Improvements. Deliver Public Spaces and Safety Improvement for the Town Centre and Mersey Street.

### 48. Option B

The proposed Traffic Resolutions are not approved, and the current town centre layout is retained.

## Whai whakaaro ki ngā whakataunga | Considerations for decision-making

### Alignment with Council's strategies and policies

49. For the Parade Safety Improvements and town centre public spaces upgrades - A number of Council strategies and policies have been deciding factors for the improvements being proposed, including:



- 2021-2031 Long-Term Plan
- Cycling Policy
- Parking Policy
- Te Atakura -First to Zero Low Carbon Capital Plan
- Significance and Engagement Policy
- Walking Policy
- Strategic Objectives
- Spatial Plan Goals

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

### **Engagement and Consultation**

50. Formal consultation via the traffic resolutions process was conducted from 31 October 2022 to 13 November 2022 for the proposed Town Centre Safety Improvements and time-restricted parking request on The Parade. Details of this Traffic Resolutions and the feedback received are attached to this report.
51. These consultations are in addition to previous consultations in the past such as the:
- 18 July to 7 August 2022 consultation on four traffic resolutions for parking requests received from members of the community
  - 25 January to 13 February 2022 consultation for TR20-22 The Parade, Island Bay - Safety Improvements
  - Love the Bay in 2016-2017
  - Island Bay Cycleway project in 2013

### **Implications for Māori**

52. Mana Whenua have been briefed on this project and we are hoping to be able to include cultural narratives into the design if desired. Further engagement is planned for the detailed design phase.

### **Financial implications**

53. Funding for town centre upgrades have been allocated in the Council's 2021-2031 Long-term Plan, under the Small Centres Beautification. This available budget has been split with the Berhampore Town Centre upgrades. It is planned that specific project costs will be shared with the Parade Safety Improvements.
54. Funding for The Parade safety improvements have been allocated in the Council's 2021-2031 Long-term Plan. Funding subsidies from Waka Kotahi NZ Transport Agency are currently unavailable.



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### **Legal considerations**

55. The traffic resolution process complies with the Traffic and Parking Bylaw 2021.

### **Risks and mitigations**

56. Project delivery delays due to tight timeframes which are exacerbated by resource availability and competing demands, scheduling, and materials availability.
57. Mitigating this risk is best done through confirmation of contracted resources capable of completing the works to an agree project plan.
58. Disruption to businesses and residents during works will be managed through early notification and discussion with businesses. We will also provide allowance through our traffic management processes to allow for carparking were possible to alleviate the impact to businesses.

### **Disability and accessibility impact**

59. The proposed upgrades to the Island Bay town centre are being made with improved safety in mind. Physical improvements to the footpath, public furniture, signage, road surface, road markings, physical works, and other design changes should improve the overall experience for all users of this area.
60. Three accessible parking spaces within the Town Centre will be retained. One accessible parking space near 134 The Parade will be relocated to Medway Street for improved safety and vehicle access.

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

61. Transport is the largest contributor to climate emissions in Wellington.
62. Making it safer and easier to cycle, walk and use public transport for everyday trips is a key factor in cutting road transport emissions in Wellington and will contribute to Wellington's zero carbon goal.

### **Communications Plan**

63. The public space upgrades communications plan included social media and poster advertising for the first community drop-in, and subsequent survey.
64. Public spaces latest communications strategy includes providing a simple concept plan to the Island Bay businesses and IBRA, with a media and website update. During this time, the team provided a final concept package with working group. This package was printed and displayed at community centre as a full concept plan and as a detailed package with callouts and annotations. This session allowed for email feedback.
65. For the Parade Safety Improvements, Council Officers are actively liaising with members of the Island Bay community, looking into their feedback, suggestions, and requests, then working to implement the changes where practical and possible.
66. Broad communications via post and email are conducted to inform the general community of progress updates, upcoming works, or upcoming plans.



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

67. We have considered the safety impacts of these proposals with the aim to improve safety of all pedestrians, cyclists, and road users.

### **Ngā mahinga e whai ake nei | Next actions**

68. Should the traffic resolutions be approved by Committee, Council officers will proceed with the development of engineering design drawings and other technical documents, coordination of contractor resources, and other pre-implementation activities.
69. Early changes such as the addition of time-restricted parking are expected to be implemented in early-2023. Construction for the town centre is expected to begin in mid-2023, and Mersey Street from mid-2024.
70. Specific requests received are being analysed and may require further investigation by Officers. These will be considered on an individual basis

### **Attachments**

Attachment 1.	TR178-22 The Parade, Island Bay – Town Centre Safety Improvements	Page 53
Attachment 2.	TR98-22 The Parade - Time Restricted Parking	Page 74
Attachment 3.	Feedback and Officer Responses	Page 78
Attachment 4.	Table of Traffic Resolutions Legal Description RPC December 2022	Page 96
Attachment 5.	Public Space Improvements Overall Concept	Page 107
Attachment 6.	Public Spaces Improvements Concept Package	Page 108
Attachment 7.	The Parade Town Centre – Safety Improvements Plan	Page 123
Attachment 8.	Parking Management Plan (Abley November 2022)	Page 129

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# FEEDBACK RECEIVED

Kia ora,

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

## Proposal:

Reference	TR178-22 The Parade, Island Bay – Town Centre Safety Improvements
What we'd like to do	<p>In the Pūroro Āmua – Planning and Environment Committee meeting on 10 March 2022, Council resolved to progress with the northern and southern residential sections of The Parade Safety Improvements (Option C), while deferring the traffic resolutions relating to the town centre section until the parking management plan had been completed.</p> <p>The traffic resolutions for the town centre would then return for a decision later in 2022, allowing time to work through specific changes to the parking restrictions with the local business community.</p> <p>To complement the approved safety improvement works, Council Officers engaged with the Island Bay community, businesses, residents, and organisations to further identify areas of improvement that would cater to their specific needs and complement the overall community requirements.</p> <p>Five proposed traffic resolutions were publicly advertised in the Dominion Post on Monday 18 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.</p> <p>Parking changes requested by the community for the northern and southern areas were presented to and approved by the Pūroro Āmua – Planning and Environment Committee on 15 September 2022. These changes will be implemented by the end of 2022.</p> <p>These decisions followed the 10 November 2021 meeting, where the Pūroro Āmua – Planning and Environment Committee resolved to progress with resurfacing works and safety improvements along the entire length of The Parade (between Dee Street and Reef Street) and included separated bike lanes throughout The Parade and the Island Bay town centre.</p> <p>These changes will provide safety improvements for all road users on The Parade, improve consistency and clarity of the road layout, and will help achieve the Bike Network and Love the Bay objectives.</p> <p>The Love the Bay objectives were developed in collaboration with the community to shape the design brief for The Parade. The objectives are:</p> <ul style="list-style-type: none"><li>• The Parade is safe for all users</li><li>• The layout is intuitive and easy to understand</li></ul>



	<ul style="list-style-type: none"> <li>• The Parade accommodates all current and future users</li> <li>• The visual environment is cohesive and clean</li> <li>• Central Island Bay is a pleasant and welcoming environment</li> </ul> <p>Public space improvements to the main shopping centre and around Mersey Street are also being planned for an enhanced look and feel. Discussions with the community started in April 2022 about possible options such as planting, furniture, surfacing and art that would be consistent with the Love the Bay objectives. These options will be presented to a Council committee together with this traffic resolutions report.</p> <p>To improve safety in the Island Bay town centre, and help work toward these objectives, we are proposing:</p> <ul style="list-style-type: none"> <li>• Resurfacing and new road markings through the business zone</li> <li>• 3m parking setbacks at driveways and 30m setbacks on approaches to intersections</li> <li>• Separated bike lanes through the town centre</li> <li>• Intersection improvements and traffic calming adjustments such as raised tables, kerb buildouts, and dual crossings across side roads for pedestrians and people on bikes</li> <li>• Bus stop improvements</li> <li>• Precast concrete kerb separators with low mountable separators at driveways</li> <li>• Provide clear and consistent pavement markings across intersections to improve clarity</li> <li>• Convert angled parking on The Parade to parallel parking</li> <li>• Add time-restricted parking on Medway and Avon Streets</li> </ul>
<b>Why we are proposing the change</b>	<p>Since completion of the bike lanes along The Parade in 2016, there has been concern from residents that the layout is confusing and unsafe. Some of the key concerns that have been raised by the community include the following:</p> <ul style="list-style-type: none"> <li>• The road layout is inconsistent, confusing, and lacks visibility, particularly at intersections and transitions to and from the bike lanes</li> <li>• Having a separated bike lanes through the town centre would reduce conflict between pedestrians, people on bikes, and vehicles</li> <li>• There is a lack of intervisibility between pedestrians, people on bikes and people driving, particularly at driveways and intersections</li> </ul> <p>Following the Pūrora Āmua – Planning and Environment Committee approval on 10 March 2022, improvements that address these concerns have been implemented in the residential areas of The Parade, and improvements for the shopping centres are to be presented to a Council committee in late 2022.</p>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>• The Parade, Island Bay, from the intersection of Avon Street to approximately 110m south of Medway Street</li> <li>• The Parade, Island Bay, approximately 60m north and 60m south of the Mersey Street intersection</li> </ul>



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<b>Impact</b>	<ul style="list-style-type: none"> <li>• Overall improvements to public space amenity and accessibility for pedestrians, people on bikes, and public transport users</li> <li>• Overall improvements to public safety by reducing conflict areas between pedestrians, people on bikes, and vehicles</li> <li>• Pedestrian impact – improves visibility when crossing roads and driveways, and improved safety when exiting vehicles and crossing the bike lanes</li> <li>• People on bikes – improves safety through a dedicated, safe, separated bike lane through the main town centre</li> <li>• Increases driver visibility, and managing vehicle speeds through traffic calming in the main shopping centre</li> <li>• Improves parking occupancy and turnover to support businesses and organisations</li> <li>• Net parking impact: <ul style="list-style-type: none"> <li>- Increasing time-restricted parking spaces from 50 to 54 within the main shopping centre</li> </ul> </li> <li>• Annual parking revenue impact – no change</li> </ul>
<b>How this relates to the Council's strategic direction, including the parking policy</b>	<ul style="list-style-type: none"> <li>• Support shift in type of transport used in accordance with Council's transport hierarchy – facilitate a shift to using active (e.g., walking and cycling) and public transport through parking management and pricing, with the aim to move more people using fewer vehicles</li> <li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles</li> <li>• Support city place-making, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, good urban design outcomes and attractive streetscapes.</li> <li>• Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>• Average daily traffic count – 6,300 to 11,200 vehicles per day (varies along the length of The Parade)</li> <li>• Average daily bike count – 380 to 450 bike trips per day</li> <li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9am Monday 31 October 2022 at <a href="http://www.transportprojects.org.nz/the-parade/">www.transportprojects.org.nz/the-parade/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>• If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.transportprojects.org.nz/the-parade/">www.transportprojects.org.nz/the-parade/</a> or emailing us at <a href="mailto:theparade@wcc.govt.nz">theparade@wcc.govt.nz</a>.</li> </ul> <p><b>Please note: if you are giving feedback, the consultation period opens 9am Monday 31 October 2022 and finishes 5pm Sunday 13 November 2022.</b></p>



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	<ul style="list-style-type: none"><li>• What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 November 2022.</li><li>2. The proposal will be presented to a Council committee in early December 2022. Pending the results of the election, the committee meeting date and time will be confirmed after 17 November. Council Officers will update submitters on the committee meeting details.</li><li>3. If approved, installation of the proposal will begin within the following four months.</li></ol>



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

**KEY PLAN**

**LEGEND**

- PROPERTY BOUNDARY
- ORIGINARY
- NEW KERB
- EXISTING POWER POLE
- EXISTING MANHOLE
- EXISTING WATER HYDRANT
- EXISTING TREE
- NEW KERB
- WHITE ROAD MARKING
- YELLOW ROAD MARKING
- NO STOPPING LINE
- CYCLE LANE
- GREEN COLOURED SURFACING
- RED COLOURED SURFACING
- PHYSICAL SEPARATOR

**NOTES**

- AERIAL PHOTO SOURCED FROM LINZ DATA SERVICE
- PROPERTY BOUNDARIES SOURCED FROM LINZ DATA SERVICE
- THE DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNLESS SOLOICALLY APPROVED
- THE DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNLESS SOLOICALLY APPROVED

**CLIENT** WELLINGTON CITY COUNCIL  
**PROJECT** THE PARADE, ISLAND BAY  
**TITLE** TOWN CENTRE SAFETY IMPROVEMENTS  
**GENERAL ARRANGEMENT PLAN - SHEET 1 OF 5**

**SCALE** 1:250  
**DATE** 10/06/2021  
**REV** 1



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## Legal Description:

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

Column One	Column Two	Column Three
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 141 metres north of its intersection with Medway Street (Grid coordinates x = 1748381.8m, y = 5422561.6m), and extending in a northerly direction following the western kerbline for 17 metres. (3 parallel parking spaces)</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 14 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 13 metres</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 50.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 20.5 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 78.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 13 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 97 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 4 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 105.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 17 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 127.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 18 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 47.5 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 60 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 14 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 13 metres</i>



## FEEDBACK RECEIVED

<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 33.1 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748391.4m y= 5422528.0m), and extending in a southerly direction for 12.2 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 33.1 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748391.4m y= 5422528.0m), and extending in a southerly direction for 12.2 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 59.9 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748388.8m y= 5422501.5 m), and extending in a southerly direction for 19.5 metres.</i>
<b>Medway Street</b>	<i>P60, Monday to Sunday, 8:00am - 6:00pm</i>	<i>South side, commencing 19 metres west of its intersection with The Parade (Grid coordinates x=1748380.6 m, y=5422546.2 m), and extending in a westerly direction following the southern kerb line for 12.5 metres (4 angled vehicle parks).</i>
<b>Medway Street</b>	<i>P60, Monday to Sunday, 8:00am - 6:00pm</i>	<i>North side, commencing 21 metres west of its intersection with The Parade (Grid coordinates x=1748381.4 m, y=5422559.7m), and extending in a westerly direction following the northern kerbline for 11 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>The Parade</b>	<i>Bus stop, at all times</i>	<i>West side, commencing 24.5 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 13 metres.</i>
<b>The Parade</b>	<i>Bus stop, at all times</i>	<i>East side, commencing 145.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 20.5 metres.</i>
<b>The Parade</b>	<i>Mobility parking, vehicles displaying an operation mobility card only, P60 Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 27 metres from its intersection with Medway Street and extending in a northerly direction for 4 metres</i>



## FEEDBACK RECEIVED

<b>The Parade</b>	<i>P60, Monday to Saturday, 8am to 6pm, Vehicles Displaying an Operational Mobility Permit Only</i>	<i>East side, commencing 44.8 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748390.3m y= 5422515.9m) and extending in a southerly direction for 5 metres.</i>
<b>Medway Street</b>	<i>Taxi Stand</i>	<i>North side, commencing 9.5 metres west of its intersection with The Parade (Grid coordinates x=1748381.4 m, y=5422559.7m), and extending in a westerly direction following the northern kerbline for 11.5 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Medway Street</b>	<i>No stopping, at all times</i>	<i>South side, commencing from its intersection with The Parade and extending in a westerly direction following the southern kerbline for 14.5 metres.</i>
<b>Medway Street</b>	<i>No stopping, at all times</i>	<i>North side, commencing from its intersection with The Parade and extending in a westerly direction following the northern kerbline for 9.5 metres.</i>
<b>Avon Street</b>	<i>No stopping, at all times</i>	<i>North side, commencing from its intersection with The Parade (Grid coordinates x= 1748409.1 m, y= 5422715.3 m), and extending in an easterly direction following the northern kerbline for 7.5 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 71 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 7.5 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 91.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 6.5 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 101 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 4.5 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 122.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 5 metres.</i>



## FEEDBACK RECEIVED

<b>The Parade</b>	No stopping, at all times	West side, commencing 131.5 metres north of its intersection with Medway Street, (Grid coordinates x = 1748381.8m, y = 5422561.6m), and extending in a northerly direction following the western kerbline for 9.5 metres.
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Delete from Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>The Parade</b>	Pedestrian crossing	Commencing 40.5 metres south of the southern kerb line of Avon Street (Grid coordinates x= 1748403.7m y= 54226654.0m).
<b>The Parade</b>	Pedestrian crossing	Commencing 16.2 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748383.5m y= 5422544.7m).

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

Column One	Column Two	Column Three
<b>The Parade</b>	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 218 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 5 metres.
<b>The Parade</b>	P10, Monday to Friday, 7:00am - 10:00am, 3:00pm - 6:00pm; P60 at other times	West side, commencing 223 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 17.4 metres.
<b>The Parade</b>	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 253.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 14.9 metres.



## FEEDBACK RECEIVED

<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 287 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 53.4 metres.</i>
<b>Avon Street</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>North side, commencing 10.5 metres east of its intersection with The Parade (Grid Coordinates X = 1748408.604m, Y = 5422714.063m and extending in an easterly direction following the northern kerbline for 10.4 metres.</i>
<b>Avon Street</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 14.5 metres east of its intersection with The Parade (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in an easterly direction following the southern kerbline for 12.6 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 10 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 16 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 49.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 13.1 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 72 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 10.2 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 100.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 12.8 metres.</i>



## FEEDBACK RECEIVED

<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 147 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 9.6 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 173.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 7 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 209.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 5 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 223.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 5.5 metres.</i>
<b>Medway Street</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 20.5 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a westerly direction following the southern kerbline for 18.8 metres.</i>
<b>Medway Street</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 44.5 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a westerly direction following the southern kerbline for 7.8 metres.</i>
<b>Medway Street</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 59 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a westerly direction following the southern kerbline for 5.4 metres.</i>



## FEEDBACK RECEIVED

<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 17 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 9.8 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 42 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 7.3 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 73 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 5.2 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>The Parade</b>	<i>Bus stop, at all times</i>	<i>West side, commencing 346.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 15 metres.</i>
<b>The Parade</b>	<i>Bus stop, at all times</i>	<i>East side, commencing 121.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 15 metres.</i>
<b>The Parade</b>	<i>Mobility parking, at all times, displaying an operation mobility permit only</i>	<i>East side, commencing 180.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 15.6 metres.</i>
<b>Medway Street</b>	<i>Mobility parking, displaying an operation mobility permit only, P60 Monday to Saturday, 8:00am - 6:00pm</i>	<i>North side, commencing 14.5 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.964m, Y = 5422557.899m and extending in a westerly direction following the northern kerbline for 7.8 metres.</i>



## FEEDBACK RECEIVED

<b>Medway Street</b>	<i>Taxi stand, at all times</i>	<i>North side, commencing 22 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.964m, Y = 5422557.899m and extending in a westerly direction following the northern kerbline for 11 metres.</i>
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Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 161.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 56.6 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 240.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 12.9 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 268 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 18.7 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 340.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 6.2 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 361.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 24.9 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 186.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 19.2 metres.</i>



## FEEDBACK RECEIVED

<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 213 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 15 metres.</i>
<b>Avon Street</b>	<i>No stopping, at all times</i>	<i>North side, commencing at its intersection with The Parade (Grid Coordinates X = 1748408.604m, Y = 5422714.063m and extending in an easterly direction following the northern kerbline for 10.3 metres.</i>
<b>Avon Street</b>	<i>No stopping, at all times</i>	<i>South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in an easterly direction following the southern kerbline for 14.4 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing at its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 10.2 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 26 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 23.2 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 62.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 9.6 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 82.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 18 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 113 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 8.2 metres.</i>



## FEEDBACK RECEIVED

<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 136.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 10.8 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 156.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 16.6 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 196 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 13.5 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 214.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 9.2 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 229 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 21 metres.</i>
<b>Medway Street</b>	<i>No stopping, at all times</i>	<i>North side, commencing at its intersection with The Parade (Grid Coordinates X = 1748385.964m, Y = 5422557.899m and extending in a westerly direction following the northern kerbline for 14.4 metres.</i>
<b>Medway Street</b>	<i>No stopping, at all times</i>	<i>North side, commencing 33 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.964m, Y = 5422557.899m and extending in a westerly direction following the northern kerbline for 17.1 metres.</i>
<b>Medway Street</b>	<i>No stopping, at all times</i>	<i>South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a westerly direction following the southern kerbline for 20.4 metres.</i>



## FEEDBACK RECEIVED

<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing at its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 16.8 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 26.5 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 15.4 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 49.5 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 23.6 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 78 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 151.8 metres.</i>

Add to Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Avon Street</b>	<i>Pedestrian crossing</i>	<i>Commencing 7.4 metres east of its intersection with The Parade (Grid Coordinates X = 1748407.9733m, Y = 5422707.739m).</i>
<b>The Parade</b>	<i>Pedestrian crossing</i>	<i>Commencing 44.2 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m).</i>
<b>Medway Street</b>	<i>Pedestrian crossing</i>	<i>Commencing 7.5 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m).</i>
<b>The Parade</b>	<i>Pedestrian crossing</i>	<i>Commencing 9.3 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m).</i>



# FEEDBACK RECEIVED

Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b><i>The Parade</i></b>	<i>Cycle lane</i>	<i>West side, commencing 86 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m) and extending in a northerly direction following the western kerbline for 268 metres.</i>
<b><i>The Parade</i></b>	<i>Cycle lane</i>	<i>East side, commencing 6 metres north of its intersection with Avon Street (Grid Coordinates X = 1748408.604m, Y = 5422714.063m) and extending in a southerly direction following the eastern kerbline for 248 metres.</i>

**Prepared By: Janine Sziklasi**

Transportation Engineer Tonkin & Taylor

**Reviewed By: Zackary Moodie**

Team Leader Transport Engineering

**Approved By: Brad Singh**

Manager Transport & Infrastructure

**Date:**

05/12/2022



# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR98-22 The Parade, Island Bay – time-restricted parking
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>Install P120, 8am-8pm, time-restricted parking on the western side (northbound lane) of The Parade from the Humber Street intersection to approximately No.280 The Parade.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>We have received a request from Wellington South Baptist Church about improving access for church goers. During the day, vehicles are parked on The Parade for extended periods making it difficult for churchgoers and other community members to park in the vicinity. Having time-restricted parking on The Parade will allow vehicle turn over, effectively freeing up parking spaces for other people who use this area.</li><li>This proposal was first presented to the community on 18 July 2022 to 7 August 2022. This was deferred as there was feedback received to extend the time-restricted parking hours to 8am-8pm (from 8am-6pm).</li></ul>
<b>Location – where we propose to make the change</b>	The Parade, Island Bay – from the Humber Street intersection to approximately No.280 The Parade
<b>Impact</b>	<ul style="list-style-type: none"><li>Strategic reason for this change – improves safety and accessibility for pedestrians and people who drive.</li><li>Net parking impact – time-restricted parking will replace unrestricted parking spaces. The net number of parking spaces will remain the same.</li><li>Pedestrian impact – positive. Efficient allocation of on-street parking spaces will assist members of the community that require nearby access to their destination.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.</li><li>Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.</li><li>Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.</li></ul>
<b>Additional information</b>	<ul style="list-style-type: none"><li>Average daily traffic count – 6,135.</li><li>To view the legal description for this traffic resolution, a copy of this report will be available on the Council's website from 9am on Monday 31 October 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
<b>Feedback</b>	<ul style="list-style-type: none"><li>If you would like to provide us with specific feedback, which will be added to the traffic resolution following consultation and made public in</li></ul>



## We are proposing a change in your area

	<p>full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <ul style="list-style-type: none"><li>• <b>Please note if you are giving feedback, the consultation period opens at 9am on Monday 31 October 2022 and finishes at 5pm on Sunday 13 November 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> 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.</li></ul>
<b>Next steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 November 2022.</li><li>2. The proposal will be presented to a Council committee in early December 2022. Pending the results of the election, the committee meeting date and time will be confirmed after 17 November 2022. Council Officers will update submitters on the committee meeting details.</li><li>3. If approved, the proposal will be installed in the following three months.</li></ol>



# We are proposing a change in your area

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

## Traffic resolutions plan: TR98-22 The Parade, Island Bay – P120 time-restricted parking





# We are proposing a change in your area

## Legal description:

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

Column one	Column two	Column three
<b>The Parade</b>	<i>P120 maximum, Monday to Sunday 8:00am – 8:00pm</i>	<i>West side, commencing 17 metres north of its intersection with Humber Street (grid coordinates X= 1,748,198.34 m Y= 5,421,936.54 m) and extending in a northerly direction following the western kerbline for 10 metres.</i>
<b>The Parade</b>	<i>P120 maximum, Monday to Sunday 8:00am – 8:00pm</i>	<i>West side, commencing 60 metres north of its intersection with Humber Street (grid coordinates X= 1,748,198.34 m Y= 5,421,936.54 m) and extending in a northerly direction following the western kerbline for 6.6 metres.</i>
<b>The Parade</b>	<i>P120 maximum, Monday to Sunday 8:00am – 8:00pm</i>	<i>West side, commencing 78 metres north of its intersection with Humber Street (Grid coordinates X= 1,748,198.34 m Y= 5,421,936.54 m) and extending in a northerly direction following the western kerbline for 21 metres.</i>
<b>The Parade</b>	<i>P120 maximum, Monday to Sunday 8:00am – 8:00pm</i>	<i>West side, commencing 108 metres north of its intersection with Humber Street (Grid coordinates X= 1,748,198.34 m Y= 5,421,936.54 m) and extending in a northerly direction following the western kerbline for 7.1 metres.</i>

**Prepared By:**

Patrick Padilla

**(Project Manager)**

**Approved By:**

Zackary Moodie

**(Team Leader Transport  
Engineering)**

**Date:**

21/10/22



**Feedback and Officer Responses: TR98-22 The Parade, Island Bay – Time-restricted parking**

NAME	SUBURB	AGREE	FEEDBACK	ATTACHMENTS	OFFICERS RESPONSE
Michael	Island Bay, Wellington	No	I imagine this will have an adverse affect on the bowling club when they have tournaments. It's hard enough to get a park; we should be supporting community sports clubs!		<p>Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.</p> <p>The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses and organisations by providing the community with better access to these premises and facilities.</p>
Flavia	Island Bay, Wellington	Yes	If restricted car park is implemented can you make sure is regularly checked. Can we implement this on the whole of the parade leaving just residents parking for the houses that don't have a car park		<p>Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.</p> <p>We acknowledge that enforcement will play an important role in establishing change. The Project Team are working with Parking Services to determine how enforcement can be done effectively, given the need, available resources, and high demand. These discussions are in progress.</p>
Sam	Island Bay, Wellington	No	By having time restrictions on the parking you're even further limiting the parking for the residents. People don't work 12 hour days so no matter what they'll be illegally parking infront of their own houses.		<p>Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.</p> <p>The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses and organisations by providing the community with better access to these premises and facilities.</p> <p>Residents affected by changes in this area are encouraged to use off-street parking and driveways where applicable. Alternatively, for those near the proposed area of change, there are unrestricted parking spaces on nearby side streets, in addition to any unrestricted parking on The Parade.</p>
Deanne	Island Bay, Wellington	Yes	This will help with shoppers parking		<p>Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.</p>
Rod	Island Bay, Wellington	No	Just stop ruining the best suburb in Wellington. <u>Our magic boulevard has been screwed by the I'll conceived cycle way. I am motorist and a cyclist.</u>		<p>Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.</p>
Amanda	Island Bay, Wellington	No	<p>Time restricted parking is yet another proposed solution for a flawed solution to the road already in place. Rather than put another solution on a flawed system - fix what is originally broken. Ie taking out all of the parking on one side of the road has meant significantly reduced parking for houses and amenities on both sides of the road, putting pressure on parking.</p> <p>This solution looks like it is only in response to 1 organisation - the church - listen to others. Time restricted parking will once again impact on residents, and bowls club participants who often have mobility/access issues.</p> <p>Time restricted parking will push some parking over to Clyde and Derwent st, which will make that more dangerous and over crowded, then you will be looking at 'fixing' this. It's a never ending fixing of issues that if the original problem was addressed would not be a problem.</p> <p>So the solution - remove wide areas for cycle way and reinstate parking</p> <p>While the public transport system is not reliable enough to convert people away from cars a more car friendly approach is needed.</p> <p>E.g. Designate/surface areas to create safe off street parking</p>		<p>Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.</p> <p>The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses and organisations by providing the community with better access to these premises and facilities.</p> <p>Residents affected by changes in this area are encouraged to use off-street parking and driveways where applicable. Alternatively, for those near the proposed area of change, there are unrestricted parking spaces on nearby side streets, in addition to any unrestricted parking on The Parade.</p>
Aleisha	Island Bay, Wellington	No	There are people that live in these areas and need to park their car during the day (eg while at work) and there is limited parking as it is down the whole parade. Unfortunately in todays day and age people have 2x cars per household and they need space for it when they cycle or bus to work.		<p>Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.</p> <p>The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses and organisations by providing the community with better access to these premises and facilities.</p> <p>Residents affected by changes in this area are encouraged to use off-street parking and driveways where applicable. Alternatively, for those near the proposed area of change, there are unrestricted parking spaces on nearby side streets, in addition to any unrestricted parking on The Parade.</p>




Graeme	Newtown, Wellington	No	Time limited car parking on the parade is not needed and restricts easy access to the suburb.		<p>Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.</p> <p>The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses and organisations by providing the community with better access to these premises and facilities.</p>
Patrick on behalf of Cycling Action Network Inc.	Te Aro, Wellington	Yes	Cycling Action Network supports this resolution. It will increase parking turnover and availability, serving more people. It aligns with the Council's parking policy, 2020.		Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.
Stephen	Newtown, Wellington	Yes	This is very much needed for the continued roll out of a connected cycle lanes.		Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.
Carl	Newtown, Wellington	Yes	The church should be encouraging members to use transport that is more sustainable and does not contribute as much to traffic and parking demand. These include car-pooling, ride share such as uber, cycling, walking and the bus.		Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.
AJ	Island Bay, Wellington	Yes	changing to time-restricted parking will encourage greater turnover and allow more people to use the car parks.		Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.
Khoi	Mount Cook, Wellington	Yes	These changes will increase the shopping area attractiveness even more when the cycleway connection are linked up from Town to Island Bay.		Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.
Stephen	Island Bay, Wellington	Yes	Time restricted parking needs to be more rigidly enforced.		<p>Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.</p> <p>We acknowledge that enforcement will play an important role in establishing change. The Project Team are working with Parking Services to determine how enforcement can be done effectively, given the need, available resources, and high demand. These discussions are in progress.</p>
Jacquie	BROOKLYN, Wellington	No	Island Bay is an important place for Wellington residents to come and enjoy with close proximity to the south coast. These changes will restrict access to an important recreational area for the city, especially for those less able.		<p>Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.</p> <p>The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses and organisations by providing the community with better access to these premises and facilities.</p>
Sylvia	Island Bay, Wellington	No	Maybe just outside church		<p>Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.</p> <p>The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses and organisations by providing the community with better access to these premises and facilities.</p>
P	Island Bay, Wellington	No	<p>Do you have any data on the problem you are solving? How many church goers are affected? And how frequently and for how long are they affected? Conversely, how many people will be affected by making this change in order to accommodate a small group of church goers? Is the church request available for review? Are there alternative options? Why give us a single option in your proposal?</p> <p>What change initially caused this problem for the church? It looks obvious that the introduction of the cycleway and subsequent removal or parking spaces have had repercussions on parking spaces. Looks like revisiting the cycleway would help solve this problem. What could happen if you don't? You will create issues for people, who park there to catch public transport or those residents, who do not have off-street parking. By making this change, it is likely that you will shift the problem somewhere else, in a different shape and form.</p> <p>Why not review the need for the cycleway? Do you have any data about the cycleway use? As a public transport commuter, I use the bus service during commuting rush hours and have rarely seen more than a handful of cyclists using the lane on the busiest day ever! The cycleway that was implemented solved a problem that didn't exist, or that was at best nebulous and that only impacts a minority of people in the community!</p> <p>By revisiting the cycleway, additional parking spaces can be made available without the requirements to control spaces with time.</p> <p>Improvements to the transport and road system should be made in a manner that benefits all users. Currently, the cyclists are being prioritised at the detriment of other users. Has a benefit realisation been done on the cycleway? How much has it improved the road usage for all users? Why create yet another work-around for a solution that is ineffective. Stop wasting tax-payer money and solve this adequately please.</p> <p>Please do get in touch for ideation on how to resolve this (that is if you wish to include alternative views to the current thinking of WCC).</p>		<p>Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.</p> <p>The bike lanes have been implemented following the Puroro Amua Planning and Environment Committee resolution on 10 March 2022. Details of the discussion can be found in the Council's website: <a href="https://wellington.govt.nz/your-council/meetings/committees/planning-and-environment-committee/2022/03/10">https://wellington.govt.nz/your-council/meetings/committees/planning-and-environment-committee/2022/03/10</a></p> <p>The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses and organisations by providing the community with better access to these premises and facilities.</p>



Jude	Island Bay, Wellington	No	<p>The proposal has now been extended based on "feedback received". Council is failing to follow due process for this consultation, changing/extending the proposal to suit Council's agenda. Please publish your agreed process and ToRs (and send me the link) because you're shifting the goalposts in an underhand way.</p> <p>You've selectively extended the proposal based on some feedback. For equity, you now ought to extend the proposal again based on my feedback.</p> <p>All my original objections, which I submitted to you on 7 August, still apply. You haven't acknowledged receipt of my submission, nor addressed my concerns. Therefore, you have wasted my, and presumably other submitters time and destroyed trust in your process. Going out to us again with an extended proposal as a result of "feedback" that supports your agenda, demonstrates that the outcome of this so-called "consultation" is predetermined and you're not authentically considering any views that oppose the Baptist Church's request. Residents who receive this second leaflet could easily dismiss it as the same proposal as earlier, and not respond to it. This is sneaky and underhand, and you will get a very under representative response. Is this your intention? You'll be able to make the misleading claim that "only a small # of people opposed the extended proposal". That's misleading and wrong.</p> <p>Since my last submission I've had more time to note the pressure on parking and the church use during the week and weekends. There are currently parks available at almost all times. The church is hardly used during the week, and is only used on some, not all, Sundays. The people I spoke to said the church had not in fact approached the Council with this request, but rather the other way round. This is dishonest and underhand behavior on Council's part. Please publish the church's request for time limited parking, and that of the other two church's that you claim were made.</p> <p>The cycleway has done more than enough damage to the community. I recommend you change your stance and begin to do the right thing.</p>		Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.
Margaret on behalf of Wellington South Baptist Church	Island Bay, Wellington	Yes	<p>Our (Wellington South Baptist church) facility users are finding that there is a serious lack of parking when they turn up to their weekly event held here at WSBC. With the recent passing of the TR's spaces around us there will be even less parking available for our facility users as I envisage the vehicles currently parked during the day/evening in those spaces nearby will begin to park outside our church. I consider it important that we get TR spaces outside our venue that suit the times our facility users are here in the evening, which is why this consultation is happening.</p> <p>We are the venue for public or community forums/meetings held during the day, but mostly after school and in the evenings. A wide variety of community groups use our facilities: Island Bay Residents Association, Toastmasters, musical concerts, Bellyful cook ups, whanau meetings, a senior's group, young parents with newborn babes who meet under the Plunket umbrella, various styles of exercise classes for children and adults, a church service on Sunday mornings etc. Most members of these groups need parking as to take a bus is not an option (buses are irregular and the buses that do turn up do not coincide with when their meetings start/finish, they do not live in Island Bay etc) and neither is cycling an option as they maybe bringing resources with them (e.g. Bellyful) or the weather is not suitable (wet and/or raining).</p> <p>We have bicycle parking for 8 bikes and it is lovely to see them well used when we have community meetings.</p> <p>I'm hoping that you will look again at the submissions from the people who responded to TR98-22 previously and take them into account as some people are saying that you already have their submission from last time and won't be submitting again this time</p>		Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.
simon	Mount Cook, Wellington	Yes	makes sense to remove long term parkers		Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.
Sheila	Southgate, Wellington	Yes	This will help facilitate attendance at the community venues, rather than the spaces being used for all day residential parking.		Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.
Evan	Island Bay, Wellington	No	I wish to speak at the meeting - refer uploaded submission.		Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.
Graham	Island Bay, Wellington	Yes	I believe this will allow people long enough to go about their business but not stay-parked all day		<p>Council Officers will be in touch with information on speaking with the Committee.</p> <p>Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.</p>



Jamie	Island Bay, Wellington	No	I am talking on the behalf of the disabled community, - The Parking along the Parade is limited already, and adding in time zone restrictions wont be supporting the disabled community, not everyone has the ability to park in their driveway on their property. I support 4 young individuals who have intellectual disabilities along The Parade, and all need assistance for mobilization. Having this parking removed and made a time restriction isn't allowing them freedom and access to the community. We talk about giving our disabled community a voice of society, but by undertaking such a measure due to one complaint from the Church, who I might add, very rarely are occupied during the day.		<p>Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.</p> <p>The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses and organisations by providing the community with better access to these premises and facilities.</p> <p>Adding time-restricted parking spaces is being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking. As the restrictions are only limited to time, all motor vehicles are allowed to park in these spaces.</p> <p>To discuss opportunities that better support members of the community with disabilities, please get contact us via: <a href="https://wellington.govt.nz/contact-us">https://wellington.govt.nz/contact-us</a> and the appropriate team will be in touch.</p>
Lisa	Island Bay, Wellington	No	I work in Island Bay, supporting individuals who have intellectual disabilities, in their residential setting. The 2-hour parking restriction is going to make logistics and day-to-day tasks very difficult for both clients and staff, as we rely on being able to park our large mobility van on the Parade. It would be good to know the justification for the 2 hour limit, and what the council expects residents like us to do.		<p>Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.</p> <p>The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses and organisations by providing the community with better access to these premises and facilities.</p> <p>Adding time-restricted parking spaces is being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking. As the restrictions are only limited to time, all motor vehicles are allowed to park in these spaces.</p> <p>Residents affected by changes in this area are encouraged to use off-street parking and driveways where applicable. Alternatively, for those near the proposed area of change, there are unrestricted parking spaces on nearby side streets, in addition to any unrestricted parking on The Parade.</p> <p>To discuss opportunities that better support members of the community with disabilities, please get contact us via: <a href="https://wellington.govt.nz/contact-us">https://wellington.govt.nz/contact-us</a> and the appropriate team will be in touch.</p>
Ma	Island Bay, Wellington	No	Why on earth do we need time restricted parking? You've already done so much damage to Wellington you need to just stop		Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.
Ella	Newtown, Wellington	Yes	Sounds like a great idea		Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.
Peet	Island Bay, Wellington	Yes	More cycling and pedestrian-friendly infrastructure and plans please!		Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.
Evan		No	<p>Submission on TR98 – 22 The Parade, Island Bay – time-restricted parking</p> <p>WCC proposes to convert approximately 10 - 13 on-street parking spaces to time limited parking spaces (2-hour restriction, 8am to 8pm every day of the week).</p> <p>I strongly oppose the proposal for the following reasons...</p> <p>1.WCC recently upgraded the Island Bay Cycleway by adding concrete separation islands which resulted in a reduction of on-street parking spaces on The Parade between Dee and Reef Streets – down from about 205 angle and parallel spaces to about 105 to 125 parallel spaces. On the Parade between Mersey and Humber Streets (the area covered by the current proposal), parking remains for only 21–26 vehicles now - (27–32 fewer than before the 2022 cycleway changes).</p> <p>2.WCC is now proposing that 10 - 13 of these carparks be given over to time restricted parking, seven days per week largely to satisfy the wants of the Wellington South Baptist Church.</p> <p>3.WCC has deceptively and without impartiality detailed in the proposal a number of claimed impacts (all “positive”) but has spectacularly failed to note any negative impacts whatsoever or consider the needs of the greater Island Bay community. Several of the claimed “positive” impacts have no basis in fact.</p> <p>4.WCC’s proposal puts the wants of the Wellington South Baptist Church above the needs of the rest of the local community.</p> <p>(a.)The Island Bay Bowling Club is a community recreation facility used in the main by elderly (often less mobile) residents needing heavy playing equipment (bowling balls) who require more than two hours (the proposed parking time limit) to complete their sport. The 2022 cycle way changes have already robbed the bowling club’s members of a significant number of parking spaces and this proposal will remove most of the remaining parks from their use. Many of these members do not have the mobility that will allow them to park some distance away and walk with their equipment to the bowling club. (Photos attached showing the problems caused by the reduced parking as a result of the cycle way changes)</p>	 <p>Current parking outside the Bowling Club as a result of reduced on-street parking caused by the cycle way changes</p>	<p>Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.</p> <p>The parking changes being proposed have come at the request of the local businesses and organisations on The Parade and Island Bay. These requests were made with intentions of supporting the businesses and organisations by providing the community with better access to these premises and facilities. Adding time-restricted parking spaces is being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking.</p> <p>Residents affected by changes in this area are encouraged to use off-street parking and driveways where applicable. Alternatively, for those near the proposed area of change, there are unrestricted parking spaces on nearby side streets, in addition to any unrestricted parking on The Parade.</p>



(b.)The Wellington South Baptist Church's congregation is in the main younger, more physically mobile and thus more capable of walking from vehicles parked away from the church. WCC promotes healthy transport choices. The church should be encouraging and supporting its congregation to walk and cycle more – indeed the church already has cycle parking facilities on the pavement outside.

(c.)The Wellington South Baptist Church owns a residential property on Derwent St that backs onto the Church property. This could be used to provide walking access to its congregation when parking on Derwent St.

(d.)While some affected residents may have off-street parking available this is not always the case. Time restricting parking for 12 hours per day, seven days per week will largely render the parks useless to residents.

(e.)The parks are often used to support sustainability and reduce climate change via public transport use – residents from streets without easy access to reliable public transport use these parks on The Parade to park when using public transport.

(f.)Time restricted parking encourages climate damaging private car usage – WCC's proposal has identified that the time restriction will support a regular turnover of people and vehicles using the parks thus encourage more people to use their cars rather than healthier and less climate damaging options – walking, cycling, scooting and public transport.

(g.)Should the church have members that require mobility parking, I would fully support provision of the same in a sensible number but cannot support restricting usage of public assets to a singular interest group.

In summary, this is nothing more than a WCC sponsored proposal to effectively privatise public on-street parking at the request of the Wellington South Baptist Church.

As stated in council's own proposal documents, the main purpose of the proposed changes is about improving access for church goers. It is not acceptable for council to prioritise one community group's needs over those of others...and a note for the Wellington South Baptist Church – your request is self-serving and demonstrably un-Christian.

The Wellington South Baptist Church should have the good grace to withdraw its request and failing that Council must decline the proposal.



Current parking outside adjacent properties as a result of reduced on-street parking caused by the cycle way changes

Liz	Houghton Bay, Wellington	Yes	<p>I strongly support using time restrictions on parking to share this resource more fairly and efficiently. The only caveat I'd add, is please make sure people living with disabilities who are dependent on vehicle transport are prioritised ahead of other drivers, in allocating vehicle parking. I don't live with such a disability, but I am keen that we have a fairer city that enables, not disables.</p> <p>Overall, as per my submission on Town Centre improvements, I am highly supportive of much safer cycling for all ages and abilities around this city for climate protection, equity and health reasons.</p> <p>My general comments from the other submission which are also relevant to this, include:</p> <p>I've wanted to see safer cycling through Island Bay shopping area for almost a decade now - that means infrastructure that's safe for all ages from unaccompanied primary school children through to their grandparents.</p> <p>The window to limit global heating to 1.5 degrees is closing fast - and the good news is as Al Gore said at COP27 earlier this week, once we reach true net zero, temperatures will start to drop within 3-5 years, and if we stay at net zero globally, half the damaging emissions will leave our atmosphere in 25-30 years. Aotearoa NZ as a good global citizen, relatively wealthy and responsible for high historic and current emissions, really needs to reach net zero soon after 2030 (Oxfam NZ Sept 2020 report).</p> <p>A city-wide network of safe all-age all-ability cycleways is essential for net-zero transport, as well as considerable physical, mental and social health gains. Research by Macmillan et al (2014) demonstrated returns of around \$20 for every dollar spent on safe cycleways - we've been losing money from years of delays. Ditto I believe we urgently need widespread affordable car share in every suburb that cuts emissions, car ownership costs and the plethora of unnecessary under-used privately owned cars that clog our roads, garages and parking spaces. I think in future years we'll look back in horror at what we expected cyclists to accept - and see more clearly how much cycling has been dominated by the fit and fearless, mostly sporty adult males.</p> <p>Before I moved to Houghton Bay 3 years ago, I lived in Berhampore for 30 years, and started cycling about 15 years ago as non-sporty mum concerned about climate damage from fossil fuelled transport.</p> <p>I still bike through Island Bay as a route to the CBD, and to the shopping centre - although I more often opt for the longer coastal route</p>	Thank you for your feedback on TR98-22 – The Parade, Island Bay – time-restricted parking.
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			<p>round the Eastern Bays to the CBD because of safety concerns biking through Berhampore. Lesser of the two evils - as the South Coast road is hazardous in both directions, and the Eastern Bays route isn't complete around Balena Bay etc.</p> <p>Several years ago, I used a street design software tool to design safe cycling through Berhampore - it is totally possible to have a safe separated cycleway through Berhampore, the streets are wide enough for this. I would love to see completion of the Southern cycleway to CBD asap - with fixing Island Bay shops within months, Berhampore and Newtown over 2023.</p> <p>Our climate emergency and overstressed hospitals demand urgent action please - especially after cycleway consultation that feels like over a decade of talking...</p> <p>Thanks for every step you take towards shifting more people enjoying safe active transport, from fossil-fuelled health-endangering vehicle dominance.</p>		
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Feedback and Officer Responses: TR178-22 The Parade, Island Bay – Town centre improvements

NAME	SUBURB	AGREE	FEEDBACK	ATTACHMENTS	OFFICERS RESPONSE
Michael	Island Bay, Wellington	No	<p>The document says the number of time restricted parks increases; I've reviewed the drawings a all I can see is a loss of parks along the parade.</p> <p>I cannot support loss of parking due to the detrimental impact this will have to local businesses and access to critical services.</p> <p>With whanau members that suffer serious health conditions, we need access to the medical centre and pharmacy. It is already hard to find parking there, this will make it worse. It's unrealistic to expect elderly and those with young children to walk/cycle to these services in the middle of winter when they are sick.</p> <p>The other aspects of the plan are fine, but cannot be viewed positively in the full context of the negative impact of the parking changes.</p>		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p> <p>An overall reduction in parking spaces is necessary to increase footpath widths, improve public space amenity, and accommodate a physically separated bike lane to reduce conflict and improve safety.</p> <p>An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking.</p> <p>There are three mobility car parks within the Town Centre, two of which are located outside the Island Bay Medical Centre (nearby Unichem Pharmacy), for motor vehicle users that have a mobility parking permit.</p>
Cate	Island Bay, Wellington	No	<p>Removal of a significant number of parking spaces in the village centre will be a nightmare when parking is already an issue with infill housing growing in the area and an ageing population that struggles to walk or use public transport to access amenities like the doctors, library, pharmacy and the supermarket, and reducing the time allowed to 60 minutes is too short. I would like to see the angle parking kept, and any time restrictions be extended to 90 mins (since it is not unusual for the doctors to be running 45 minutes late, so it would be very easy to go over the 60 minutes limit while waiting for an appointment!)</p>		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p> <p>Parallel parking is being proposed to increase footpath widths, improve public space amenity, and to accommodate a physically separated bike lane to reduce conflict and improve safety.</p> <p>An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking.</p> <p>Existing parking time restrictions within the town centre are P60, which is found to be adequate for most people that visit the area, which is supported by the business community of Island Bay.</p>
Jonathan	Island Bay, Wellington	Yes	<p>I like the time restricted parking and improved safety for cyclists.</p>		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p>
Pablo	Island Bay, Wellington	Yes	<p>There are several driveways in the shopping area. I live at one of them which currently people use to illegally park when the cark parks are busy in the area. These driveways are for townhouses, so for example 121-127 The Parade is home to 15 homes.</p> <p>Is there anything in your design that would help prevent people parking and blocking my driveway?</p>		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – time-restricted parking.</p> <p>Mountable speed humps (similar to those in the residential areas of The Parade) and no stopping lines will be installed at driveways. Concrete separators between the bike lane and traffic lane will also be constructed which may help deter drivers from blocking driveways.</p> <p>We acknowledge that enforcement will play an important role in establishing change. The Project Team are working with Parking Services to determine how enforcement can be done effectively, given the need, available resources, and high demand. These discussions are in progress.</p>
Sonya	Island Bay, Wellington	Yes	<p>I support the proposed changes.</p>		<p>Thank you for your feedback on TR78-22 – The Parade, Island Bay – Town Centre safety improvements.</p>



Flavia	Island Bay, Wellington	Yes	The safety improvements will great for all users (cars, bikes and pedestrians)		Thank you for your feedback on TR78-22 – The Parade, Island Bay – Town Centre safety improvements.
Jonathan	Island Bay, Wellington	No	Stop getting rid of car parks		Thank you for your feedback on TR78-22 – The Parade, Island Bay – Town Centre safety improvements.
Deanne	Island Bay, Wellington	No	You have not explained in detail what these safety measures are		Thank you for your feedback on TR78-22 – The Parade, Island Bay – Town Centre safety improvements.
Charles	Island Bay, Wellington	No	<p>I disagree with putting a cycle lane through the town centre, and converting angle parks into parallel parks. This creates significant problems for very little gain.</p> <p>I find it easy to cycle through the town centre with the existing layout, and haven't observed problems between bikes and cars in this zone. Most cyclists ride at close to the 30km/h speed limit in this area, so there is no particular reason to separate them from the cars.</p> <p>In contrast, parallel parking adds anxiety for many drivers, and takes longer, which then exacerbates the problem of traffic backing up past Medway street and blocking cars leaving New World. I'm assuming this will also reduce parking spaces? (if so, this should have been listed under the impacts) This is already a big issue...I frequently try to pull over in the town centre when driving home from somewhere and end up needing to circle the block several times. Increased time-restricted parking is a good idea and should be done regardless, including on side streets, but I don't think those gains should be offset by this proposal.</p> <p>Even among most of my cycling friends, the general attitude seems to be that this is a lot of upset for very little gain, and will just get more people offside.</p> <p>I do agree with the other safety proposals (outside of the town centre), but am a bit confused because I thought these had already taken place.</p>		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – time-restricted parking.</p> <p>Converting the parking from angled to parallel between Medway and Avon Streets is necessary to increase footpath widths, improve public space amenity, and accommodate a physically separated bike lane to reduce conflict and improve safety.</p>
Jessica	Island Bay, Wellington	Yes	Great idea to extend the cycleway through the shops		Thank you for your feedback on TR78-22 – The Parade, Island Bay – Town Centre safety improvements.
Peter	Wellington Central, Wellington	Yes	I support the project because it will help to make safer conditions for walking and cycling, by creating separated cycle lanes and raised crossings.		Thank you for your feedback on TR78-22 – The Parade, Island Bay – Town Centre safety improvements.
Amanda	Island Bay, Wellington	No	<p>All of these proposals are about installing the cycle way and the actions mainly have negative impacts on the currently thriving shopping area. WCC actions over the last 8 years has killed enough local businesses - the shopping centre contributes significantly to the culture of island bay and should be preserved in this process. 3m parking setbacks at driveways and 30m setbacks on approaches to intersections</p> <p>The following proposals are all problematic</p> <ul style="list-style-type: none"> <li>Separated bike lanes through the town centre and Convert angled parking on The Parade to parallel parking - this is at the expense of the number of car parks and increased traffic while people wait to park in parallel parks. This will put even more pressure on island bay new world car park which was expanded for their own use a few years ago. Which means it will put people off stopping at the supermarket because of council decision.</li> <li>Intersection improvements and traffic calming adjustments such as raised tables, kerb buildouts, and dual crossings across side roads for pedestrians and - unnecessary expense as traffic has to be slow through this area anyway. Would be a nightmare on a bus even if gradient considered. The crossing along Medway is sensible though.</li> <li>Add time-restricted parking on Medway and Avon Streets. Local residents will not be able to park. And if you make them residents only to solve this then once again not enough parks.</li> </ul> <p>What about building a multi storey carpark?? Then you can remove most on street parking.</p> <p>The changes are also at the expense of the trees, and these changes do little to enhance the look of the centre - council need to invest in aesthetics too...</p>		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p> <p>An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking.</p> <p>Residents affected by changes in this area are encouraged to use off-street parking and driveways where applicable. Alternatively, for those near the proposed area of change, there are unrestricted parking spaces on nearby side streets, in addition to any unrestricted parking on The Parade.</p> <p>Improvements to the public spaces are being developed alongside the proposed safety improvements and have been developed with members of the community.</p>
Graeme	Newtown, Wellington	No	Reducing the parking in the shopping area will make it even harder to access the shop's and medical centre. Separated cycle ways will make the street narrower for cars and reduce visibility. Safety of pedestrians will not be improved and is currently not an issue.		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p> <p>An overall reduction in parking spaces is necessary to increase footpath widths, improve public space amenity, and accommodate a physically separated bike lane to reduce conflict and improve safety.</p> <p>An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking.</p>
Jonathan	Mount Cook, Wellington	Yes	I fully support installing a safe separated cycle route through this area. Currently it is unsafe for less confident cyclists like myself to travel through here because of the lack of separation from fast moving traffic. I support the relocation of visitor parking away from The Parade. I'm unsure about the need to remove the tree at the Medway St intersection for the cycleway. I think there's room to divert the cycleway around the tree without any sharp bends. If the tree is to be removed to improve sunlight or visibility please try to find a nice spot for it close by.		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p> <p>Improvements to the public spaces are being developed alongside the safety improvements being proposed. This will include an increase in planting and greenery.</p>



Caleb	Island Bay, Wellington	Yes	Generally agree with the changes. The cycle lane does appear to be very narrow in places.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Patrick on behalf of Cycling Action Network Inc.	Te Aro, Wellington	Yes	Separated bike lanes through the town centre are urgently needed. This is a missing link in Wellington's transport network. Parking setbacks from driveways and intersections makes this street safer. This proposal is consistent with WCC's transport, safety, and climate priorities.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Julie	Island Bay, Wellington	Yes	These changes are important to improve pedestrian and bike experience through the town centre. They will also help with vehicle traffic as the parking will no longer be backing out blind into the line of traffic. Lastly they will help with the buses travelling through, not having a manoeuvre around angled parking.  Can I please make a plea however to have enforcement of these changes (and along this road) especially by the pedestrian crossing outside number 126 the parade? Cars and vans regularly park here, especially overnight and it is a real traffic hazard when the pedestrians are forced to cross behind a van blocking the view for the oncoming traffic. Likewise, enforcement is needed to stop cars parking on the cycle lane or on the separators, both of which I see regularly as a pedestrian in Island Bay		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.  We acknowledge that enforcement will play an important role in establishing change. The Project Team are working with Parking Services to determine how enforcement can be done effectively, given the need, available resources, and high demand. These discussions are in progress.
Stephen	Newtown, Wellington	Yes	This is very much needed for the continued roll out of a connected cycle lane.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Valerie	Southgate, Wellington	No	For those of us who don't live within walking distance the shopping centre will become inaccessible because finding a park which is already difficult will be almost impossible. People will just shop elsewhere. Someone who is unwell or injured may not be able to walk a long distance to get to the doctor especially the elderly or parents with sick children. Buses from Southgate run too infrequently to be useable for things like medical appointments. This whole process has been characterised by a lack of genuine consultation. I don't know who you are telling about meetings and other opportunities to discuss your plans, but they are not sharing that information outside their own little groups. The people who are affected extend beyond those who live just along the road who apparently get mail drops. I only found out about this because I get a newspaper and had time to read the public notices page that day. There are spaces in the village where you could put up notices but just as for the election candidates' meetings no one bothered. This is not fair or democratic. I suspect that criticism could be justly made of the local residents' association, but it is difficult even to find out about them never mind attend meetings. This should suggest to you that they may not be representative of the community at large. The plans provided were very difficult to read even on a larger computer screen because of the poor resolution used for their scanning. I found this last time I looked as well. I suppose I could try look at them in the library but there is insufficient table space there to spread them out to read them. The staff do their best but the space they have is inadequate. The survey is designed to give the answers that the council (or its staff) want rather than to seriously canvas opinions. Looking at the results of previous surveys that you provided it is evident that you are not willing to heed people's views when those of the majority differ from your plan.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.  An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking.  We acknowledge that reaching out to everyone in community may not happen, and this may be for a number of reasons. Officers strive to reach out to as many people that are impacted by the changes and will consider all feedback received.
Carl	Newtown, Wellington	Yes	Strongly support removal of angle parking, and the pedestrian crossings which allow cyclists and pedestrians right of way across side streets. This design looks to be a great improvement over the existing situation, and one that I would be happy allowing my child to use.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Patrick	Island Bay, Wellington	Yes	A fully integrated cycleway connecting north and south of the shops is required for safety		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
AJ	Island Bay, Wellington	Yes	the current configuration puts cyclists at risk from motorists pulling out of angled parking. having a continuous protected cycle lane will improve safety for all cyclists.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Gerard	Island Bay, Wellington	Yes	Improvements make it safer for everybody, especially walkers, cyclists, and scooter riders		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Khoi	Mount Cook, Wellington	Yes	Dedicated cycleway and lower speed limit make our streets safer and this fit in with the city vision !		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Petula	Houghton Bay, Wellington	No	Its killing businesses. Having no parking for locals and visitors.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.  An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking.
Craig	Island Bay, Wellington	No	This will kill our village - the removal of 33 car parks is going to do away with small local businesses who are already suffering from the effects of covid and cost of living crisis		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.  An overall reduction in parking spaces is necessary to increase footpath widths, improve public space amenity, and accommodate a physically separated bike lane to reduce conflict and improve safety.  An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking.



Fiona	Island Bay, Wellington	No	<p>I do not agree with this proposal.</p> <p>In the first instance it has been claimed that ALL businesses have been spoken to about the proposed changes - I have spoken to several businesses and they have NOT been consulted about the changes. WCC please be more honest - you will get more respect!!</p> <p>Secondly we have already seen the negative impact of cycleway changes to The Parade has had on businesses and this has not been justified by an increase in cycling numbers and an increase in accidents for users</p> <p>I do not consider these safety improvements - particularly as it will have more of a negative impact on pedestrians safety. Bicycles and pedestrians are not a good mix (as evidenced by my husband suffering a significant head injury while cycling and colliding with a pedestrian on a protected cycle lane).</p> <p>I understand that it is proposed that more children will cycle in Island Bay as a result of the 'protected' cycle lanes - I do not agree with this as most children I see and know (having four children of my own) that they prefer to walk or scooter. Scooters and bikes do not mix in a cycle lane either.</p> <p>Removing parks in the shopping centre will have a negative effect on the businesses we have currently. It is not an argument to say that this will be good for the environment as there are increasing numbers of electric cars in Island Bay and they will want to use these parks. There is already a significant demand for parking and it would not be good enough for the council to say that there is a parking lot in New World (in particular as the council refused consent to increase parking there).</p>		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p> <p>Council Officers have been regularly engaging with business owners, organisations, and residents on The Parade. The result of this engagement are parking requests that have been and continue to be proposed to the Council via the Traffic Resolutions process. Businesses that would like to discuss their needs with the Council are actively encouraged to reach out to Council Officers.</p> <p>The proposed bike lanes within the town centre will be physically separated from the pedestrians and traffic lanes to reduce conflict and improve safety.</p> <p>An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking.</p>
Janet	Island Bay, Wellington	Yes	It would be great to have cycle lanes in the village part of Island Bay.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
alexia	Island Bay, Wellington	No	the only reason you want time restricted parking is to make more money from issuing tickets		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p> <p>An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking.</p>
Andrew	Southgate, Wellington	Yes	Much better balance of available space to all users; less car biased. Good to join up the cycle route. Will lost tress be replaced? Don't really want the amount of greenery to be reduced.		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p> <p>Improvements to the public spaces are being developed alongside the safety improvements being proposed. This will include an increase in planting and greenery.</p>
Iain	Seatoun, Wellington	No	<p>Business need easy access for customers</p> <p>Removal of car parks infers the ability to earn income</p> <p>The cutting off of the life flow will harm business who have s</p> <p>Established there operation knowing customers have access to the shops</p> <p>Cars equal people and people equal cash</p>		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p> <p>An overall reduction in parking spaces is necessary to increase footpath widths, improve public space amenity, and accommodate a physically separated bike lane to reduce conflict and improve safety.</p> <p>An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking.</p>
Samuel	BROOKLYN, Wellington	Yes	I support these proposed changes as it creates a safe and continuous lane for cyclists, who will no longer have to navigate around parked cars.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Inaya	Island Bay, Wellington	Yes	Anything to make the shopping area less chaotic and safer for pedestrians and bicyclists gets my support!		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.



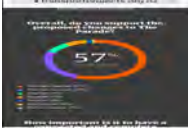
Sylvia	Island Bay, Wellington	No	<p>The reduced parking in the village is thoughtless. It serves a small minority of cyclists at the expense of families with little ones and the elderly going to the Drs (12 doctors approx.- 6000 patients)_ the Chemist, the library, the butcher and other businesses. The climate is not conducive to outside tables and picnic chairs in the village. We have a lovely playground and beach for this. The whole idea of reduced parking space is NOT providing parking - so where this comment comes from is a mystery.</p>		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p> <p>An overall reduction in parking spaces is necessary to increase footpath widths, improve public space amenity, and accommodate a physically separated bike lane to reduce conflict and improve safety.</p> <p>An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking.</p>
P	Island Bay, Wellington	No	<p>Your proposal states: "Since completion of the bike lanes along The Parade in 2016, there has been concern from residents that the layout is confusing and unsafe." This statement point to the cycleway as the reason for a lack of safety. Where is the data around safety in Island Bay? How does that compare to other suburbs? Have you investigated the reasons why it is not as safe as it should be? Do you have clear visibility of the circumstances leading to a lack of road safety? Why not address the reason for the introducing a cycleway in the first place instead of yet creating another fix that will only displace the problem? The cycleway is the cause of many issues that were not previously there. Please revisit the need for a separate cycleway along the need for improvements to public transport. introducing a cycleway and adding parking restrictions, combined with a quickly deteriorating bus service not the answer to a better road/ transport system. Let's resolve the bus service issue instead of adding parking restrictions. Improvements should be made simultaneous across all the factors that impact road safety and transport.</p>		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p> <p>The bike lanes have been implemented following the Puroro Amua Planning and Environment Committee resolution on 10 March 2022. Details of the discussion can be found in the Council's website: <a href="https://wellington.govt.nz/your-council/meetings/committees/planning-and-environment-committee/2022/03/10">https://wellington.govt.nz/your-council/meetings/committees/planning-and-environment-committee/2022/03/10</a></p>
Liz	Houghton Bay, Wellington	Yes	<p>I've wanted to see safer cycling through Island Bay shopping area for almost a decade now - that means infrastructure that's safe for all ages from unaccompanied primary school children through to their grandparents. The window to limit global heating to 1.5 degrees is closing fast - and the good news is as Al Gore said at COP27 earlier this week, once we reach true net zero, temperatures will start to drop within 3-5 years, and if we stay at net zero globally, half the damaging emissions will leave our atmosphere in 25-30 years. Aotearoa NZ as a good global citizen, relatively wealthy and responsible for high historic and current emissions, really needs to reach net zero soon after 2030 (Oxfam NZ Sept 2020 report). A city-wide network of safe all-age all-ability cycleways is essential for net-zero transport, as well as considerable physical, mental and social health gains. Ditto widespread affordable car share in every suburb that cuts emissions, car ownership costs and the plethora of unnecessary under-used privately owned cars that clog our roads, garages and parking spaces. I like the separation of this cycleway from parked vehicles - as also recently built along the southern and northern ends of the Parade. I also like the way it's adjacent to the footpath. I'm ok about some trees being removed for safety - that's important. Biking through the shops always felt dodgy, especially past the diagonal parked cars that could reverse into me at any time. I always took the centre of the lane to be visible and safer - but imagining primary school children trying to negotiate this section on their own is scary. Especially adding the big buses driving through. I think in future years we'll look back in horror at what we expected cyclists to accept - and see more clearly how much cycling has been dominated by the fit and fearless, mostly sporty adult males. Let's ensure these cycle-paths are wide enough for cargo bikes and adult e-trikes which are likely to become more popular, especially with some older cyclists losing balance with ageing.</p> <p>The area that looks riskiest for cyclists is the path adjacent to the pedestrian crossing over Medway Street, close to the Parade corner. Special care is needed with high volumes of vehicles turning that corner to the supermarket, to slow vehicles down and ensure drivers check for faster moving cyclists. I'd also like to see with the parking spaces proposed, that people living with disabilities who are much more dependent on vehicle access, are well catered for, ahead of other drivers. Before I moved to Houghton Bay 3 years ago, I lived in Berhampore for 30 years, and started cycling about 15 years ago as non-sporty mum concerned about climate damage from fossil fuelled transport. I still bike through Island Bay as a route to the CBD, and to the shopping centre - although I more often opt for the longer coastal route round the Eastern Bays to the CBD because of safety concerns biking through Berhampore. Lesser of the two evils - as the South Coast road is hazardous in both directions, and the Eastern Bays route isn't complete around Balena Bay etc. Several years ago, I used a street design software tool to design safe cycling through Berhampore - it is totally possible to have a safe separated cycleway through Berhampore, the streets are wide enough for this. I would love to see completion of the Southern cycleway to CBD asap - with fixing Island Bay shops within months, Berhampore and Newtown over 2023. Our climate emergency and overstrained hospitals demand urgent action please - especially after cycleway consultation that feels like over a decade of talking...</p>		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p>



Jude Island Bay, Wellington No This proposal will kill retail in the village and serves a "car wars" position that's detrimental to business

Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.

An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking. An increase in parking turnover will help support local businesses.

Paula	Te Aro, Wellington	No	This is going to affect the parking and businesses significantly in a suburb that has already had so many changes that have costs businesses already!!		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.  An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking. An increase in parking turnover will help support local businesses.
Samuel	Island Bay, Wellington	No	There is not enough parks as it is in the shopping area. This will kill the busnises. Traffic normally goes 20k through the village so no need for a cycle lane		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.  An overall reduction in parking spaces is necessary to increase footpath widths, improve public space amenity, and accommodate a physically separated bike lane to reduce conflict and improve safety.  An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking. An increase in parking turnover will help support local businesses.
J	Island Bay, Wellington	No	The majority of buildings in the shopping center have earthquake prone notices displayed. The buildings will all require major costly structural upgrading within about 5 years or so. Removal of half of the car parks within convenient access to the shops is just another nail in the coffin for those building owners and tenant businesses that are already under severe financial stress. I wonder if WCC 'consultations' will take into account that the result of removing parking will contribute to failed businesses and empty derelict shops? I strongly object to the removal of these car parks for the sake of the relatively few cyclists that actually use the cycleway on The Parade. The current situation could be improved as a shared cycle/vehicle space with minor road marking and signage improvements. Please respect the residents who want to support local businesses and community facilities (and yes, even those that have to drive to the local shops). Your primary mission should be to support local businesses and not to destroy the Island Bay shopping center.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.  An overall reduction in parking spaces is necessary to increase footpath widths, improve public space amenity, and accommodate a physically separated bike lane to reduce conflict and improve safety.  An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking. An increase in parking turnover will help support local businesses.
Elliott	Newtown, Wellington	Yes	It's great to see the addition of the separated cycle lane through the town centre – I've always felt that as there is not much traffic calming, it was always very scary to bike through it. Some of the existing and proposed changes are a little tricky as while cars can continue going straight, the bike lane has to weave around the bus stops, crossings etc. This seems unfair		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Pat on behalf of Empire Cinema and eatery	Island Bay, Wellington	No	Submissions made by the community in 2021 found that 66% (provided in uploaded file) did not support the changes proposed. Most submissions were opposed to the removal of carparking on the parade and especially in the town centre. All local businesses have grave concerns to the impact it will have on their businesses and also services (medical). Futhermore, changes proposed have not had proper consultation with these businesses and council officers do not appear to be supportive of their concerns and continue to ignore them.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.  Details on the submissions made, safety concerns, community engagement, and impacts of the bike lanes are outlined in the 10 March 2022 Puroro Amua Planning and Environment Committee agenda. Details of the discussion can be found in the Council's website: <a href="https://wellington.govt.nz/your-council/meetings/committees/planning-and-environment-committee/2022/03/10">https://wellington.govt.nz/your-council/meetings/committees/planning-and-environment-committee/2022/03/10</a>
Regan	Island Bay, Wellington	Yes	It's great to see this final part of the project being implemented and thank you for taking the extra time to do further consultation with the community. It's good to see that you have found a way to maintain the level of time limited parking in the shopping village while also switching the angle parking to parallel parking. I fully support this. It will also be fantastic to have the cycleway running all the way through the shopping village, which will be much more suitable for younger and more nervous cyclists, and means no more cycling behind angle-parking - thank you! Finally, I think these changes lay a good foundation for the public space improvements to come and will help make the whole area much more inviting and pleasant to visit.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
AnneMarie	Karori, Wellington	Yes	The proposal will make the cycle way much safer for cyclists and much clearer for drivers. The current setup is confusing.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Benjamin	Karori, Wellington	Yes	"improves safety through a dedicated, safe, separated bike lane through the main town centre", love it!		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
simon	Mount Cook, Wellington	Yes	no comment		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Kirsty	Island Bay, Wellington	Yes	Completely support the changes proposed to make the shopping centre a much safer environment for pedestrian, and cyclists. Particularly support the installation of separated cycle lanes and proper crossing ways on the major intersections especially the Medway /parade.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.



Davie	Aro Valley, Wellington	Yes	Making transit safe for all road users, and those who cannot access private vehicles will make for a more inclusive neighbourhood, be healthier, will connect people better, and be better for local businesses.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Gary	Berhampore, Wellington	Yes	PLEASE. JUST. DO. IT. WHY IS THIS TAKING SO LONG.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Sheila	Southgate, Wellington	Yes	These changes will make the parade safer. Visibility will be improved. Better pedestrian crossings. The cycleway and PSD improvements in the village will make it more user-friendly for all. Slower speeds will also make it safer. The changes are in keeping with the plan to promote active modes of transport in Wellington and this is a mode shift that will be good for our health and the environment.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Mark on behalf of Wellington	Berhampore, Wellington	Yes	Love the new changes, it's great to have safe cycling through the town centre and the new zebra crossings are excellent, they are in high foot traffic areas and will be well used		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Simeon	Wainuiomata, Lower Hutt	Yes	Increases to pedestrian and cyclist safety is of utmost importance, and needed after some of the confusion following the initial installation of the cycleways. Further linking to the wider system is also key		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Graham	Island Bay, Wellington	Yes	I agree with the safety improvements.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Jarrold	Maupuia, Wellington	Yes	We need to improve safety for cyclists and pedestrians		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Jamie	Island Bay, Wellington	No	Island Bay is small community, it isn't a shopping centre. People wouldn't stop for more than 15 minutes.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Brock	Island Bay, Wellington	Yes	My family cycle through this area most days, and the road is so unsafe. Cars push past even when cycling at the speed limit. Back out of parallel parks without seeing you. Overtake stopped buses, crossing the centre line and into your path without a care. Open car doors without looking. The lack of loading bays mean trucks resupplying business, in particular Brew'd, park in the traffic lane or out from the curb, forcing you into fast moving traffic. We also walk through this area most days as we live off Avon St. The raised pedestrian and bike crossings will make it so much safer to cross the roads, especially for our 5 year old, as will narrowing the distances to cross. Car speeds are currently too high around these corners, and visibility is extremely poor due to parked cars, often right up against corners and crossings. The narrow driveways to the east of the Parade throughout this area are a nightmare. We've seen several close calls as cars pull in and out without any visibility or care of pedestrians, in particular young children walking or running. Cars also frequently park on the footpath itself, blocking pedestrian access and visibility for drivers.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Dylan	BROOKLYN, Wellington	Yes	I fully support these changes. I often cycle through here on a cargo bike with my five and two year old kids on the way to Shorland Park and the beach. It will be great to have separation through the shops, great to have one less stressful bit, and great improvements to the intersections too to improve visibility. I really look forward to this.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
George	Hataitai, Wellington	Yes	Yes positive improvement to make better use of the roadway to enable a turnover of parking during the day (long term parkers can park further away).		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Ma	Island Bay, Wellington	No	Stop making a mess of our suburb. Enough. Stop.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Jane	Island Bay, Wellington	No	The previous upgrade has already removed over 80 car parks which has had a very significant impact on the suburb and a massive impact on the many businesses, clubs, Churches and after school activities, Community social services (Pharmacy and Medical Centre to name the more obvious) used by so many residents and visitors to Island Bay. To lose a further 28 parks in the shopping centre will be a further punishing "nail in the coffin" for many when businesses are still recovering from the dire impacts of Covid and ratepayers rates are going through the roof. To me that makes zero sense when the country is staring a recession in the face. To be frank it feels like Island Bay is being punished for the supposed and very questionable "safety" of a very few people. I believe these "Town Centre Safety Improvements" will have an adverse effect on the flow of traffic within the suburb. People working in the city drive down from the hills (Owhiro Bay, Houghton Bay and Southgate etc) and park where they can and jump on a bus to go to town. The introduction of time limits in side streets and along the Parade will merely encourage people to drive into town - thereby creating further emission which is not what I believe the Council is wanting to achieve! I also believe that the latest design will have some very serious safety issues with pedestrians and cyclists being permanently in a state of conflict. In such an intensely used environment pedestrians in particular will have to be hyper vigilant when entering and exiting shops. This will be further exacerbated by the fact that there are few people cycling through the shopping centre. It should also be noted that buses cannot pass each other on the Parade and there is absolutely no "wriggle room" for the slightest error now that the wide concrete have been installed. Many cyclists have commented that they too have no "wriggle" room in the cycleway either should they make a mistake.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.  Council Officers have been engaging with business owners, organisations, and residents on The Parade. The result of this engagement are parking requests that have been and continue to be proposed to the Council via the Traffic Resolutions process.  An overall reduction in parking spaces is necessary to increase footpath widths, improve public space amenity, and accommodate a physically separated bike lane to reduce conflict and improve safety.  An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking. An increase in parking turnover will help support local businesses.



			<p>To remove 2 trees from the area is a disgrace!</p> <p>The Council should note that the use of the Island Bay cycleway by their own counting numbers is reducing. It is just not a viable design for Island Bay. The Parade has become a very dangerous space for ALL road users now and it will continue to be so despite all the tinkering around the edges.</p> <p>Please return the Parade to it's previous state as at 2014 and lower the speed limit to 30k.</p> <p>Please do not remove angle parking from the shopping centre.</p> <p>Please do not introduce time limits to the Parade and side streets.</p> <p>It would be helpful if Council Officers and Staff and Councillors visited (or at least spent some time) in Island Bay to appreciate the devastating affects their Council decisions are having on this community.</p>		
Ingo	Kingston, Wellington	Yes	Given that over 90% of residents have off street parking in Island Bay, this should be a no brainer		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Rhys	Mount Albert, Auckland	Yes	Safety of people not in motor vehicles must be the priority in all decisions. There must be fully protected, fully connected cycle lanes, and they must be built to the highest standard possible. No compromises, even small ones, should ever be made for the sake of convenience of other road users. That means removing as many car parks as necessary. In fact, removing car parks should be viewed as a desirable goal rather than an unintended side-effect - it has multiple benefits and few if any downsides. Benefits include freeing up space for people, improving access for non-vehicle users, reducing vehicle trips and creating a quieter, safer, less polluted, less cluttered and more vibrant town centre.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
William	Island Bay, Wellington	Yes	<p>1: I have a concern about the implementation of the North bound cycle lane where it passes the bus stop. The description in the resolution states " . . . and extending in a northerly direction following the western kerbline for 268 metres.", and the drawing shows it passing the bus stop beside the kerb. This is a heavily used bus stop and there are often passengers waiting outside the shelter. This will be a significant conflict zone between cyclists and bus passengers. The cycle lane should be moved to pass behind the bus shelter to eliminate this conflict. This would also be consistent with the moved bus stop on the East side, and all the other bus stop bypasses along The Parade.</p> <p>2: The new pedestrian crossings on Medway Street and Avon Street are shown on the drawings as "New dual pedestrian and cyclist crossing across raised table". My concern is with the legal status of these new crossings for cyclists. The earlier planning documents for The Parade changes known as The Mayors Compromise had a detailed explanation that separated cycle lanes crossing a side street on a raised table would require cyclists to give way to vehicles turning into that side street. This is why the Hutt Road cycle lane at Westminster Street in Kaiwharawhara has give way signs for cyclists crossing this street. I understand there is a proposal to change this legal situation but it has been held up in The Ministers office for several years. If cyclists will be required to give way to other vehicles entering Medway St it will cause interruption to cyclists journeys, as well as causing potential danger if and when that legal change takes place and ingrained habits of motorists need to change. Perhaps the temporary solution proposed in The Mayors Compromise should be considered, i.e. don't install the separated raised table until after the legal changes take effect.</p> <p>3: I am pleased the two pedestrian crossings on The Parade will remain as raised tables. The drawing makes no comment on the speed humps, I hope they will also remain, they are needed to reduce vehicle speed. I fully support the conversion of angle parking to parallel, it will assist in changing the shopping area from a parking zone to an area for people.</p>		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p> <p>The bike lane is situated to allow a wider footpath and reduce conflict between pedestrians and people on bikes. The final layout will be similar to other bus stops on The Parade.</p> <p>Dual pedestrian and bike crossings are considered safer than a bike lane separated from the pedestrian crossing. Increasing safety of pedestrians, people on bikes, and other road users have been a driving objective for The Parade Improvements.</p> <p>The speed cushions between Avon and Medway Streets will be replaced by the raised pedestrian crossings. Due to the kerb buildouts, the narrower traffic lanes, in line bus stops, and parallel parking will encourage lower vehicle speeds.</p>
Verity	Kingston, Wellington	Yes	Agree with everything, but whatever you do make sure you finish the road properly. The other 'completed' areas look like the roads were sealed 30 years ago with how degraded they are after such a short time already.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.



Donna	Island Bay, Wellington	No	<p><b>RAISED CROSSING/PLATFORM AVON ST</b></p> <p>I disagree with putting a raised table at the end of Avon Street at the same time as the town centre changes; this aspect for all other residential side streets is deferred till a much later date.</p> <p>Council are well aware of the flooding problems at the end of Avon St and onto The Parade in heavy rain due to inadequate drainage, i.e. no underground stormwater. This raised platform should be deferred until a proper engineering report has been completed to solve this problem. By building a raised platform at the end of the street you are creating a dam that will stop the stormwater flowing into the gutter sumps around the corner on The Parade. This will endanger residential properties and make that section of the cycleway unusable.</p> <p>There is also the noise residents will incur from vehicles breaking and accelerating over a raised area.</p> <p><b>REDUCED PARKING</b></p> <p>Obviously changing angle parks to parallel means less parks, you state these will be replaced by short term parks in other places, Avon St, Medway St and Parade south just after Avon St. The first 2 streets are already at saturation point for day time parking and have been for years. The 6 angle parks on The Parade south of Avon street corner can only be 3 parallel parks.</p> <p>Have Council considered that apart from parking needed for the shopping certain there is now an even bigger demand for longer term parking by permanent residents and others.</p> <p>Many houses are multi car ownership some have no parking some business also need longer term parking.</p> <p>House on the Parade have already lost most of their parking, parents from the childcare centre often park in Avon St all day then use public transport, staff of the businesses in shopping centre need all day parks, the new 3 storey flats (11) will have no parking. Tradesmen building all the newly approved multistory developments will need parks. By reducing parking vehicles will be driving round and round streets looking for parks creating more traffic problems. Where will all these people park?</p> <p><b>BUS STOPS</b></p> <p>By moving the South bound bus stop in the shopping centre further north so it is opposite the Northbound, and moving both Bus stops further towards the middle of the road leaving a gap of only 1.5m you are creating a road block to all traffic on The Parade when both bus stops are in use.</p> <p>The Parade is a main arterial route and you have stated traffic count between 6,300 to 11,200 per day. We are suppose to have a bus every 10mins so the chance of both stops being utilised at same time is very high.</p> <p>Also if only one stop is in use traffic behind will not be able to pass without crossing into the opposing lane.</p>		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p> <p>Flooding and stormwater assessments are being carried out to assess reports of flooding, to determine that the safety improvements do not negatively impact the current situation, and to identify solutions where problems are identified.</p> <p>Noise due to raised crossings are not likely to have significant impacts as these promote lower vehicle speeds. The full stop control at Avon Street requires vehicle to brake and come to a full stop, regardless of the presence of a raised crossing.</p> <p>An overall reduction in parking spaces is necessary to increase footpath widths, improve public space amenity, and accommodate a physically separated bike lane to reduce conflict and improve safety.</p> <p>The in-line bus stop helps create this extra space and will encourage lower vehicle speeds as busses pick-up and drop-off public transport users. Similarly, moving the bike lane toward the Kerb (north of Medway Street) will allow more usable footpath space and increased safety.</p> <p>An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking. An increase in parking turnover will help support local businesses.</p>
			<p><b>CYCLEWAY</b></p> <p>Why is the section of the cycleway on The Parade from corner of Medway St heading north to just after the bus stop jutting out further into the road and not lining up with the 2 adjoining sections, why can't it be in a straight line?? This small section is one of the reasons there will be no gap between buses at the North And Southbound Bus stops.</p> <p><b>CONCLUSION</b></p> <p>This traffic resolution is suppose to be safety improvements, it's not.</p> <p>Bus passengers will still have to cross the cycle way to get to the footpath, it is not safe for passengers or cyclists. The layout is not intuitive and easy to understand, the proposal does not improve consistency and clarity of the road layout, it is confusing and dangerous and will reduce the usability of the shopping centre.</p>		
Bruce	Island Bay, Wellington	No	<p>I understand the Council want to remove the 28 angle parks from the town centre and replace with 7 parallel parks all for the decreasing numbers of cyclists who use the Island Bay cycleway. This will have a detrimental affect on the businesses in the centre and will increase the amount of traffic on the parade. If people can't park and shop they will simple keep moving till they can.</p>		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p> <p>An overall reduction in parking spaces is necessary to increase footpath widths, improve public space amenity, and accommodate a physically separated bike lane to reduce conflict and improve safety.</p> <p>An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking. An increase in parking turnover will help support local businesses.</p>



Christopher  
Vogeltown,  
Wellington

No

If we can start by using accurate terminology, the cycleways (as opposed to your imaginary "safety improvements") north and south of the shopping centre are an unmitigated disaster. Rather than improve safety, they have turned a once safe and iconic boulevard into an obstacle course that now presents very real dangers, generates serious inconvenience and negatively impacts local businesses, organisations, clubs and residents.

To be specific:

1. The current layout is counter intuitive for pedestrians wanting to cross the road and presents unnecessary hurdles for the elderly, the infirm and the injured. Those who trip, slip and fall, as well as those hit by cycles add to the number of injured. There are documented cases of cyclists causing serious injury and then callously riding off.
2. Vehicles are now required to park in a completely inadequate number of parallel parking spaces that are separated from the footpath kerb. Alighting drivers or passengers are now required to navigate their way over concrete slabs and then cross an oversized cycleway before reaching the footpath. Once again, injuries have occurred.
3. Vehicles are often required to cross the centre line when passing parked cars with open doors. Passengers or drivers entering or leaving parked vehicles are now also much closer to the line of traffic.
4. Oversized buses plying The Parade often need to cross the centreline to avoid concrete slabs and parked vehicles. Associated traffic flow and safety implications are obvious.
5. People requiring wheelchairs/motorised wheelchairs or mobility scooters are now confronted by barriers ranging from difficult to impassable when it is necessary for them to cross The Parade. This is an obvious violation of their rights under accessibility legislation and the continued viability of the cycleways needs to be assessed in accordance with the Accessibility for New Zealanders Bill 2022 currently in select committee.



With respect to your TR178-22 proposals (which you again define as "safety improvements") in the Island Bay shopping district, it is obvious that these are nothing more than alterations to accommodate an extension of the disastrous cycleways already installed along The Parade. The wording in your proposal fools no one and all of the "feel good" fuzzy logic amounts to no less than an assault on the viability of businesses in the Island Bay township and environs. You tout a small increase in the number of time limited car parks, but make no mention of the actual number of car parks lost in the township between Medway and Avon Streets. Perhaps you would like to make this figure available.

The "traffic calming adjustments" you mention are yet another imposition on motorists who overwhelmingly show care and consideration when driving through the township. Your "raised tables" are nothing more than unnecessary, expensive obstructions that serve no useful purpose. Existing "raised tables" are obviously being impacted by over-sized, heavy buses - suggesting constant ongoing maintenance costs. It is ironic that 2 established Pohutukawa trees should also be removed to make way for an under utilised cycleway. The carbon tonnage contained in those trees will now be discharged into the atmosphere and it would be interesting to know the amount of CO2 to be emitted. Your cycle count suggesting 380 - 450 bike trips per day is questionable. There is a suggestion that cycle advocates travel around the block repeatedly when cycle counts are under way in a particular area and you should therefore show how these figures are obtained. Based on daylight usage of 12 hours, your figures represent approx. 32 - 37 cycles per hour - or 1 cycle every 2 minutes approximately. This does not fit with what is observed, even during peak hours. Even if true the figures show that cyclists represent no more than 3.86% of road traffic at the higher end, which means that the road space allocated to cycleways is completely disproportionate.

With respect to your "Love the Bay" objectives you have failed on all counts and many in the community would like to know what your so-called "collaboration" actually entailed over the last year. Instead of embracing genuine consultation, collaboration, inclusiveness and interaction as touted by the new mayor in her election campaign, Council staff seem determined to present local residents and businesses with proposals that require nothing more than reactive feedback.

Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.



Rather than kowtow to political agenda, single-minded self interest and the blinkered demands emanating from cycling advocates at the lunatic fringe of the cycling community, WCC staff should physically transport themselves and engage in person with those directly impacted by WCC proposals and decisions. Ideally, that interaction should take place beyond the reach of well organised and financed pressure groups.

In this way WCC staff can work to ensure that improvements to footpaths and roadways serve the vast majority of local residents and businesses. It also means that WCC staff could actually do their job and produce what are simple conceptual drawings without the use of expensive consultants.

If you step back, pause and apply some real world common sense you will hopefully conclude that the cycleways on The Parade have decimated the street and negatively impacted the local community - for the sake of a few dozen cyclists who have never been disproportionately exposed to any danger.

In addition to all of the above, the existing cycleways on The Parade (and other parts of the city) are in my opinion ill conceived, badly designed and badly constructed. As can now be seen in various locations, it is obvious that associated maintenance costs will become a constant burden for the ratepayers of Wellington. Tragically, the entire Bike Network Plan as proposed will not achieve its ethereal goals and is once again an expensive burden to ratepayers.

As shown in Christchurch, provision of cycleways does not increase the use of cycles by commuters. Additionally, Wellington is topographically and climatically cycle unfriendly. Your expressed affinity for electric vehicles is also misinformed and misplaced because of the high emissions associated with their manufacture. Wellingtonians will not be getting out of their cars and a clean, hydrogen powered future for vehicular transport is fast approaching. The WCC should therefore be working to ensure that the required road infrastructure is in place to ensure smooth traffic flow.

Your entire Bike Network Plan needs to be reassessed and you should begin with Island Bay.

Some interesting links:  
<https://www.thelocal.de/20200626/cycling-in-germany-these-are-the-fines-you-should-know-about/>  
<https://www.youtube.com/watch?v=d8RRE2rDw4k>

Ella	Newtown, Wellington	Yes	I support this		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Alex	Island Bay, Wellington	Yes	Looking good. I support these improvements. I especially applaud the converting of angled parking to parallel in this area and the use of more time restricted parking. I am grateful to see the separated cycling facility being connected through this section as well. This will make the route much more comfortable for all ages and abilities to ride their bikes more often to get around. Thank you.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
James	Newtown, Wellington	Yes	Please go ahead with these changes, to make Island Bay shopping area more attractive and to connect up the cycleway, fixing the gap and making it safer to cycle to and through Island Bay.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Alessandra	Island Bay, Wellington	No	I don't think the removal of parking is sustainable for businesses		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.  An overall reduction in parking spaces is necessary to increase footpath widths, improve public space amenity, and accommodate a physically separated bike lane to reduce conflict and improve safety.  An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking. An increase in parking turnover will help support local businesses.
Gay	Southgate, Wellington	No	Bikes pose a danger to pedestrians. Bikes are not being policed to ensure they follow road rules. These measures undermine access to business in Island Bay and deter customers shopping in Island Bay.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.  An overall reduction in parking spaces is necessary to increase footpath widths, improve public space amenity, and accommodate a physically separated bike lane to reduce conflict and improve safety.  An increase in P60 time-restricted parking on Medway and Avon Streets are being proposed to encourage parking turnover, which effectively frees up parking spaces by deterring long-term parking. An increase in parking turnover will help support local businesses.
Peet	Island Bay, Wellington	Yes	.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.
Andrew	Miramar, Wellington	Yes	I rode this section today to see what difference this would make, and it would make a big difference. The value of a cycle network is related to continuous safe length, and filling in this missing link will make a difference. I like the placement relative to parking and think it will make the Island Bay town centre a much nicer place to visit - I didn't stop today because I was just focussing on staying safe in the traffic lane.		Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.



Chris	Island Bay, Wellington	No	<p>The physical layout of parking and the relationship of the cycleway running through the village to parking, pedestrian and vehicle movement around and through the village is a prime concern to many Island Bay residents.</p> <p>The Leaflet which is provided is not dated? Who was it delivered to and when? To ensure that all residents have the opportunity to give their opinion it should be delivered to all households. Was this the case?</p> <p>In addition I am not aware of any public promotion through community based displays in the town centre, library or supermarket. Once again severely limits the ability of residents to give their feedback.</p> <p>Finally</p> <p>It is my position that these changes are a matter of significance to Island Bay residents. WCC officers have failed to sufficiently advertise and consult with the community regarding these changes. Some of these proposals were in the TR20-22 Parade Safety Improvements, but not as "TR178 - 22 The Parade, Island Bay – Town Centre Safety Improvements".</p> <p>Given these points I believe allowing 2 weeks for public comments is not sufficient and does not meet requirements for public consultation on significant changes to communities.</p>		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p> <p>The letter drops were provided to residents, organisations, and businesses directly impacted by the proposed changes. Public notice has also been given through e-news updates, media releases, Council Website, social media, and emails directly to the Island Bay community such as the Residents Association, business groups, and others.</p>
Francesca on behalf of Southerly Limited - Trading as The White Room gallery	Island Bay, Wellington	No	<p>I am a small businesses owner and would like to understand how this council sees our business thriving with these changes I have lived in Island Bay my whole life and as of February along with my family we chose to invest in a small gift store in the heart of the suburb shopping area. I have grown up and volunteered on various levels within my community.</p> <p>We have faced many challengers since we have purchased the business with this current economical crisis but we see this “upgrade” to the shopping area to be our biggest challenge yet.</p> <p>The business employs 7 staff in total all of whom live within the southern ward of Wellington.</p> <p>A few brief points I wish the councillors to consider</p> <ol style="list-style-type: none"> <li>1. How is this consultation process fare when it discriminates with a major portion of the population ? You have conducted this process behind the backs of residents - you have only advised those residents who you have perceived as directly impacted when in fact the major portion of those impacted are the ones whom live further afield (up on the hills) or from surrounding suburbs whom all visit medical centre or shop here in Island Bay. You have also not accounted for those people whom this will impact who either choose to not be online.</li> <li>2. The financial impact this will have on businesses - what support is the council offering businesses directly impacted from these changes -</li> <li>3. How long does the council estimate the changes will take for the communities to adapt to the new road layout changes as suggested ? In other words how long do businesses need to wait for the economic impact to return back to pre layout changes implemented. What is the plan if this does not work and businesses start closing their doors ?</li> </ol> <p>What is the plan from council to help business thrive again - how will council engage with businesses and support them and their customers to shop back in the area rather than drive on through to the next mall where parking is offered for free?. How will council encourage those visitors living further afield to come back and support the businesses here again, how does the council envisage they get to our shopping area Businesses in Island Bay like ours cannot survive on those customers living within walking distance of the shops alone. We all cannot work for council or government so how do we support small business ??</p> <p>4. Island Bay has had been handed a major disservice from this council for the past decade - many times you have asked for our feedback and yet we have been ignored - why would we now engage with a council who spins the submissions to their preferred outcome - or prepares this is your plan to warn down the opposing voices. The new so call barriers instilled only months ago are already damaged - the newly laid chip seal looks like it's not been fixed in years. Island Bay looks old and shabby - the gutters are full of rubbish and only when we ask do council come out to clear these. We are not on a cycle - the streets have been neglected with weeds growing zero planting and often I myself am clearing the gutters up blocking drains and paying for the rubbish to be disposed off. You have promised a 1.5 million dollar investment to “upgrade” the town centre - I was part of this group it was a token responce from this council the community is not behind this project - the so called working group was missing key community figures with the like of the Italian community and Shetland Islanders whom have built this community to what is it today - there was no member of the community present whom had a disability or was of lwe descent, the group was made up of white middle class residents and to be very frank 1.5 million does not cut the mustard - its a further slap in the face to the residents that you have and continue to ignore.</p> <p>This council has separated this community you have done a great job of coursing division - and its made those of us whom own businesses whom are directly impacted scared to speak up because of the backlash your sponsored lobby groups are doing publishing names of individuals and businesses as being anti cycling which is far from the case.</p> <p>5. How about re paving the pedestrian footpaths - the tiles are all bursting and lifted coursing trip hazards.</p> <p>6. As a business owner my customers come from all over Wellington its a destination store please re consider the number of parking you will be removing ? Surely we can have some win for small businesses with the re think of keeping a bigger portion of the parking spaces.</p>		<p>Thank you for your feedback on TR178-22 – The Parade, Island Bay – Town Centre Safety Improvements.</p>



		<p>7. I am not anti cycling I have customers whom cycle to my store which is great but my business will not survive on cyclist walkers alone. Island Bay since 2013 Island Bay has been majorly mistreated by this council so much that a majority of the population here no longer wish to engage with this council - they have lost faith in the process with the thinking of why bother decisions have already been made, they are not listening of which I to now believe this to be the case - This council along with its lobby groups have warn down the voices of your consituants - this is no longer a democratic society we are living in.</p>	
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## The Parade Table of Traffic Resolutions Legal Description RPC 14 December 2022

<b>a)</b>	TR98-22 The Parade, Island Bay – time-restricted parking		
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>The Parade</b>	<i>P120 maximum, Monday to Sunday 8:00am – 8:00pm</i>	<i>West side, commencing 17 metres north of its intersection with Humber Street (grid coordinates X= 1,748,198.34 m Y= 5,421,936.54 m) and extending in a northerly direction following the western kerbline for 10 metres.</i>
	<b>The Parade</b>	<i>P120 maximum, Monday to Sunday 8:00am – 8:00pm</i>	<i>West side, commencing 60 metres north of its intersection with Humber Street (grid coordinates X= 1,748,198.34 m Y= 5,421,936.54 m) and extending in a northerly direction following the western kerbline for 6.6 metres.</i>
	<b>The Parade</b>	<i>P120 maximum, Monday to Sunday 8:00am – 8:00pm</i>	<i>West side, commencing 78 metres north of its intersection with Humber Street (Grid coordinates X= 1,748,198.34 m Y= 5,421,936.54 m) and extending in a northerly direction following the western kerbline for 21 metres.</i>
	<b>The Parade</b>	<i>P120 maximum, Monday to Sunday 8:00am – 8:00pm</i>	<i>West side, commencing 108 metres north of its intersection with Humber Street (Grid coordinates X= 1,748,198.34 m Y= 5,421,936.54 m) and extending in a northerly direction following the western kerbline for 7.1 metres.</i>
<b>b)</b>	TR178-22 The Parade, Island Bay – Town Centre Safety Improvements		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 141 metres north of its intersection with Medway Street (Grid coordinates x = 1748381.8m, y = 5422561.6m), and extending in a northerly direction following the western kerbline for 17 metres. (3 parallel parking spaces)</i>
	<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 14 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 13 metres</i>
	<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 50.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 20.5 metres.</i>
	<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 78.5 metres south of its intersection with Avon Street and extending in a southerly</i>



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			<i>direction following the eastern kerbline for 13 metres.</i>
	<b><i>The Parade</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 97 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 4 metres.</i>
	<b><i>The Parade</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 105.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 17 metres.</i>
	<b><i>The Parade</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 127.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 18 metres.</i>
	<b><i>The Parade</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 47.5 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 60 metres.</i>
	<b><i>The Parade</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 14 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 13 metres</i>
	<b><i>The Parade</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 33.1 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748391.4m y= 5422528.0m), and extending in a southerly direction for 12.2 metres.</i>
	<b><i>The Parade</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 33.1 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748391.4m y= 5422528.0m), and extending in a southerly direction for 12.2 metres.</i>
	<b><i>The Parade</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 59.9 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748388.8m y= 5422501.5 m), and extending in a southerly direction for 19.5 metres.</i>
	<b><i>Medway Street</i></b>	<i>P60, Monday to Sunday, 8:00am - 6:00pm</i>	<i>South side, commencing 19 metres west of its intersection with The Parade (Grid coordinates x=1748380.6 m, y=5422546.2 m), and extending in a westerly direction following the southern kerb line for 12.5 metres (4 angled vehicle parks).</i>
	<b><i>Medway Street</i></b>	<i>P60, Monday to Sunday, 8:00am - 6:00pm</i>	<i>North side, commencing 21 metres west of its intersection with The Parade (Grid coordinates x=1748381.4 m, y=5422559.7m), and extending in a westerly direction following the northern kerbline for 11 metres.</i>



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<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>The Parade</b>	<i>Bus stop, at all times</i>	<i>West side, commencing 24.5 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 13 metres.</i>
	<b>The Parade</b>	<i>Bus stop, at all times</i>	<i>East side, commencing 145.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 20.5 metres.</i>
	<b>The Parade</b>	<i>Mobility parking, vehicles displaying an operation mobility card only, P60 Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 27 metres from its intersection with Medway Street and extending in a northerly direction for 4 metres</i>
	<b>The Parade</b>	<i>P60, Monday to Saturday, 8am to 6pm, Vehicles Displaying an Operational Mobility Permit Only</i>	<i>East side, commencing 44.8 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748390.3m y= 5422515.9m) and extending in a southerly direction for 5 metres.</i>
	<b>Medway Street</b>	<i>Taxi Stand</i>	<i>North side, commencing 9.5 metres west of its intersection with The Parade (Grid coordinates x=1748381.4 m, y=5422559.7m), and extending in a westerly direction following the northern kerbline for 11.5 metres.</i>
<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Medway Street</b>	<i>No stopping, at all times</i>	<i>South side, commencing from its intersection with The Parade and extending in a westerly direction following the southern kerbline for 14.5 metres.</i>
	<b>Medway Street</b>	<i>No stopping, at all times</i>	<i>North side, commencing from its intersection with The Parade and extending in a westerly direction following the northern kerbline for 9.5 metres.</i>
	<b>Avon Street</b>	<i>No stopping, at all times</i>	<i>North side, commencing from its intersection with The Parade (Grid coordinates x= 1748409.1 m, y= 5422715.3 m), and extending in an easterly direction following the northern kerbline for 7.5 metres.</i>
	<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 71 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 7.5 metres.</i>
	<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 91.5 metres south of its intersection with Avon</i>



## The Parade Table of Traffic Resolutions Legal Description RPC 14 December 2022

			<i>Street and extending in a southerly direction following the eastern kerbline for 6.5 metres.</i>
	<b><i>The Parade</i></b>	<i>No stopping, at all times</i>	<i>East side, commencing 101 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 4.5 metres.</i>
	<b><i>The Parade</i></b>	<i>No stopping, at all times</i>	<i>East side, commencing 122.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 5 metres.</i>
	<b><i>The Parade</i></b>	<i>No stopping, at all times</i>	<i>West side, commencing 131.5 metres north of its intersection with Medway Street, (Grid coordinates x = 1748381.8m, y = 5422561.6m), and extending in a northerly direction following the western kerbline for 9.5 metres.</i>
<i><u>Delete</u> from Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b><i>The Parade</i></b>	<i>Pedestrian crossing</i>	<i>Commencing 40.5 metres south of the southern kerb line of Avon Street (Grid coordinates x= 1748403.7m y= 54226654.0m).</i>
	<b><i>The Parade</i></b>	<i>Pedestrian crossing</i>	<i>Commencing 16.2 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748383.5m y = 5422544.7m).</i>
<i>Add to Schedule A (Time Restricted) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b><i>The Parade</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 218 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 5 metres.</i>
	<b><i>The Parade</i></b>	<i>P10, Monday to Friday, 7:00am - 10:00am, 3:00pm - 6:00pm; P60 at other times</i>	<i>West side, commencing 223 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 17.4 metres.</i>
	<b><i>The Parade</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 253.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 14.9 metres.</i>
	<b><i>The Parade</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 287 metres south of its intersection with Tamar Street (Grid Coordinates X =</i>



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			1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 53.4 metres.
	<b>Avon Street</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	North side, commencing 10.5 metres east of its intersection with The Parade (Grid Coordinates X = 1748408.604m, Y = 5422714.063m and extending in an easterly direction following the northern kerbline for 10.4 metres.
	<b>Avon Street</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	South side, commencing 14.5 metres east of its intersection with The Parade (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in an easterly direction following the southern kerbline for 12.6 metres.
	<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	East side, commencing 10 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 16 metres.
	<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	East side, commencing 49.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 13.1 metres.
	<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	East side, commencing 72 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 10.2 metres.
	<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	East side, commencing 100.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 12.8 metres.
	<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	East side, commencing 147 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 9.6 metres.
	<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	East side, commencing 173.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction



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			<i>following the eastern kerbline for 7 metres.</i>
	<b><i>The Parade</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 209.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 5 metres.</i>
	<b><i>The Parade</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 223.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 5.5 metres.</i>
	<b><i>Medway Street</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 20.5 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a westerly direction following the southern kerbline for 18.8 metres.</i>
	<b><i>Medway Street</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 44.5 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a westerly direction following the southern kerbline for 7.8 metres.</i>
	<b><i>Medway Street</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 59 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a westerly direction following the southern kerbline for 5.4 metres.</i>
	<b><i>The Parade</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 17 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 9.8 metres.</i>
	<b><i>The Parade</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 42 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 7.3 metres.</i>
	<b><i>The Parade</i></b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 73 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 5.2 metres.</i>



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<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>The Parade</b>	<i>Bus stop, at all times</i>	<i>West side, commencing 346.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 15 metres.</i>
	<b>The Parade</b>	<i>Bus stop, at all times</i>	<i>East side, commencing 121.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 15 metres.</i>
	<b>The Parade</b>	<i>Mobility parking, at all times, displaying an operation mobility permit only</i>	<i>East side, commencing 180.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 15.6 metres.</i>
	<b>Medway Street</b>	<i>Mobility parking, displaying an operation mobility permit only, P60 Monday to Saturday, 8:00am - 6:00pm</i>	<i>North side, commencing 14.5 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.964m, Y = 5422557.899m and extending in a westerly direction following the northern kerbline for 7.8 metres.</i>
	<b>Medway Street</b>	<i>Taxi stand, at all times</i>	<i>North side, commencing 22 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.964m, Y = 5422557.899m and extending in a westerly direction following the northern kerbline for 11 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 161.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 56.6 metres.</i>
	<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 240.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 12.9 metres.</i>
	<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 268 metres south of its intersection with Tamar Street (Grid Coordinates X =</i>



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			1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 18.7 metres.
	<b>The Parade</b>	No stopping, at all times	West side, commencing 340.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 6.2 metres.
	<b>The Parade</b>	No stopping, at all times	West side, commencing 361.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 24.9 metres.
	<b>The Parade</b>	No stopping, at all times	East side, commencing 186.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 19.2 metres.
	<b>The Parade</b>	No stopping, at all times	East side, commencing 213 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 15 metres.
	<b>Avon Street</b>	No stopping, at all times	North side, commencing at its intersection with The Parade (Grid Coordinates X = 1748408.604m, Y = 5422714.063m and extending in an easterly direction following the northern kerbline for 10.3 metres.
	<b>Avon Street</b>	No stopping, at all times	South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in an easterly direction following the southern kerbline for 14.4 metres.
	<b>The Parade</b>	No stopping, at all times	East side, commencing at its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 10.2 metres.
	<b>The Parade</b>	No stopping, at all times	East side, commencing 26 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 23.2 metres.
	<b>The Parade</b>	No stopping, at all times	East side, commencing 62.5 metres south of its intersection with Avon



## The Parade Table of Traffic Resolutions Legal Description RPC 14 December 2022

			Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 9.6 metres.
	<b><i>The Parade</i></b>	<i>No stopping, at all times</i>	East side, commencing 82.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 18 metres.
	<b><i>The Parade</i></b>	<i>No stopping, at all times</i>	East side, commencing 113 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 8.2 metres.
	<b><i>The Parade</i></b>	<i>No stopping, at all times</i>	East side, commencing 136.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 10.8 metres.
	<b><i>The Parade</i></b>	<i>No stopping, at all times</i>	East side, commencing 156.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 16.6 metres.
	<b><i>The Parade</i></b>	<i>No stopping, at all times</i>	East side, commencing 196 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 13.5 metres.
	<b><i>The Parade</i></b>	<i>No stopping, at all times</i>	East side, commencing 214.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 9.2 metres.
	<b><i>The Parade</i></b>	<i>No stopping, at all times</i>	East side, commencing 229 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 21 metres.
	<b><i>Medway Street</i></b>	<i>No stopping, at all times</i>	North side, commencing at its intersection with The Parade (Grid Coordinates X = 1748385.964m, Y = 5422557.899m and extending in a



## The Parade Table of Traffic Resolutions Legal Description RPC 14 December 2022

			<i>westerly direction following the northern kerbline for 14.4 metres.</i>
	<b>Medway Street</b>	<i>No stopping, at all times</i>	<i>North side, commencing 33 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.964m, Y = 5422557.899m and extending in a westerly direction following the northern kerbline for 17.1 metres.</i>
	<b>Medway Street</b>	<i>No stopping, at all times</i>	<i>South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a westerly direction following the southern kerbline for 20.4 metres.</i>
	<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing at its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 16.8 metres.</i>
	<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 26.5 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 15.4 metres.</i>
	<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 49.5 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 23.6 metres.</i>
	<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 78 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 151.8 metres.</i>
<i>Add to Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Avon Street</b>	<i>Pedestrian crossing</i>	<i>Commencing 7.4 metres east of its intersection with The Parade (Grid Coordinates X = 1748407.9733m, Y = 5422707.739m).</i>
	<b>The Parade</b>	<i>Pedestrian crossing</i>	<i>Commencing 44.2 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m).</i>
	<b>Medway Street</b>	<i>Pedestrian crossing</i>	<i>Commencing 7.5 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m).</i>



**The Parade Table of Traffic Resolutions Legal Description RPC 14 December 2022**

	<b><i>The Parade</i></b>	<i>Pedestrian crossing</i>	Commencing 9.3 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m).
<i>Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b><i>The Parade</i></b>	<i>Cycle lane</i>	<i>West side, commencing 86 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m) and extending in a northerly direction following the western kerbline for 268 metres.</i>
	<b><i>The Parade</i></b>	<i>Cycle lane</i>	<i>East side, commencing 6 metres north of its intersection with Avon Street (Grid Coordinates X = 1748408.604m, Y = 5422714.063m) and extending in a southerly direction following the eastern kerbline for 248 metres.</i>



# Island Bay Village Upgrades

## Overall Scope

December 2022

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke









WELLINGTON CITY COUNCIL

THE PARADE, ISLAND BAY

TOWN CENTRE SAFETY IMPROVEMENTS

UPDATED CONCEPT DESIGN ISSUE

DRAWING

Rev Title

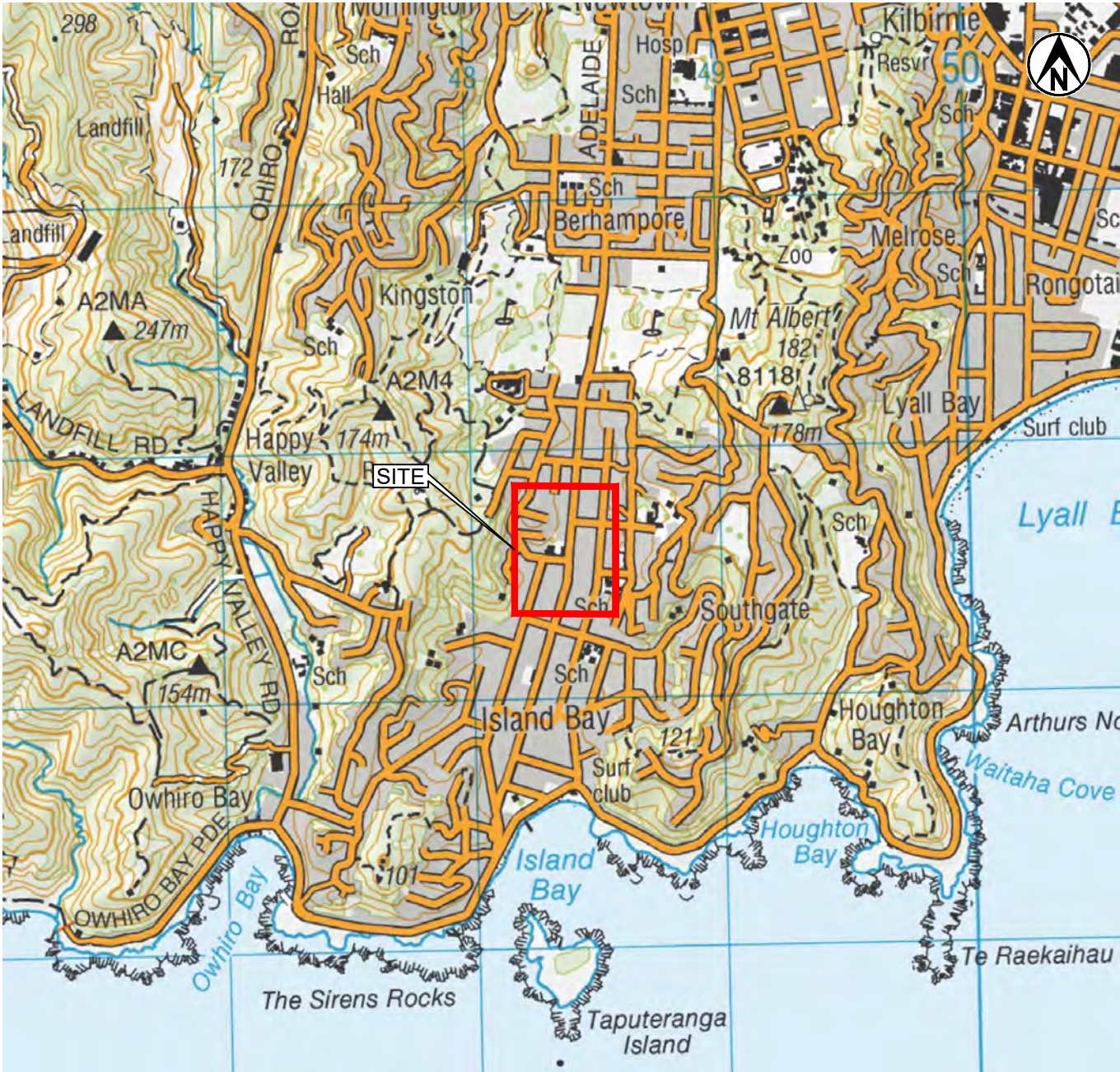
GENERAL

- 1016611.0000-201

PLANS

- 1016611.0000-301
- 1016611.0000-302
- 1016611.0000-303
- 1016611.0000-304
- 1016611.0000-305

- 1DRAWING LIST AND LOCATION PLAN
- 1GENERAL ARRANGEMENT PLAN - SHEET 1 OF 5
- 1GENERAL ARRANGEMENT PLAN - SHEET 2 OF 5
- 1GENERAL ARRANGEMENT PLAN - SHEET 3 OF 5
- 1GENERAL ARRANGEMENT PLAN - SHEET 4 OF 5
- 1GENERAL ARRANGEMENT PLAN - SHEET 5 OF 5



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LOCATION PLAN  
SCALE: 1:25000

Denotes drawing this issue: 18/10/2022

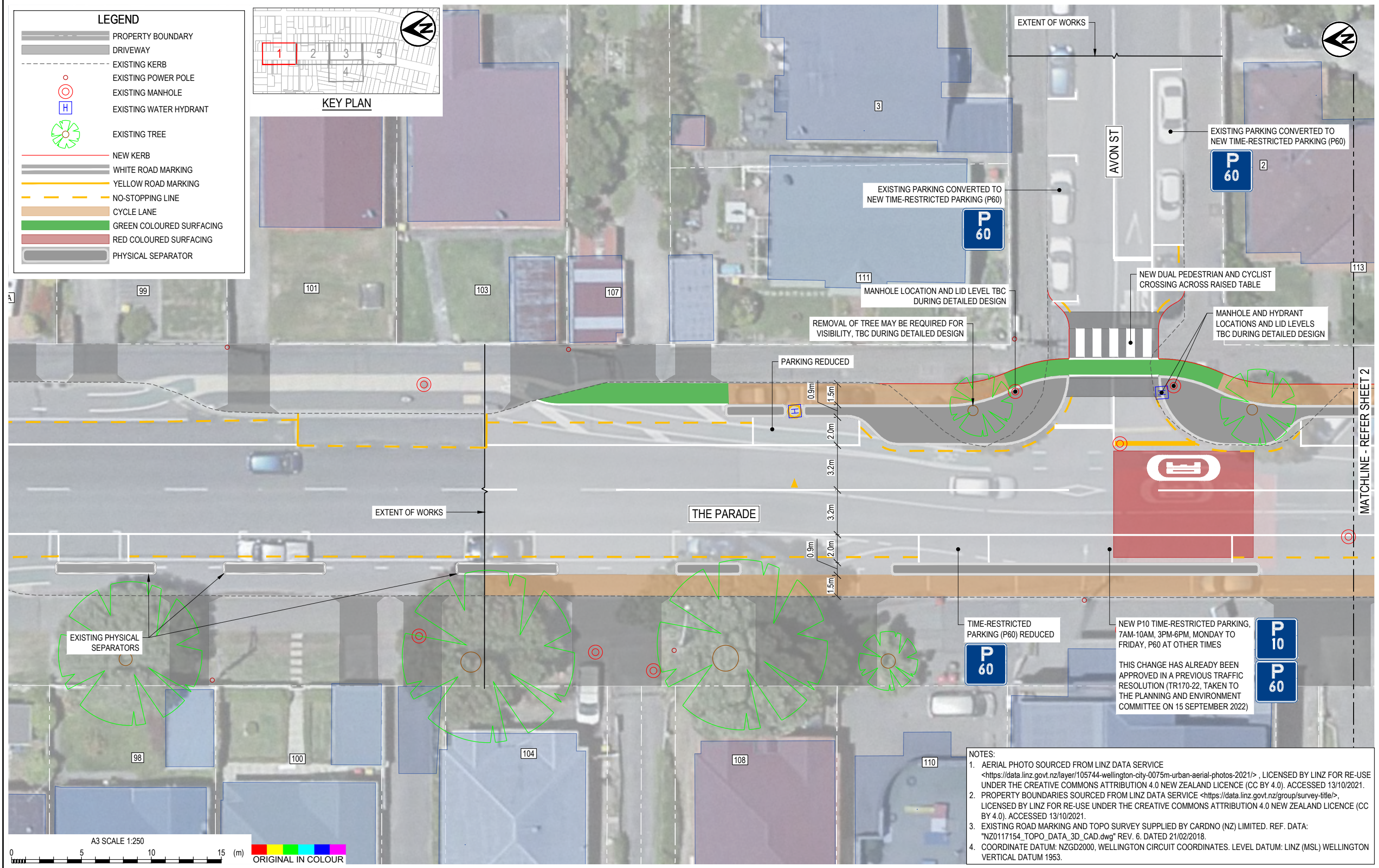



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					DRAWN	JASZ	Oct.22	TRAFFIC RESOLUTION						
					DESIGN CHECKED	TJAS	18.10.22	PROJECT PHASE						
					DRAWING CHECKED	NOSA	18.10.22	CONCEPT DESIGN						
					NOT FOR CONSTRUCTION			THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED	TITLE	TOWN CENTRE SAFETY IMPROVEMENTS DRAWING LIST AND LOCATION PLAN				
REV	DESCRIPTION	CAD	CHK	DATE	APPROVED	DATE			SCALE (A3)	1:25000	DWG No.	1016611.0000-201	REV	1







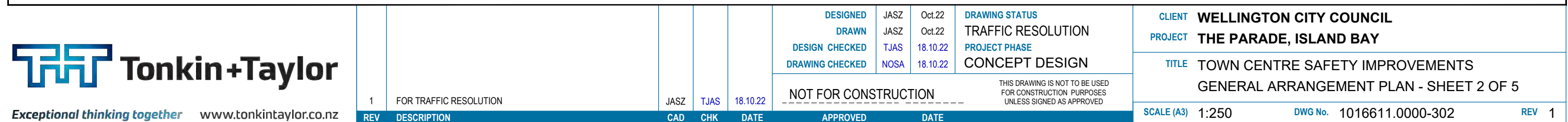


 <b>Exceptional thinking together</b> <a href="http://www.tonkintaylor.co.nz">www.tonkintaylor.co.nz</a>											DESIGNED JASZ Oct.22 DRAWN JASZ Oct.22 DESIGN CHECKED TJAS 18.10.22 DRAWING CHECKED NOSA 18.10.22			DRAWING STATUS TRAFFIC RESOLUTION PROJECT PHASE CONCEPT DESIGN			CLIENT WELLINGTON CITY COUNCIL PROJECT THE PARADE, ISLAND BAY		
											NOT FOR CONSTRUCTION ----- THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED -----			TITLE TOWN CENTRE SAFETY IMPROVEMENTS GENERAL ARRANGEMENT PLAN - SHEET 1 OF 5					
1 FOR TRAFFIC RESOLUTION				JASZ TJAS 18.10.22										SCALE (A3) 1:250    DWG No. 1016611.0000-301    REV 1					
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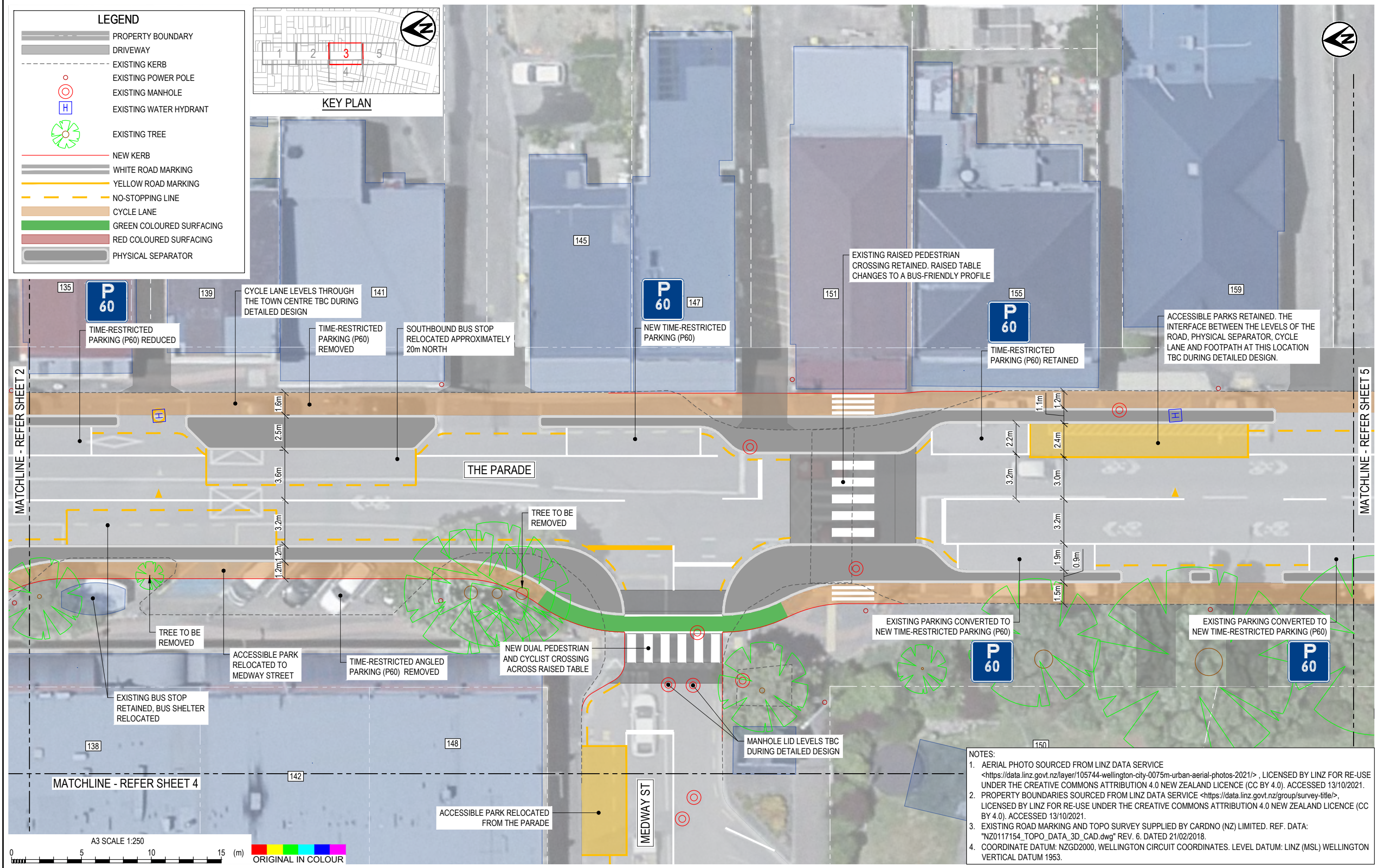















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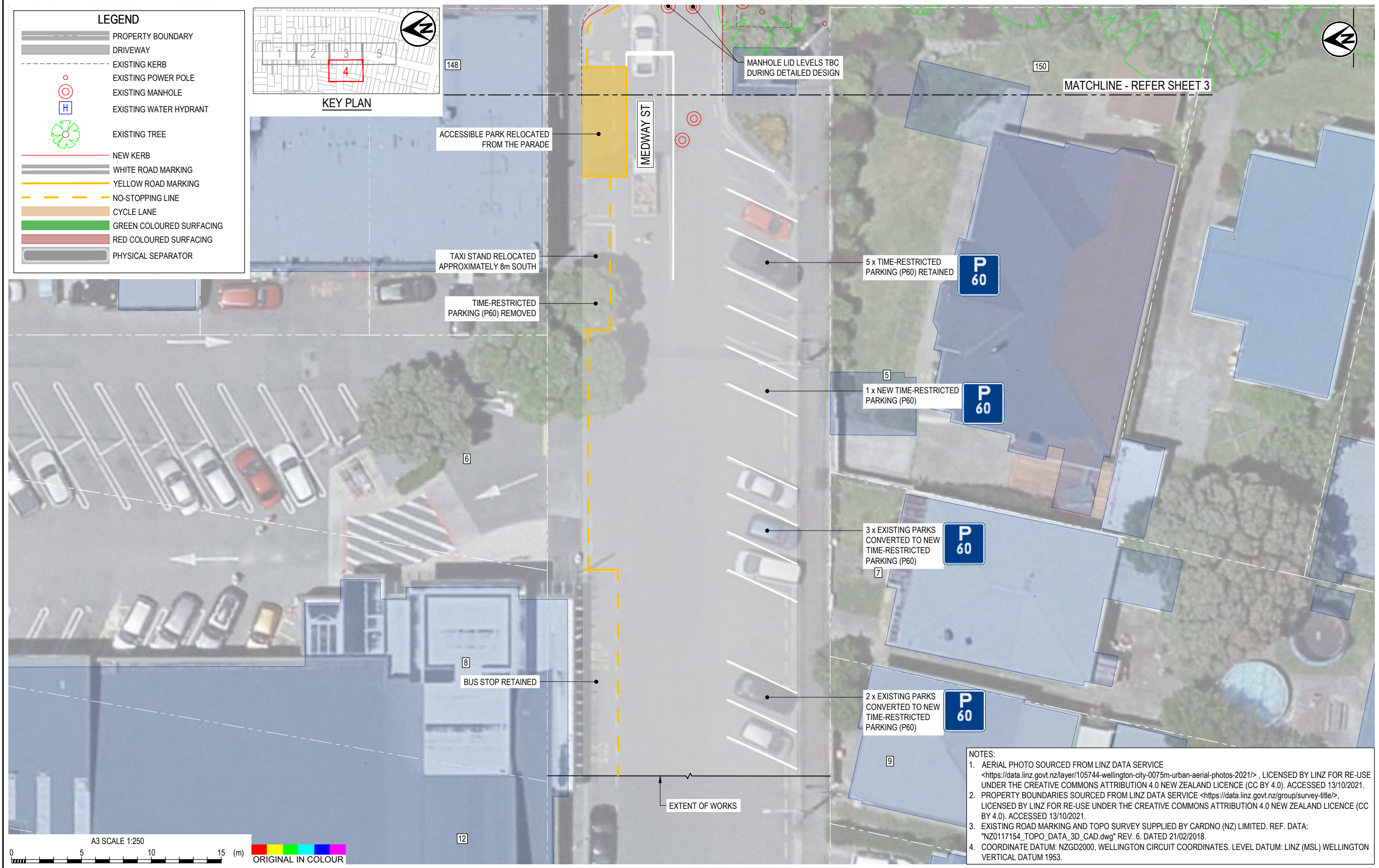
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					DRAWING CHECKED	NOSA	18.10.22	CONCEPT DESIGN		
					NOT FOR CONSTRUCTION				TITLE TOWN CENTRE SAFETY IMPROVEMENTS GENERAL ARRANGEMENT PLAN - SHEET 3 OF 5	
					THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED				SCALE (A3) 1:250	
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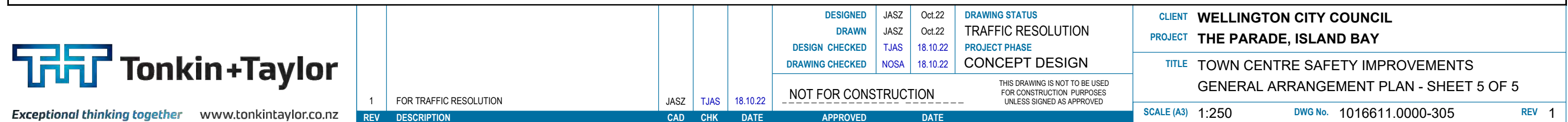


























WELLINGTON CITY COUNCIL

THE PARADE, ISLAND BAY

TOWN CENTRE SAFETY IMPROVEMENTS

UPDATED CONCEPT DESIGN ISSUE

DRAWING

Rev Title

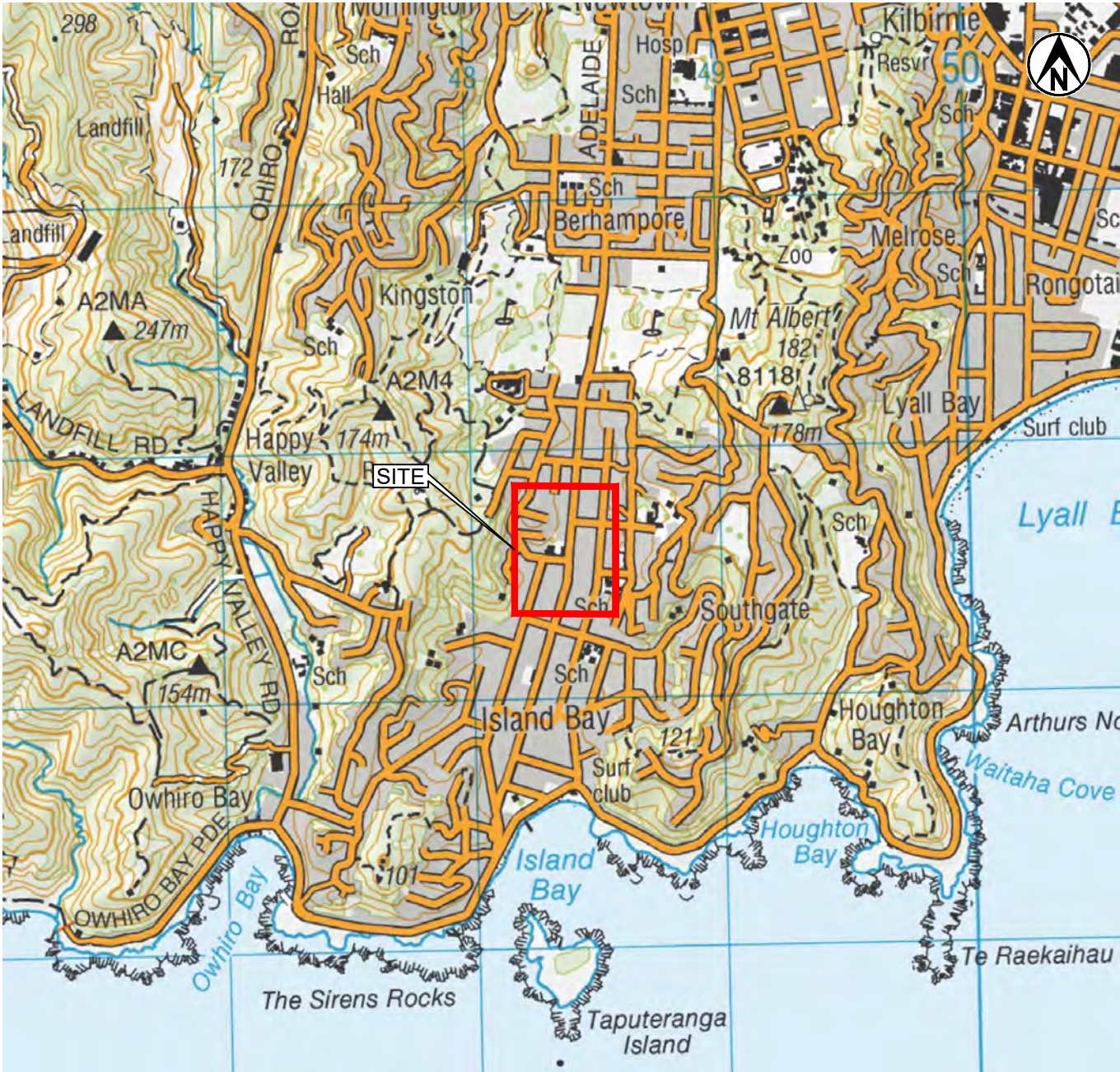
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- 1    DRAWING LIST AND LOCATION PLAN
- 1    GENERAL ARRANGEMENT PLAN - SHEET 1 OF 5
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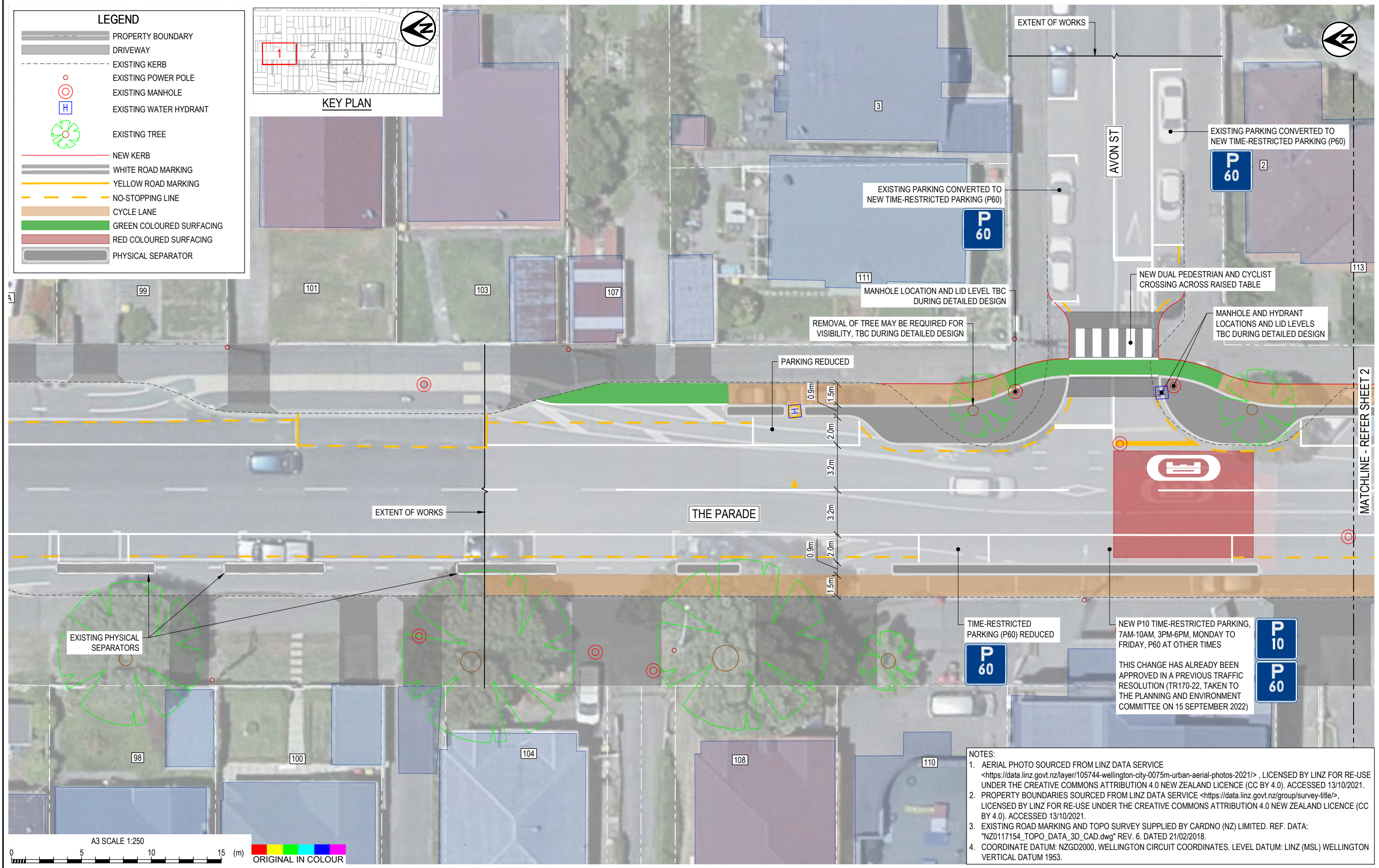
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					DRAWN	JASZ	Oct.22	TRAFFIC RESOLUTION						
					DESIGN CHECKED	TJAS	18.10.22	PROJECT PHASE		TOWN CENTRE SAFETY IMPROVEMENTS DRAWING LIST AND LOCATION PLAN				
DRAWING CHECKED	NOSA	18.10.22	CONCEPT DESIGN											
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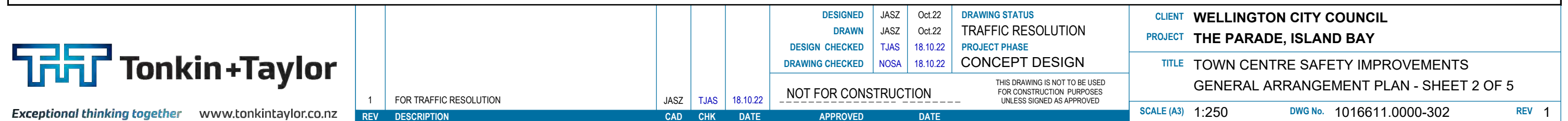




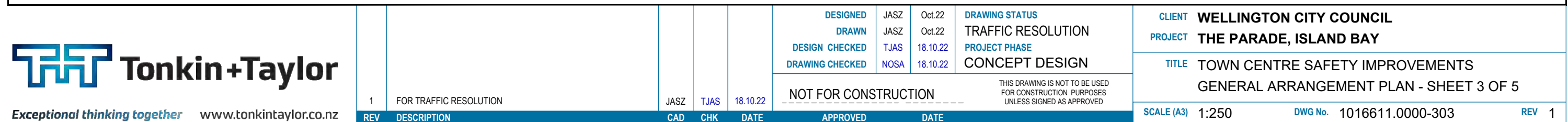
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REV	DESCRIPTION	CAD	CHK	DATE	APPROVED	DATE		

CLIENT	WELLINGTON CITY COUNCIL	
PROJECT	THE PARADE, ISLAND BAY	
TITLE	TOWN CENTRE SAFETY IMPROVEMENTS GENERAL ARRANGEMENT PLAN - SHEET 1 OF 5	
SCALE (A3)	1:250	DWG No. 1016611.0000-301
REV	1	

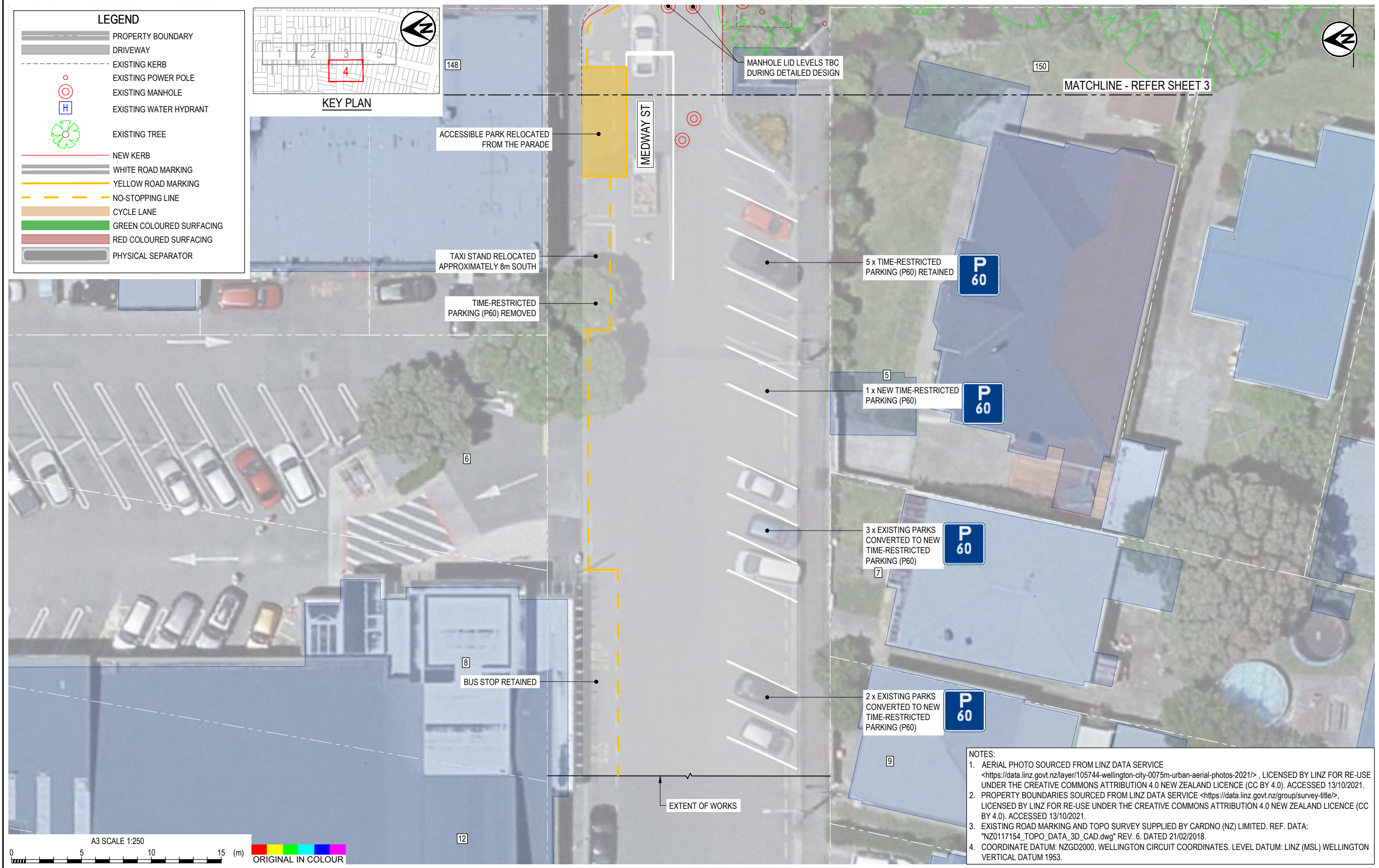




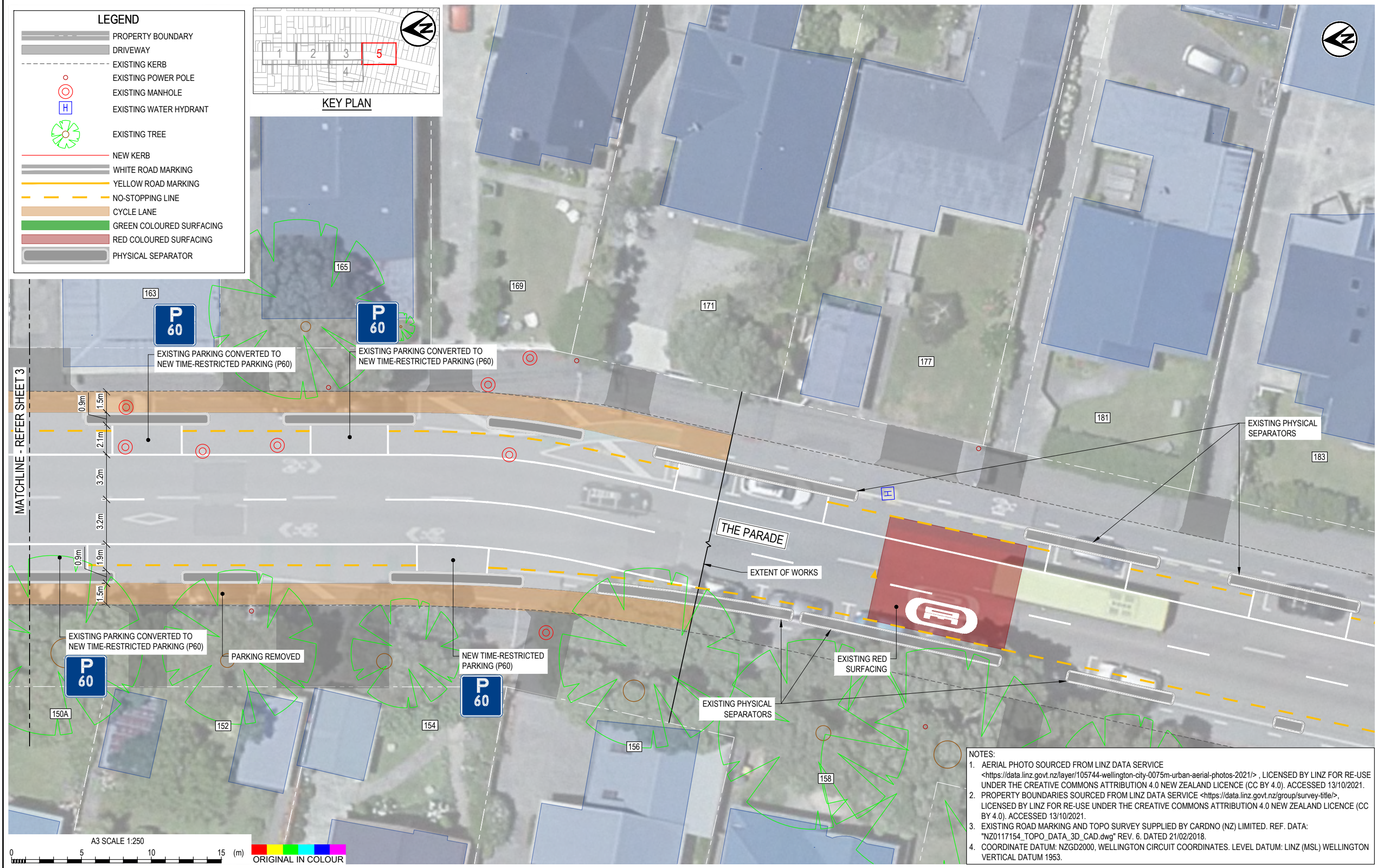













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# Parking Management Plan: The Parade, Island Bay

**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke





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## Parking Management Plan: The Parade, Island Bay

### Quality Assurance Information

<b>Prepared for</b>	Wellington City Council
<b>Job Number</b>	WCC-J015
<b>Prepared by</b>	Jae Morse, Transportation Engineer
<b>Reviewed by</b>	Dave Smith, Technical Director Transportation Planning

<b>Date issued</b>	<b>Status</b>	<b>Approved by</b>
18 March 2022	Draft for client review	Dave Smith
10 November 2022	Final draft	Dave Smith

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## 1. Introduction

The purpose of this report is to develop a Parking Management Plan (PMP) as part of the Island Bay transitional cycleway project which based on the current design plans will require the removal of 85 parking spaces from The Parade. This analysis involves a survey along The Parade and the surrounding streets. For each section, the report:

- Examines current parking demand and the main drivers of on-street parking demand;
- Considers the impact of the upgrades to the Island Bay cycleway with regards to the impact on car park availability and the ability of users to park and access local destinations; and
- Proposes options for mitigating the impacts of parking loss such as changing parking restrictions, introducing new parking restrictions, or directing motorists to alternative parking locations nearby.

Island Bay is a residential suburb on the south coast of Wellington City which has on-street parking on most streets, along with a major cycleway along The Parade. The Parade is classified as an Arterial Road and hosts the Island Bay town centre including retail activities, a supermarket, a cinema and cafes. Traffic volumes along The Parade are typically 11,000 vehicles per day. The speed limit throughout the central area of The Parade is 30 km/h, and the surrounding streets all have a 50 km/h speed limit.

The study area for the PMP is shown in Figure 3-1 of this report.

### 1.1 Wellington Parking Policy 2020

Wellington adopted an updated Parking Policy in August 2020. The parking policy sets the objectives and principles for the management of Council-controlled on-street and off-street parking, and how parking supports achieving the vision for Wellington.

The Council's vision for Wellington is built around people and communities. The future city will be a place where people and goods can easily move to and through the city, based on a transport system that can accommodate moving more people using fewer vehicles. The city has also set a goal to be a zero-carbon capital by 2050 and transport will play a key role in achieving this goal.

The policy acknowledges that Wellington needs a more efficient transport system that makes better use of limited road space. This means moving more people using fewer vehicles; using public transport more; more people walking and on bikes, and fewer people driving and parking in busy areas. Achieving this will mean removing some on-street parking spaces on key transport routes, reallocating on-street road space to support active and public transport, and re-prioritising the remaining on-street space.

The policy establishes a parking space hierarchy for different parts of the city to ensure that limited parking supply is prioritised appropriately. The parking space hierarchy describes which types of parking have the highest and lowest priorities in different areas. It also sets out the priority level for that type of parking space, not the number of spaces. The hierarchy for the outer residential areas, suburban centres and key transport routes is applied in the Parking Policy is shown in Table 1-1. This hierarchy is used to prioritise the allocation of remaining on-street space available for parking on the Island Bay cycleway route to be upgraded.



**Table 1-1 Parking space hierarchy for central city and key transport routes**

Priority	Key transport routes	Outer Residential areas	Suburban Centres
Highest priority	Safe and efficient movement of people and goods		
High priority	Bus stops	Bus stops Urban design features Residents	Bus stops Mobility Urban design features Bicycle/micro-mobility Short stay (car & motorcycle) Car share
Medium priority		Car share Mobility Electric-vehicle charging Coach and bus (Short Stay)	Loading zones SPSV*/taxi stands Electric-vehicle charging
Low priority	Urban design features Mobility Loading zones Bicycle/micro-mobility Car share Electric-vehicle charging Short-stay (car & motorcycle) Taxi stands, Small Public Service Vehicle (SPSV) parking Coach and bus (short stay)	Short-stay (car & motorcycle) Loading zones	Coach and bus (Short Stay)
Lower priority	Residents Commuter (car & motorcycle) Coach and bus (long stay)	Bicycle/micromobility Small passenger service vehicle (SPSV)/taxi stands Commuter (car & motorcycle) Coach and bus (long stay)	Residents Commuter (car & motorcycle) Coach and bus (long stay)
Lowest priority	Long stay parking of private non-motorised vehicles		

## 1.2 Measuring parking impact

This report considers the impact of the proposed cycleway upgrades on the number of car parks available and the ability of users to access local destinations using these parks, both before and after mitigation.

A six-point scale is used to assess the level of impact, as outlined in Table 1-2



**Table 1-2 Level of impact scales for parking removal**

Level of Impact	Definition
Very High	Removal of parking spaces has a very high impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are not available within walking distance.
High	Removal of parking spaces has a high impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 10-minute walking distance.
Moderate	Removal of parking spaces has a moderate impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 5-minute walking distance.
Low	Removal of parking spaces has a low impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 3-minute walking distance.
Very low	Removal of parking spaces has a very low impact on the ability of users to find a parking space and visit the area. Alternative parking spaces of the same type are available within a 1-minute walking distance.
None or N/A	No impact on the ability of users to park and access local destinations or not applicable because this type of parking is not present.

### 1.3 Parking Occupancy Thresholds

The Wellington City Parking Policy has multiple references to restrict parking occupancy to no more than 85%, citing this as an upper limit on desirable occupancy levels. Abley agrees that 85% is a target parking occupancy above which traffic circulation will be high as motorists 'hunt' for an available car park and motorists may not be able to find an available car park space at all. Non-compliant parking may also be widespread and illegal parking common. The occupancy of 85% is considered an optimal 'peak' parking occupancy from "Parking Management Strategies, Evaluation and Planning" T. Litman, Victoria Transport Policy Institute, (2012). It is further noted that if peak parking occupancies are well below this target there is inefficient use of the road space allocated exclusively for parking. In these instances it may be appropriate to allocate road space used for parking to other travel modes/ activities.

This PMP applies the 85% occupancy level as a threshold above which mitigation is required to address adverse effects associated with a lack of available public parking.



## 2. Parking Survey

### 2.1 Methodology

The survey focused on on-street parking only within the study area shown in Figure 3-1 and was undertaken from 9am-5pm on two days: Thursday the 24<sup>th</sup> of February 2022 and Saturday the 26<sup>th</sup> of February 2022. The survey involved surveyors walking loops of The Parade and adjacent streets in Island Bay and recording the first 4 digits of every licence plate, enabling both occupancy and duration of stay data to be captured. On the Saturday survey, the survey extent was reduced due to a lack of surveyors. This can largely be attributed to the ongoing COVID-19 pandemic, as two of the five pulled out in the morning as they had symptoms. Therefore, the less demanded outer residential areas of the survey were not considered, only the busier commercial areas.

During the survey, Humber Street was closed as part of the Severn Street water main upgrade. Therefore, no parking data was collected on Humber Street.

### 2.2 Impacts of COVID-19

During the time of the survey occurring, New Zealand was in the red traffic light setting of the COVID-19 protection framework. The largest impact this setting has on the surveys is encouraging staff to work from home where possible. Therefore, a traffic survey undertaken by TDG (now Stantec) in 2017 has been used to validate the accuracy of the survey undertaken. The results of this comparison are presented in Section 7 of this report.

## 3. Island Bay

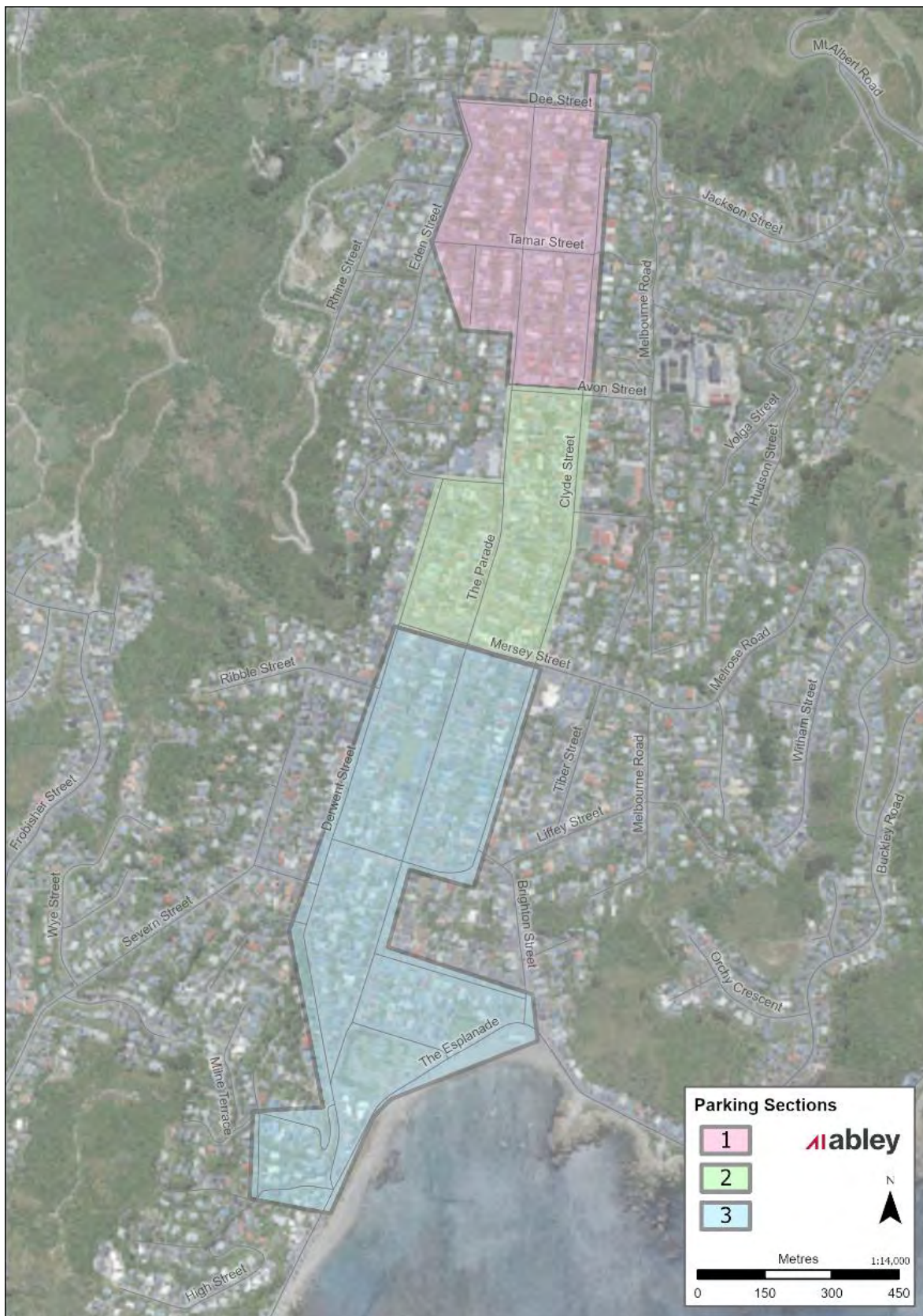
### 3.1 About the area

Island Bay is a residential suburb on the south coast of Wellington which has on-street parking on most streets, along with a major cycleway along The Parade. The different parking restrictions throughout the entire study area are shown in Appendix A with unrestricted parking available elsewhere within the study area.

The Parade is classified as an Arterial Road and hosts the Island Bay town centre including retail activities, a supermarket, a cinema and cafes. Traffic volumes along The Parade are typically 11,000 vehicles per day. The speed limit throughout the central area of The Parade is 30 km/h, and the surrounding streets all have a 50 km/h speed limit.

The PMP study area has been broken down into three sections based on the mix of land use activities and likely parking demands for each as shown in Figure 3-1. Parking sections 1 and 3 are predominantly residential and parking section 2 is predominantly commercial.





**Figure 3-1 Stude area and three subareas included in this assessment**



## 4. North of Avon Street (section one)

### 4.1 About the area

Section one is located to the north of Avon Street and includes the following streets: Dee St, Tamar St, Eden St, Clyde St, Don St, Waikato St and The Parade (see Figure 4-1). This area is predominantly residential with a small amount of retail activity. On the survey days, there were no roadworks/parking closures affecting the parking supply in this area.



Figure 4-1 Section One

### 4.2 Current parking and usage

Most of the parking in this area is unrestricted parallel parking. There is a small section of P20 restrictions around local shops (ie. a dairy and takeaway) on Tamar St. The parking inventory in this area is detailed in Table 4-1.



**Table 4-1 Zone one parking inventory**

Parking type	Current inventory (parks)
Unrestricted	296
P20	3
Mobility	1

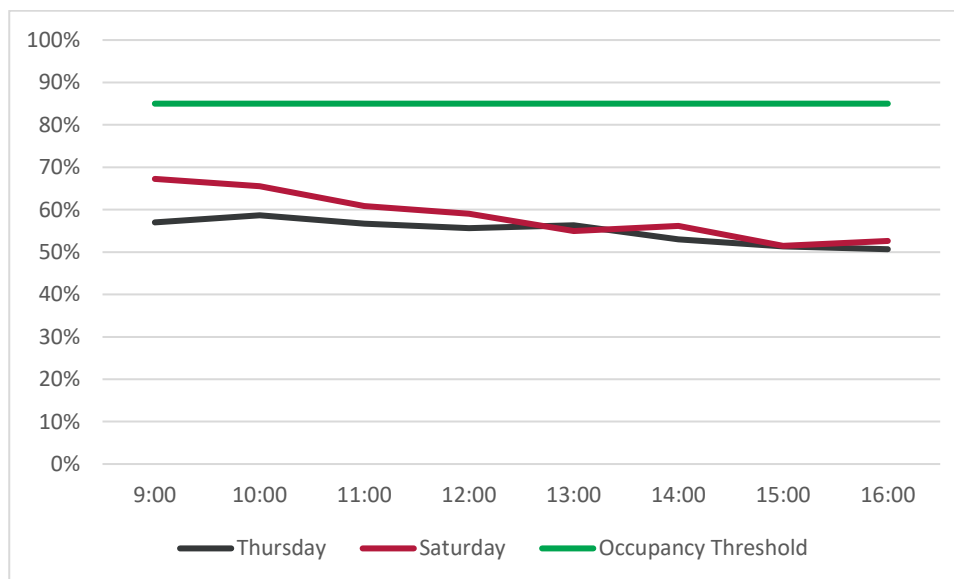
## Occupancy

Figure 4-2 shows the surveyed occupancy for this area on Thursday and Saturday. The occupancy is relatively consistent throughout the day peaking at 9am in the morning. The average occupancy on the Thursday and Saturday is 55% and 58% respectively. This is significantly lower than the 85% occupancy threshold at which adverse effects such as parking circulation, non-compliant parking behaviour and associated congestion can occur. The 85% threshold has not been exceeded at any point throughout the survey period. The highest occupancy was at 8am on Saturday (67%).

To assess the number of parks used by residents, the parking in this area was surveyed on a Tuesday and Saturday morning at approximately 7am. The resultant surveyed 'overnight' occupancy was 69% on both days and is consistent with the occupancy at 9am on both days. It is noted that the 9am weekday occupancy is approximately 10% lower than the weekend as some residents will have driven to work.

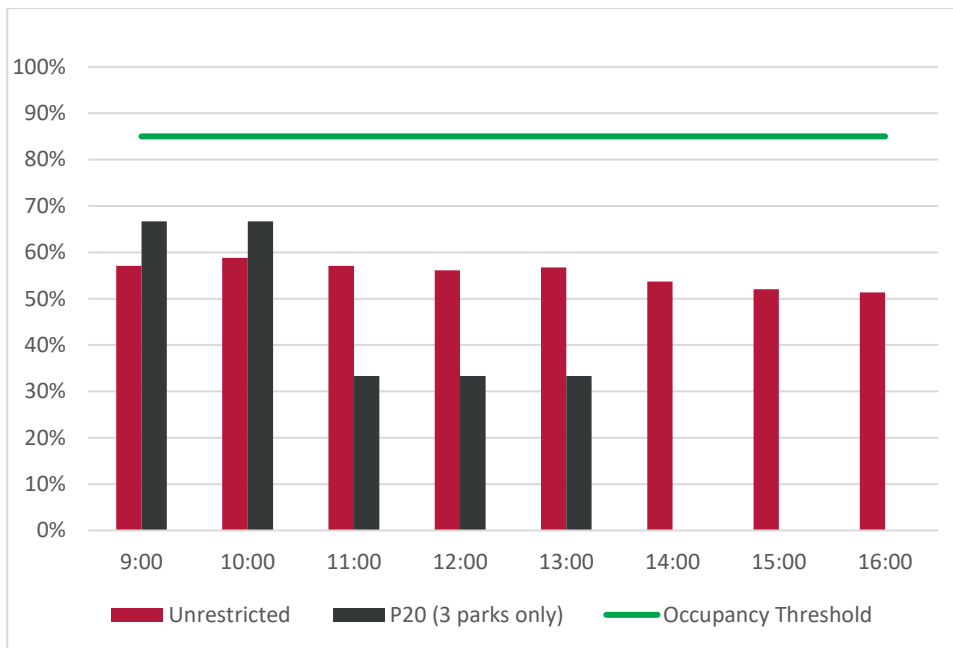
The parking occupancy varies by parking restriction, as shown in Figure 4-3 and Figure 4-4. The three time restricted parks are less consistently busy, but typically more occupied than the unrestricted parks. The unrestricted parks in this area are typically unoccupied, as often there are adjacent unrestricted parks.

The upgrades in Island Bay centre around the Parade corridor. The average occupancy of the car parks on The Parade in section one on both Thursday and Saturday is 77% and 80% respectively which is slightly less than the target 85% occupancy.

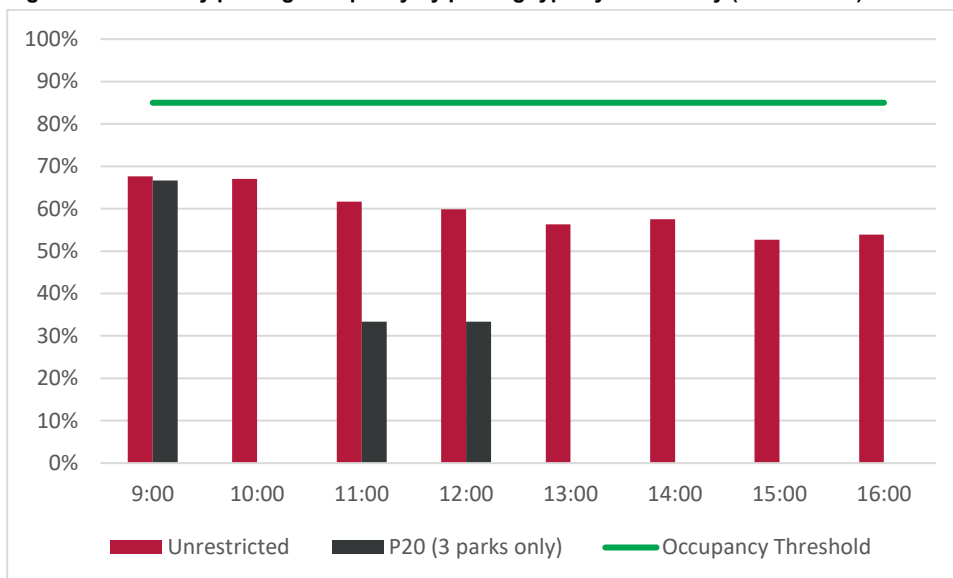


**Figure 4-2 Parking occupancy by time of day (section one)**





**Figure 4-3 Thursday parking occupancy by parking type by time of day (section one)**

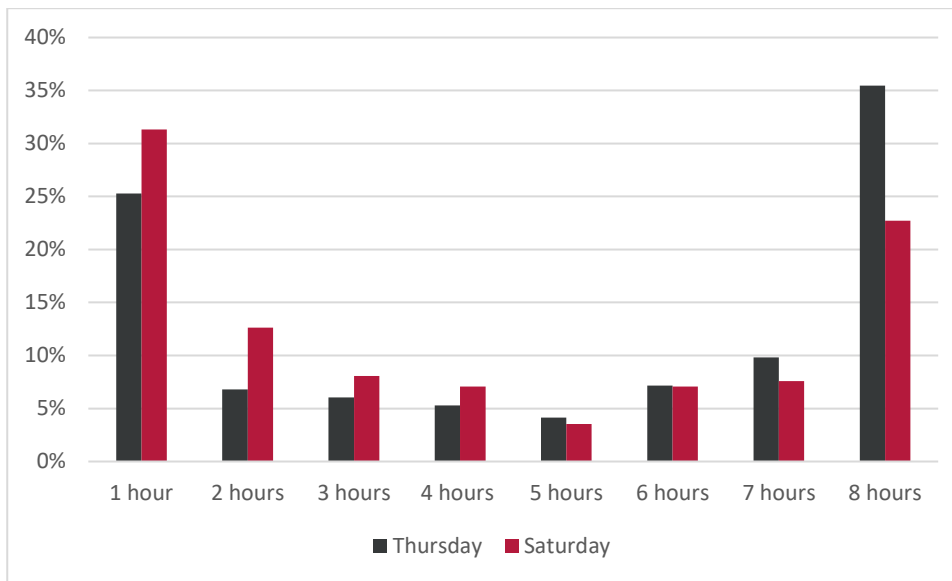


**Figure 4-4 Saturday parking occupancy by parking type by time of day (section one)**

## Duration of stay

Duration of stay data has been collected across the study area and full survey period with results shown in Figure 4-5. The duration of stay characteristics are similar on both survey days, with two defined peaks for the 0-1 hour stay and the 8+ hour stays. This corresponds to 25-32% being visitors parking for short periods whilst visiting shops in the section one or adjacent section two town centre activities, and 23-35% being predominantly resident's vehicles parked for the full duration of the survey. The remainder are relatively evenly spread across 2-7 hours of duration.





**Figure 4-5 Proportion of vehicles by duration of stay (section one)**

### 4.3 Impacts of Island Bay cycleway improvements on parking

There is a net loss of 16 spaces on The Parade in this section one because of the cycleway upgrades (note there are parks being added and removed). This is approximately 37% of the available parking supply on The Parade (16 of 41 spaces). The location of parking removed in this area is shown in Appendix B. Additionally, three of the spaces outside #75 The Parade are proposed to change from unrestricted to P180 on Sundays only. This is not expected to impact on parking demand on The Parade substantially.

The overall occupancy of parking in this section is 58%, however, it is approximately 80% on The Parade (Saturday survey). Therefore, removing the 16 parks on The Parade will have measurable impacts. After the removal of the parking, overall occupancy is expected to be 65% across the section one study area and on The Parade it is expected to be oversubscribed (more demand than supply currently). An estimated 12 vehicles will be displaced and need to park in alternative locations to bring the parking occupancy back under the 85% occupancy threshold.

The parking removed is unrestricted parking predominantly used for residential purposes. This parking is classified as high priority according to Wellington City's Parking Policy as specified in Table 1-1 (outer Residential areas). Given the occupancy of the surrounding area is approximately 50% occupied the impacts of the removal of these parks on residential parking is expected to be moderate. The parks in the side streets are within a 3-minute walk from The Parade. The people who typically parked in these spaces on The Parade are expected to park in these side streets, as there are ample spaces available.

There is no other parking being affected by these upgrades (e.g. short-stay parking for shoppers, taxi stands, etc.). There is no change to the bus stops in this section, the only potential upgrades are to improve the kerb and ramp layouts that currently exist to better improve safety for cyclists/pedestrians.

### 4.4 Mitigation of parking impacts

In this area, 99% of parks currently available are all-day parks that are generally used by residents. The average occupancy of these parks is 58%. Therefore, there is little mitigation required to offset the impacts associated with the parking removal. The parking along The Parade being removed is



residential parking, therefore, the most suitable alternative parking is for these vehicles to be parked on the surrounding streets (Tamar Street, Dee Street). Tamar Street has an average occupancy of around 30%, and is therefore well placed to receive the extra demand from The Parade. There is no further mitigation measure (e.g. changing restrictions) proposed to account for this parking removal in this area.

It is recommended that WCC engages with residents to understand any issues and concerns associated with the removal of the unrestricted parking along The Parade. From the residents surveys, the occupancy of The Parade is approximately 80% at 7am. This is similar to the occupancy of The Parade during the survey. Approximately 50% of parks on The Parade in this section have an 8+ hour duration of stay. These two factors imply heavy residents parking demand in this section.

For commuters who use this section (workers in the central area/local shops) there is no specific mitigation proposed. However, it is recommended alternative travel mode options are encouraged for these users. This helps ease parking congestion and aligns with the overall strategic objectives of WCC.

Figure 4-6 shows the area within a 3-minute walk from the middle of the centre portion of The Parade. The areas where there is currently available unrestricted parking are highlighted. There is ample alternative parking within a 3-minute walk from The Parade within section one.





Figure 4-6 Area with available parking within a three minute walk of The Parade (section one)



## 5. Central area (section two)

### 5.1 About the area

Section two corresponds to the central area of The Parade including the Island Bay town centre and surrounds. This area is dominated by the shopping centre, with areas of residential on the outskirts of the area (Derwent St, Clyde St, south section of The Parade) and is bounded by Avon Street & Mersey Street (see Figure 5-1).



Figure 5-1 Section Two

### 5.2 Current parking and usage

The current parking in this area is a mix of P60 time restricted parking and long-term unrestricted parking. Outside the main shopping centre, the parking is angled P60, with three mobility parks. The parking adjacent to residential areas is typically unrestricted parallel parking. Table 5-1 shows the available parking supply for the zone at its current level and the location of restricted and special parking bays is included in Appendix A.



**Table 5-1 Section two parking inventory**

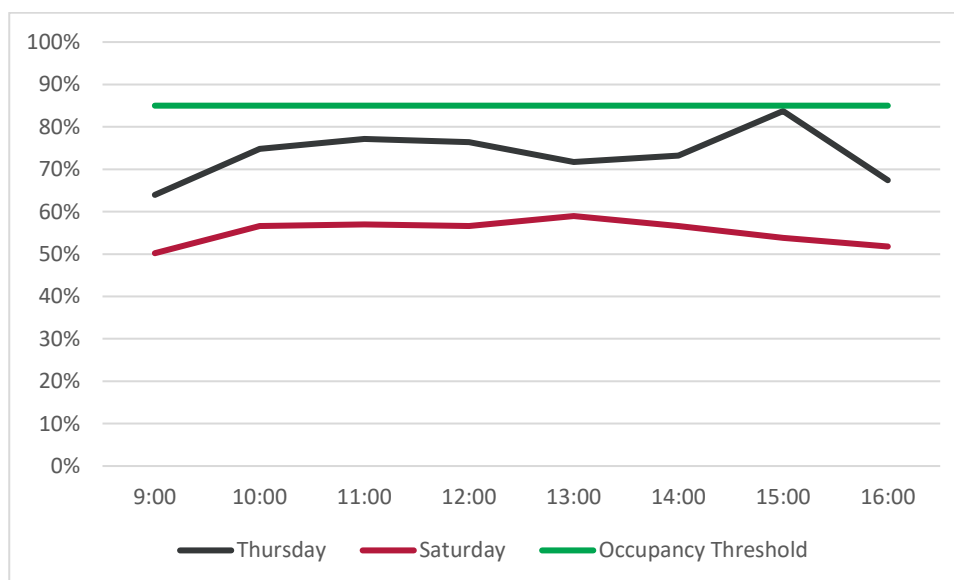
Parking type	Current inventory (parks)
Unrestricted	220
P60	46
Mobility	3
Taxi	2

## Occupancy

Figure 5-2 shows the parking occupancy of the area from both the Thursday and Saturday surveys. The occupancy is relatively consistent throughout the day on both days with a peak at 3pm on Thursday and noon on Saturday. During the Thursday survey, the occupancy was at or near the 85% occupancy threshold throughout the day, with occupancy on Saturday fluctuating between 50-60%.

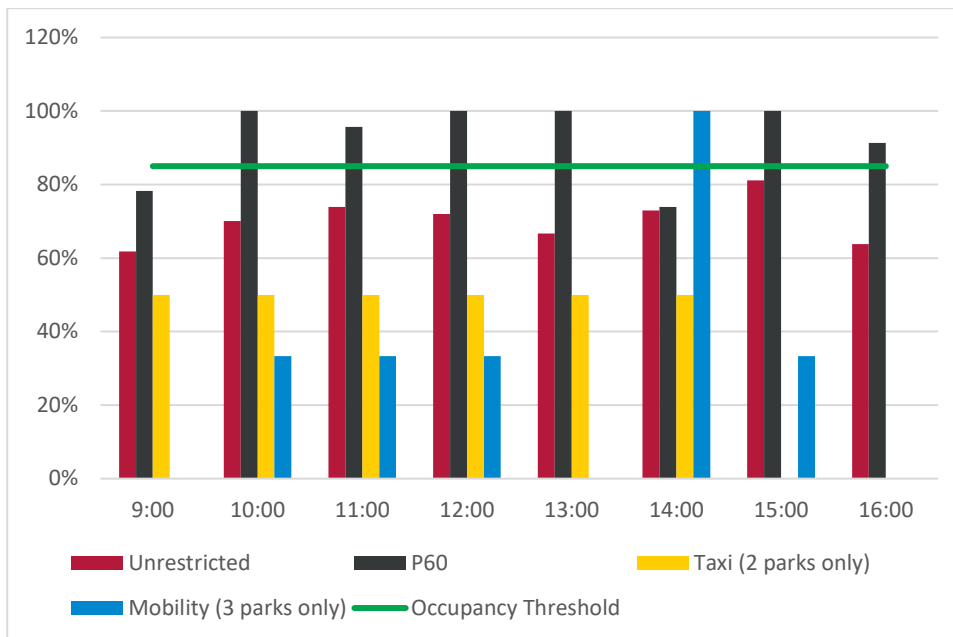
Parking occupancy broken down by parking type is presented in Figure 5-3 and Figure 5-4 for Thursday and Saturday respectively. On both days the P60 parks typically exceed the 85% optimal threshold in the middle of the day (often reaching 100%). There are unrestricted parks available in the surrounding areas, which are within an approximately 5-minute walk to the town centre and may be attractive for short stay parking.

The parking on The Parade has been assessed separately. The average occupancy along The Parade in this section is 91% on Thursday and 74% on Saturday. Therefore, the parking on The Parade is over the target threshold of 85% during the weekday, however, the occupancy of unrestricted parking on side streets is below the 85% threshold.

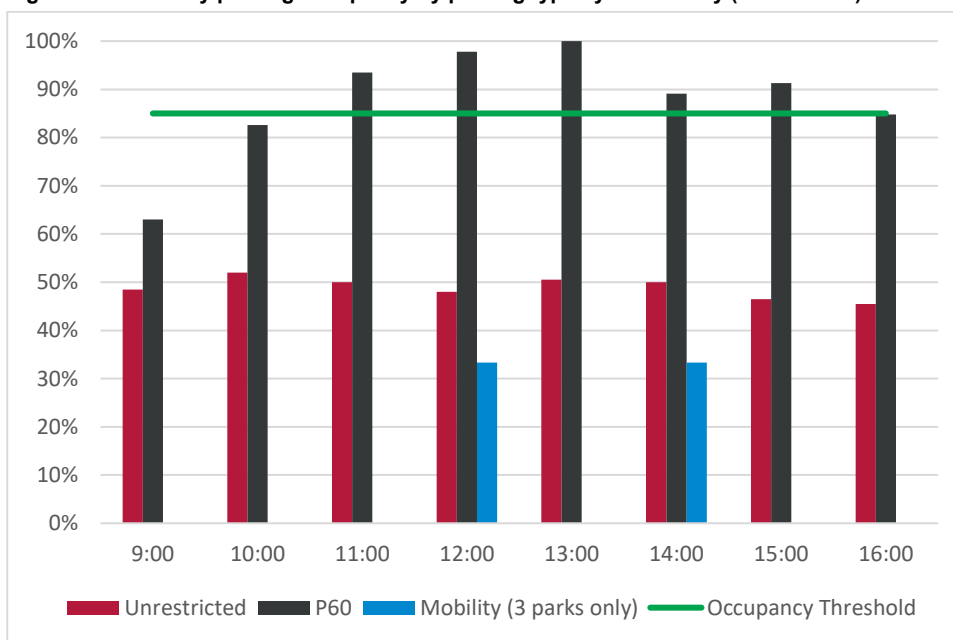


**Figure 5-2 Parking occupancy by time of day (section two)**





**Figure 5-3 Thursday parking occupancy by parking type by time of day (section two)**

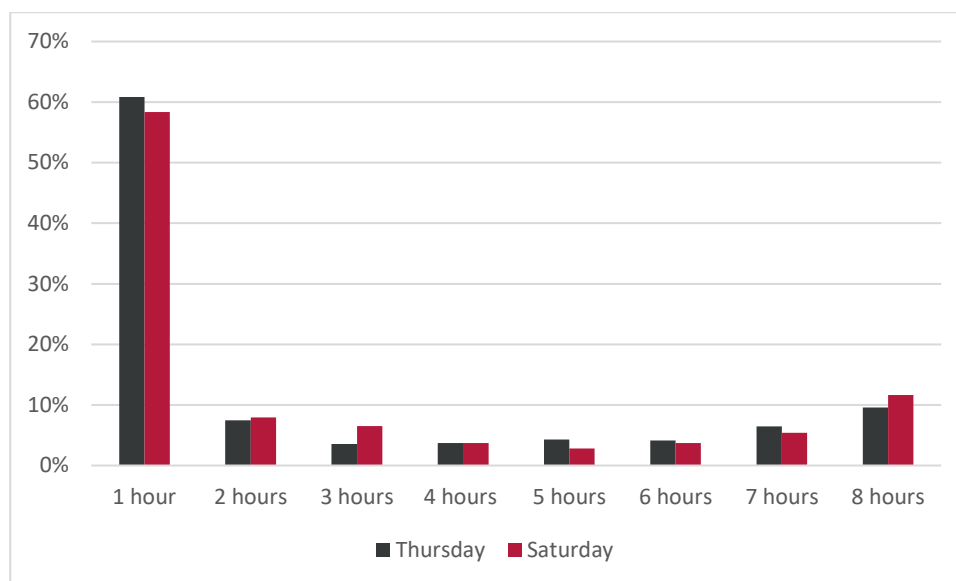


**Figure 5-4 Saturday parking occupancy by parking type by time of day (section two)**

## Duration of stay

Figure 5-5 shows the portion of vehicles parked by duration of stay data for the section two study area on both Thursday and Saturday. Approximately 60% of vehicles park for up to an hour, and the second highest length of stay on both days is 8+ hours relating to a portion of unrestricted residential parking at the northern and southern ends of the section two study area (The Parade, Derwent Street, Avon Street).





**Figure 5-5 Proportion of vehicles by duration of stay (section two)**

When only the P60 duration of stay data is considered, the survey data skews further towards a very high proportion of short-term stays. Table 5-2 compares the duration of stay data for the two survey periods. Most vehicles are parked for less than 1 hour, as is compliant with the parking restrictions. However, approximately 13% of users each day are exceeding the parking restriction.

**Table 5-2 Duration of stay data for P60 parks**

	0-1 hour	1-2 hour	2-4 hour	4+ hour
Thursday	87%	8%	3%	2%
Saturday	87%	4%	6%	3%

### 5.3 Impacts of Island Bay cycleway improvements on parking

In section two there is a net loss of 27 spaces due to the Island Bay cycleway improvements (note there is parking removed and added). Of these 27: 15 are P60, 1 is mobility and the remainder are unrestricted. This mobility space is being re-implemented on Medway Street around the corner. Appendix B shows the location of the unrestricted parking being removed in this section. Appendix C shows the locations of parking removed or proposed to be changed for the Island Bay town centre (primarily P60 parking) and are further changes beyond those shown in Appendix B.

Currently the parking in this section is 76% occupied on average overall, and 100% occupied on The Parade. This occupancy is taken from the Thursday survey, which was the busier day. With the parking removal proposed and no relocation of vehicles from The Parade, the overall occupancy is expected to be 85% and The Parade is expected to be over subscribed. Vehicles displaced from the unrestricted parking on The Parade are expected to use the unrestricted parks available on Derwent and Clyde Street. An estimated 27 vehicles on The Parade (both unrestricted and P60) will be required to park in other available spaces to bring the parking occupancy on The Parade under the 85% occupancy threshold.

The main shopping precinct of Island Bay is considered a Suburban Centre under the Wellington Parking Policy 2020 (see Table 1-1). Therefore, the P60 spaces removed are high priority. The



unrestricted spaces removed (which are for commuters and residents) are considered lower priority. The removal of these parks results in the overall occupancy of the area being close to 100%, meaning there will not be sufficient P60 car parks available within walking distance of the town centre to meet demand. These vehicles will be able to use unrestricted parking that are not full, however, there will also be fewer of these available.

There is a proposal to convert three P60 spaces to P30 spaces outside #135 The Parade which is not expected to impact on the findings of this assessment. This is currently in concept design stage so will not be assessed further in this report.

## 5.4 Mitigation of parking impact

The parking being removed in this section is a combination of time restricted and unrestricted parking. Table 5-3 shows the proposed measures to mitigate the impact of parking loss. These are all measures where a parking restriction has been changed and does not include the movement of parking restrictions due to spaces removed. The changes to the parking in the central area of The Parade are shown in Appendix C.

**Table 5-3 Mitigation measures for section two**

Parking type	Proposed mitigation	Level of impact after
Short stay	Convert 6 angle unrestricted spaces on Medway Street from unrestricted all-day parking to P60 parking (See Appendix C). This will avoid these spaces being filled by residents/commuters. There will still be sufficient residents/commuter parking on Derwent Street. This includes wayfinding to these parks.	Low
	Convert 4 parallel unrestricted spaces on Avon Street (closest to The Parade) to P60 parks (see Appendix C). This will avoid these spaces being filled by residents/commuters. There will still be unrestricted parking available for residents/commuters on Avon Street and Clyde Street. This includes wayfinding to these parks.	
	Convert 6 parallel unrestricted spaces on The Parade (south of Medway Street) to P60 spaces (see Appendix C). This will avoid these spaces being filled by residents/commuters. There will still be unrestricted parking available for residents/commuters further south on The Parade. This includes wayfinding to these spaces.	
	Convert 6 parallel unrestricted spaces on The Parade (on the corner of Avon Street) to 3 P60 spaces (See Appendix C). This will avoid these spaces being filled by residents/commuters. There will still be unrestricted parking available for residents/commuters on Avon Street and Clyde Street. This includes wayfinding to these parks	
Commuter	Encourage commuters to use other modes where possible. Direct commuters to the all-day parking on Derwent and Avon Street.	Low
Resident	There is little mitigation occurring for residents. There is still ample parking supply on Derwent, Avon and Clyde Street for residents.	Moderate

Table 5-4 shows the inventory for the area currently, after the upgrades, and after the mitigation measures are implemented. This also shows the expected occupancy of each parking type after mitigation (based on the busier Thursday survey). The P60 parking falls below the 85% occupancy threshold with the mitigation options, whereas currently the average occupancy of these parks is 92%. The unrestricted parking in this section is expected to have an average occupancy of 88% after the removals - only slightly over the target occupancy of 85%. However, vehicles can be parked in the



adjacent streets in sections 1 and 2 if required. The following shows the number and type of parks available in the section after mitigation:

- The Parade: 10 unrestricted spaces, 34 P60 spaces, 2 mobility spaces
- Medway Street: 12 unrestricted spaces, 16 P60 spaces, 2 taxi spaces
- Derwent Street: 54 unrestricted spaces
- Avon Street: 4 P60 spaces, 21 unrestricted spaces
- Clyde Street: 88 unrestricted spaces

**Table 5-4 Comparison of section two parking inventory**

Parking type	Current inventory	Inventory after upgrades	Inventory after mitigation	Net change	Average current occupancy	Average expected occupancy
Unrestricted	220	201	185	-35	74%	88%
P60	46	34	54	+8	92%	79%
Mobility	3	3	3	No change	38%	38%
Taxi	2	2	2	No change	29%	29%

The impact on each parking user is outlined in the following:

- Residents: There is a moderate impact on residents parking. The red line on Figure 5-6 shows the all-day parking available within a five-minute walk of the current all-day parking which is removed. There is ample all-day parking available further out from the central area along The Parade, Derwent Street and Clyde Street. This may result in residents of section 2 parking at the northern end of section 3, as the unrestricted parking in section 2 will slightly exceed the optimal occupancy threshold. Residents parking is a lower priority parking type (see Table 1-1). Therefore, the provision of alternative parking within a five-minute walk is a suitable mitigation.
- Commuter: There is a low impact on commuter parking. Assuming the commuters are accessing the commercial centre, there is ample all-day parking available within a three-minute walk from the current parks, as shown by the blue line on Figure 5-6. Commuter parking is a lower priority parking type (see Table 1-1). Therefore, the provision of parking within a three-minute walk is a more than adequate mitigation.
- Short-stay parkers: There is a very low impact on short stay parking and an overall improvement over the current situation. After mitigation there are more P60 parks available within a one minute walk. The locations selected to convert unrestricted parking to P60 are Medway Street which already has time restricted parking, and Avon Street which is the nearest Street to capture the displaced P60 parking on the north end of the shopping centre. The green line on Figure 5-6 shows the available P60 parking within a one-minute walk of the existing parking. Short-stay parking is a high priority parking type (see Table 1-1) and the provision of parking within a one-minute walk is considered an adequate outcome.





Figure 5-6 Section two distance to walk from removed parking to alternative parking



## 6. South of Mersey Street (section three)

### 6.1 About the area

The area south of Mersey Street is a primarily residential area. There are a few shops around the corner of The Parade and Reef Street. This area includes the following streets: Mersey St, Clyde St, Derwent St, Humber St, Trent St, Reef St, The Esplanade, Beach St, Knoll St, and Milne Tce (See Figure 6-1).



Figure 6-1 Section Three

### 6.2 Current parking and usage

The parking in this area is primarily unrestricted parallel parking. This is due to the largely residential activity in this area. There is a small section of P20 (one park) and P120 (three parks) outside the shops at the southern end of The Parade. There are 12 P10 parks around the Mersey Street shops. Table 6-1 shows the current parking supply for the southern section. During this survey some of the spaces included in the following Table were not surveyed due to various issues (construction, staffing issues).



**Table 6-1 Section three parking inventory**

Parking type	Current inventory (parks)
Unrestricted	616
P10	12
P20	1
P60	9
P120	3
Mobility	4

## Occupancy

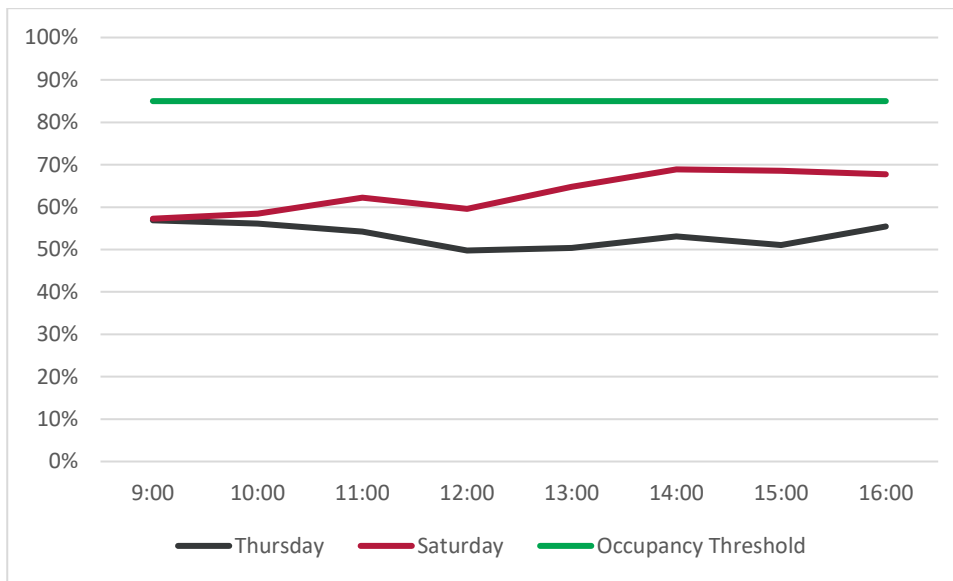
Figure 6-2 shows the parking occupancy throughout the day on both Thursday and Saturday. The parking follows a similar trend both days, however, is typically higher on the Saturday. This may be influenced by the weather on the day of the survey. Saturday was a sunny day, and the parking closer to the beach (Reef Street, The Esplanade) was notably busier than the weekday survey. The occupancy in this area did not exceed the 85% threshold at all throughout the day, with the highest occupancy being on the Saturday in the afternoon (69%).

The overnight occupancy of parks by residents has been assessed on both a Saturday and Tuesday. This survey did not capture duration of stay data. The occupancy of these parks as observed at 7am on the weekday was 50%, whilst it was only 46% in the weekend.

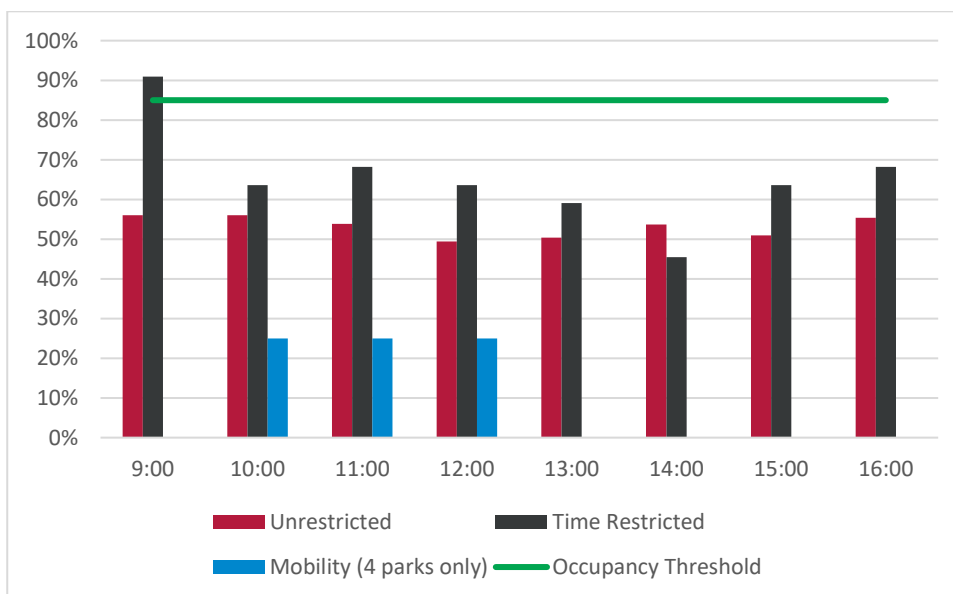
When the occupancy is broken down by parking restriction, similar trends to the other two areas are observed. The time restricted parks typically have higher occupancy levels as shown in Figure 6-3 and Figure 6-4 for Thursday and Saturday respectively. For this analysis, all the time restrictions have been combined given the low number of time restricted spaces in total. The occupancy of time restricted parks were approximately 10% higher than the unrestricted parks. However, during the first survey period (9am on the Thursday) the time restricted parks were 91% occupied. This is likely due to residential parkers using these parks overnight as there is no enforcement. This did not occur during the Saturday survey; however, the time restricted parks were still typically busier than the unrestricted parks.

The parking along The Parade (in isolation from the wider section three study area) was 65% occupied on Thursday and 78% on Saturday.





**Figure 6-2 Parking occupancy by time of day (section three)**



**Figure 6-3 Thursday parking occupancy by parking type by time of day (section three)**



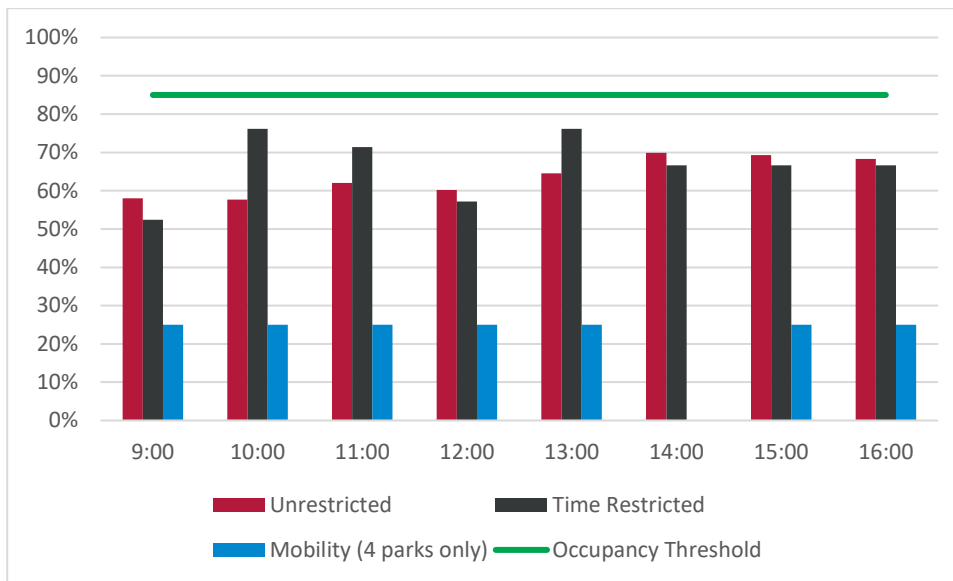


Figure 6-4 Saturday parking occupancy by parking type by time of day (section three)

### Duration of stay

The duration of stay survey for the southern section demonstrated 45-60% of vehicles park for up to one hour which is consistent with section two as shown in Figure 6-5. The Saturday survey was undertaken on a day where the beach was very busy. Therefore, what would typically be unrestricted residential parking towards the southern end of the section was very busy, with typically 1–2-hour stays. Further analysis of the survey data showed a similar profile irrespective of parking type.

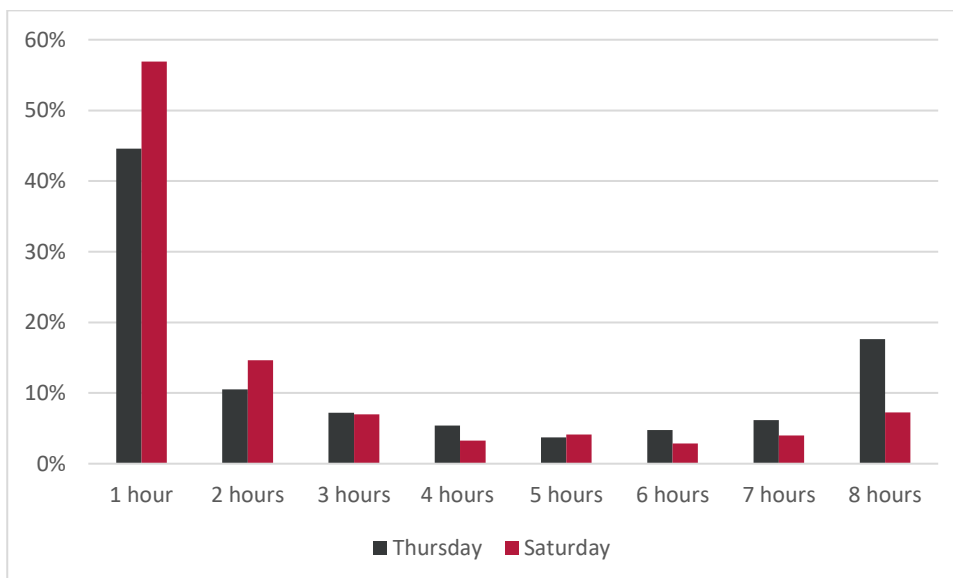


Figure 6-5 Proportion of vehicles by duration of stay (section three)

### 6.3 Impacts of Island Bay cycleway improvements on parking

Of the 85 parking spaces removed across the full study area there is a net loss of 42 parks in section three along The Parade with a further single parking space to be removed on Reef Stret. This is approximately 47% of the available parking supply in this section along The Parade (42 of 91 parks).



On top of these removals, there are a series of changes on both The Parade and the surrounding streets. The following outlines the changes per street:

- The Parade: Removal of 42 unrestricted spaces. Conversion of 14 unrestricted spaces to 14 P120 (between Reef and Derwent Street). Conversion of one P120 space outside #349 to a P120 Mobility space.
- Reef Street: Convert four unrestricted spaces on the north side of Reef Street (between number 28 and The Parade) into two P10 spaces and two P120 spaces. Install no stopping lines between number 28 and 30 Reef Street.
- Humber Street: Convert 13 unrestricted spaces (between The Parade and Clyde Street) into 12 P120 spaces and one P10 space.

Appendix B shows the location of parking being removed/ converted. This is a total removal of 43 spaces in this section, 42 of which are on The Parade.

This section of The Parade has an average occupancy of 78% (taken from the higher Saturday survey) and the overall study area has a typical occupancy of 63%. After the removal and/or conversion of parking spaces the occupancy of the full section three study area is 76%. Whilst in isolation the occupancy on The Parade would be insufficient to meet demand. 28 vehicles who typically park on The Parade would need to park in alternative locations to bring the occupancy along The Parade below the 85% occupancy threshold.

The parking proposed to be removed is all unrestricted parking which is typically available for residents but does get extensively used for short-term parking especially in the southern end. This parking is classified as high priority, from the 2020 Wellington City Parking Policy (outer Residential areas). Given the occupancy of the entire section three study area is surveyed as 63%, the impact of this removal is expected to be moderate – high. There are alternative unrestricted parks available in section three within a five-minute walk. The parkers who typically use The Parade are expected to use the surrounding streets as alternative locations for unrestricted parking.

There is ample parking in this section (currently 63% occupied) so finding a space is not expected to be an issue. Overall, there are 73 unrestricted spaces being either removed or converted to other parking types. This is expected to increase the occupancy throughout the section from 63% to 76%. There is adequate available parking to accommodate the displaced residents' vehicles. There is no removal of mobility parks, bus stops or loading zones.

There are potential changes to the parking arrangements on Mersey Street. This includes converting parallel parking to angle parking. This is currently in the concept design phase and is not expected to affect the overall results of this assessment. Therefore, this has not been assessed further.

## 6.4 Mitigation of parking impact

Overall, the occupancy of the entire area is well below the 85% threshold when the 73 parks are removed/ converted to restricted (43 parks are permanently removed). The current level of demand for The Parade outweighs the supply after the parking is removed, however, it is expected that most users will find alternative parking on the surrounding streets. These users are typically residents. It is recommended that WCC engages with residents to understand any issues and concerns associated with the removal of the unrestricted parking along The Parade

Figure 6-6 shows the location of all-day parking within a 5-minute walking distance from the parking which is being removed. There is sufficient parking available and the impact on all-day parkers is low. It is recommended that WCC engages with residents to understand the issues and opinions associated with the removal of the residents parking. From the residents' surveys taken, the occupancy of The



Parade is approximately 50% at 7am. Approximately 30% of parks on The Parade in this section have an 8+ hour duration of stay. These two factors imply there is extensive residents use in this section.

For commuters who use this section (workers in the central area/local shops) there is no specific mitigation proposed. However, it is recommended alternative travel mode options are communicated to these users. This helps ease parking congestion and aligns with the overall strategic objectives of WCC.





Figure 6-6 Section three distance to walk from removed parking to alternative parking



## 7. Comparison to 2017 data

To assess the validity of the survey results as a result of the 2022 red light COVID-19 restrictions at the time of survey, the 2022 data has been compared to similar data from a 2017 TDG survey. Table 7-1 compares overall occupancy and duration of stay data for section two with the 2017 TDG survey.

The study areas are relatively similar with no significant changes in land use activity in the past five years. It is further noted that the 2017 survey did not capture section one and section three parking data.

**Table 7-1 Comparison of 2022 and 2017 survey data for section two**

	2017 Weekday	2022 Weekday	2017 Weekend	2022 Weekend
Average Occupancy	59%	71%	54%	55%
<1 hour park	62%	64%	65%	64%
1-2 hour park	10%	12%	10%	14%
2-4 hour park	6%	7%	8%	5%
4+ hour park	21%	17%	16%	17%

From these results the two survey periods are relatively similar especially for weekends. The key difference is that the average occupancy is higher during the 2022 weekday compared with the 2017 weekday which may reflect increased activity and/or car ownership within the study area. These results show that the current COVID-19 restrictions are not resulting in a reduction in parking demand overall. The duration of stay data shows a similar proportion of up to one hour parking which implies that a similar number of people are visiting the local cafes, shops and other short-stay activities relative to five years ago.

This demonstrates that the 2022 parking survey results can be relied upon to form the basis of the 2022 PMP for The Parade.

## 8. Discussion and Conclusion

This report has been developed to analyse the effects of the proposed upgrades to the Island Bay Cycleway on parking in Island Bay. The removal of the 85 parks associated with The Parade cycleway upgrade project will result in some vehicles that currently use unrestricted parking on The Parade seeking available parking on side streets in residential areas. Within the Island Bay town centre, the removal of P60 parking along The Parade will result in a shortfall of available parking for shoppers. Mitigation is proposed through the transformation of 19 unrestricted parks around the town centre from unrestricted parks to P60 parks.

Table 8-1 shows the summary of parking changes in each section after mitigation and demonstrates that all three zones have expected peak parking occupancies below the critical 85% threshold above which adverse parking effects and behaviours occur.



**Table 8-1 Occupancy of the three sections before and after the proposed changes**

Subarea	Current Peak Occupancy	Expected Peak Occupancy	Proposed Changes
Section One	58%	65%	<p>Net loss of 16 unrestricted spaces on The Parade as part of the cycleway upgrade.</p> <p>Sufficient available unrestricted parking on adjacent streets to meet parking demand and retain good level of service without mitigation.</p>
Section Two	76%	85%	<p>Net loss of 27 spaces on The Parade as part of the cycleway upgrade.</p> <p>Convert 19 unrestricted parks to P60 parks.</p> <p>Encourage long term parkers and commuters to park further from the town centre.</p> <p>Encourage a mode shift for commuters.</p>
Section Three	63%	76%	<p>Net loss of 42 spaces on The Parade as part of the cycleway upgrade. Loss of 1 Space on Reef Street.</p> <p>Conversion of 30 spaces on The Parade, Reef Street and Humber Street from unrestricted to time-restricted spaces.</p> <p>Sufficient available unrestricted parking on adjacent streets to meet parking demand and retain good level of service without further mitigation.</p>



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Appendix A.  
Maps of parking restrictions

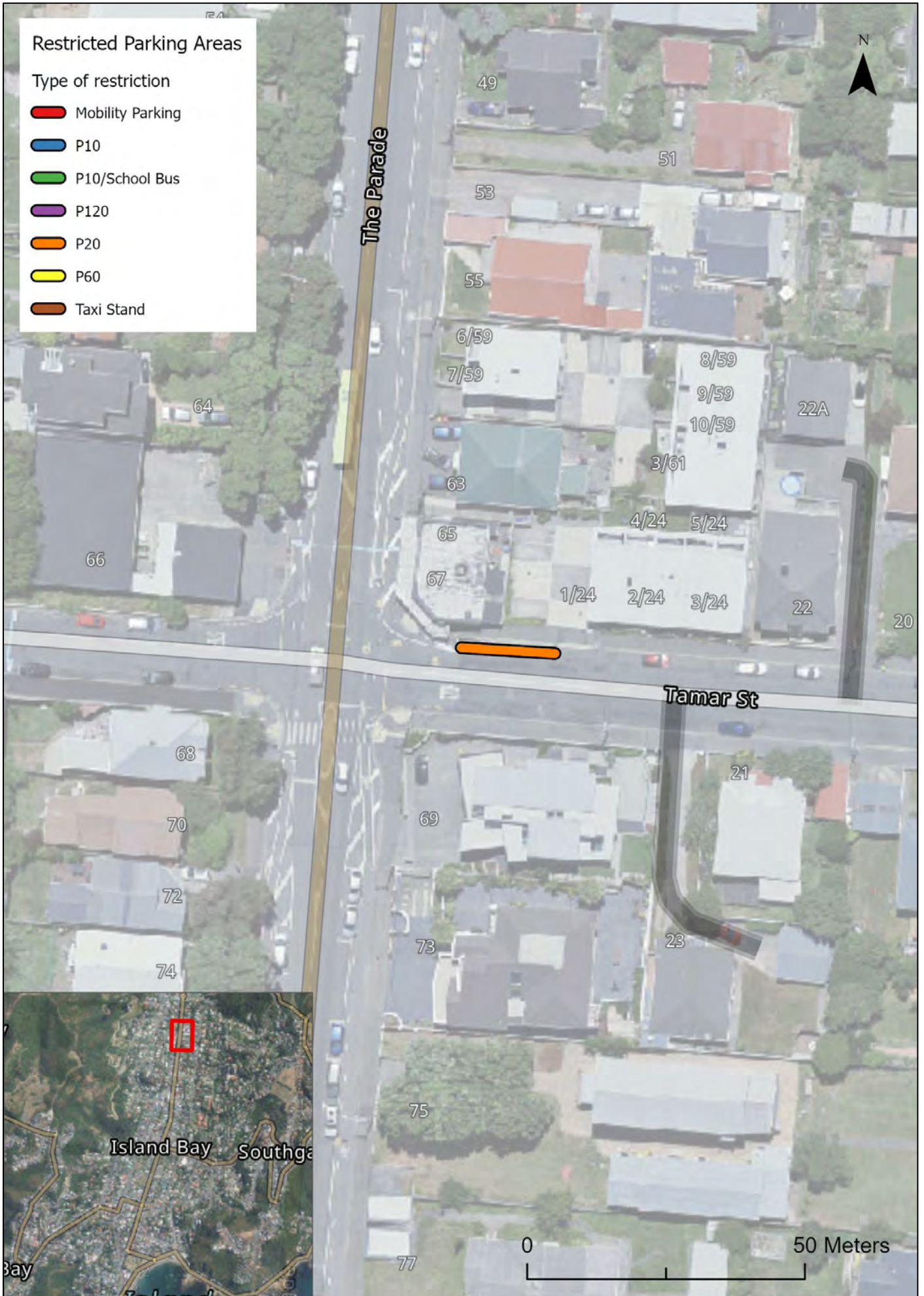




# Restricted Parking Areas

Type of restriction

- Mobility Parking
- P10
- P10/School Bus
- P120
- P20
- P60
- Taxi Stand

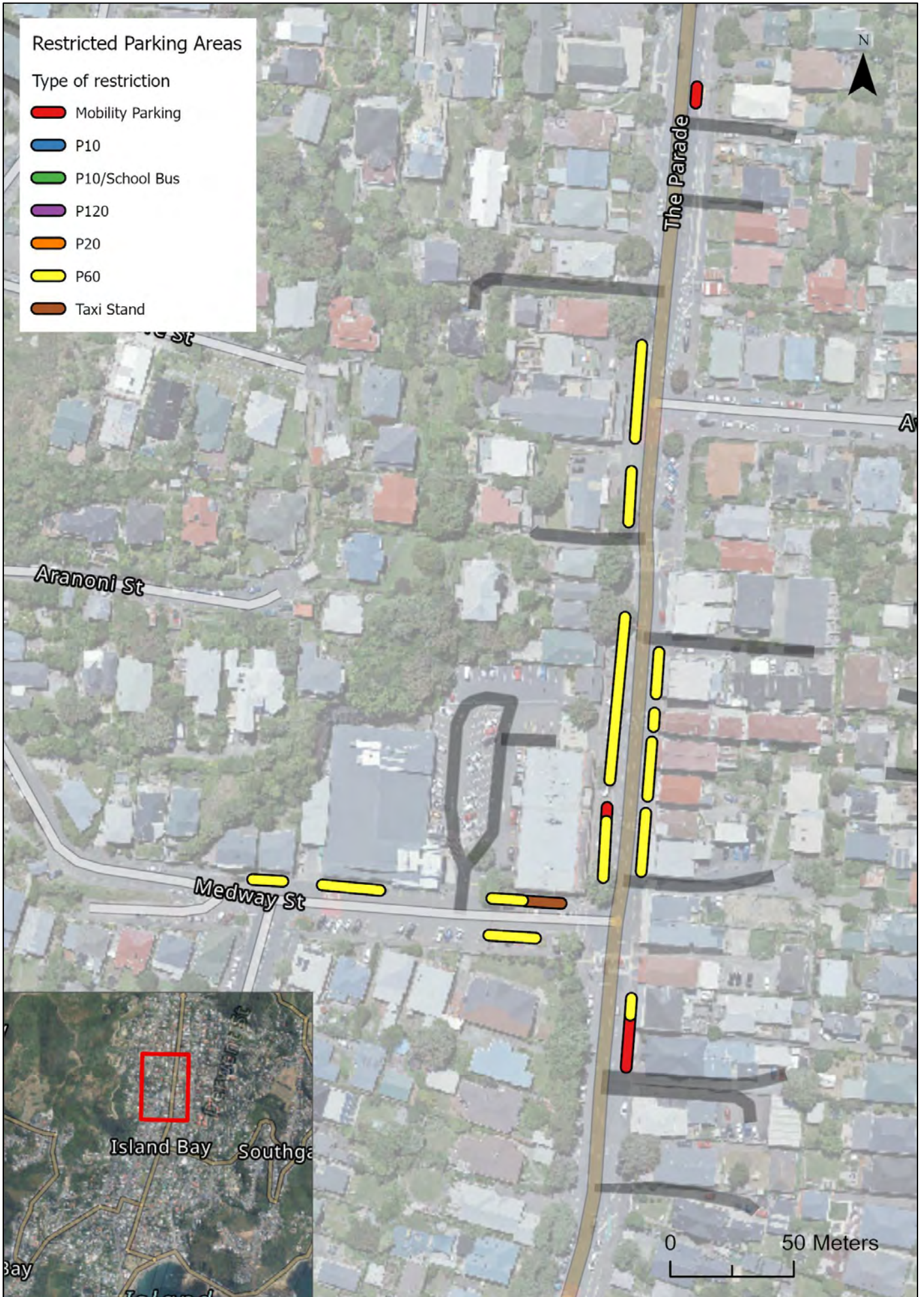




# Restricted Parking Areas

## Type of restriction








- Mobility Parking
- P10
- P10/School Bus
- P120
- P20
- P60
- Taxi Stand





## Restricted Parking Areas

### Type of restriction

-  Mobility Parking
-  P10
-  P10/School Bus
-  P120
-  P20
-  P60
-  Taxi Stand





# Restricted Parking Areas

## Type of restriction








- Mobility Parking
- P10
- P10/School Bus
- P120
- P20
- P60
- Taxi Stand

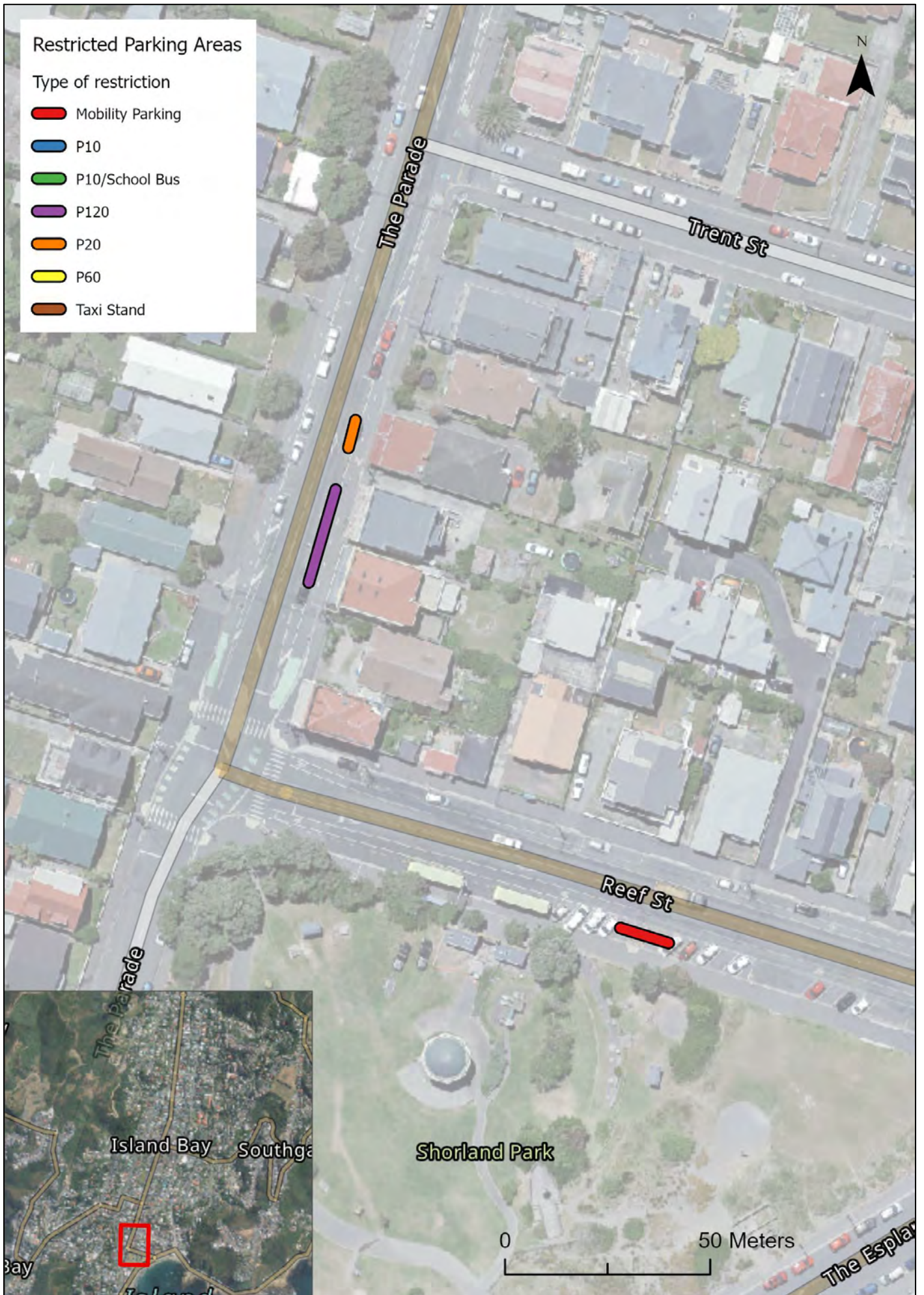




## Restricted Parking Areas

### Type of restriction

-  Mobility Parking
-  P10
-  P10/School Bus
-  P120
-  P20
-  P60
-  Taxi Stand





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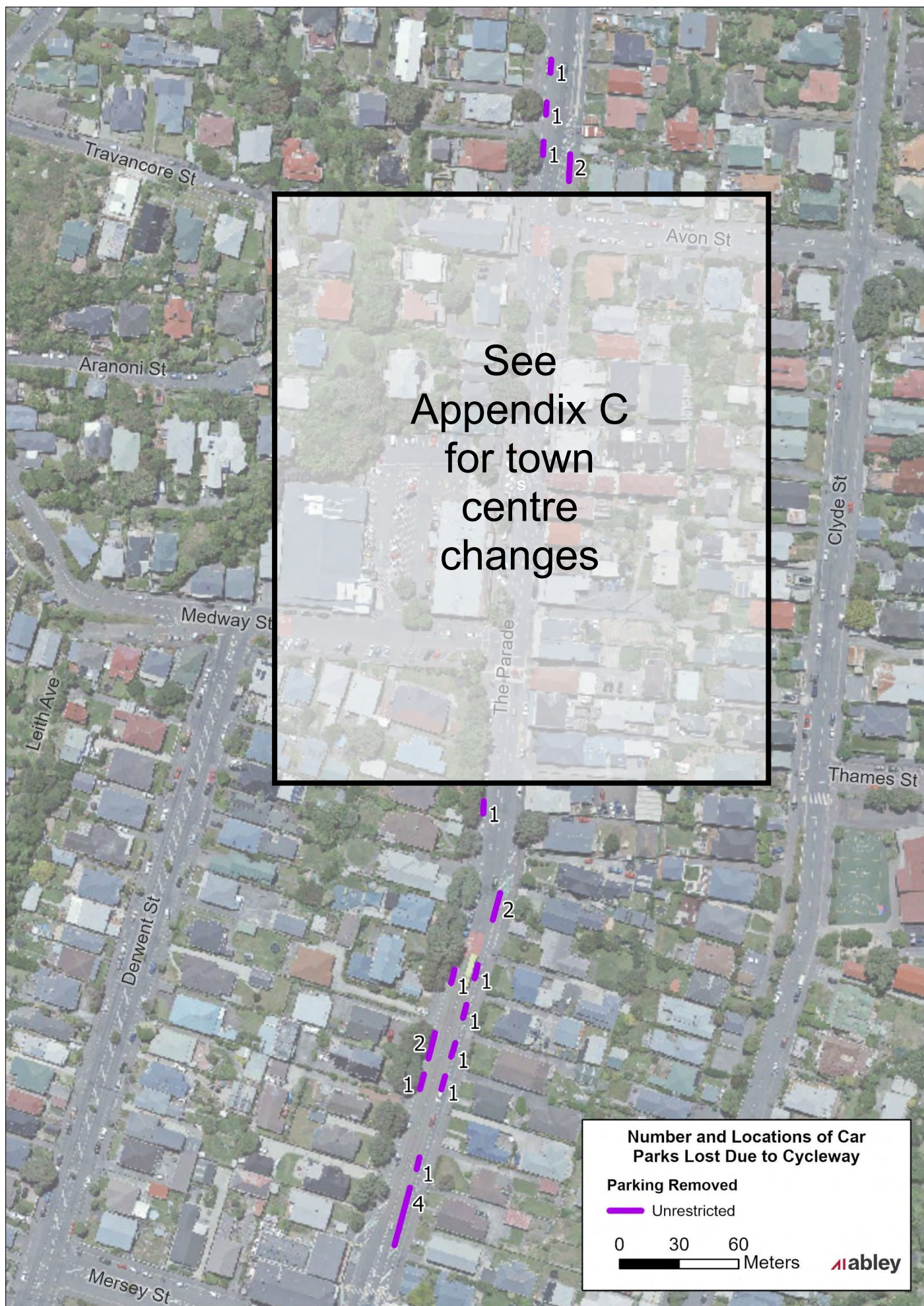
Appendix B.  
Maps of parking removals





















Appendix C.  
Changes to parking in the central section of The Parade





SUMMARY OF CHANGES IN THE TOWN CENTRE

Accessible Parking

The angled accessible car park outside #134 The Parade is being relocated to Medway Street. To accommodate this, the taxi stand on Medway Street is being moved to the west and the P60 car parks at this location are reduced from 2 spaces to 1 space.

Time-Restricted Parking

There are currently **50 P60 car parks in the town centre**, 38 of which are on The Parade. In the design, this is reduced to 35 P60 car parks. Therefore, 15 P60 car parks need to be relocated to maintain the existing number of time-restricted spaces (2 removed from Medway Street and 13 removed from The Parade). The 15 new P60 parking spaces are distributed as follows:

- 3 parallel parking spaces on The Parade, just south of Avon Street
- 6 parallel parking spaces on The Parade, south of Medway Street
- 6 angled parking spaces on Medway Street

Four car parks on Avon Street could be converted to P60 to achieve a total of 54 P60 car parks (the total number of P60 parks indicated in the draft PMP).

LEGEND

- UNCHANGED RESTRICTED PARKING
- REDUCED/REMOVED RESTRICTED PARKING
- NEW RESTRICTED PARKING
- TIME-RESTRICTED PARKING
- ACCESSIBLE PARKING
- TAXI STAND

EXISTING:

5 x marked P60 SPACES

PROPOSED:

3 x unmarked P10 7am-10am and 3pm-6pm, P60 otherwise  
1 x unmarked P60 SPACES

TO BE RELOCATED:

1 x P60 SPACE



A3 SCALE: 1:750  
0 8 16 24 32 40 (m)



1. World Imagery Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Created On:	03/12/2021
Created By:	TB
Approved By:	
TT Proj Ref:	1016611
TT Map Ref:	TTMAPREF1433463001.902

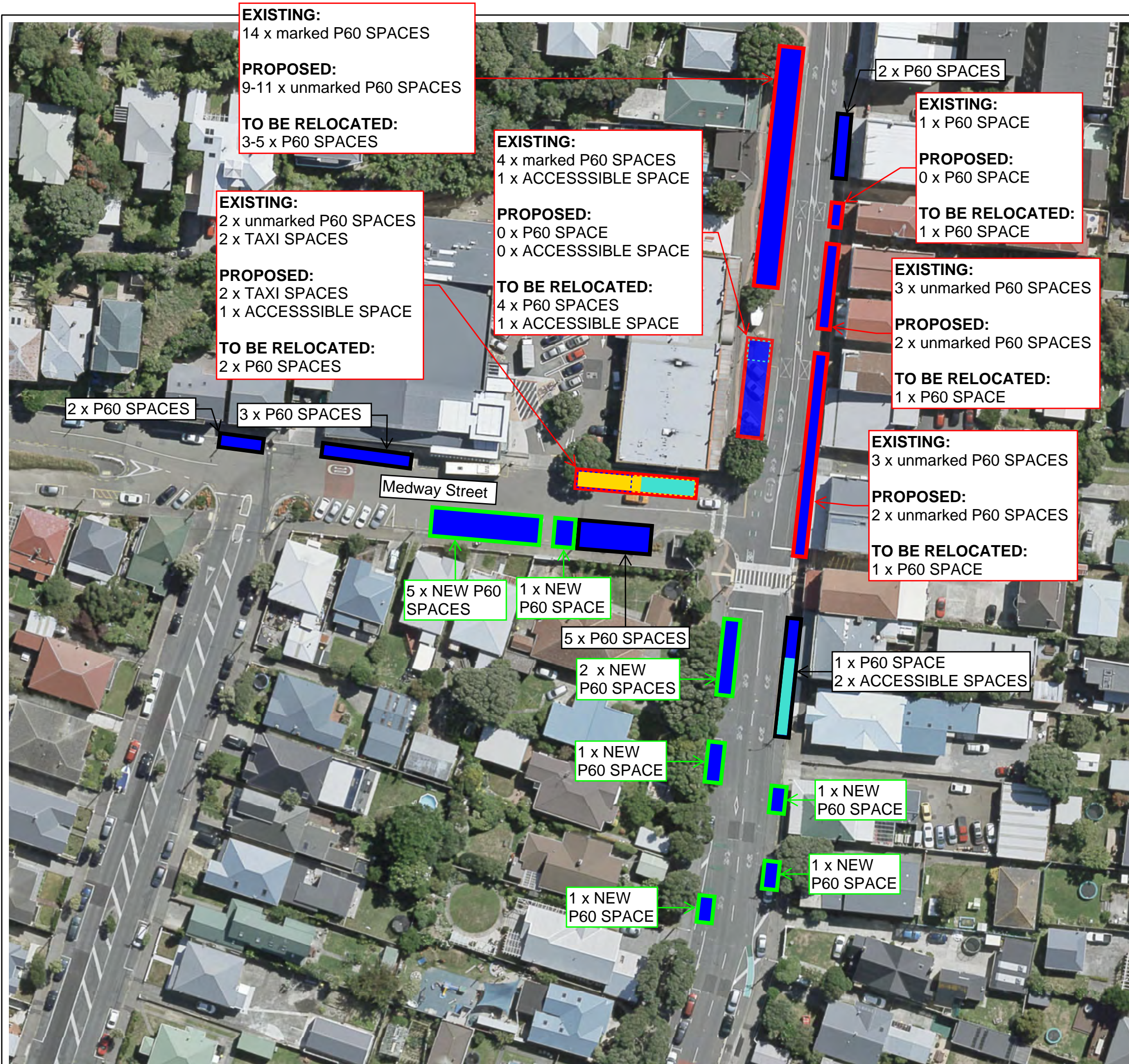


105 Carlton Gore Road, Newmarket, Auckland  
www.tonkintaylor.co.nz

WELLINGTON CITY COUNCIL  
THE PARADE  
Parking relocations  
Town centre

FIGURE No.  
002





**LEGEND**

- UNCHANGED RESTRICTED PARKING
- REDUCED/REMOVED RESTRICTED PARKING
- NEW RESTRICTED PARKING (TO MAKE UP FOR REMOVED SPACES)
- TIME-RESTRICTED PARKING
- ACCESSIBLE PARKING
- TAXI STAND

A3 SCALE: 1:750

0 8 16 24 32 40 (m)

1. World Imagery Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Created On:	03/12/2021	 <b>Tonkin+Taylor</b> 105 Carlton Gore Road, Newmarket, Auckland www.tonkintaylor.co.nz
Created By:	TB	
Approved By:		
TT Proj Ref:	1016611	
TT Map Ref:	TTMAPREF1433463001.902	

**WELLINGTON CITY COUNCIL**

**THE PARADE**

Parking relocations

Town centre

FIGURE No.

003



**Auckland**

Level 1/70 Shortland Street  
PO Box 613, Shortland Street  
Auckland 1140  
Aotearoa New Zealand

**Wellington**

Digital Nomad  
Level 14/22 Willeston Street  
Wellington 6011  
Aotearoa New Zealand

**Christchurch**

Level 1/137 Victoria Street  
PO Box 36446, Merivale  
Christchurch 8146  
Aotearoa New Zealand

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## PROPOSED ROAD STOPPING - LAND ADJOINING 76 ORANGI KAUPAPA ROAD, NORTHLAND

### Kōrero taunaki | Summary of considerations

#### Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee is to recommend to Council that it stops and sell approximately 239m<sup>2</sup> (subject to survey) of unformed legal road land adjoining 76 Orangi Kaupapa Road, Northland (the Land). Refer to Attachment 1 for location plan.

#### 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

N/A

#### Significance

The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

- 1.
2. Affects a limited number of individuals, to a low degree.  
Has very little public interest.  
Low consequence for Wellington City.  
Low impact on the Council being able to perform its works role.

#### Financial considerations

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

2. All costs associated with the disposal of the Land are met by the applicant. If the proposal is successful proceeds of the sale are directed towards the general fund.

#### Risk



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☒ Low      ☐ Medium      ☐ High      ☐ Extreme

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

Author	Paul Davidson, Senior Property Advisor
Authoriser	John Vriens, Property Advisory Manager Brad Singh, Transport and Infrastructure Manager Siobhan Procter, Chief Infrastructure Officer



## **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion

That Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Recommend to Council that it:
  - a. Declare the 239m<sup>2</sup> (subject to survey) of unformed legal road land in Orangi Kaupapa Road (the Land), adjoining 76 Orangi Kaupapa Road (Lot 9 DP 549446, held on ROT 946215), is not required for a public work and is surplus to Council's operational requirements.
  - b. Agree to dispose of the Land.
  - c. Delegate to the Chief Executive Officer the power to conclude all matters in relations to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.
- 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 Koata Hātepe | Regulatory Processes Committee for consideration.

## **Whakarāpopoto | Executive Summary**

4. The owners of 76 Orangi Kaupapa Road, Northland (the Owners) have applied to purchase approximately 239m<sup>2</sup> legal road land (the Land) adjoining their property. The Land is shown outlined red on the aerial photo in Attachment 2.
5. Relevant Council business units have been consulted. All support the proposal, subject to conditions (where relevant).
6. Utility providers plans have been reviewed and there do not appear to be any utility assets located in or over the subject land requiring easement or relocation. This will be confirmed by survey or mark out.
7. Initial consultation letters were sent to the adjoining neighbours and at the time of writing this report no response had been received.
1. If the Council agrees with the recommendations of the Regulatory Processes Committee, the road stopping will then be publicly notified. At that time, any neighbours, organisations, or any other member of the public will have the opportunity to make a submission.



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## **Takenga mai | Background**

2. 76 Orangi Kaupapa Road is located towards the southern end of Orangi Kaupapa Road that comprises the two-way carriageway, having road frontage on two legal boundaries.
3. The Land is an irregular elongated shaped parcel running along the southern boundary of Orangi Kaupapa Road. The topography slopes steeply up from the formed carriageway to 76 Orangi Kaupapa Road.
4. The Land contains vegetation, lawn and part of a double garage belonging to 76 Orangi Kaupapa Road. Should the road stopping proposal be successful the garage encroachment area would be reduced from 46m<sup>2</sup> to approximately 35m<sup>2</sup>.
5. Attachment 3 shows photos of the Land at ground level.
6. The owners of 76 Orangi Kaupapa Road have applied to purchase the Land as part of their plans to redevelop their property.

## **Kōrerorero | Discussion**

7. Advisors from Council's Transport Network Team have confirmed the Land is not required for future operational purposes. They support the proposal subject to retaining a minimum legal road width of 17.5m measured from the opposite side boundary, and a registered batter easement.
8. Should the road stopping proposal be successful, the Land will be amalgamated with 76 Orangi Kaupapa Road.
9. Road stopping is provided for under Sections 319 and 342 and the Tenth Schedule of the Local Government Act 1974 (LGA).
10. The Council, under Section 40 of the Public Works Act 1981 (PWA), 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any public work. Section 345 of the LGA provides Council with the statutory power to dispose of stopped road.
11. Relevant Council business units have been consulted and none wish to retain the Land.
12. Officers are giving Herenga ā Nuku Aotearoa — the Outdoor Access Commission the opportunity to comment on road stopping proposals early in the process. The Commission raised no public access issues relating to the proposal for the road stopping adjoining 76 Orangi Kaupapa Road.
13. As is normal practise in the early stages of the road stopping process, officers have written to the adjoining owners notifying them that Council had received the road stopping application. These owners will be consulted again when formal public consultation is carried out later in the road stopping process.
14. If Council approves the above, officers will establish whether any offer back obligations under Section 40 of the PWA exist.



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## **Kōwhiringa | Options**

15. Approve the recommended option.
16. The alternative to the recommendations would be to continue with the current situation although this would limit their ability to maximise their future redevelopment plans.

## **Whai whakaaro ki ngā whakataunga | Considerations for decision-making**

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

17. The recommendations of this report are consistent with the Road Encroachment and Sale Policy 2011.
18. This proposed road stopping has no significant impact on the Long-Term Plan.

## **Engagement and Consultation**

19. Letters were sent to the adjoining owners notifying them that Council had received this road stopping application. At the time of preparing this report no responses had been received.
20. These owners will be consulted again when the formal public consultation is carried out later in the road stopping process and they will have an opportunity to enter a written submission if they so choose.

## **Implications for Māori**

21. The Land is not noted in Council's current or draft District Plans as being of significance to Māori.
22. The Land is not noted in either the 2008 Deed of Settlement with Taranaki Whānui ki Te Upoko o Te Ika, or the 2012 Deed of Settlement with Ngāti Toa Rangatira.

## **Financial implications**

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

## **Legal considerations**

24. The road stopping process is consistent with the requirements of Sections 319, 342, 345 and Schedule 10 of the Local Government Act 1974 (LGA). The sale and purchase agreement will be prepared by Council's solicitor.

## **Risks and mitigations**

25. Overall, this proposal is rated low risk on Council's risk framework.

## **Disability and accessibility impact**

26. There are no known disability or accessibility impacts.



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

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

### **Communications Plan**

28. Public consultation in accordance with the Tenth Schedule of the LGA will be carried out later in the road stopping process. At this time, we will also advise the local residents association.

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

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

### **Ngā mahinga e whai ake nei | Next actions**

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

### **Attachments**

Attachment 1.	Location Plan	Page 183
Attachment 2.	Aerial	Page 184
Attachment 3.	Views from ground level	Page 185

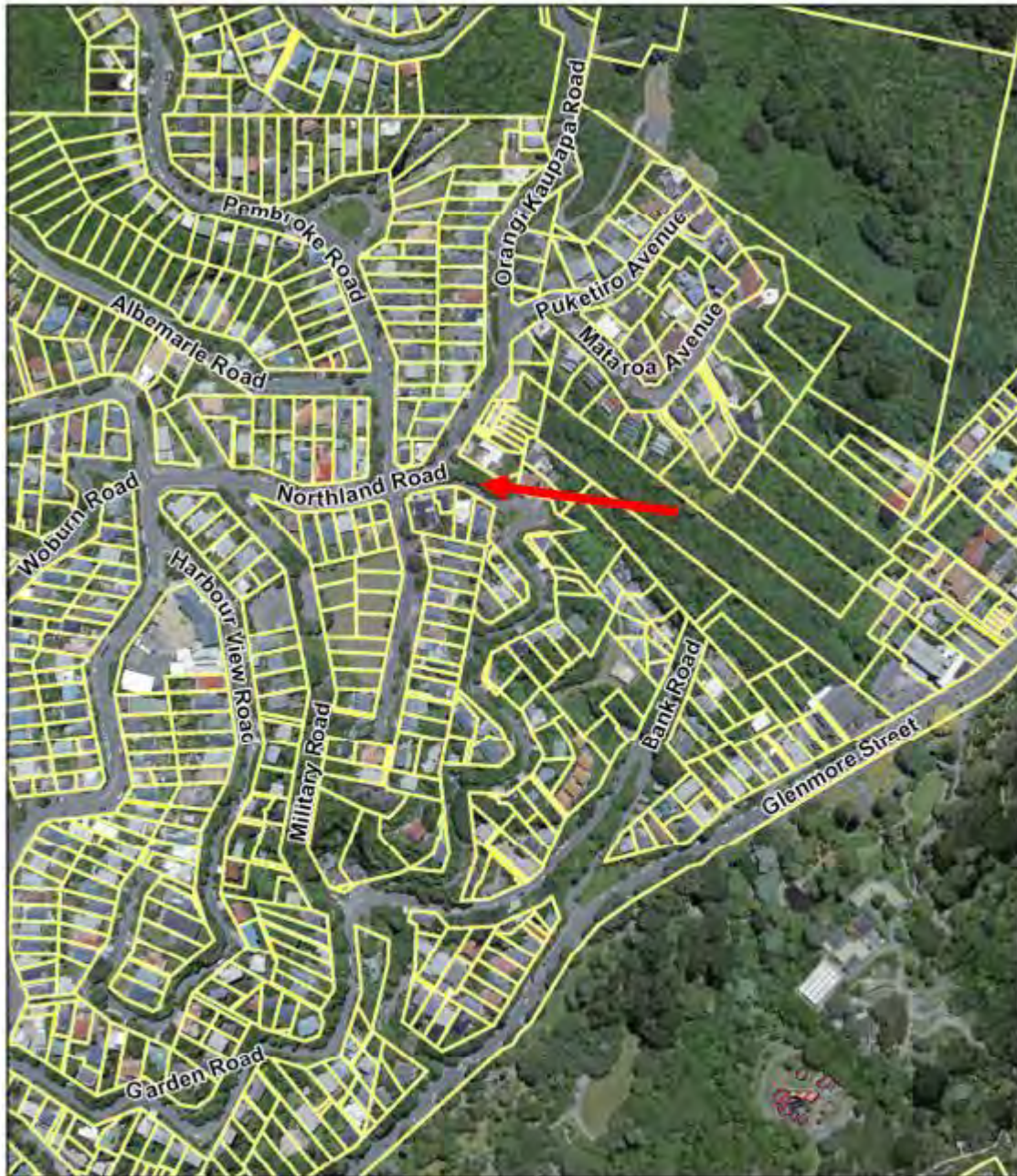
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# LocalMaps Print



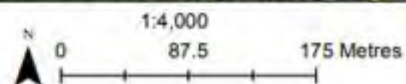
November 30, 2022

**Disclaimer:**  
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**Data Statement:**  
Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m. Crown Copyright reserved.

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

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



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## NGAIO CONNECTION WALK, BIKE AND BUS IMPROVEMENTS - TRAFFIC RESOLUTION FOR APPROVAL

### Kōrero taunaki | Summary of considerations

#### Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee recommends the adoption of a Traffic Resolution to enable the installation of the Ngaio Connections walk, bike and bus improvements, as part of the accelerated delivery of Paneke Pōneke, the Wellington bike network plan, which was adopted by council in March 2022. A resolution setting speed limits is also recommended.

#### 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

The Long-term Plan 2021-2023 identified a key issue of changing network usage, given increasing demand and constrained corridors and concluded that “limited road space must be shared between transport modes.”

As part of the Long-term Plan 2021-2023, the Council provided \$226 million over 10 years for the delivery of a connected bike network. This included \$52 million brought forward to accelerate a rapid roll-out of the network in years 1-3.

In March 2022, the Council adopted Paneke Pōneke, the Wellington Bike Network Plan, alongside a strategic Traffic Resolution that confirmed the streets that make up the bike network. This included the Ngaio route.

Council approved the Parking Policy in August 2020, which set out principles and priorities used to inform these proposed changes.

#### Significance

The decision is **rated medium significance** in accordance with



schedule 1 of the Council's Significance and Engagement Policy.

This project delivers on high-significance policies and plans that have all undertaken city-wide public consultation, including the Long-Term Plan, Parking Policy, Te Atakura and Paneke Pōneke, the Wellington Bike Network.

The Significance and Engagement Policy specifically identified that work on main roads is considered of 'medium' significance, as opposed to new roads or city-wide changes, which are considered 'high' significance.

### Financial considerations

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

2. Funding for these projects has been approved as part of the Long-Term Plan.
3. Funding has also been approved from the Climate Emergency Response Fund. The Funding Assistance Rate (FAR) from Waka Kotahi NZ Transport Agency is yet to be determined.

### Risk

☐ Low      ☒ Medium      ☐ High      ☐ Extreme

4. This project includes the re-allocation of street space to increase network capacity, provide safer and easier low-carbon transport options. While the project is designed to reduce the safety risk on these streets, changes to car parking availability is likely to cause concern for some people currently using these car parks. However, such changes are envisaged and enabled by the Parking Policy.

Authors	Claire Pascoe, Transitional Programme Manager Jonathan Kennett, Project Lead
Authoriser	Vida Christeller, Manager City Design Liam Hodgetts, Chief Planning Officer



## **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion

That Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Notes the submissions
- 3) Notes the summary of submissions, and responses to themes and design feedback shown in Attachments 1 and 2
- 4) Agrees to make the following changes to the Ngaio Connection walk, bike and bus improvements Traffic Resolution as a result of feedback received through the consultation:
  - a. remove the middle stage (extension of clearway times on Kaiwharawhara Road from 4-7pm to 2-9pm) and commence the final stage of the project in March 2024
  - b. change the P30 car parks on Kaiwharawhara Road to P60.
  - c. replace two car parks at the bottom of Cameron Street on the eastern side with no stopping restrictions.
  - d. delete from the Traffic Resolution the conversion of four P60 angle car parks to two P60 parallel parks at the bottom of Cameron Street.
  - e. remove 40 metres of cycleway at the western end of Crofton Road and install three P10 car parks.
  - f. move bus stop 5447 outside 52 Kenya Street south by 14 metres and install one unrestricted car park.
  - g. delete from the Traffic Resolution 18 metres of no stopping restrictions at 28 Kaiwharawhara Road and reinstate three P30 car parks.
  - h. retain a loading zone at 53 – 55 Kaiwharawhara Road).
- 5) Adopt the Traffic Resolution set out in Attachment 3, incorporating the changes set out in recommendation 4.
- 6) Set a permanent speed limit for Cameron Street between Kaiwharawhara Road and the intersection with Brash/Hervey and Satchell Way to 30km/h, coming into force when design changes are installed in 2023, pending Waka Kotahi approval.
- 7) Set a permanent speed limit on Crofton Road between 11 Ottawa Road through the Ngaio roundabout to 2 Kenya Street to 30km/h, coming into force when design changes are installed in 2023, pending Waka Kotahi approval.

## **Whakarāpopoto | Executive Summary**

5. This report recommends the adoption of a Traffic Resolution to enable installation of the Ngaio Connection walk, bike and bus improvements, as part of the accelerated delivery of Paneke Pōneke, the Wellington Bike Network Plan adopted by Council in March 2022.



6. Following consultation, officers are proposing to install the changes described in the Traffic Resolution in two stages, to allow businesses and the community on Kaiwharawhara Road to adapt to a reduction in parking.
7. If approved, Stage 1 will be installed from March to June 2023 and Stage 2 will be installed from March to April 2024.
8. Following installation of the improvements, a feedback and evaluation phase will be undertaken, which may result in some short-term adaptations if deemed necessary.
9. In addition to the community engagement that has occurred since July 2022, public consultation on the Traffic Resolution was undertaken between 31 October and 21 November. The submissions are published on the Council's website.
10. 348 responses were received during the consultation period, including 18 from organisations.
11. 67% of submissions supported or strongly supported the proposed changes, and 28% opposed or strongly opposed the changes
12. Oral submissions were heard by the Committee on 1 December 2022 and a summary report of oral submissions is set out in Attachment 4.
13. There was a range of views on the proposals with a strong focus on the removal of car parks. Some members of the community feel the parking removal is too extensive, and others feel it is not extensive enough.
14. Submitters also commented on the staged approach, some wanting the improvements to be delivered faster and some wanting only Stage 1 delivered.
15. There was strong support for the proposed speed limit reductions

Officers have considered all matters raised in submissions and recommend the adoption of the Traffic Resolution with minor amendments.

### **Takenga mai | Background**

16. This project is part of Council's decision to deliver a rapid-roll-out of the bike network as part of the Long-Term Plan, and as foreshadowed in the adoption of Paneke Pōneke, the Wellington Bike Network Plan in March 2022.
17. There have been 73 crashes along this route in the last ten years, including 15 people on bikes. 42% of respondents to the baseline survey reported a near miss on this route.
18. In April 2022, an iterative design process commenced with a technical working group to develop a preferred option for the Ngaio section of the Wellington bike network. A long list of options was shortened early on, discounting options that were out of scope for a transitional, quick-build approach (eg, extensive kerb relocations) or did not meet minimum design standards. Several design options were assessed through a multi-criteria analysis, including separated cycle lanes and bidirectional cycling facilities. Limited road width and gradients were the primary reasons for the preferred design of an uphill cycleway on one side and sharing the road space in the downhill direction.



19. Throughout the design process, pedestrian and bus improvements were identified and added to the design. These included speed reductions and pedestrian crossings.
20. Community and stakeholder engagement for this project started in July 2022 and has been ongoing since then, except for a pause for four weeks leading up to the local body elections. Formal public consultation on the proposed Traffic Resolution took place between 31 October and 21 November, and a record of engagement has been collected for both the ongoing engagement and the formal consultation. See Attachment 1 for the consultation summary.
21. Engagement and planning identified the need for a staged approach for businesses on Kaiwharawhara Road, some of which currently rely on public street parking, with limited off-street and side street parking available. Therefore, it is proposed to give some businesses time to adapt by removing car parking over a 15 month period.
22. The bike network improvements will be delivered in an agile way, using materials that can be adapted if required. A second phase of public engagement will be undertaken once the changes have been installed and, alongside empirical data, will inform the business case for the permanent changes to be delivered by the council's transformational team in 5-10 years time.
23. The project design requires two speed limit changes. These speed changes were consulted on as part of the Traffic Resolution process (with 71% supporting). Setting speed limits is now undertaken under a new Land Transport Rule, the Setting the Speed Limit Rule 2022. Until a speed management plan is published, speed setting requires Waka Kotahi approval under the alternative method, available for speed changes that do not have wider network impacts. Approval to use the alternative method has been obtained. Council Officers will forward a brief report, including the Committee's decision on the speed setting, to Waka Kotahi for this process to be completed.
24. Let's Get Wellington Moving are working on the Thorndon Quay/Hutt Road project that will improve journeys by bike and bus from the CBD to the bottom of this route from the south. Waka Kotahi is also building a cycleway from Petone South, which will connect to this route from the north.

### **Kōrerorero | Discussion**

25. This project has strong alignment with numerous Council strategies and policies and is an important part of delivering on the Council decision to rapidly roll out a bike network.
26. This route was confirmed as part of Paneke Pōneke.
27. The project has been informed by the Parking Policy approved by Council in 2020, and it also delivers on Te Atakura, Wellington's Climate Action Plan.
28. The proposed designs have been developed by technical experts with input from public engagement and consultation. While they do not provide a perfect solution for any road user, they are considered a significant improvement from the current state in terms of aligning with Council strategic objectives and can be delivered in



a short timeframe, accommodating some time for businesses to adapt to the changes.

29. The overall proposed street changes were supported or strongly supported by 67% of submitted, and 28% either opposed or strongly opposed. The largest supportive themes are around the improved safety, making the bike lane protected as well as specific design feedback. Submitters opposed to the proposal were concerned about removal of parking and the impact on, and access to, businesses.
- 30.
- 31.
32. Engagement uncovered that a 10-metre section of the cycle route between Cameron Street and the Kaiwharawhara Bridle Track crosses private land. The landowner is amenable to selling this section of land to council and officers are in the process of negotiating with the landowner. Negotiations thus far are positive.
33. 71% of submitters support the proposed speed reduction from Ngaio village, through the Ngaio roundabout and up Crofton Road to the bottom of Kenya Street. Some submitters wanted to see the 30km/h zone extended along the full length of Kenya Street. A speed reduction along Kenya Street will be investigated as part of the council's wider speed management planning for the city.
34. During consultation, the Crofton Road dairy submitted that if all the parking was removed on the northern side of Crofton Road then customers on their way into the CBD would not stop to shop. This has led to an amendment to have people continue cycling in the traffic lane from the Ngaio roundabout, up Crofton Road for an additional 40 metres before starting the separated cycleway. This enables the installation of three P10 car parks diagonally opposite the dairy. To provide space for cars to pass parked cars, the lane beside the car parks will be widened by moving the centre line.
35. Some submitters want less carparking removed in the downhill direction on Kenya Street. Following endorsement from Metlink, this has resulted in an amendment to move a bus stop on Kenya Street so that a car park could be installed outside 52 Kenya Street.
36. There were a range of views on the staged approach, with some submitters wanting all proposed improvements delivered in a single stage, while others did not want Stage 2 and 3 to be delivered at all. Stage 2 and 3 propose to make changes to the uphill side of Kaiwharawhara Road on two sections that are directly outside businesses. Based on feedback, officers are proposing to shift from a three stage approach (as proposed in the draft Traffic Resolution) to a two stage approach with the second stage being delivered in March/April 2024. This will give businesses time to adapt their operations and reduce their reliance on public street space. Note that there are two amendments that also reduce the impact on businesses: the creation of a loading zone at 53-55 Kaiwharawhara Road, and the removal of a pedestrian refuge crossing which would have seen the removal of four car parks at 24-28 Kaiwharawhara Road.



37. Some submitters wanted to see a downhill bike lane installed on Kenya Street to complement the uphill bike lane. This would require removing all on-road car parking spaces on Kenya Street. Given the downhill gradient, that minimises speed differentials between people driving and cycling, officers do not recommend this as a transitional design option. However, in future years once these interim improvements have provided additional transport options in the area, this may be the preferred solution for permanent changes.
38. following recommendations do not require amendments to the Traffic

### **Kōwhiringa | Options**

39. The preferred option is to approve the Traffic Resolution as designed, with amendments as outlined in this report. This will allow progress to be made on the roll-out of Pōneke, as well as making improvements for walking and public transport. The compromises included in the proposed changes are considered appropriate for the interim nature of the transitional programme.
40. There is an option to not deliver a second stage of the proposed project. This would mean that two sections of cycleway (150 metres and 50 metres long) heading up Kaiwharawhara Road would not be built and the only improvement on these sections would be a 4-7pm clearway. These would be gaps in the cycleway that create pinch points out of clearway hours and would reduce uptake of Wellington's bike network.
41. Another option would be to remove car parks on both sides of the whole route. This would make the route safer and more attractive for people cycling in both directions. However, on downhills where there is minimal speed differential between people cycling and people driving, the standard transitional approach is to share the lane downhill. Furthermore, the parking analysis shows there is not sufficient parking capacity within 5 minutes walk of homes and businesses to cater for the current demand for parking spaces. Therefore, removing car parks on both sides of the road for the whole route is not a preferred option.
42. Another option considered was to deliver the projects all in one stage to further accelerate the delivery of the bike network. However, it was considered that businesses on Kaiwharawhara Road need time to adapt to the removal of car parks.
43. There is an option to remove the Cameron Street branch of the cycleway, as it will result in an increase in the number of people cycling on the Kaiwharawhara Bridle Track. However, the most realistic alternative route to Khandallah is up Onslow Road, which is a narrow road with poor sightlines and 6500 vehicles a day on average. Onslow Road was removed from the Bike Network Plan during analysis of consultation in December 2021 due to safety concerns.
44. Lastly, there is an option to not do anything on the route.



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## **Whai whakaaro ki ngā whakataunga | Considerations for decision-making**

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

45. These improvements increase the transport network's capacity by enhancing bicycling and public transport levels of service, and therefore deliver on the Long-term Plan's preferred approach to increased demand on a constrained transport network. These improvements are part of delivering on Paneke Pōneke and are consistent with the councils Parking Policy, the Spatial Plan, the Regional Land Transport Plan and Te Atakura.
46. The delivery of this bike route and improvements to public transport and pedestrian crossings, represents a significant step forward in Council's response to the climate emergency. Our road transport network account for 48% of Wellington's greenhouse gas emissions. Council has set a target of reducing emissions by 57% by 2030 and Paneke Pōneke is an important part of delivering on this target.

### **Engagement and Consultation**

47. Consultation on Paneke Pōneke was conducted from 2 November to 14 December 2021. Paneke Pōneke was adopted in 2022 locking in which streets are included in Wellington's strategic bike network.
48. Engagement on designs for this section of the bike network began in June 2022 with targeted stakeholder meetings. Stakeholders included businesses, the Ngaio Residents Association and Kaiwharawhara residents, Blind and Low Vision, CSS Disability Action and Metlink.
49. Wider public engagement took place in August 2022 with a baseline survey, asking the public how they experience the current route. 293 people completed the baseline survey with 49% saying they were 'dissatisfied' or 'very dissatisfied' with the route versus 27% saying they were 'satisfied' or 'very satisfied'.
50. Public consultation on this Traffic Resolution was open from 31 October 2022 to 21 November. Feedback was collected via email, printed forms and online (WCC's Transport Projects website). The consultation was promoted through various channels, including social media, direct mail, radio, print and digital promotion. A public meeting with the Ngaio Residents Association was held on 16 November, as well as meetings at the Ngaio public library (8 November) and Immigrant's Son café (9 November), a drop-in session at Victoria University of Wellington (17 November), and a public webinar (8 November).

### **Implications for Māori**

51. Officers have been developing a partnership with mana whenua through the Let's Get Wellington Moving mana whenua steering group.
52. Mana whenua have gifted the guiding narrative of Tupua-horo-nuku, Tupua-horo-rangi and developed a cultural overlay for Paneke Pōneke. Mana whenua are developing a whārariki – a woven mat of story panels or markers, tied together by the network. Officers have been working with mana whenua artists to identify and



mark sites of significance and interest along the bike network routes. These may include Kaiwharawhara Stream and the Kaiwharawhara Bridle Track.

- 53. The mana whenua artists have gifted patterns and design advice that will be incorporated into storytelling opportunities along the route, in print and online.
- 54. If adopted by Council, mana whenua has expressed interest in tikanga around blessing and opening the routes when installed.

### **Financial implications**

- 55. The Long-Term Plan 2021-2030 has provided \$226 million CAPEX over 10-years for the development of the strategic bike network, including \$52 million that was brought forward into years 1-3 to accelerate delivery.
- 56. The cost of the Ngaio Connections project is approximately \$1,600,000.
- 57. There is sufficient CAPEX budgeted in the current Long-Term Plan to enable this project to be delivered.
- 58. This project will also receive funding from the Climate Emergency Response Fund (CERF), available until June 2024. The CERF is Crown funding and is administered by Waka Kotahi. The Funding Assistance Rate (FAR) is yet to be determined.

### **Legal considerations**

- 59. The Committee can determine the Traffic Resolution under the Land Transport Act 1998, and the Traffic and Parking Bylaw 2021. The proposal has been engaged on with the community in accordance with its medium significance.
- 60. Approval from the Director of Land Transport, Waka Kotahi, has been obtained to follow the alternative method for setting speed limits outlined in the Setting the Speed Limit Rule 2022. Following a decision by this Committee, further approval from the Director is required before the appropriate land transport record can be created, which then updates the legal speed limit for the road.

### **Risks and mitigations**

- 61. There is likely to be opposition from those that currently use the car parking in this area. Officers have worked with businesses and residents to mitigate the impact of reducing on-street car parking.
- 62. Mitigation includes introducing a staged approach on Kaiwharawhara Road to give businesses time to adjust to the changes and making parking changes on Cameron Street to discourage long-term parking by non-residents.

### **Disability and accessibility impact**

- 63. The Ngaio Connections project will improve access for disabled people in the following ways.
- 64. It will improve access for disabled pedestrians by extending the 30kph zone from the Ngaio shops to Kenya St, upgrading the pedestrian crossing on Crofton Road and installing a new raised pedestrian crossing at the top of Ngaio Gorge.



- 65. It will improve access for disabled cyclists by installing a cycleway from the Hutt Road to the Ngaio roundabout.
- 66. It will improve public transport by making it easier for buses to pull into the kerb and removing pinch points caused when cars park on both sides of Kenya Street.

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

- 67. Transport is the largest contributor to climate emissions in Wellington.
- 68. Making it safer and easier to cycle, walk and use public transport for everyday trips is a key factor in cutting road transport emissions in Wellington and will contribute to Wellington's zero carbon goal.

### **Communications Plan**

- 69. The decision made by the Committee will be communicated through a media release, a stakeholder newsletter provided on the Transport Projects website, social media, and our Council news channel. If approved, further letter drops to directly affected residents, businesses and property owners will be made in advance of works starting and will confirm the updated timing of the staged delivery approach to ensure sufficient time for any issues to be managed appropriately.

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

- 70. The development of a connected citywide bike network is designed and expected to have a very positive impact on the health (mental and physical), safety and well-being of Wellingtonians by enabling them to travel actively around our city.
- 71. Independent road safety and accessibility audits have been undertaken at the 30% and 90% design stages. Potential issues have been identified and eliminated/mitigated.
- 72. Contractors delivering the improvements will be operating under a Traffic Management Plan, design to keep them and the public safe during installation.

### **Ngā mahinga e whai ake nei | Next actions**

- 73. Should the Committee adopt the Traffic Resolution, officers will proceed with delivering the Stage 1 improvements first, working with contractors, key stakeholders, and mana whenua partners. Delivery would begin in late March 2023.
- 74. Officers will write a paper on speed reduction changes to be sent to Waka Kotahi for approval in early 2023.
- 75. Following installation, officers will be opening an additional round of engagement to gather public feedback on the changes after they have had a chance to experience them on the street. Feedback will be used to make minor amendments quickly and help inform future permanent changes.



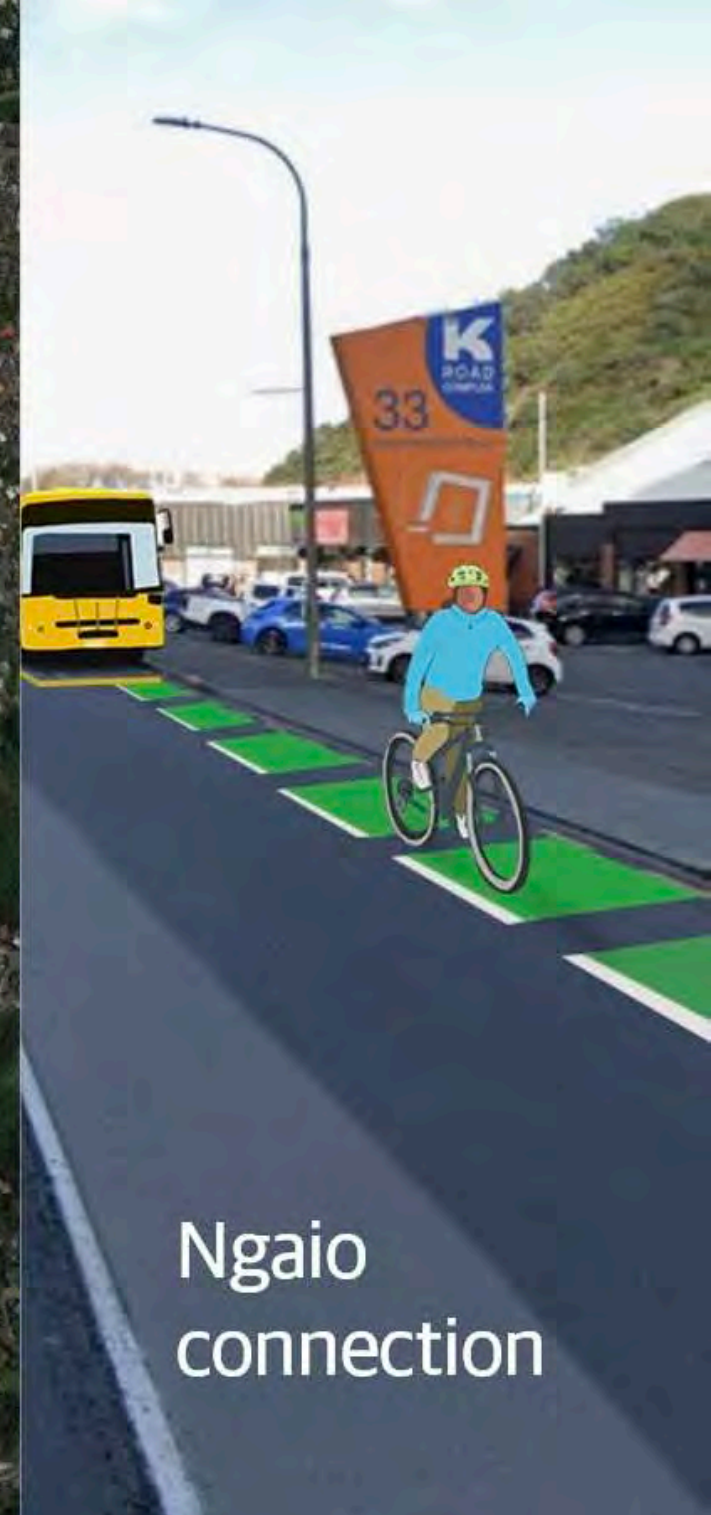
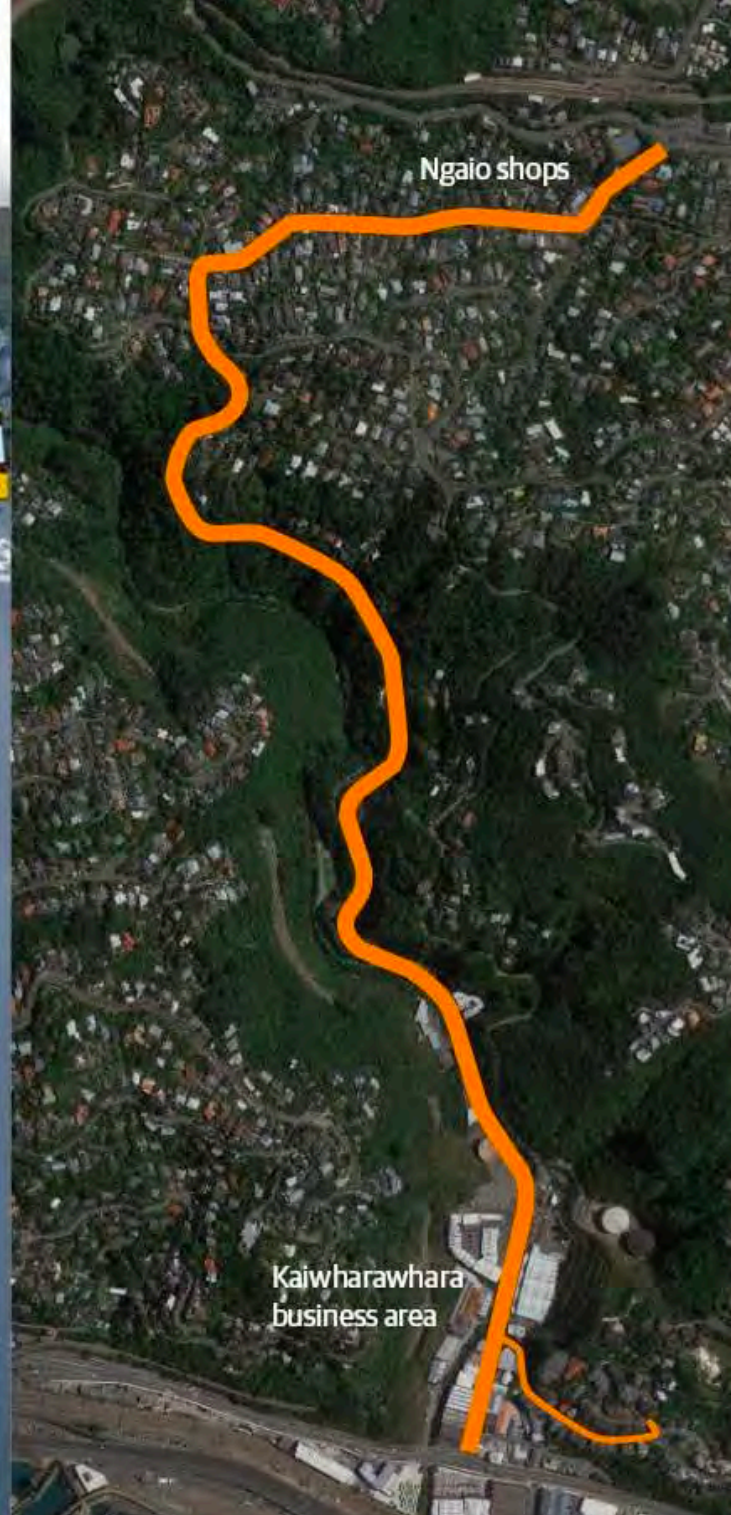
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**Attachments**

Attachment 1.	Consultation summary report - Ngaio and Aro Valley Connections	Page 198
Attachment 2.	Ngaio Connections design feedback and responses	Page 256
Attachment 3.	Traffic Resolution 180-22: Ngaio Connection Walk, Bike and Bus Improvements	Page 270
Attachment 4.	Oral submission summary - Aro Valley and Ngaio Connections	Page 323

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# Aro Valley Connection and Ngaio Connection proposals

## Consultation summary

31 October to 21 November 2022

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



# Consultation summary

The purpose of this document is to summarise community feedback received about the Aro Valley connection and Ngaio connection proposals. The large amounts of information from the community have been presented in themes and graphs to give councillors, officers, stakeholders, and the community a sense of the feedback. We've summarised all data and information provided to us during the consultation period. Unlike research, no representative adjustments or sampling has been done based on demographics; instead, we present all information and provide transparency about who provided feedback.

As part of decisions made in June 2021 on the Long-term Plan 2021-2031, Councillors agreed to invest \$226 million in a safe, connected bike network for the city. Paneke Pōneke is the new plan for how the network will be developed and changes made quickly - to make things safer and easier for more people of all ages and abilities to bike (or scoot), and to reduce transport carbon emissions as part of Te Atakura, the city's climate action plan.

This consultation is the latest phase of ongoing work with stakeholders and the community. Over 320 pieces of feedback informed the design proposals that went out for consultation. The community have had opportunities to engage with the project through community workshops, webinars, meetings, and drop-in sessions.

The community was consulted on the two traffic resolutions between 31 October to 21 November 2022. We sought feedback about the specific walking, bike and bus changes could bring. Across both projects, we had 760 individuals and organisations provide feedback on the proposals.

Generally, people who provided feedback were very supportive of the proposed changes. For the Aro Valley connections proposal, 70% of submitters strongly supported or supported the overall proposed street changes and 28% either opposed or strongly opposed. In the Ngaio connections feedback, 67% of submitters strongly supported or supported the overall proposed street changes and 28% either opposed or strongly opposed. Overall, 73% believed that it is very important or important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport.

Submitters commented on the timing to deliver the changes. The largest proportion of the responders indicated they would like timing of proposed changes to happen more quickly. When it came to questions of changing the speed limits, there was clear support for these changes with 71% strongly supporting or supporting the changes on the Ngaio route and 82% strongly supporting or supporting the changes on Aro Street.

We received a lot of detailed information about the specific routes and connections described in the plan. They have been summarised in this report.



## How many responses did we get?

**760**

people, schools, or organisations made 903 submissions.

This report predominately summarises answers to the questions in the feedback form. Submissions received by email are considered by the project team, themed and presented to Council, however we do not infer the level of support or opposition to avoid any risk of misinterpretation.

*There were 7 late submissions. They were considered by the project team and presented to Council, however are not included in this consultation summary.*

The Aro Valley and Ngaio consultations were run concurrently and used a single online form. People could choose what route and how much feedback they wanted to provide.

### Aro Valley:

**555**

submissions

### Ngaio:

**348**

submissions

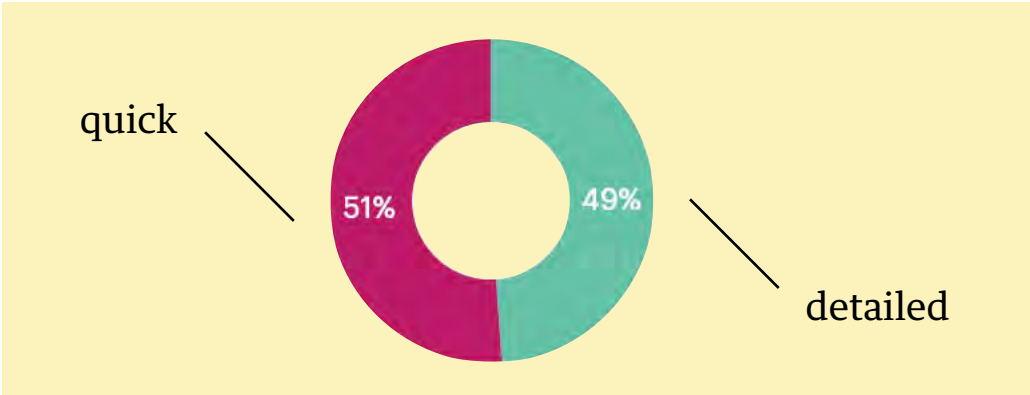
**143** people submitted on both Aro Valley and Ngaio



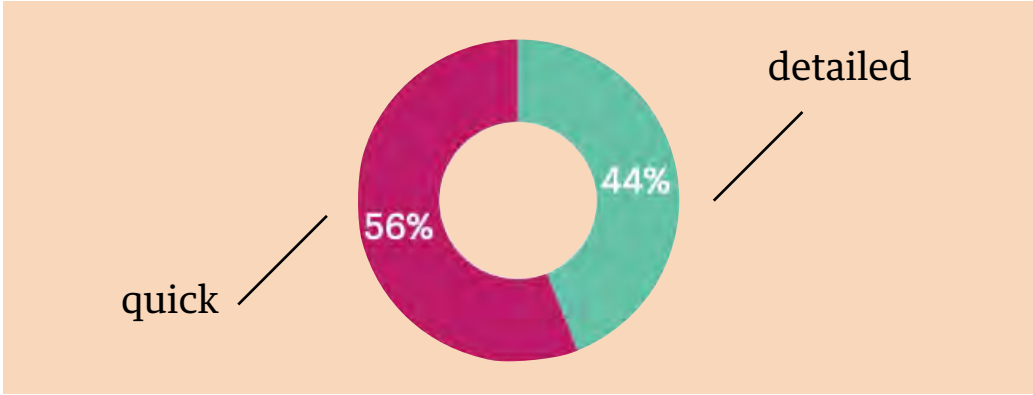
# Detailed or quick feedback?

Submitters could choose whether they wanted to provide quick or detailed feedback for each route.

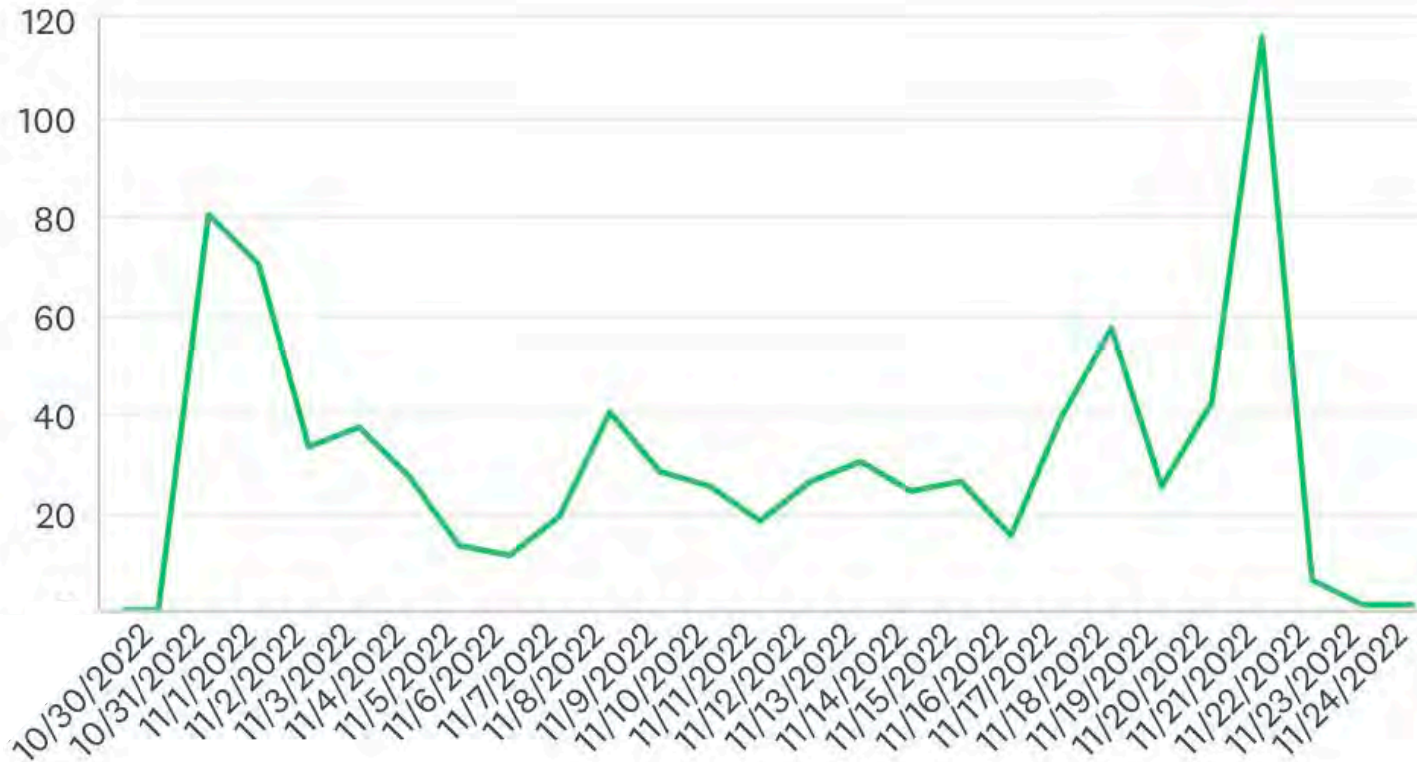
Aro Valley:



Ngaio:



Daily online submissions over the duration of engagement:



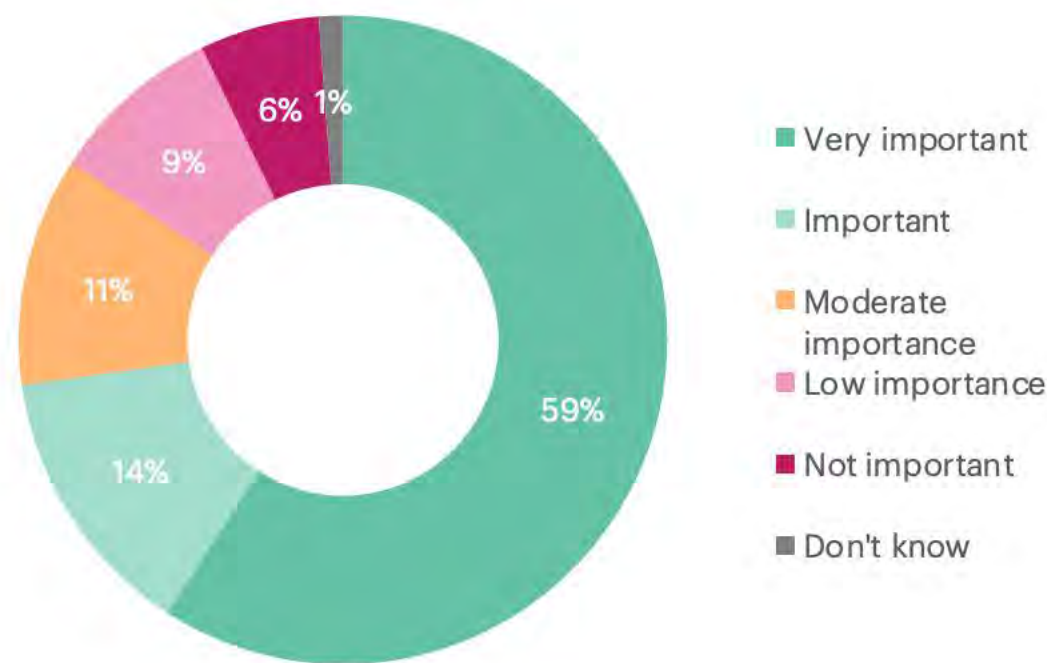


**What submitters thought**



# How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

n= 753



**73% of respondents** believe it is important or very important to make streets safer and easier for people using active or public transport.

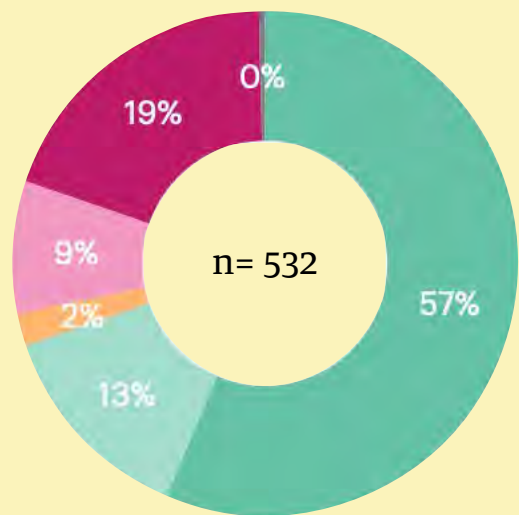
**15%** believe it is of low importance or not important.



# How people felt about the proposed route changes

## Aro Valley:

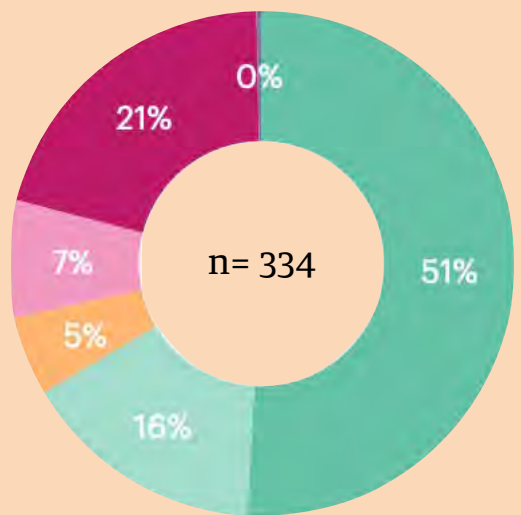
Do you support the overall proposed changes to the Aro Valley Connection route?  
[These include traffic resolution TR179-22]



**70% of respondents** support or strongly support the proposed changes.  
**28%** oppose or strongly oppose the changes.

## Ngaio:

Do you support the overall proposed changes to the Ngaio Connection route?  
[These include traffic resolution TR180-22]



**67% of respondents** support or strongly support the proposed changes.  
**28%** oppose or strongly oppose the changes.

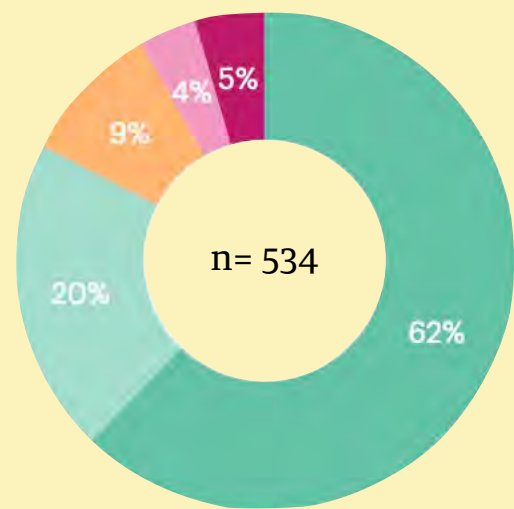
- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Don't know



# How people felt about the proposed speed changes

## Aro Valley:

Do you support the proposed speed changes on Aro Street?

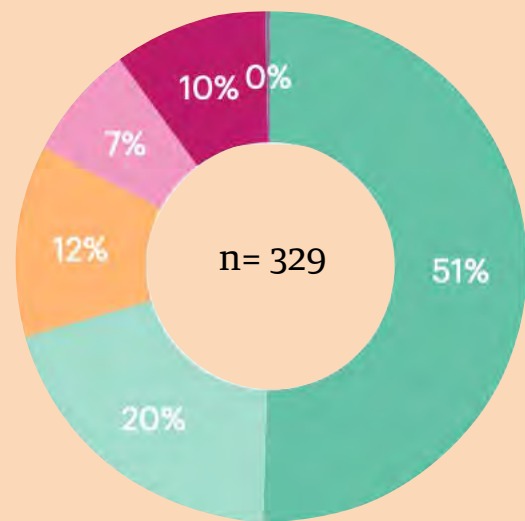


**82% of respondents** support or strongly support the proposed speed changes.

**9%** oppose or strongly oppose the changes.

## Ngaio:

Do you support the proposed speed changes on the Ngaio route?



**71% of respondents** support or strongly support the proposed speed changes.

**17%** oppose or strongly oppose the changes.

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Don't know

Note: Speed limit change decisions made by Waka Kotahi.



**What people who made a submission  
thought about Aro Valley**



# Support for Aro Valley Connection - Themes

The themes below are based on all comments (detailed and quick) from people who said ‘support’ or ‘strongly support’ in answer to the question, “Do you support the overall proposed changes to the Aro Valley Connection route? These include traffic resolution TR179-22”. One comment can contain multiple themes.

702 comments

Mentions:

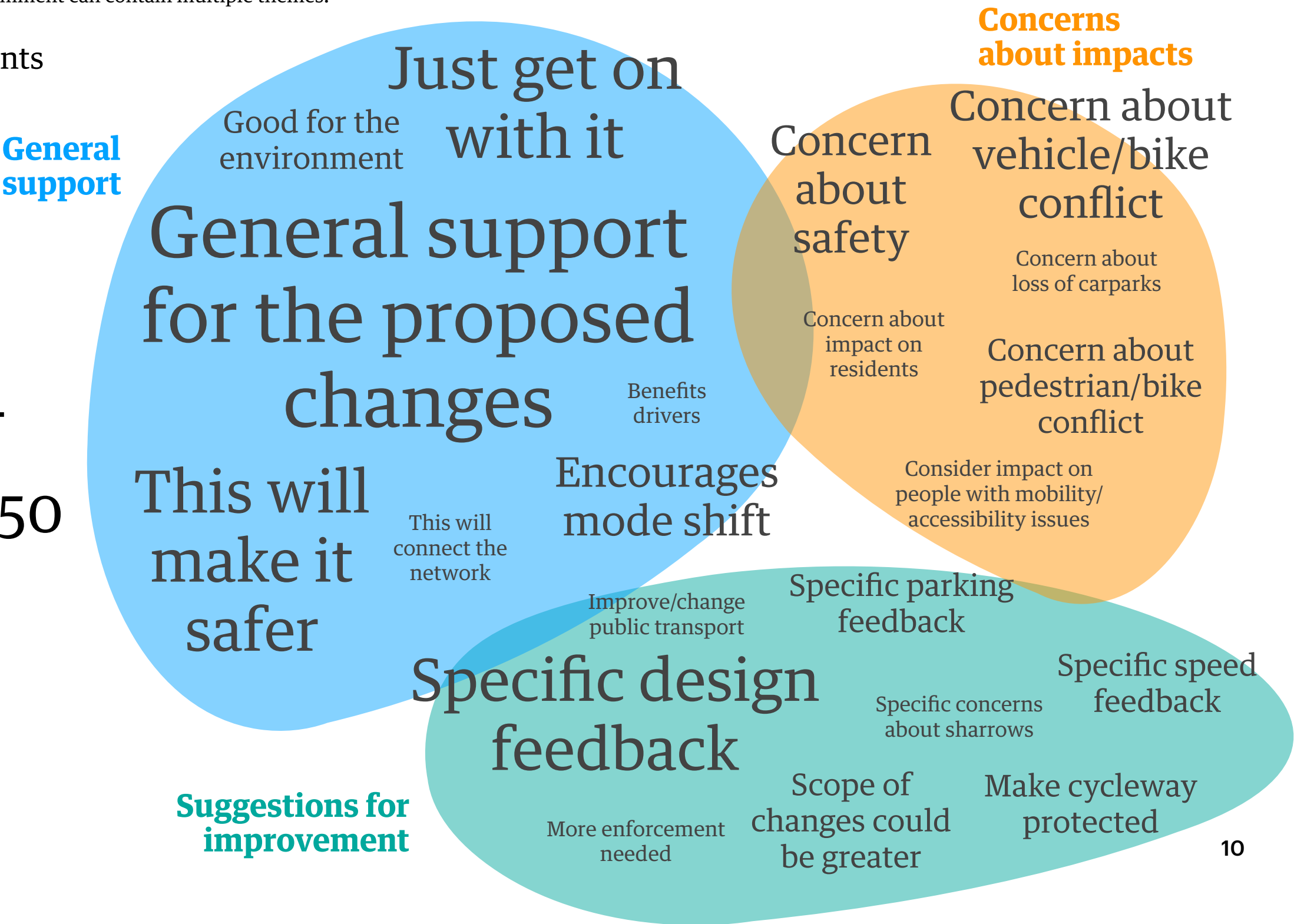
250+

100-250

50-99

25-49

10-24

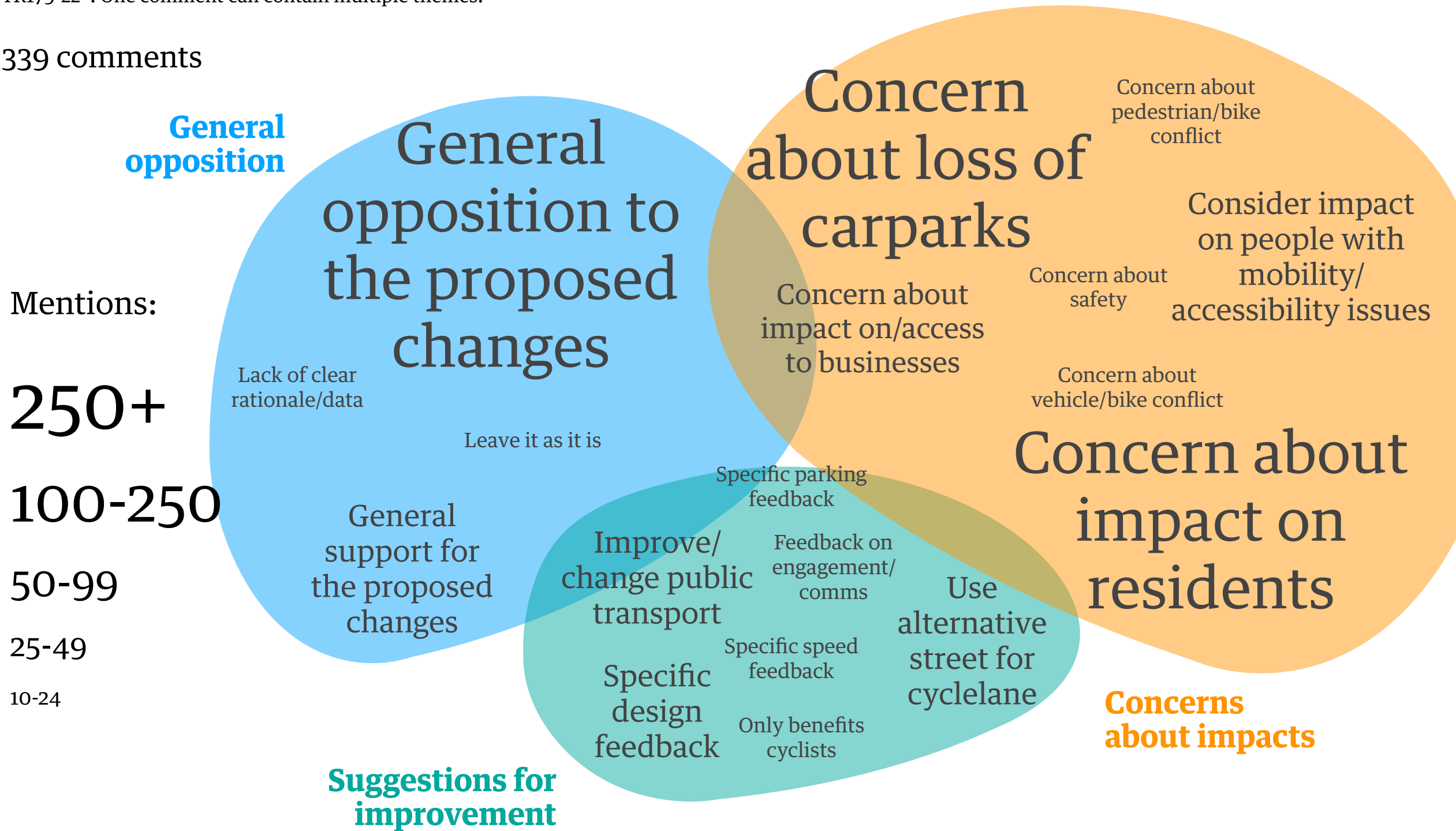




# Opposition to Aro Valley Connection - Themes

The themes below are based on all comments (detailed and quick) from people who said ‘oppose’ or ‘strongly oppose’ in answer to the question, “Do you support the overall proposed changes to the Aro Valley Connection route? These include traffic resolution TR179-22”. One comment can contain multiple themes.

339 comments

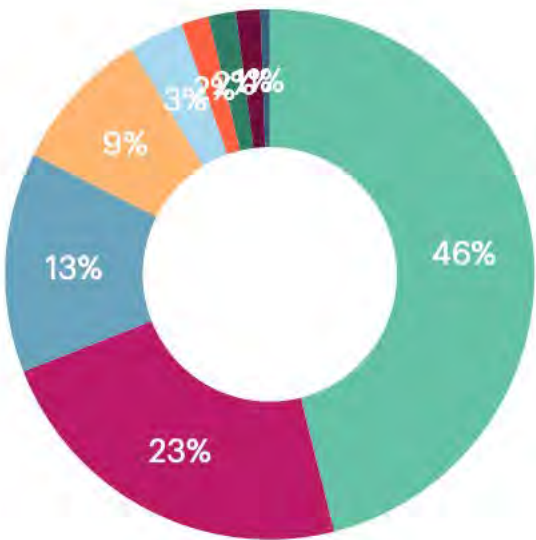




# Relationship to the Aro Valley area

What is your main relationship to the Aro Valley route and area?

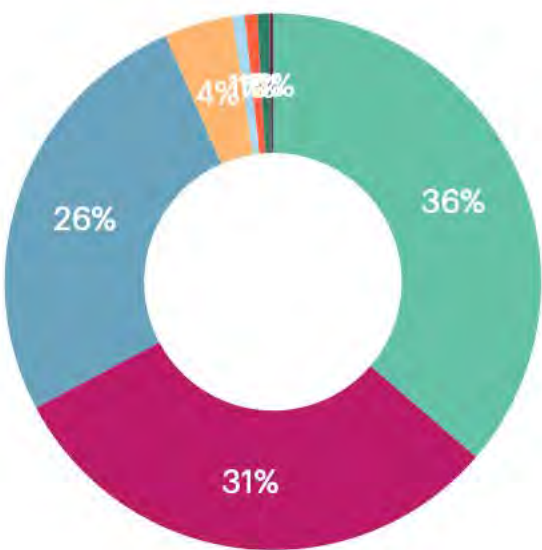
n= 536



- I live in the area
- I travel through the area
- I visit the area (e.g. to see friends or businesses)
- I do recreational activities in the area (e.g. running, walking etc.)
- I live in Wellington
- I own or manage a business in the area
- I work in the area
- I go to school or education in the area
- I drop my kids at childcare, school or education in the area

How do you normally travel along the Aro Valley route?

n= 534

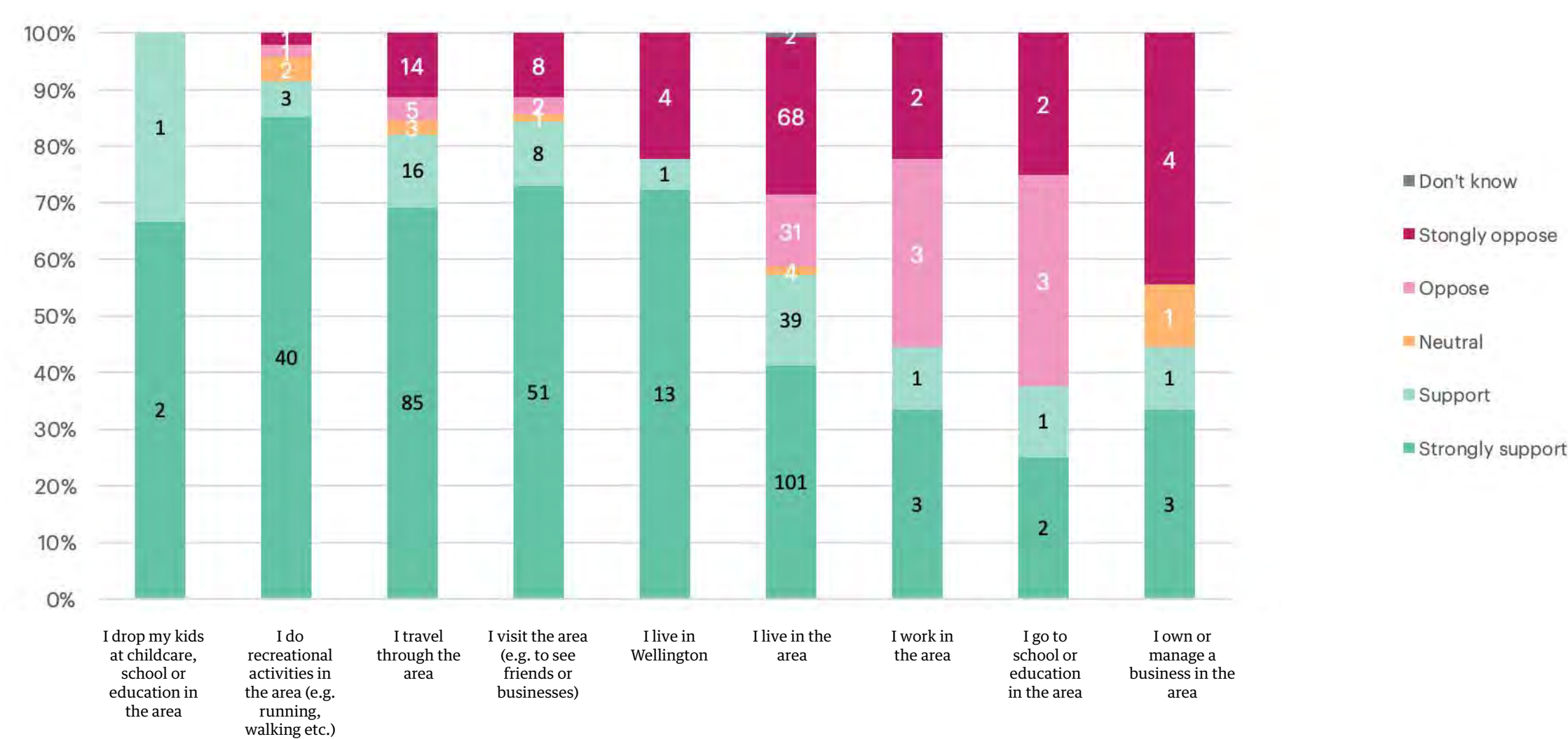


- Car/Van
- Bicycle
- Walk/run
- Bus
- Commercial vehicle (e.g. van or truck)
- E-scooter, skateboard etc
- Motorcycle or motor scooter
- Wheelchair or mobility scooter



# Level of support for Aro Valley Connection based on ‘main relationship’ to the area

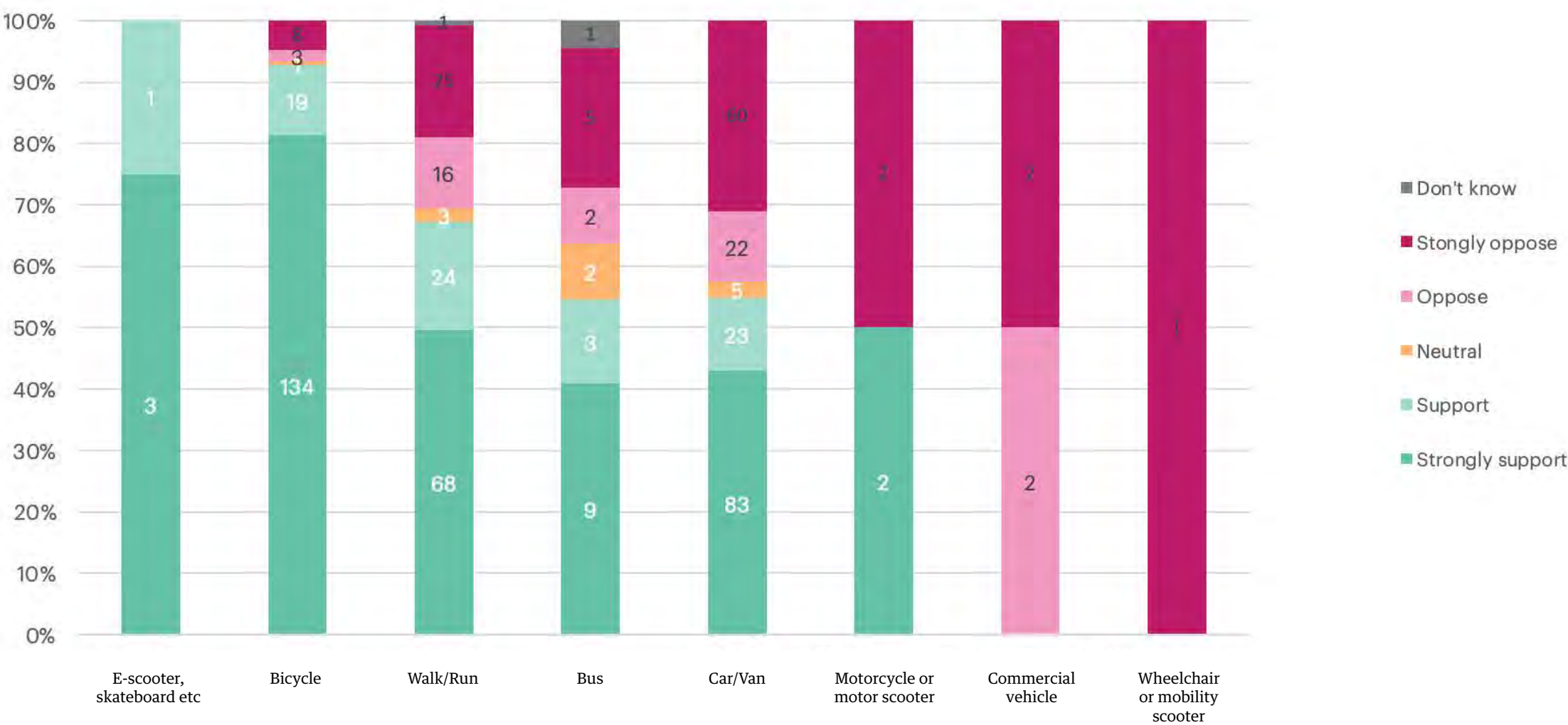
Based on the answer to the question: “Do you support the overall proposed changes to the Aro Valley Connection route? These include traffic resolution TR179-22”





# Level of support for Aro Valley Connection based on how people normally travel along the route

Based on the answer to the question: “Do you support the overall proposed changes to the Aro Valley Connection route? These include traffic resolution TR179-22”





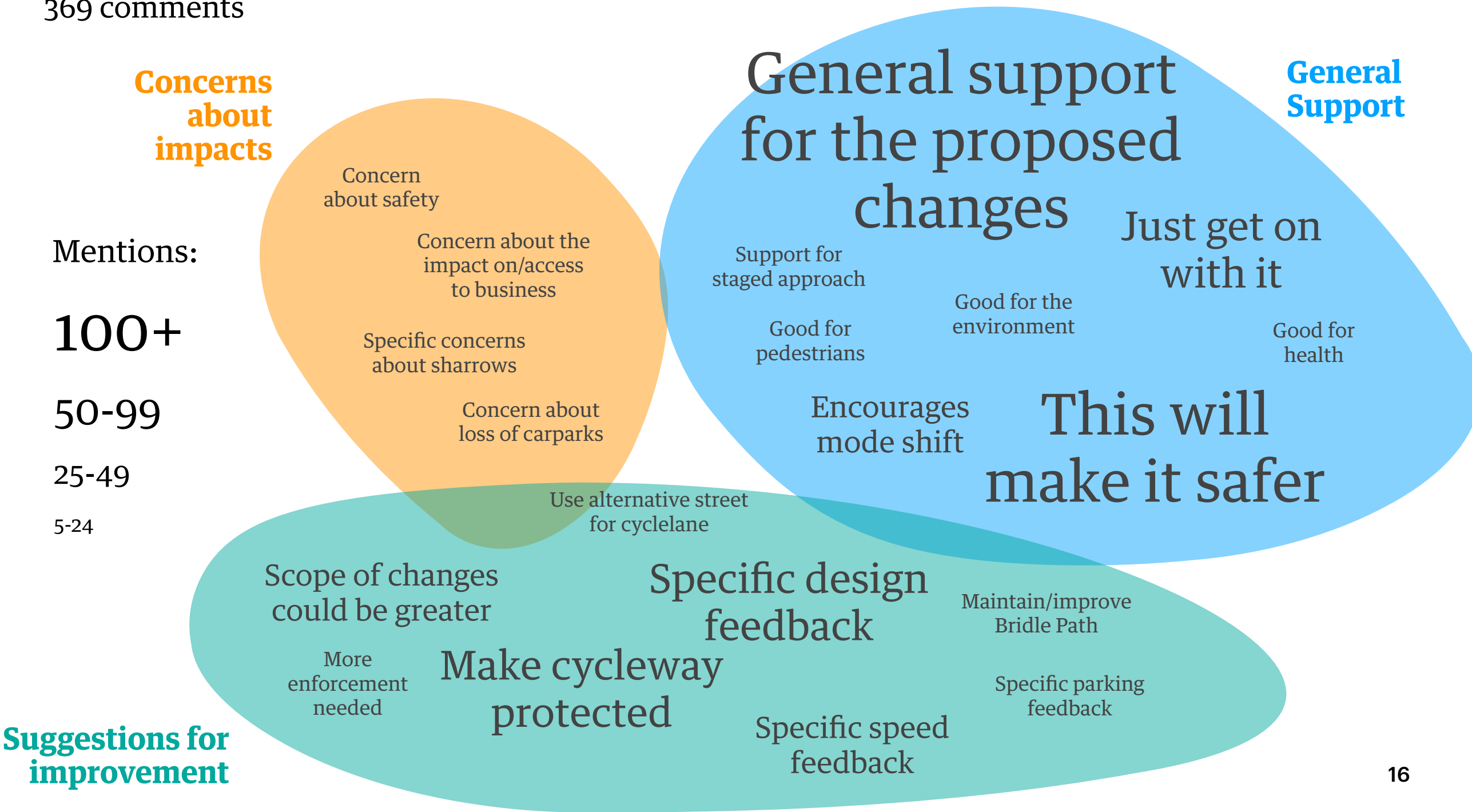
**What people who made a submission  
thought about Ngaio**



# Support for Ngaio Connection - Themes

The themes below are based on all comments (detailed and quick) from people who said ‘support’ or ‘strongly support’ in answer to the question, “Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22”. One comment can contain multiple themes.

369 comments





# Opposition to Ngaio Connection - Themes

The themes below are based on all comments (detailed and quick) from people who said ‘oppose’ or ‘strongly oppose’ in answer to the question, “Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22”. One comment can contain multiple themes.

240 comments

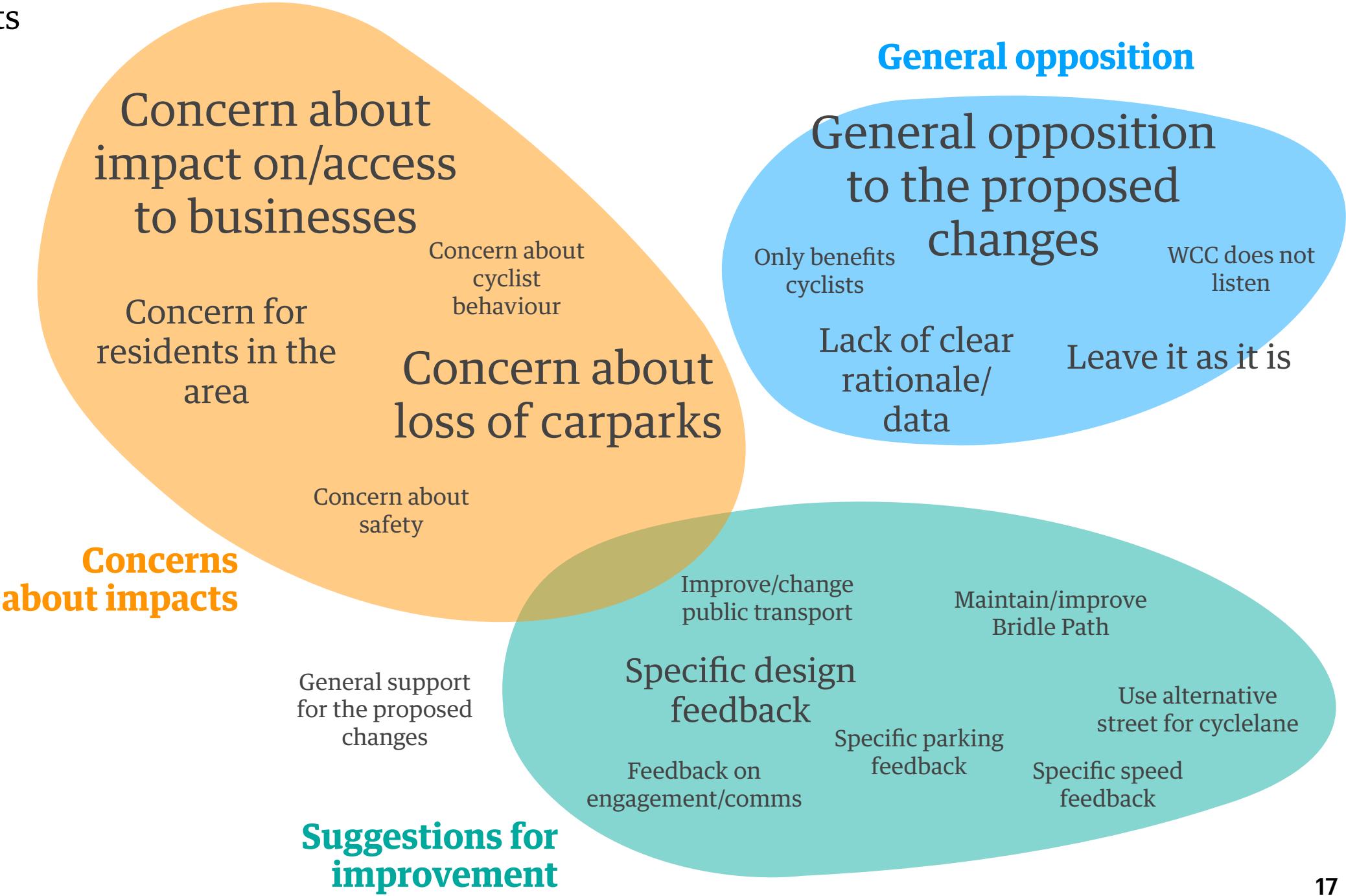
Mentions:

100+

50-99

25-49

5-24

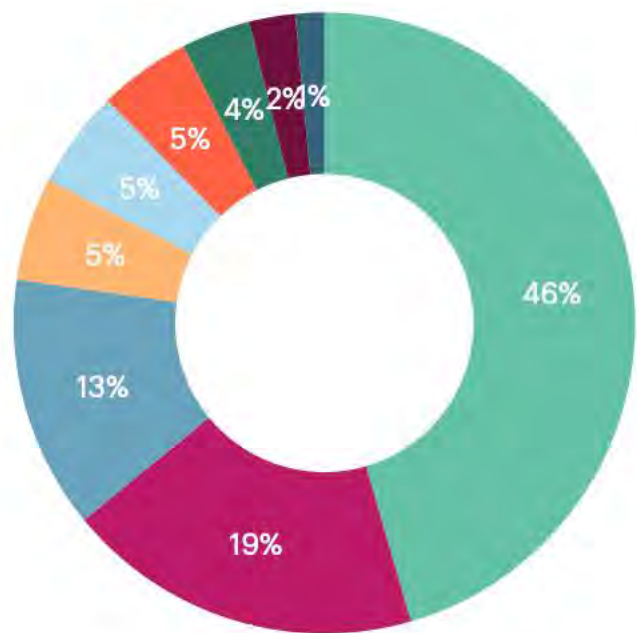




# Relationship to the Ngaio area

What is your main relationship to the Ngaio route and area?

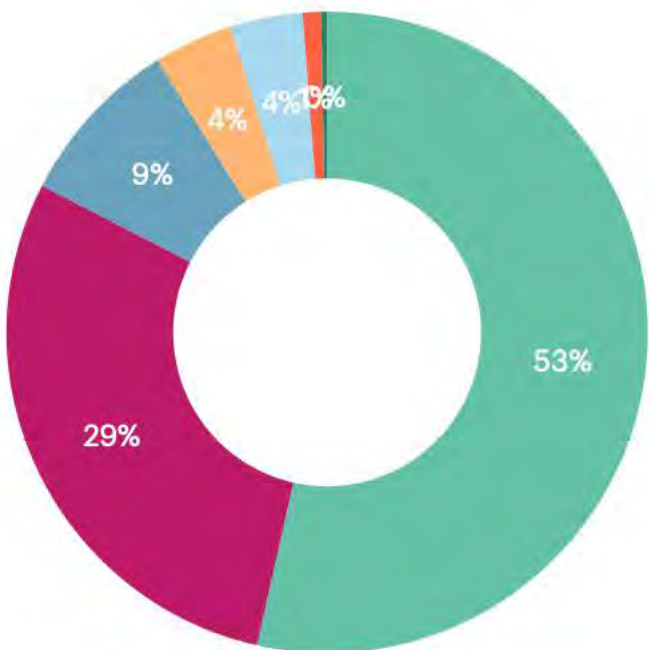
n= 334



- I live in the area
- I travel through the area
- I visit the area (e.g. to see friends or businesses)
- I go to school or education in the area
- I live in Wellington
- I own or manage a business in the area
- I do recreational activities in the area (e.g. running, walking etc.)
- I work in the area
- I don't have a relationship to the area

How do you normally travel along the Ngaio route?

n= 327

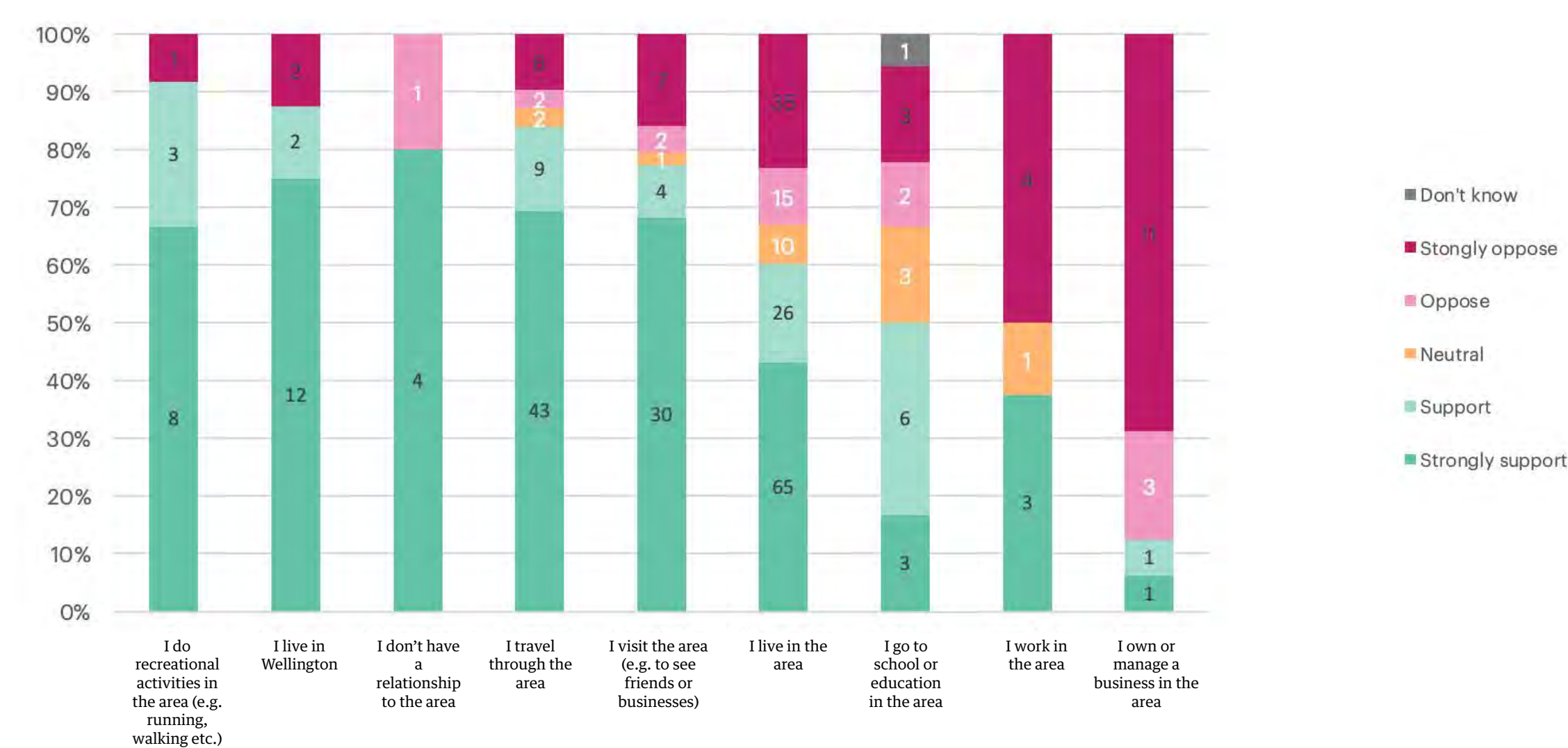


- Car/Van
- Bicycle
- Walk/run
- Bus
- Commercial vehicle (e.g. van or truck)
- Motorcycle or motor scooter
- E-scooter, skateboard etc



# Level of support for Ngaio Connection based on ‘main relationship’ to the area

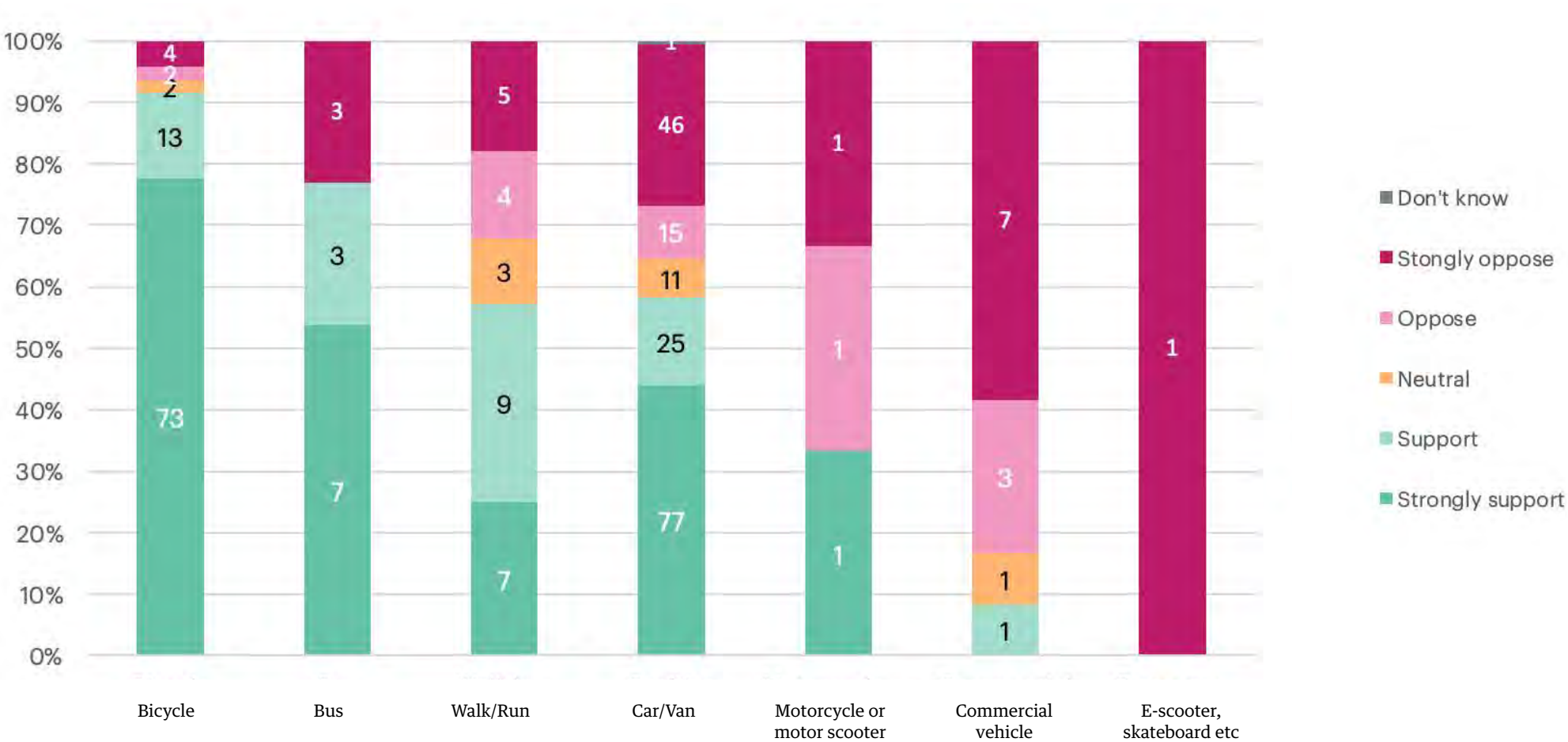
Based on the answer to the question: “Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22”





# Level of support for Ngaio Connection based on how people normally travel along the route

Based on the answer to the question: “Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22”



*Note: no respondent indicated they travelled by mobility scooter or wheelchair*



# Detailed feedback about Aro Valley



We asked for detailed feedback about four aspects of the Aro Valley Connection proposal:

1. Do you support the proposed changes for the section of the route on Aro Street (between Willis Street and Holloway Road)?
2. Do you support proposed changes for the section of the route on Raroa Road (between Holloway Road and Chaytor Street)?
3. Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?
4. What do you think of the timing of the proposed approach?



# Summary of support for aspects of Aro Valley



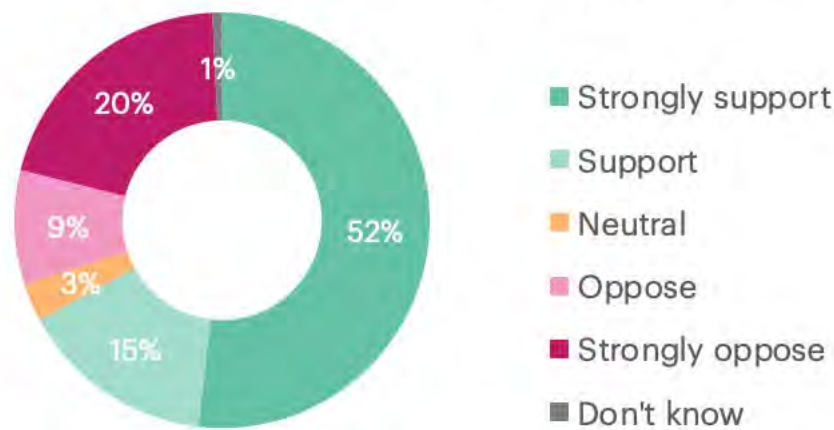


# Detailed feedback: Between Willis Street and Holloway Road



Do you support the proposed changes for the section of the route on Aro Street (between Willis Street and Holloway Road)?

n= 270



**Supportive themes:**

- This will make it safer
- Just get on with it
- Concerns about vehicle/bike conflict
- Concerns about safety
- Make the cycleway protected
- Concern about loss of carparks

**Opposing themes:**

- Concern about impact on residents
- Concern about loss of carparks
- Concern about impact on/access to business
- Consider impact on people with mobility/ accessibility issues

*I live in Highbury and wrote an electric bike as my only form of transport for five years. Four years ago I stopped because it became too dangerous. If these proposals go ahead, I will joyfully be back on my bike again.*

*Aro Street is way too narrow now for the buses. Adding a bike lane will just make it far worst and cause huge delays.*



# Specific design feedback 1/2: Between Willis Street and Holloway Road



- Make cycle lane same height as footpath and make it a shared path
- Add double yellow lines from 155 Aro St through to bus stop on Durham St to prevent dangerous overtaking
- Continue cycle lane through shops to Willis Street
- Make sure speed bumps don't negatively affect buses
- Add a pedestrian crossing to Western end of park and make it a shared path for both bikes and pedestrians
- Consider flooding impacts of raised pedestrian crossing (especially for shop at 97 Aro St)
- Extend 30kph zone and enforce with speed cameras
- Make sure cycle lane is protected (poles are sturdy)
- Make sure car parks near Waimapihi are longer than P120 to allow for recreation
- Don't remove car parks near Waimapihi
- Consider creating new car parks near Waimapihi Reserve (eg on old dog training area)
- Use other measures to calm traffic (rather than using speed humps)
- Increase safe bike parking
- Turn carparks into extensions of footpath (similar to Dixon St)
- Remove parks around Aro shops
- Improve the crossing connecting Devon Street and Aro Street
- Increase parking enforcement
- Speed up implementation to avoid another Island Bay scenario
- Introduce a safe thoroughfare through the shopping area
- Keep the bus stop at the shops
- Raise both pedestrian crossings
- Speed humps (if installed) should only be in the 30kmh areas
- P20 parks in the village should be P10
- Do not introduce parking changes on the south side of Aro Street
- Make in-lane bus stops and widen the footpath.
- All side streets should have at least one mobility park and a car share park
- Install Locky Docky bike parking on St. John's Street paper road
- Limit residents parking permit to one per residence
- Create designated spots where Ubers will pick up and drop off people
- Start an inventory of land to purchase to create micro parking garages
- Improve education for drivers and cyclists
- Make the cycleways wider
- Consider additional routing through Kelburn.
- Major building projects routinely block lanes and will block the cycleway.
- Disability parking should be closer to the shops
- Ride share parks do not need to be close to shops. Would be better situated by Garage Project
- Improve visibility turning from Devon Street on to Aro Street
- Introduce scooter share hub in Aro park (e.g. Flamingo or Beam)
- Improve monitoring of mobility and car share car parks
- Plastic bollards may prevent cars from turning into driveways
- Narrow Ohiro Road crossing
- Have a cyclelane lane on one footpath and allow pedestrians to use the other side



## Specific design feedback 2/2: Between Willis Street and Holloway Road



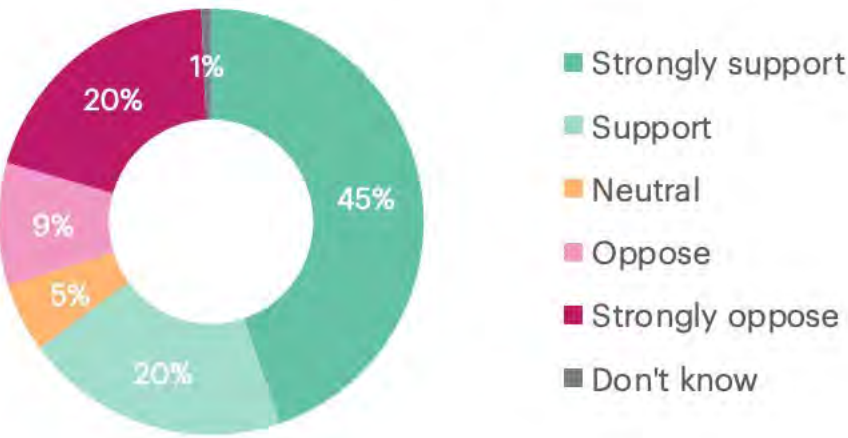
- Do not remove resident/coupon parking on Aro Street/Raroa Road
- Ensure dog-friendly transport modes
- Residents parking should only go to households without off-street parking
- Narrow Aro St as it joins Willis St
- Change camber of the bottom 300m of Aro St
- Ensure at least two mobility parks on Epuni St, one at the Aro-Epuni intersection, and one closer to the council housing.
- Consider the parking needs of those living at the Argo Trust
- Improve public transport
- Instal a pedestrian/bike refuge outside Aro Park
- Ensure motorcycle parks are provided
- Widen footpath from Entrance Street to Adams Tce
- Make residential car parking 24/7
- Provide EV charging parks near Ohiro Road/ Willis St
- Ensure kerb is lowered so that cyclists can come off the road onto the shared path in the right place
- Make all coupon parking, residential parking on Ohiro road up to Maarama Cres.
- Introduce speed humps on Ohiro road between Aro St and Maarama Crescent.
- Keep bus stop outside 47B Aro Street
- Add bollard at the west end of Aro park, to prevent cars parking there
- Aro Park regularly hosts fairs/events - making it impractical as a cycleway
- Ensure speed humps are cycle friendly
- Maintenance required along Aro St to make it safer for cyclists travelling at speed
- Introduce connecting bike lane between Kelburn campus and Aro Valley
- Planter box by 72 Aro creates pinch point for cyclists
- WCC should provide off-street parking to help business
- Provide car sharing parks for Mevo
- Use speed cushion rather than speed bumps
- Add green paint to denote shared space at the pinch point between Aro playground basketball court and Palmer St
- Remove parking space on downhill side directly in front of the zebra crossing exiting the park.
- Do not raise pedestrian crossings



# Detailed feedback: Raroa Road

Do you support proposed changes for the section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

n= 268



**Supportive themes:**

- This will make it safer
- Make the cycleway protected
- Concern about vehicle/bike conflict
- Concerns about safety

**Opposing themes:**

- Concern about loss of carpark
- Concern about safety
- Concern about impact on residents



*As a daily commuter on this route I strongly support the proposal. It is one part of my ride where I am very aware of the danger of vehicles passing too close, there are some parts where a cyclist simply cannot make themselves safe. This would become a key route into the Western suburbs from the CBD and I believe encourage cyclists to use this lane rather than hold up cars elsewhere.*

*You note that upwards of 60 car parks will be removed, but these cars already park there. Many properties are too high up the hillside for them to dig out their own off-street parks. You need to provide assistance to these people, not arbitrarily require them to park their cars somewhere distant from where they live.*



# Specific design feedback 1/2: Raroa Road



- Make cycle lane same height as footpath and make it a shared path
- Extend the protected cycleway up to top of Raroa Road
- Remove all uphill parking
- Make cycleway protected
- Extending the coupon parking zone to Raroa Crescent
- Downhill parks should be residents-only
- Remove all on-street parking along Raroa Road.
- Introduce another bus stop just before the turn off to Norna Crescent.
- Remove all downhill parking
- Ensure more green hatching in the cycle shoulder sections
- Build cycle shoulder on the uphill climb from Chaytor Street to Moana Road
- Introduce signage to stop cars passing on the corner below 21 and 14 Raroa Crescent
- Remove parking opposite 12/14 Raroa Crescent
- Redirect pedestrian path to be adjacent to cycleway at the Holloway Road intersection
- Provide assistance to people losing car parks
- Protect inside corners on uphill lane
- Instal downhill cycleway
- Instal an additional uphill bus stop on the big corner before Norna
- Instal a safe crossing from the existing bus stop near Cluny Ave. for people heading down into Kelburn.
- Don't move the bus stop in front of 40 Raroa Road
- Introduce additional parks near Zealandia carpark.
- Ensure shared footpath has paint separating cyclists from pedestrians
- Build a retaining wall near the new Raroa stop
- Widen footpath between Entrance St and bus stop 7786.
- Close off the disused bus lane at the entrance of Holloway road
- Extend the 30 km/hr speed limit
- Instal bicycle passing bays along Raroa Road
- Ensure uphill bike lane is level with road
- Install the kerb crossing near the bottom of Raroa
- Protect the cycleways at every opportunity.
- Bus stops should block the lane of uphill traffic to prevent dangerous passing.
- Add sharrows in the middle of each lane between on Raroa Road between Plunket Street and Moana Road
- Remove parks which are too close to corners on the downhill side of Raroa Road.
- Regular policing of cars parked on the footpath is required.
- Make Highbury Rd and Norna Cres parking residents only
- A 750cm "cycle shoulder" is too narrow
- Raroa Rd is prone to slips which make riding the shoulder hazardous.
- Make the footpath between Holloway and Mt pleasant in the uphill direction a shared uphill cycleway and footpath.
- Build additional pathways between Aro valley and Kelburn campus
- These slopes (near 94 Raroa Rd) need to be addressed.
- Intersection of Raroa Cres off Chaytor St heading into city is too tight - needs widening, and something to slow approaching cars.



## Specific design feedback 2/2: Raroa Road



- Poor visibility for proposed new bus stop. Consider 136 Raroa Road as a safer option.
- Do not move the bus stop near Cluny/Fairview; as it will impede view of cyclists or vehicles travelling west from Moana Rd towards Raroa on the downhill side.
- Stricter parking regulations needed. No residents permits for those with existing off-street parking, no parking for oversize vehicles or only one park per household.
- Insert speed bumps or lower speeds into the Raroa to Chaytor section
- Divert cyclelane onto Plunket to get easier access to the road to Karori via tunnel
- Put broken yellow lines on the corners in the downhill direction to improve safety and visibility
- Make the footpath from opposite Norway St to Old Bullock Rd (172 Raroa Rd) a shared path.
- Remove parking from the downhill side where there is a 75cm unprotected bike lane on the uphill side (Map 31)
- Add "Please indicate" on the roundabout W-8 warning signs (Map 34)

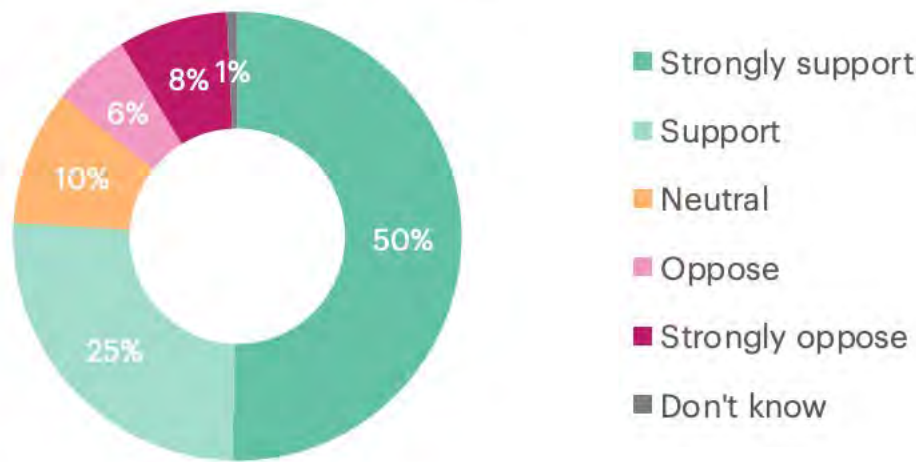


# Detailed feedback: Connection to Willis Street via Aro Park

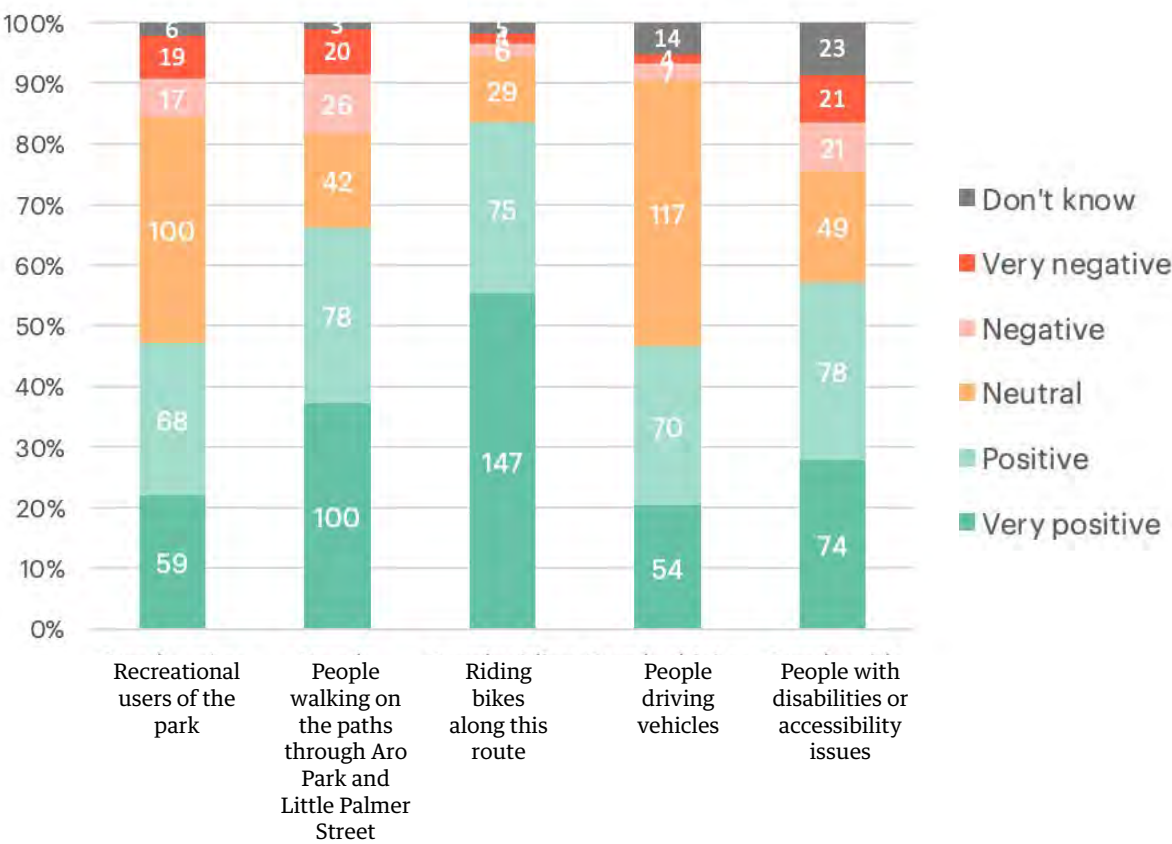


Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

n= 266



What do you think the impacts will be for...





# Detailed feedback: Connection to Willis Street via Aro Park



## Supportive themes:

- Concern about pedestrian/bike conflict
- Concern about safety
- Cyclist behaviour needs to change
- This will make it safer

## Opposing themes:

- Leave it as it is
- Concern about pedestrian/bike conflict
- Use alternative street for cycleway

*I ride this exact route several times a week. Pedestrians are incredibly kind and patient, but I don't enjoy weaving around them. This looks an easy fix and a total no-brainer!*

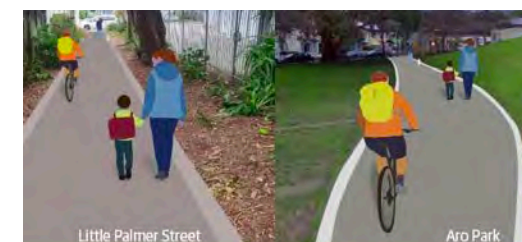
*When I used to ride my bike (stopped 4 years ago because became too dangerous) I used these two paths almost every day. Excellent idea*

*Cyclists are road users - the park is home to a preschool and childrens playground - as well as a basketball court and a community space. I do not believe childrens safety should be put at risk for a 5 minute shortcut for cyclists.*

*I'm worried that it'll just become a cycle way, rather than an actual shared pathway. Like the shared path from the end of Oriental parade around the bays. It's a worse walking experience there now because cyclists just speed along with no consideration for pedestrians. I would even consider adding speed bumps in the park to stop people cycling fast.*



# Specific design feedback: Connection to Willis Street via Aro Park



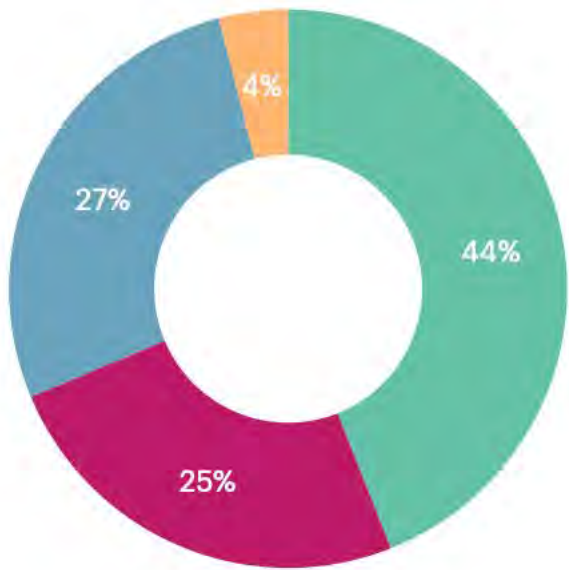
- Improve pinch point between Inverloch and Oak Park
- Add speed bumps to cycleway to slow pedestrians
- Improve pinch point at the corner of the basketball court
- Use different substrates (brick/tile) to define different transport modes
- Add paint to indicate cyclelane
- Remove parks on Abel Smith street by Little Palmer Street
- Improve crossing on Aro Street near Garage Project
- Ensure shared path is wide enough to accommodate all users
- Drainage improvements needed in Aro Park
- Add convex traffic mirrors
- Move zebra crossing to where the path ends
- Limit disruption on flora on Little Palmer Street
- Remove 2 trees on Little Palmer to widen path
- Remove the unreliable lights in order to widen the path
- Remove the wood in the path which is a slip hazard
- Remove the curb in front of the Community Centre at the end of the path
- Create a curb cut so bikes can go immediately onto the street and not ride on the footpath
- Removing trees on Little Palmer will reduce shade cover
- Extend 30 km/hr to Abel Smith Street
- Improve lighting along this route
- Chokepoint between Octa Associates and the apartment block should also be addressed.
- Widen footpath on the North side of Raroa Rd bordering the Pukehinau Kiwifoot Reserve
- Introduce measures to slow cyclists
- Alter park so there is an uninterrupted grass area
- Add the two kerb ramps at Little Palmer
- Improve connection between Abel Smith and shared path on Karo
- Protect trees in the Abel-Smith/Palmer St lane
- Make cycleway continuous
- Ensure suitable crossing for bikes heading from Aro Park onto Aro St
- Monitored security cameras required in the park
- Pedestrians should have right of way
- Need good signage to indicate the pathway
- 2.5m is too narrow for bi-directional cycling and walking.
- Separate paths for cyclists and pedestrians
- Widen exit from Aro Park to Palmer St.
- Shift electrical service boxes where Able Smith and Little Palmer St meet.
- Remove parking space on Palmer st at the exit of Little Palmer St



# Detailed feedback: What do you think of the timing of the proposed approach?

What do you think of the timing of the  
proposed approach?

n= 254



- Make the proposed changes more quickly
- The timing of the stages is about right
- Make the proposed changes more slowly
- Don't know

**Supportive themes:**

- Just get on with it
- This will make it safer
- Encourages mode shift

**Opposing themes:**

- Feedback on engagement/comms
- Concern of impact to residents
- Concern about loss of carparks



*Gets people out on alternative modes of transport and gives people time to figure out if they still need to find alternative car parking. Allows time for new rental tenants to know that change is coming and limited parking is available*

*WCC needs to ensure that the public transport in Aro Valley is efficient, reliable, regular and cheap ( ie WCC subsidised) if it wants to get people out of cars. This needs to be embedded before starting these changes which could make this route even more congested and dangerous*



## Detailed feedback about Ngaio

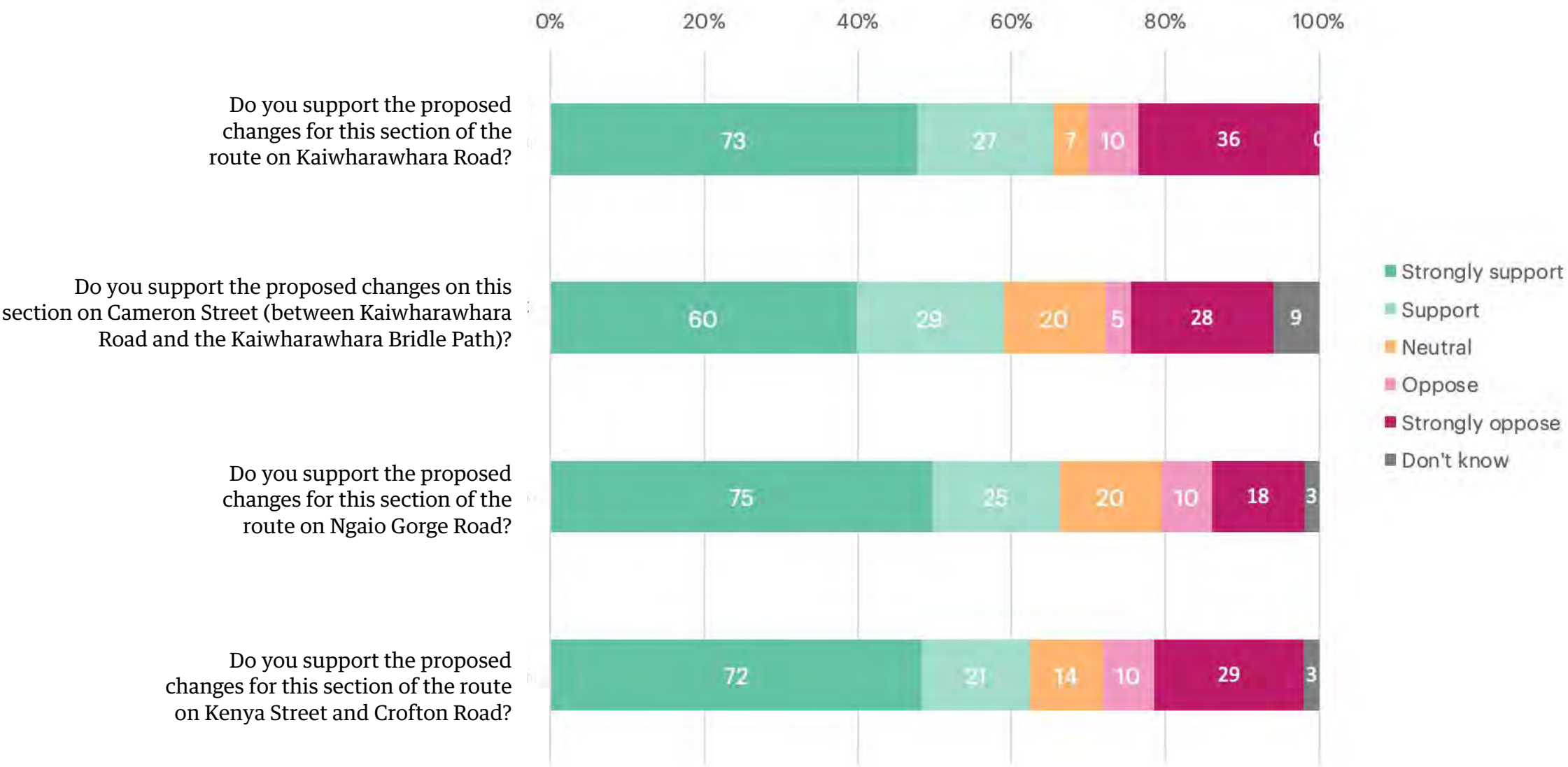


We asked for detailed feedback about five aspects of the Ngaio Connections proposal:

1. Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
2. Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
3. Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
4. Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
5. What do you think of the timing of the proposed approach?



# Summary of support for aspects of Ngaio

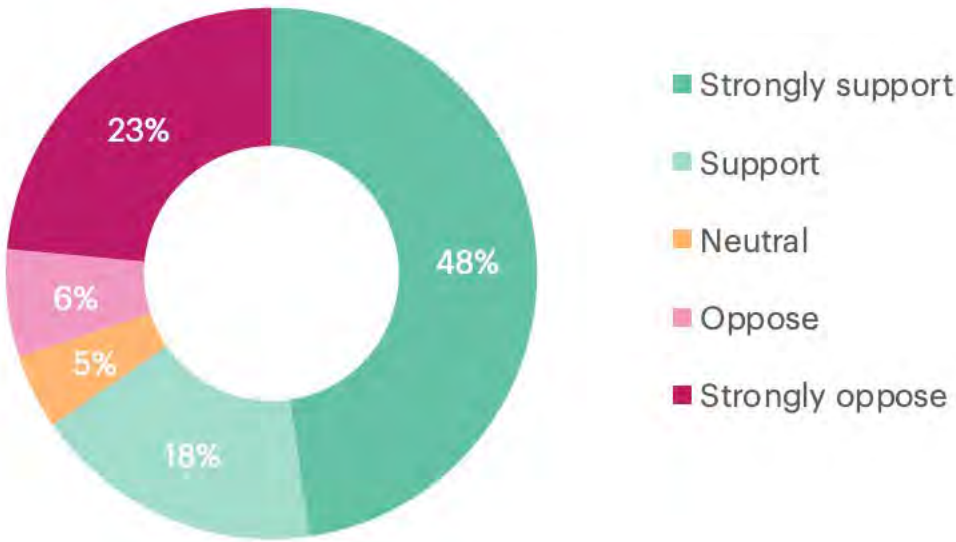




# Detailed feedback: Kaiwharawhara Road

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

n= 153



**Supportive themes:**

- This will make it safer
- Make the cycleway protected
- Need more enforcement
- Concerns about safety



*Fantastic idea, making it much safer encourages more cyclists*

**Opposing themes:**

- Concern about loss of carpark
- Concern about impact on/access to businesses
- Lack of clear data/rational

*I'm concerned about the flow on effect this will have on the bottom of Old Porirua Rd. this already has cars parking (illegally??) on the grass verge and in narrow lanes, further constraining access to/from old Porirua rd (as a resident who lives off old Porirua rd directly).*



# Specific design feedback: Kaiwharawhara Road



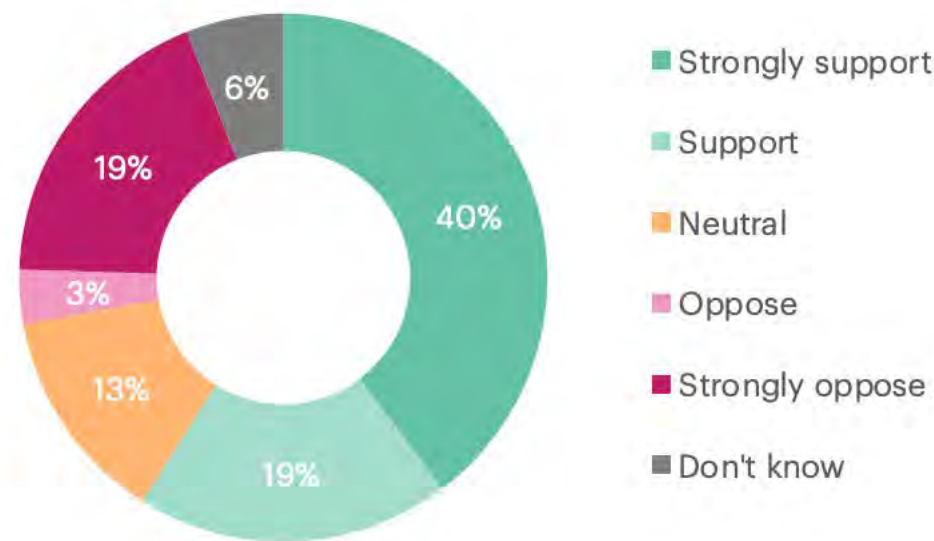
- Continue the protected cycleway through the Kaiwharawhara shops
- Make it safer for people on bicycles to cross the road and turn right into Cameron Street
- Add traffic calming to slow traffic on Cameron Street
- Address pinch points caused by car parking outside Hanging Around.
- Ensure the Ngaio Gorge road is well maintained and clear of debris
- Add pedestrian crossing to make it easier to cross Kaiwharawhara Road
- Install concrete buffers instead of the plastic separators
- Build more off-street parking and loading zones before Stage 3
- Do not use dividers to separate cycle lane from the main roadway
- Do not install speed bumps; do not raise pedestrian crossings
- Install signs to tell vehicles leaving car parks in the Kaiwharawhara business area to watch out for cyclists
- Add separated cycle lane on both sides of the road
- Use clearways during peak hours instead of installing cycleways
- Change 30 min parking to 60 minutes
- Make the bike lane wider; make it easier for bikes to pass stopped busses
- Retain all loading zones
- Retain parking on Cameron Street
- Do not extend clearways hours
- Reconnect Kaiwharawhara Road with the quieter School Road so people can bypass the busy section
- Reduce speeds on Cameron Street to 30kph
- Extend clearways and cycling protection so that it's 24/7
- Reduce speed through Kaiwharawhara business area to 30kph
- Reinstate the Kaiwharawhara train station/stop
- Extend the protected/separated cycleway all the way up the hill to Trelissick Crescent
- Do not have clearways on weekends
- Do not remove any short-stay parking used by cafes/businesses



# Detailed feedback: Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

n= 151

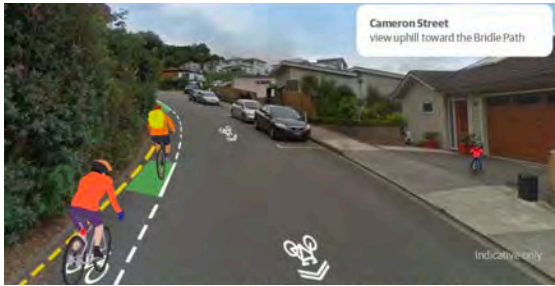


**Supportive themes:**

- This will make it safer
- Scope of changes could be greater

**Opposing themes:**

- Concern about loss of carparks
- Concern about safety
- Maintain and/or Improve Bridle Path



*Strongly support these changes. I cycle this route most days and believe these changes will make a substantial difference to the safety of cyclist on this route. I'd like to see more work done around the Marsh Way / Sanderson Way / Cameron Street intersection to slow traffic speeding up Cameron Street and turning straight into Marsh Way at speed.*

*Cycle lanes and cycle shoulders are no good... Be bold. It might be weird, but why not make the footpath a shared path for pedestrians and uphill only cycling? Make the path slightly wider and then add connections at the top and bottom... Add some signs on Curnow Way and Cameron st as well to indicate to cyclists and drivers that it's shared road space so proceed with caution.*



# Specific design feedback: Cameron Street



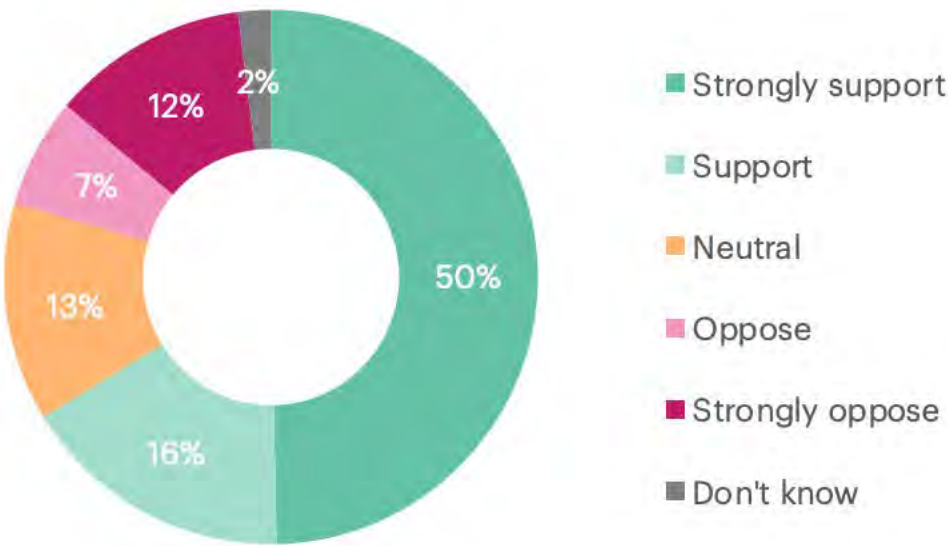
- Add signage pointing cyclists to the Bridle path
- Make the footpath a shared path for bikes and pedestrians on the uphill side
- Add traffic slowing measures to the Cameron Street/Marsh/Sargerson Way intersection
- Widen Bridal Path and encourage more usage
- Add measures to stop cars parking on the grass verge
- Consider Old Porirua Road for a cycleway; extend parking to P75
- Add an additional P60 park to bottom of Cameron Street
- Consider a cycleway through Kaiwharawhara Park to connect to Old Porirua Road
- Make Bridle Path safer by reducing cycling speeds and improving maintenance
- Do not use painted sharrows on downhill section as they are unnecessary and can be slippery when wet
- Ensure vegetation is maintained
- Increase safety of Bridle Park after dark
- Add a 'watch for cyclists' sign at the bottom of the hill; do not encourage use of Bridal Path as it is dangerous



# Detailed feedback: Ngaio Gorge Road

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

n= 151



**Supportive themes:**

- Make the cycleway protected
- This will make it safer
- Good for pedestrians

**Opposing themes:**

- Use alternative street for cycleway
- Concerns around sharrows
- Concern about safety



*I have been running up or down Kaiwharawhara road nearly every other day since we moved to Ngaio and this will make my commute much more pleasant and safer.*

*There must be dedicated cycle ways both uphill and downhill. Shared downhill with cars are a hazard and of no use. Please ensure separation of cycle lanes both ways is real and not paint on the road.*



# Specific design feedback: Ngaio Gorge Road



- Remove the South-side bus stop at the top of the hill
- Move the pedestrian crossing closer to Perth Street
- Add bollards to separate cyclelane
- Improve the Perth St/Ngaio Gorge Road intersection to make it safer for pedestrians
- Relocate the bus stop to further down Ngaio Gorge Road (at No 34)
- Ensure the pedestrian crossings are safe and visible (perhaps adding islands in the middle)
- Add a downhill bike lane
- Ensure the raised pedestrian crossing is not too steep for cyclists
- Consider more speed bumps to slow traffic speeds
- Add street lighting to the pedestrian crossing to make it safer at night
- Do not raise pedestrian crossing
- Use concrete, not plastic bollards to better protect cycle lane
- Add cyclelanes to both sides
- The separated cycle lane should go all the way to Trellissick Crescent
- Ensure pedestrians are visible given the blind corners
- Consider a different location for the new pedestrian crossing
- Use sharrows instead of a dedicated cyclelane
- Widen uphill cyclelane to allow for passing
- Add 'no overtaking cyclists' signs to discourage motorists from trying to overtake bikes
- Reduce speed through this entire area
- Increase separation of cycle lane from traffic near the Perth intersection; more signage reminding motorists to share the road with cyclists
- More paint to make it clear to motorists when cyclists will be taking the lane
- Widen the roadway to allow for everyone
- Remove sharrows as they are a danger to cyclists in wet weather
- Use physical materials to separate cycle lane (more than just paint)
- Add overtaking pockets to cycle lane to allow faster bikes to pass more easily
- Remove bus stops from cycleway, use raised tables and push bus stop into traffic lane and let bikes pass on the inside
- Widen footpaths on Ngaio Gorge Road and make them shared paths
- Widen footpaths around Trellissick Crescent and make them shared paths

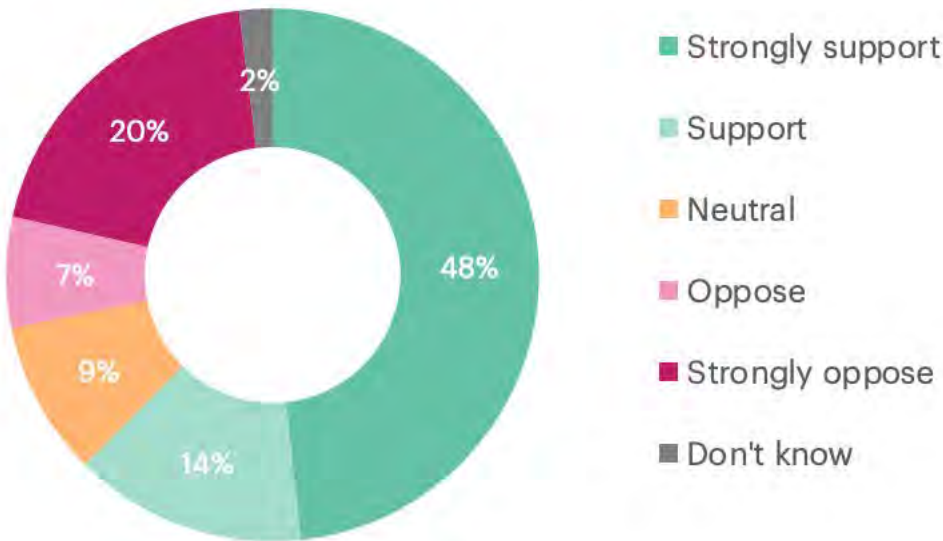


# Detailed feedback: Kenya Street and Crofton Road



Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

n= 149



**Supportive themes:**

- This will make it safer
- Make the cycleway protected
- Scope of changes could be greater
- Concern about loss of carpark

Overall, strongly support. I am very pleased to see the crossing being raised - it is very dangerous and have personally witnessed a person being injured there. Also pleased with the 30km/h. I think the removal of the car parks will cause chaos, but I'm sure we will eventually learn to live with it.

**Opposing themes:**

- Concern about loss of carpark
- Concern about impact on residents
- Concern about impact on/access to businesses

In general I strongly support, but think more consideration of parking for the takeaways business need to be given. This could be a clearway on the opposite side of the road, to provide evening parking for the shop's customers. The area outside the shop could have more parking at weekends.



# Specific design feedback: Kenya Street and Crofton Road



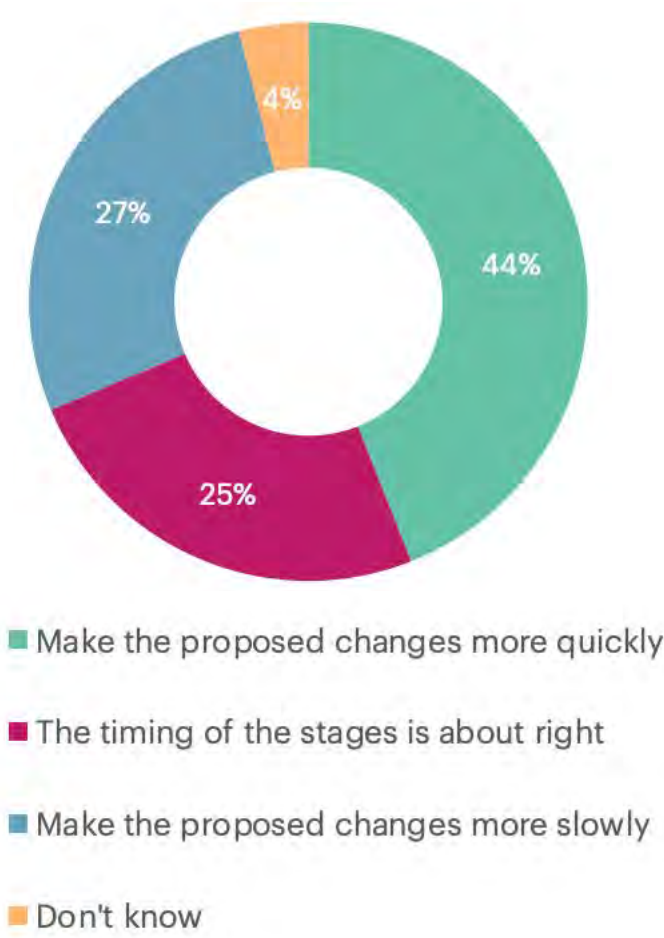
- Add barriers to protect cycleway
- Add cycle lanes to both sides of Kenya Street
- Add traffic calming to reduce speeds in this area
- Add signage and yellow paint to make it clear that parking on cycleway is not permitted
- Extend 30kmph further
- Raise existing pedestrian crossing outside tennis courts
- Add more carparks for the fish & chip shop
- Consider clearways to support the takeaways businesses
- Add signs to discourage cars from overtaking cyclists using downhill sharrows
- Support property owners to build off-street parking
- Remove parking from both sides of the road
- Ensure raised pedestrian crossing is not too steep for cyclists
- Widen the roadway to make more room for everyone
- Do not use sharrows as dangerous when wet
- Consider using the berm to retain some parking
- Add protected lane to both sides of Kenya Street
- Do not remove so many carparks
- Move the carparks to the uphill side of the road to avoid risk of 'dooring' to downhill cyclists
- Do not remove the car parks to accommodate the No.26 bus as it is infrequent



# Detailed feedback: What do you think of the timing of the proposed approach?

What do you think of the timing of the  
proposed approach?

n= 150



**Supportive themes:**

- Just get on with it
- Scope of changes could be greater
- Support for the staged approach

**Opposing themes:**

- Concern about loss of carparks
- Concern about impact on/access to businesses
- Feedback about Comms/Engagement
- Lack of clear data/rational



*The current set up is dangerous for people on bikes and micromobility, and pedestrians. Changes to improve the safety of vulnerable road users shouldn't be delayed.*

*The longer the construction period, the greater the chance of legal challenges, project delays, and increased construction costs. Get it right, do it fast*



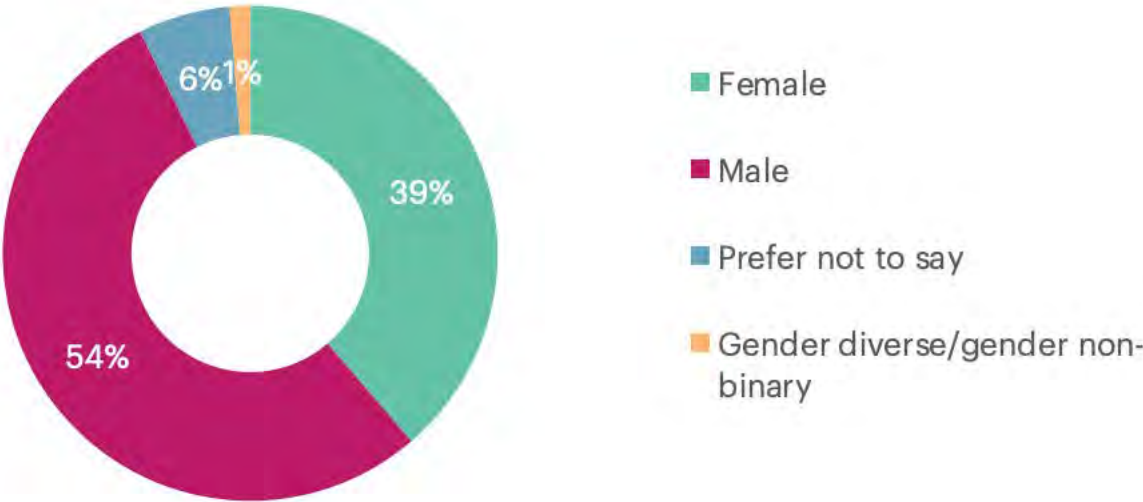
**Who we heard from**



# Demographics

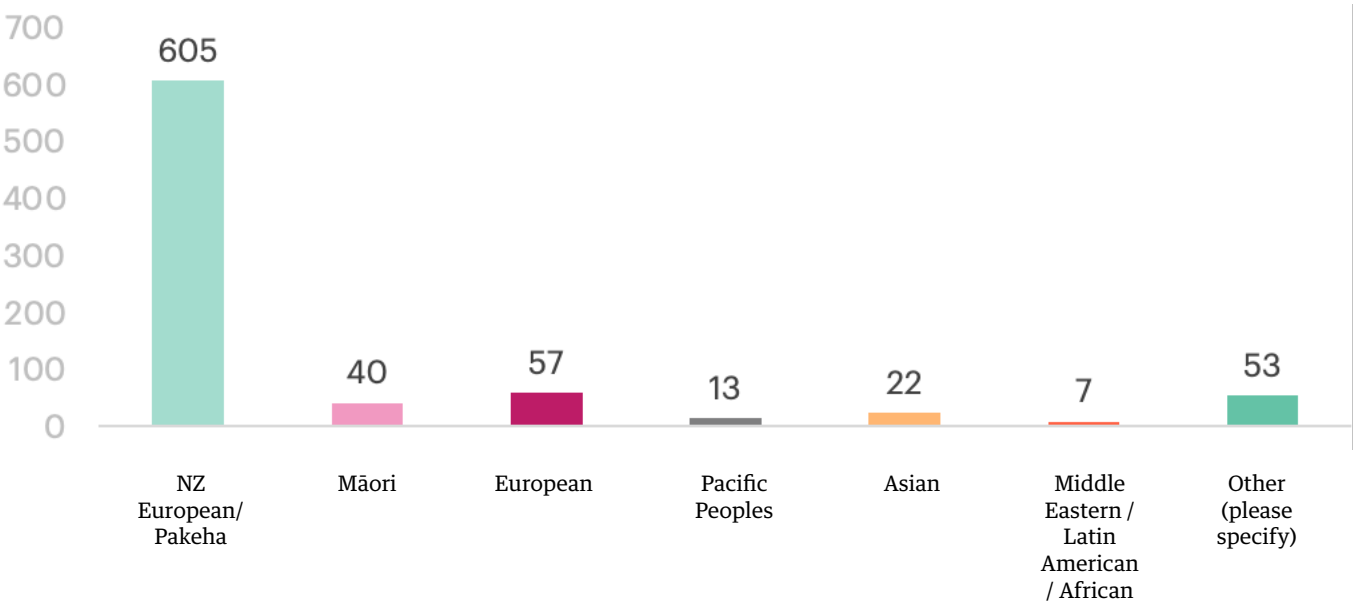
Please choose the gender that best identifies you:

n= 749



Please choose the ethnicity group/s you identify with:  
(You can select more than one)

n= 743



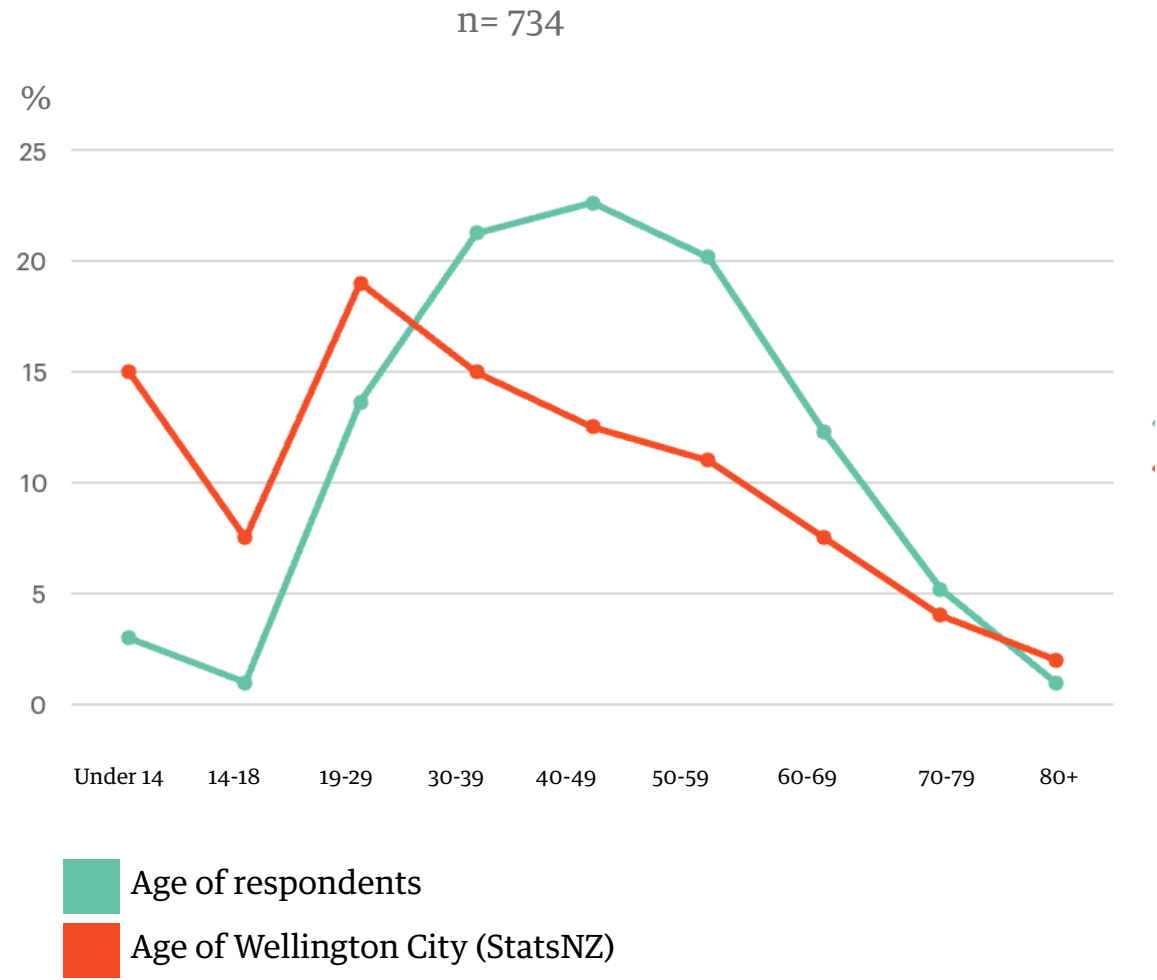
Total does not add up to 100% as people can select more than one ethnicity.

- 81% of respondents** identified as NZ European/Pakeha
- 5%** identified as Māori
- 8%** identified as European
- 2%** identified as Pacific Peoples
- 3%** identified as Asian
- 1%** identified as Middle Eastern / Latin American / African
- 7%** specified another ethnicity



# Age groups

Please choose the age group you belong to:

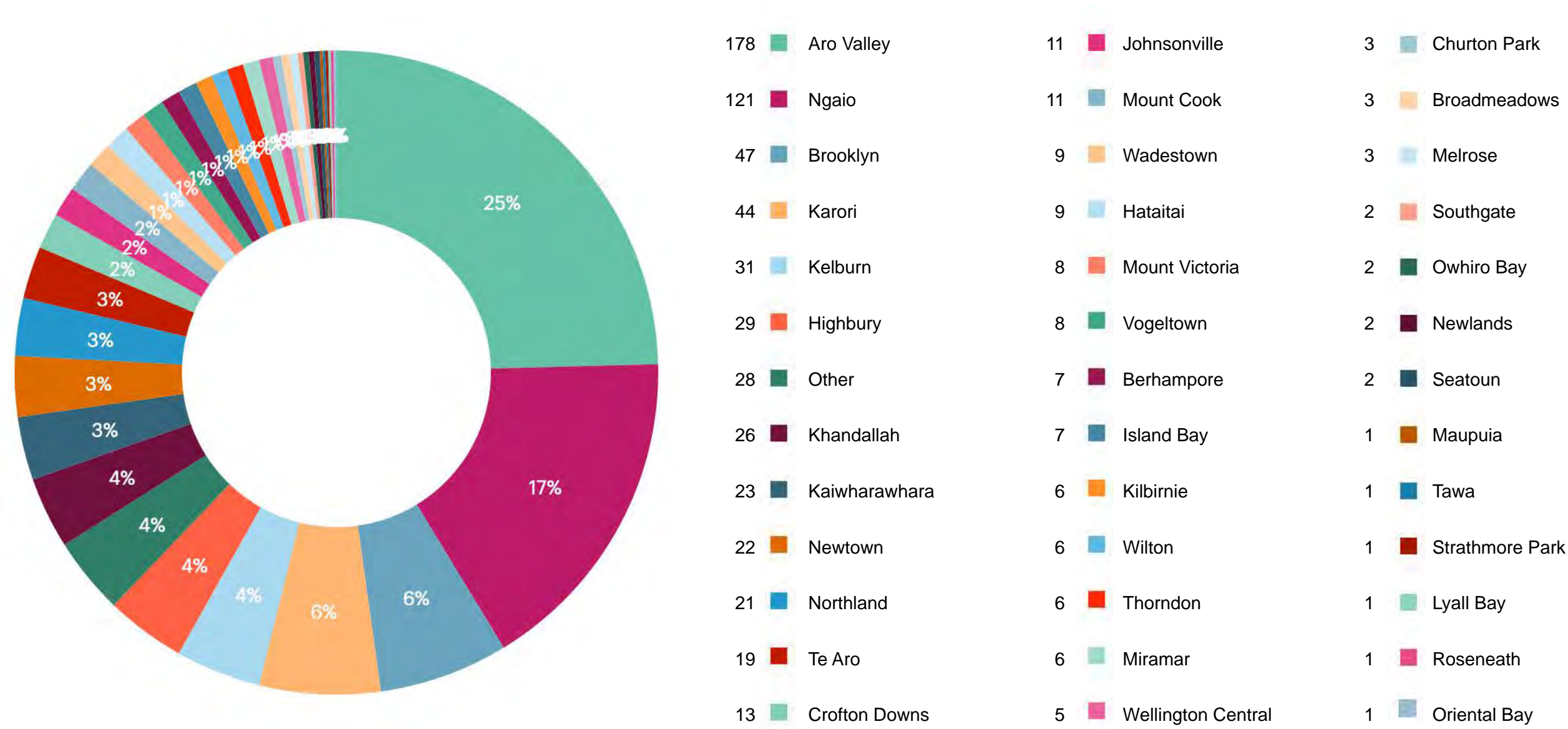




# Which suburb do you live in?

If you live outside Wellington City, please select 'other'

n= 724





## Organisations and schools we heard from

Abel Odor	Bus and Coach Association
Cameron Harrison Butchery & Delicatessen	CAN
Crofton Road Dairy	Cycle Wellington
Delivery Drivers	Disabled Persons Assembly
Fire and Emergency New Zealand	Ngaio Crofton Downs Residents Association
NZAA	Our Climate Declaration
Scipio Firth Trust	SWET
Tickadeeboo Insideout Design LTD	VUWSA
WCC Environmental Reference Group	

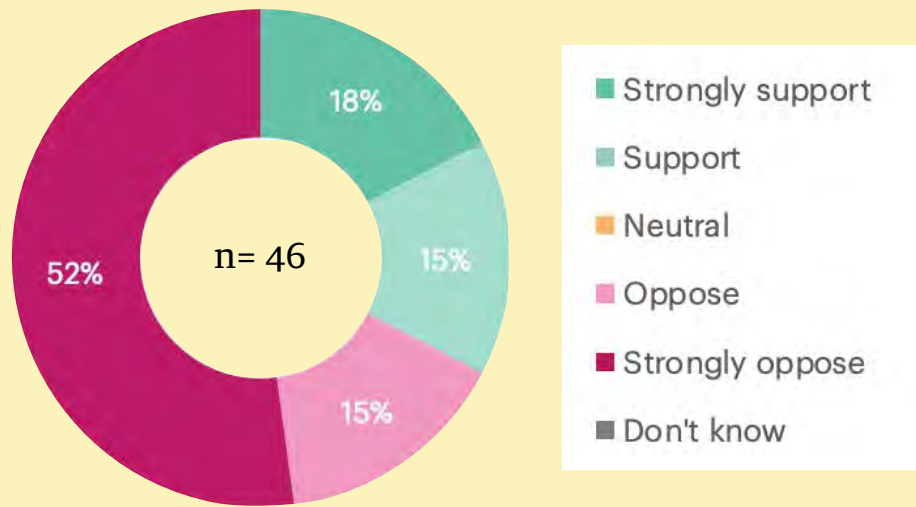


# Level of support from people who live with a disability or accessibility issue

**55 respondents**  
Answered 'yes' to living with a disability or accessibility issue

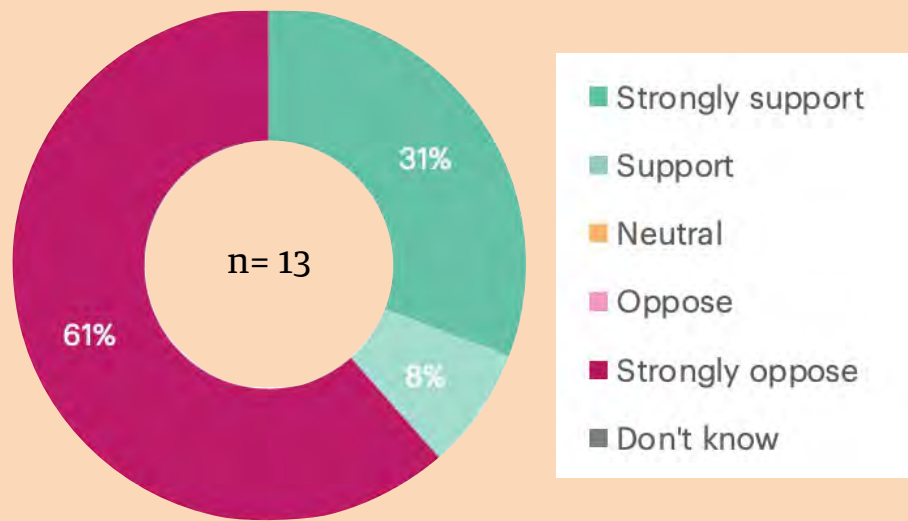
## Aro:

Do you support the overall proposed changes to the Aro Valley Connection route?  
[These include traffic resolution TR179-22]



## Ngaio:

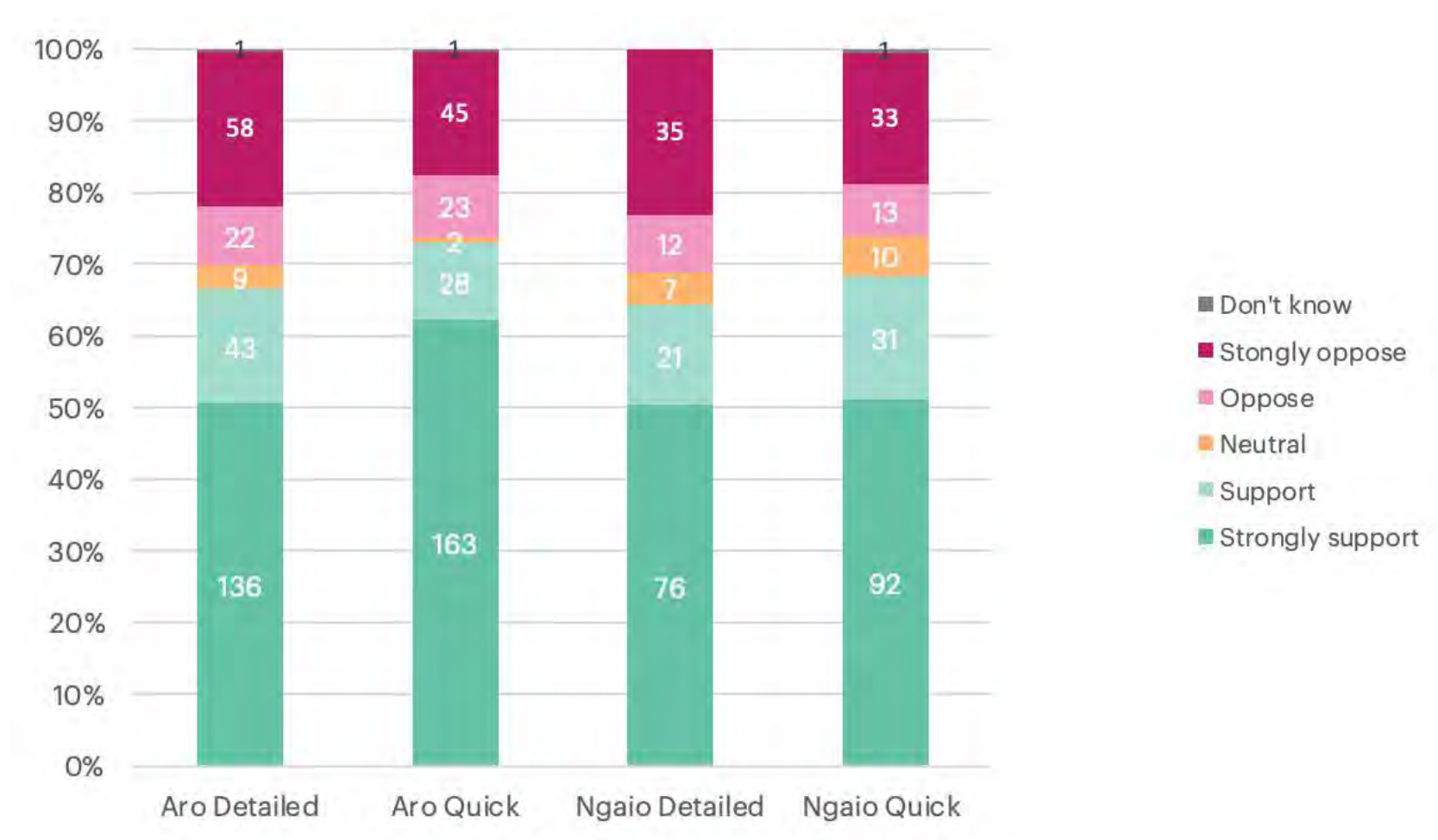
Do you support the overall proposed changes to the Ngaio Connection route?  
[These include traffic resolution TR180-22]





# Overall support based on type of feedback

What did we hear?





**Other engagement activities**



## Community drop-ins, events and school engagement

We hosted seven drop-in sessions and events along the route during the consultation period. Over 150 community members took the opportunity to engage with staff during these sessions. Community members could pop in, get the information they are interested in, ask questions of staff and find out how to have their say during the formal consultation period. It was also an opportunity for people to find out about the proposed improvements to biking, busing and walking happening across the city.

### Events were held in:

- Aro Park
- Cummings Park (Ngaio) Library
- Victoria University, Kelburn Campus
- Immigrant Son Cafe, Ngaio Gorge
- Saint Michael's Church, Kelburn



# Community drop-ins, events and school engagement

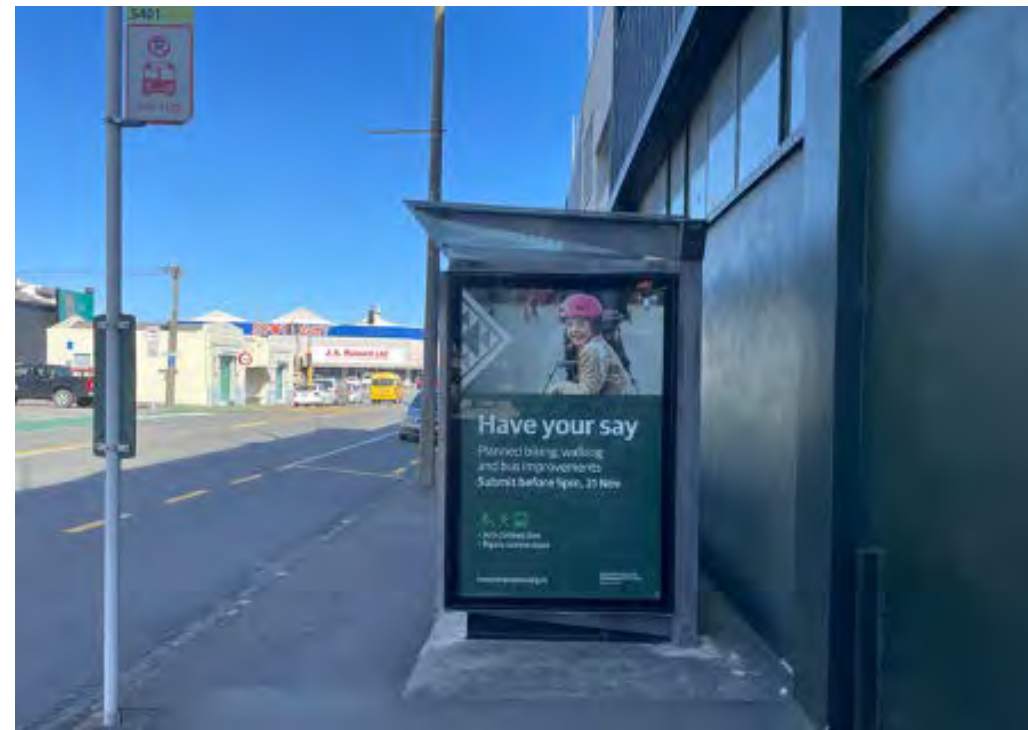




# Promotion and advertising

The consultation was promoted through media, email, radio advertising, Dominion Post ad, Adshels, and a variety of digital channels, including Stuff, Google Display Network, Google Search, and Metservice. Promotion activities performed higher than industry average across the board.

As well as a media release and news stories, Council's social media channels were used to promote consultation, including Facebook, LinkedIn, Twitter, and Instagram. The campaign performed well above or at average across all channels.





## **Appendix: theme definitions**



# Theme name explanations

Theme name	Theme explanation/example
Benefits drivers	Comments suggesting that the proposed changes will be good for people using private motor vehicles
Concern about pedestrian/bike conflict	Comments raising concerns that the proposed changes will result in unsafe interaction between cyclists and pedestrians
Concern about cyclist behaviour	Comments suggesting that cyclists will not ride as expected (eg in the cyclelane, slowly through the park, stopping at intersections etc)
Concern about impact on/access to businesses	Comments expressing concern that the proposed changes will have a negative impact on business (including difficulty accessing businesses)
Concern about loss of carparks	Comments expressing opposition to the reduction in number or availability of carparks
Concern about safety	Comments expressing concern that the proposed changes will not be safe enough for cyclists or pedestrians
Concern about vehicle/bike conflict	Comments raising concerns that the proposed changes will result in unsafe interaction between cyclists and vehicles
Concern changes are happening too quickly	Comments indicating concern that the changes are happening too quickly
Concern for residents in the area	Comments expressing concerns about the impact that the proposed changes will have on people living in the area
Consider impact on people with mobility/accessibility issues	Comments highlighting the need to consider people with mobility issues or disabilities
Encourages mode shift	Comments suggesting that the changes will encourage people to shift from using vehicles to using bikes or buses
Feedback on engagement/comms	Comments suggesting the engagement approach is biased, flawed or could be improved



# Theme name explanations

Theme name	Theme explanation/example
General opposition to the proposed changes	Comments showing a general opposition for the proposed changes (this includes comments about the proposal being a 'waste of money').
General support for the proposed changes	Comments showing general support for the proposed changes
Good for health	Comments suggesting that the proposed changes will have a positive impact on health
Good for pedestrians	Comments indicating that the proposed changes will be positive for pedestrians
Good for the environment	Comments suggesting that the proposed changes will have a positive impact on the environment
Improve/change public transport	Comments suggesting that Council should do more (or do instead) to improve public transport (eg buses)
Just get on with it	Comments encouraging Council to 'just do it' and speed up delivery
Lack of clear rationale/data	Comments suggesting there is a lack of data to back up the proposed changes (includes the belief that there aren't enough cyclists to justify the change)
Leave it as it is	Comments advocating that the Council makes none of the proposed changes and leave the area as it is.
Make cycleway protected	Comments expressing concern about the lack of separation between cyclists and vehicles
More enforcement needed	Comments which suggest that more Council enforcement is needed (eg to remove cars from cycleways, slow cyclists down, increase signage)



# Theme name explanations

Theme name	Theme explanation/example
Only benefits cyclists	Comments suggesting the proposal will only benefit people on bicycles
Scope of changes could be greater	Comments suggesting that the solution could be improved by doing more (eg make less compromises, remove more carparks, extend the solution further)
Specific design feedback	Comments that contain specific feedback to improve the proposed changes
Specific parking feedback	Comments that contain specific feedback on the type or duration of parking that should be considered in certain areas
Specific speed feedback	Comments that contain specific suggestions regarding speed limits in the area (eg reduce further, expand the zone etc)
Support for staged approach	Comments indicating support for the staged approach
This will be good for business	Comments suggesting that the proposed changes will have a positive impact on businesses in the area
This will connect the network	Comments expressing support for the changes because they help connect to the bike network
Specific concerns about sharrows	Comments expressing concerns about how safe or how well sharrows work
This will make it safer	Comments advocating that the proposed changes will have a positive impact on safety
Maintain/improve Bridle Path	Comments suggesting that the Bridle path could be improved/better maintained
Use alternative street for cyclelane	Comments that advocate that an alternative street or route be used
WCC does not listen	Comments suggesting that the Council does not listen to or genuinely seek feedback



## Summary of oral submissions – Aro Valley and Ngaio connections

<b>When</b>	Community Hearings Panel – 1 December
<b>Where</b>	16.9 Council chambers and online via Zoom
<b>Who</b>	61 submitters – 10 representing organisations and 51 individuals

### General comments about both projects

- Infrastructure should target interested but concerned. Having shared downhill bike/bus/traffic lanes doesn't support less confident riders. Parent with children on the back doesn't go at same speed as cars. Interim proposal misses goal of maximising uptake. These proposals should be about building for the long term.
- Wellington topography does not lend itself to cycleways.
- Support the proposal and any initiatives to make the roads safer. Current situation is too unsafe to bike.
- The electric bike is a convenient option as a mother with young kids.
- Need to extend our bike network to bring about transport equity and enable uptake of different modes of transport. Bike lanes provide further safety for people to move around.
- A submitter reminded council that we have been talking about this for 20 years. We are in the delivery phase.
- People could be better supported to make change, working closely with businesses and looking at other solutions like reopening Kaiwharawhara train station.
- Appreciation for council acting on climate change – it is a cause of stress for some young people. Appreciation for the hard work of the council to improve streets in the city.
- Street space needs to be prioritised for safe travel over the storage of private vehicles. Everyone has the right to ride their bike legally without the risk of getting killed by a car.
- Scooters are an issue all round. On street parking is a wasteful and inefficient use of the road when it could be used to move thousands of people.
- Please consider impact of raised pedestrian crossings on bus passengers (particularly those with low vision). Nothing is better than less when it comes to raised pedestrian crossings.
- Consider keeping active transport and public transport separate – it is safer and more efficient.
- Do it properly the first time. Get the bus and bike lanes in because private vehicle users will never be happy.
- Support the principle of slowing traffic. Changes to reduce speed limits will have a positive impact across the network for all users.
- Further staging is not necessary because the transitional programme is already staged in a sense. Supportive of staging if things don't drift – needs a deadline.
- Concern that people don't understand what sharrows are, and perhaps we should do education around this.
- Road reserve (on either side of the current road) should be used for loading zones and customer parking.



## Aro Valley connection

### Aro - Opposing

- Current situation in Aro Valley works really well, don't see the need for change. Don't see the need to change crossings as they will annoy people. Changes to the street will make little difference. People already get around in low carbon ways, so we (the community) are part of the solution not the problem. Cutting us off from our parking does make it hard to live in the area.
- Too tight for cars to go past if there is a bike lane. The streets aren't suitable for bike lanes
- Concern about consultation with users – specifically bus drivers, delivery drivers etc. Perceptions there has been no consultation with individual stakeholders and no consultation on options. Three-week engagement not long enough.
- The proposal only provides for strong and fearless cyclists. Catering for minority in favour of adverse treatment for majority. Not everyone can cycle.
- Little consideration for trades vehicles, delivery vehicles, home moving companies, council inspectors and/or skip bins in designs.
- Walking long distance from car to home is dangerous and difficult. Distance from mobility park to shops is too far. Reduction in parking for older residents is concerning. Restriction to accessing property because of physical separation proposed.
- Concerns about Raroa Road changes – loss of parking along uphill side where they currently park before ascending 80 steps to their home. Will no longer have access to that space to get to their home. Townhouse developments are causing further congestion to streets. Proposal is impractical given the distance from residents. Solution – new car park outside 92 Raroa Road. Potential changes to residential parking allocations also an option.
- Concern about the design within constrained space on Raroa Road with the start/stop nature of the bike shoulder and the merge points between vehicles and cyclists. Problems for tradesmen trying to park their vehicles and busses getting around narrow corners of the road.
- Changes are unrealistic, it ignores the gradient and harsh weather conditions. There is no proven demand for the projects. Project does not offer environmental benefit, that will come from the e-vehicle shift. Weather, especially high winds make Raroa Road unsuitable for cycling and will only attract confident cyclists.
- Aro St to Willis Street connection (via Aro Park and Palmer Street) will cause conflict with cars and cyclists.
- Concern about the timing of parking surveys and they don't give a realistic view of parking in the area.
- Concern over bump and trip hazard provided by speed humps and raised pedestrian crossings for people on bikes. As well as problems for drainage.
- Concern about engagement and consultation process. Perceptions that the baseline survey only asked about active modes and public transport and ignored the needs of other users.
- Concerns that proposal makes off/onloading children and goods more difficult on the southern side.
- Concern that the speeding up of traffic by moving cyclists to the side of the street and removing bus stops will increase carbon emissions.
- Concern over vehicle safety if not parked directly outside residential premises.



- Concern about the noise generated from speed bumps, especially with empty trailers being towed.
- Not a lot of support for the widening of the park from community centre conversations. Would rather the path be removed all together. Concern over loss of green space in Aro Park and Little Palmer Street.
- Concern the proposals are pitting needs against needs which can divide the community.

## Aro – Neutral

- Don't do the whole proposal in one go.
- Resident's parking systems could be altered. One per household or unit. Resident's parking in upper Raroa Road could discourage commuters.
- Residents are competing for parks with coupon parking zones with commuters. Epuni, Norway has too much coupon parking.
- Off road dedicated facilities for people on bikes are perceived as best case/practice
- Making changes to Glenmore Street is perceived to be a greater priority
- Greater attention needs to be given to maintenance and sweeping of the bike lanes to remove gravel, glass and screws.
- Suggestion that the connection through Palmer Street should be one way – uphill only. Some safety concerns on the Palmers Street connection could be fixed with signage asking for slower speed and considerations of pedestrians. Concern about speed or cyclists and motor scooters going past Aro Kindergarten and Community Hall. Pedestrians should take precedence along Aro Park because they are the most vulnerable. There is also flooding around the park. Flooding in Aro Park could be sorted out. It's possibly due to the placement of trees in the park.
- Recognition that the downhill design may not work for less confident people on bikes.
- Perceptions that the proposal is treating Aro Valley as a thoroughfare to Karori, not an important community space.
- There are existing parking issues, previous neighbours moved out last year due to lack of parking.
- Some consideration to be made for residents parking on Durham Street.
- Reduction of speed and increase in speed humps would achieve better streets for pedestrians and cyclists.
- Suggestion to use the footpath for people on bikes rather than the on-street bike shoulder up Raroa Road.
- Concern about residents of Palmer Street being unaware of the proposed changes.
- Suggestion that Little Palmer Street should be tidied up even if it is not turned into a shared path.
- Suggestion that a tunnel be built from Norway Street to Glenmore Street for people who walk and cycle.
- Concern for people on bikes being hit by car doors a worry for people going downhill on Aro Street.
- Aro Street east mobility parking – Owhiro road is steep and not practical and is full. current situation doesn't guarantee parking and the net impact will be negative. Changes will make it more difficult for home care workers and nurses who must stay for a long period of time. Consider parking priority - who gets residents parking permits in the area.
- Perceptions that it is odd to have residents only parking where there are no residents at the bottom half of Holloway Road.



- Maintain some public parking for non-residents. Could impact student's ability to attend philosophy classes during the day and in the evening. By the time classes are finished in the evening Aro Valley is down to 1 bus per hour.
- Consider non-residents who are less able to move around and who come from a further distance.
- Concerns for safety risk at night. Greater risk of safety for people not being able to park close by at night.
- Council should consider the 10pm to 6pm period when space won't be used by people on bikes. Submitter questioned, is there a better way to manage this than a blanket removal of parking?
- Positive feedback about the community drop-in session at Aro Park.

## Aro - Supporting

- General support Aro park path changes
- Support for the parking changes on Holloway Road
- Support for the reduction of speed limit and speed humps. Speed alert sign could further reduce speed in Aro Street. Slow speed zone should be extended up the hill to Entrance Street. Speed bump before the right-hand turn onto Aro Street would be helpful.
- The bike is seen as a great alternative to the bus.
- Support for the improved safety for people on bikes (including children on the back of bikes). New bike lane will increase the perceptions of safety. The scariest thing about biking in Wellington is impatient drivers who can't wait and make dangerous moves/passes.
- **Even** confident people on bikes feel unsafe. Support mode shift and improve safety.
- Climate action a primary motivation, we must shift the way we move around. Reducing reliance on private vehicle ownership is a good way to do this. Action needs to be taken now to address the issues with climate change. There will be benefits of mode shift with lower street maintenance costs and reducing pressure on fossil fuels and products.
- Support for building the bike lane faster.
- Acknowledgement of how hard these changes are. Support for the courage and leadership in this area - other cities will follow.
- Biking is fun, convenient, and easy and good to get some exercise. More people would do it if we had the infrastructure that supported it and made people feel safe.
- Proposal will be positive for vehicle moments on Raroa Road. **Excitement** for a return to streets that flow freely rather than for private car storage.
- Concern about limited space in the current street layout. Parked cars pushing people on bikes into the traffic lane and forcing buses to mount the footpath. Support for the removal of parking to make things safer for people on bikes.
- Bike lanes should be rolled out more quickly and changes should be made all at once. This will better support behaviour change and make the street changes clear to all road users.
- This approach is designed to build it now, improve it and move on. Staging delays these benefits council has agreed on.
- Important to have separated lanes on the uphill side because that's where cyclists tend to get in the way of traffic.
- Concerns about visibility coming out of Devon St into Aro Street so improvement of visibility in that area would be beneficial for all modes.



- Support for covered lockable bike parking on side streets.
- Holloway Road residents supportive of the reduction of speed on their street.
- Widespread agreement that something needs to happen on Holloway Road, the current situation is not working. A lot of people from Aro Valley that don't feel like getting a parking permit just park on Holloway Road.
- Support for more pedestrian improvements to make the shopping area on Aro Street more attractive. Some questions and concerns about why the bike lane didn't continue through the town centre.

## Ngaio connection

### Ngaio - Opposing

- Removal of parking in the Kaiwharawhara area will be detrimental to business because customers drive from a large catchment (Hutt Valley and Porirua). Concern about business prospects into the future i.e., business and building being sold, serving leases.
- Concerns about Ngaio Gorge getting icy and slippery in winter.
- Concern about slowing the vehicles down making carbon emissions worse.
- Concern about the distance trades people need to travel from their jobs with the removal of parking. In some cases, trades people have to park 400m + away from jobs and carry heavy tools to and from location.
- Concerns about the behaviour of people on bikes, particularly riding two abreast on narrow roads.
- Money should be spent on other things like fixing water pipes.
- Private ways off Cameron Street aren't able to be used for parking so there is a feeling of a misrepresentation of the parking impacts assessment. Parking impacts seem to be understated.
- Concern about extension of clearway to earlier than 4pm as it limits access to business and deliveries/tow trucks may parking in the bike lane.
- Concerns over consultation. People not getting direct mail letters and concerns over staff that attended drop-in sessions.
- Concerns about cyclists not giving way to pedestrians on the Kaiwharawhara bridle track. The track is unsafe and concern about cyclists crossing private land to access the track is not legal. Already not well maintained.
- Support for peak hour bike lanes where there is a congestion problem but unconvinced there is a problem to be solved in Cameron Street and current proposal has negative implications for the community.
- Concerns about safety for downhill cyclists on Cameron Street at the bottom, high chance of collision.
- Confusion over the location of the proposed pedestrian crossing outside the Immigrant's Son Cafe.
- Suggestion that the intention to create permanent bike lanes in the area are poorly validated and idealistic. Making changes to an area that doesn't need to be made. Should be done with a 'whole consumer' approach, rather than designed for one group. Concern that the proposal is commercially, socially, and physically irresponsible. Nothing seems to be completed before Council is on to the next 'great idea'.



- Concern for the removal of parking on the city bound side of Crofton Road. Concern it will limit access and convenience for customers of the dairy, make deliveries more difficult and limit parking space for the workers.

## Ngaio - Neutral

- More loading zones in lower Kaiwharawhara.
- Suggestion that if we can't provide safe infrastructure, we need to drop the speed limits.
- Kaiwharawhara bridle track needs to be regraded to make it more accessible. It needs widening and upgrading to make it better for walkers and people on bikes.
- Significant infrastructure is required to support kids to ride into town.
- Treatment on Upper Kenya street should put people on bike into lane to stop cars speeding up and overtaking.
- Stage one (clearways in peak times) provides wins for all parties. Whilst the extension of these hours would be bad for businesses.
- Concerns for access for the elderly in the Ngaio shopping area and to the church. Proposed clearway on uphill side to help parking spaces.
- Concerns for flow on effects from changes to commuter and business parking putting pressure on different areas. Proposed the plan be amended to have a morning clearway to meet community and commuter needs.
- Supporting design and decision documentation too long.
- All of Kenya Street should be reduced to 30km and speed reduction measures (bumps).
- Bike lanes need to be designed for people of all ages and abilities to maximise uptake.
- Question about where council priorities lie, safety or private vehicle storage.
- 90% of cyclists are commuting cyclists, as observed by Cameron Street residents.
- Parking on Cameron Street is going to be in much greater demand with the removal of Kaiwharawhara Road parking.
- Further safety assessment is done after stage one clearway is implemented.
- Support for bike lanes but concerned about the safety of pedestrians on the Bridle Track with the increasing uptake of cyclists. Officers have said that the track is out of scope, but it is considered by residents to be a critical element of the area. Slippery at times and quite narrow. Until Council deals with the safety aspects of the Bridle Track, rest of the projects should be halted.

## Ngaio - Supporting

- Support for Paneke Pōneke – a city-wide plan, even though it will cause disruption
- Like to see infrastructure designed for less confident people on bike.
- People who drive, don't appreciate the vulnerability of cyclists. Being in a car accident is a financial risk, not a life risk like it is on a bike. Need protection on Ngaio gorge to stop cars from crossing over the edge line.
- Support the proposal for safety reasons. Proposed infrastructure changes address concerns of feeling unsafe in traffic. Concern about conflict with larger vehicles, trades vans and 4-wheel drives – perceived to less tolerance for other users of the road.
- Kenya street needs change, perceptions that there is no need to have cars parked on the road when every house has off-street parking with garages and driveways. Riding bikes on Kenya Street at present requires evasive action due to two sides of parking and two lanes of traffic. Current parking on Kenya Street is a struggle for cars and busses to get through.



- Concern for safety of people on bikes, concern for serious injury or death based on an error of judgment from someone. Extend 30km zone along Kenya Street down to the top of the gorge.
- The street changes around Thorndon Quay and Hutt Road have been brilliant and made things so much safer.
- Crossings on Kenya are problematic so anything that can be done to slow traffic down here is useful.
- Low number of vehicles on the side of the road where cycle lane is going to be and there are always free parks on the other side.
- Reasons for cycling – health time and convenience on a personal level. Commuting by bike up and down the gorge is an opportunity to keep fit. The more space they have to keep it safer will encourage more people to use bikes.
- Raised crossing at the top of Ngaio gorge will make things a lot safer.
- People are looking for better options and choice over the car. This proposal will support that.
- Support the bike lanes and maximising bus uptake, just need to get the proportion/balance right.
- Supportive of street markings on the streets at the bottom of the Kaiwharawhara bridle path.
- E-biking has changed the game accessibility wise for people.
- Suggestion for more passing bays where possible.
- Suggestions for completely separated and protected bike lanes and delivered quickly. Changes shouldn't be made for confident people on bikes who already ride they should support new riders.



## **Ngaio Connections walk, bike and bus improvements – Feedback and Responses**

<b>Ngaio feedback themes</b>	<b>Description</b>	<b>Responses</b>
Benefits drivers	Comments suggesting that the proposed changes will be good for people using private motor vehicles	No response required. The changes will mean that people do not have to ride in the live traffic lane when biking uphill, and this will make it easier for people driving motor vehicles.
Concern about cyclist behaviour	Comments suggesting that people on bikes will not ride as expected (e.g. in the bike lane, stopping at intersections etc)	All road users, whether they are walking, scooting, riding, or driving, are expected to follow regulations and behave appropriately.
Concern about impact on/access to businesses	Comments expressing concern that the proposed changes will have a negative impact on business (including difficulty accessing businesses)	Officers have been in discussions with businesses in the area and have incorporated feedback into the design to mitigate the impact as much as possible. A staged approach has been introduced to give businesses time to adapt to the changes.
Concern about loss of carparks	Comments expressing opposition to the reduction in number or availability of carparks	The parking removal in this project aligns with the principles and priorities of road space allocation set out in the Parking Policy in 2020. As a key transport route, space has been prioritised for the safe and efficient movement of people and goods. Effort has been made to prioritise short stay and residents' parking on side streets.
Concern about safety	Comments expressing concern that the proposed changes will not be safe enough for people walking or biking.	The projects have been designed to improve safety for all users. Road safety and accessibility audits have been undertaken for the proposed changes and the audits have been reviewed by a council traffic safety engineer. Following the installation of the project there will be an opportunity to address any further safety issues that may arise.
Concern about vehicle/bike conflict	Comments raising concerns that the proposed changes will result in unsafe interaction between people biking and people driving.	The installation of bike lanes, and removal of carparking, will reduce vehicle conflict in the uphill direction as people will not be forced to ride in the live traffic lane. In the downhill direction, motor vehicles and bikes travel at a more similar speed and people are expected to share the lane as they currently do.



Concern changes are happening too quickly	Comments indicating concern that the changes are happening too quickly	This project is part of a rapid roll-out of Wellington's bike network and focuses on interim improvements that can be delivered quickly and adapted following installation if needed. The number of car parks being removed is significant for Kaiwharawhara Road and therefore a staged approach is being proposed. Note that the Council has declared a climate emergency and aims to reduce carbon emissions by 57% by 2030. The largest share of Wellington's emissions comes from transport.
Concern for residents in the area	Comments expressing concerns about the impact that the proposed changes will have on people living in the area	Officers have worked to mitigate the impact on residents by introducing P24hr parking in Cameron Street, and most of the carparks on Kenya Street are being removed from in front of houses that have off-street parking.
Consider impact on people with mobility/accessibility issues	Comments highlighting the need to consider people with mobility issues or disabilities	Officers have worked with disability groups and propose several improvements. For disabled people who walk improvements include a speed reduction and improved pedestrian crossings. For disabled people who ride, the bike lanes are an improvement. For disabled people who take the bus we are improving bus stops, access to them and bus efficiency.
Encourages mode shift	Comments suggesting that the changes will encourage people to shift from using vehicles to using bikes or buses	The project aims to rebalance the existing street space and provide better transport options for low carbon modes such as walking, biking and busing.
Feedback on engagement/comms	Comments suggesting the engagement approach is biased, flawed or could be improved	Consultation is carried out in accordance with principles of consultation outlined in the Significance and Engagement policy. The consultation gives people a reasonable opportunity to present their views in an appropriate way. Officers and elected members listen to, and consider those views, with an open mind. There are a range of questions asked through the consultation as this helps to get a better picture of feedback about the proposal, who it is coming from and if proposals align with previous decisions and wider city goals.



General opposition to the proposed changes	Comments showing a general opposition for the proposed changes (this includes comments about the proposal being a 'waste of money' or 'roads being too narrow for bike lanes').	Wellington is growing and more people in the area will be needing to access the city in the future. To support this growth, improve safety and reduce the city's emissions, we need to change the way we live and move and provide more transport options. The Council is working on a number of other priorities at the same time as developing these transport improvements.
General support for the proposed changes	Comments showing general support for the proposed changes	No response required.
Good for health	Comments suggesting that the proposed changes will have a positive impact on health	No response required.
Good for pedestrians	Comments indicating that the proposed changes will be positive for pedestrians	No response required.
Good for the environment	Comments suggesting that the proposed changes will have a positive impact on the environment	No response required.
Improve/change public transport	Comments suggesting that Council should do more (or do instead) to improve public transport (e.g., buses)	The project is making improvements for public transport. These include installing a pedestrian crossing close to three bus stops at the top of Ngaio Gorge Road and removing carparking where it makes it difficult for buses to travel efficiently along the route (mainly on Kenya Street).
Just get on with it	Comments encouraging Council to 'just do it' and speed up delivery	The proposed staged approach is to give people working on Kaiwharawhara Road time to adjust to the changes. In Stage 1 (2023), a clearway will be introduced on two sections of Kaiwharawhara Road, and the installation of the bike lane on those sections not done until 2024.
Lack of clear rationale/data	Comments suggesting there is a lack of data to back up the proposed changes (includes the belief that there aren't enough people who ride bikes to justify the change)	The project has been informed by counter data on Hutt Road and Kaiwharawhara Road, vehicle speed data, crash data from the national Crash Analysis System as well as a baseline survey and a parking survey. Going forward, council will undertake monitoring and evaluation to assess the increase of people riding bikes. Note that other connecting projects will result in further uptake in riding bikes as they are completed (ie, Thorndon Quay/Hutt Road improvements, a cycleway from



		Petone to Hutt Road and future bike network connections between Ngaio, Karori and Johnsonville)
Leave it as it is	Comments advocating that the Council makes none of the proposed changes and leave the area as it is.	Wellington is growing and more people in the area will be needing to access the city in the future. To support this growth, improve safety and reduce the city's emissions, we need to change the way we live and move and provide more transport options. The Council is working on a number of other priorities at the same time as developing these transport improvements.
Make bike lane protected	Comments expressing concern about the lack of separation between people on bikes and people driving.	The transitional nature of these improvements does not allow for widening roads. Separation has been provided where possible. In some circumstances, where the road corridor is narrow and the route is also being used by buses, we are unable to install separation as there is not enough physical space for buses.
More enforcement needed	Comments which suggest that more Council enforcement is needed (e.g. to remove cars from bike lanes, slow down people on bikes, increase signage)	The installation will be monitored after installation and if required, enforcement will be increased to address any issues that arise.
Only benefits people on bikes	Comments suggesting the proposal will only benefit people on bikes	The project will also benefit people walking, busing, and driving along the route. Walkers will benefit from lower traffic speeds and improved pedestrian crossings. Buses will benefit from better bus stops and fewer parked cars, which make it difficult to drive on Kenya Street. People driving will also benefit from having fewer cars parked in the traffic lane and fewer people riding bikes around those parked cars in the traffic lanes.
Scope of changes could be greater	Comments suggesting that the solution could be improved by doing more (e.g. make less compromises, remove more carparks, extend the solution further)	This project is part of a rapid roll-out of Wellington's bike network and focusses on interim improvements that can be delivered quickly. Materials used for this project include paint, signs and separators that bolt into the road, all of which can be adapted if required. Major work such as extensive kerb relocations, are out of scope for this transitional project, but the proposed designs will inform future permanent work,



		where further design changes and more extensive works may be considered (5-10 years' time). Some design compromises have been made, including taking a staged approach and retaining some parking in the downhill direction, to allow the business community time to adapt to the changes.
Specific design feedback	Comments that contain specific feedback to improve the proposed changes	Specific feedback is provided below.
Specific parking feedback	Comments that contain specific feedback on the type or duration of parking that should be considered in certain areas	Specific feedback is provided below.
Specific speed feedback	Comments that contain specific suggestions regarding more extensive speed limits in the area (e.g., reduce further, expand the zone etc)	Council is developing a citywide speed management programme which will consider further, more extensive speed changes along the full route as part of a city-wide speed management plan
Support for staged approach	Comments indicating support for the staged approach	No response required.
This will be good for business	Comments suggesting that the proposed changes will have a positive impact on businesses in the area	No response required.
This will connect the network	Comments expressing support for the changes because they help connect to the bike network	No response required.
This will encourage more people to bike	Comments suggesting that the proposed changes will encourage more people to bike	No response required.
This will make it safer	Comments advocating that the proposed changes will have a positive impact on safety	No response required.
Use alternative street for bike lane	Comments that advocate for an alternative street or route to be used	The bike network routes were planned and consulted on in 2021 and approved by council in March 2022.
WCC does not listen	Comments suggesting that the Council does not listen to or genuinely seek feedback	Council has worked with various members of the community and key stakeholders throughout the project to determine the operational needs and concerns of the area. Through this engagement we have made various changes to the design such as reducing speed on Cameron Street, introducing a staged



		approach with a clearway in front of some businesses on Kaiwharawhara Road, and creating a separate project to make improvements to the Kaiwharawhara Bridle Track. We will continue to review feedback and make adjustments as required.
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<b>Key</b>
Recommendation incorporated
Will be fed into different project
Out of scope of this project
Future section of bike network

#### Specific Design & Implementation Feedback

Feedback	Response
There should be a bike lane all the way along Kaiwharawhara road from the start.	The proposed 4-7pm clearway aims to immediately improve safety on Kaiwharawhara Road for the majority of people currently riding uphill on this route. The clearway will be changed to a separated cycleway all the way along this section in 2024. This staged approach gives local businesses and residents time to adapt to the change.
The crossing of Hutt Road should be improved.	Hutt Road is out of scope for this project, but this feedback will be passed on to LGWM who are currently planning improvements along Hutt Road.
There needs to be a safer way to turn into Cameron Street	There will be a raised median installed on the flush median leading up to the right turn lane into Cameron Street and this will provide protection for people on bikes waiting to turn into Cameron St.
Concern about safety when cycling down Kenya Street towards Ngaio.	Officers acknowledge the lack of road width on Kenya Street. Carparking is being removed in the uphill direction to provide separation while there is a significant speed differential between cars and bicycles. Sharrows will be installed in the downhill direction, where the speed differential is much less. Vehicle speeds are expected to be reduced further with the introduction of raised pedestrian crossings, and speed humps installed at both ends of Kenya St. The project will be monitored following installation and further changes may be made as part of permanent upgrades in the future.
Concern about the safety of cycling down Ngaio Gorge with traffic.	Officers acknowledge the concern that people may have cycling down Ngaio Gorge with traffic, however there is insufficient width in the road to provide separated cycling facilities in both directions. The speed differential is much less in the downhill direction, and there will be sharrows marked on the road to increase driver awareness of the presence



	of people on bikes and provide guidance on where people should ride in the lane. The speed limit may be lowered in future as part of a city-wide speed management programme.
Request for pedestrian crossing on Kaiwharawhara Road.	A pedestrian crossing on Kaiwharawhara Road is out of scope for this transitional project but will be investigated in five to ten years' time as part of permanent street transformation works.
Request to install concrete separators, rather than plastic ones.	Transitional cycleways, such as this one, are installed using more adaptable materials, which will be in place for 5-10 years before a permanent cycleway is built. The permanent cycleway will use concrete and other more permanent materials. The reason for using temporary materials is to build the bike network quicker and cheaper and be able to make changes following installation.
Remove Stage 2. Do not extend the clearway time.	The stage extending the clearway time from 4-7pm to 2-9pm has been removed. A full time separated cycleway will be installed in 2024 to encourage uptake, particularly for people who do not work office hours in the CBD. Parking tweaks, based on feedback, have been made on Kaiwharawhara Road to accommodate business concerns.
Extend the Stage 1 clearway time to 3:30-7pm. This would benefit people who cycle home between 3:30pm and 4pm.	70% of people cycling up Kaiwharawhara Road do so between 4pm and 7pm. Only 5% currently cycle up Kaiwharawhara Road between 3pm and 4pm. Some businesses on Kaiwharawhara Road currently close at 4pm. To help these businesses with the transition, officers recommend 4pm as a start time for the clearway.
Vegetation on Cameron Street is obscuring the street lights and making it harder to see some cyclists.	Council will ensure vegetation is carefully cleared around street lights to illuminate the cycle shoulder.
Vegetation on Cameron Street should be cut back behind the kerb line to allow for regrowth. And should be cut back often enough so that it doesn't encroach on the road below 2.2m.	Thank you for this suggestion. It will be passed on to the maintenance contractor.
Concern that sharrows will be slippery when wet.	High friction paint is used for sharrows and is not slippery when wet.
People cycle the Kaiwharawhara Bridle Track too fast, and before Council promotes greater use of this track improvements need to be made in the surface and signage.	Safety issues on the Kaiwharawhara Bridle Track will be addressed in two stages. In the first half of 2023, several minor improvements will improve the surface, apply pavement markings to slow speed and add signs where appropriate. Then in 5-10 years a more significant upgrade of the Track will



	be undertaken, at which point new barriers and surfacing widths will be investigated.
Remove the dividers separating the cycleway from the road as they reduce the cycleway to a 'single track' and create a hazard to cyclists.	Separators are being used where there is adequate road width to provide greater safety, and sense of safety, for people cycling. Where there is not adequate road width (much of Ngaio Gorge Road and Kenya Street, and all of Cameron Street) they will not be used.
Do not install speed humps or raise the pedestrian crossings on Ngaio Gorge Road or Crofton Road.	Speed humps, and raising the pedestrian crossings has the effect of slowing traffic down to safer speeds. This gives drivers more time to stop for pedestrians on the crossings, and slower speeds are proven to reduce harm when accidents do happen.
Dividers/separators mean that faster riders cannot pass slower riders.	The separators are 4 metres long, and have 4 metre gaps. This makes them permeable, which means people can ride around them if need be. There are also places where the separators have longer gaps – driveways, side roads, bus stops. There are also some sections that are wide enough for passing. Faster riders only need a little patience to pass safely.
Dividers/separators mean that debris will build up and block the cycleway.	The separators are being installed to have enough width for a sweeper to clear the cycleway.
Dividers/separators mean that people cannot ride two abreast.	None of these roads currently have the width required for people to ride safely side by side.
Speed humps and raised crossings will be uncomfortable for bus passengers.	Council officers are working with Metlink to ensure the design of humps and crossings does not unduly affect bus passengers.
The merge between the cycleway and the road needs to be better. Do not end it on a speed hump.	This design detail will be monitored and feedback sought from road users immediately after installation. Changes can be made if required.
No cycleway is needed on Crofton Road as the speed will be reduced to 30kph.	Traffic volumes on Crofton Road are high and the parking demand is low on the northern (uphill) side of the road. Therefore, a separated cycleway in the uphill direction, where speed differential is high, is the preferred option on Crofton Road.
Commuters park on Crofton Road and catch the train. Leave Crofton Road as it is or introduce a clearway from 7-8:30am.	The parking survey showed little commuter parking on Crofton Road. On key routes, the Council's Parking Policy prioritises the safe and efficient movement of people, particularly for walking and cycling. Commuter parking is low in the hierarchy of public road space reallocation but is provided at the Park and Ride car park at Ngaio train station



Sharpen some of the intersection corners to discourage high traffic speed.	Council officers have worked with designers and road safety auditors to identify corners that can be tightened. These include Cameron Street, Trelissick Cres and Crofton Road. Perth Street was unable to be tightened as buses turn into and out of this street. Ngaio roundabout is beyond the scope of this project but will be investigated in future.
Physical barriers are required to tighten the corner of Hutt Road slip lane and Kaiwharawhara Road.	Separators on the inside of this corner would likely be hit by articulated trucks. Kerb changes may be made by LGWM when they work on Hutt Road.
If the cycleway along Kaiwharawhara Road is not to be fully built until Stage 3 (early 2025), then the speed limit should be reduced to 30 kph.	Extensive speed changes will be considered as part of a wider speed management programme. The project is now proposed to be delivered in two stages, completed by 2024.
Speed on Ngaio Gorge Road should be dropped to 30 kph unless physical separation is added.	Physical separation cannot be added on the corner as buses require additional road width as they sweep around corners. More extensive speed changes will be considered as part of a wider speed management programme.
The cycle lane is too narrow on Ngaio Gorge Road and Kenya Street.	Road widening is out of scope for transitional projects and as this is a bus route, minimum lane widths are required. Either separation or a painted buffer have been used for the cycleway, as width allows.
Make all of Kenya Street 30kph and install two more speed humps.	The speed along Kenya Street, and other streets around Wellington, will be investigated as part of a wider speed management programme, which is separate from this project.
The Ngaio Gorge Road pedestrian crossing should be moved east to cross from the corner of Perth/Ngaio Gorge to the eastern corner of Trelissick/Ngaio Gorge Rd.	This would be too close to the corner of Perth Street to be feasible as this is a bus route.
Install a roundabout at the Kenya Street/Ngaio Gorge Road/Trelissick Crescent to improve safety.	There is not sufficient road space to provide a roundabout with suitable deflection without significant work, which is out of scope for a transitional project. Also, while roundabouts improve traffic efficiency and safety for motor vehicles, they are less safe for people cycling and can be less accessible for pedestrians. Note that speeds at this intersection will be lower after the nearby speed humps have been installed.
Extend the 30km/hr zone to include the pedestrian crossing on Waikowhai St just south of the Ngaio roundabout.	Waikowhai Street is out of scope for this project, but a speed change will be investigated as part of the city-wide speed management programme currently underway.



Need cycle counters at the relevant points along this route to see what affect the changes have made on uptake in cycling.	Permanent cycle counters were installed on Kaiwharawhara Road in October. Temporary counters can be installed at various locations as needed.
Sharrows are of no value.	A trial by Waka Kotahi concluded that sharrows have a small safety benefit. Speed along the route may be reduced as part of Wellington's Speed Management Programme, and this would have a further safety benefit. Sharrows also help people new to cycling identify the cycle route, thus encouraging mode shift.
Downhill shared traffic spaces need more work to protect riders from car door zones.	Council will investigate an education campaign to encourage people riding downhill to 'claim the lane'. Speeds are likely to be reduced as part of a citywide speed management programme.
The Crofton Road / Ottawa Street roundabout is a significant hazard for riders.	The speed will be reduced from 50kph to 30kph as part of this project. Physical changes to this roundabout are out of scope for this project but will be investigated as part of a future project (Ngaio to Karori in 2024).
Provide downhill cycle lanes	There is not enough road space to install cycle lanes in both directions. The cycle lane is being installed in an uphill direction because the speed difference between people cycling and driving uphill is much greater than the speed difference between people cycling and driving downhill
Build loading zones on road reserve.	Building loading zones on road reserve is out of scope for transitional projects. However, council has investigated designating loading zones on the existing road. One will be installed at 55 Kaiwharawhara Road.
Road humps must not be too steep.	Road humps will be carefully designed so that they reduce traffic speed without causing too much inconvenience to road users.
A 4-7pm clearway won't work for kids or others.	The 4-7pm clearway will only last for Stage 1 (mid 2023 to 2024) and is designed to give Kaiwharawhara businesses time to adjust to the new road layout.
Kenya Street is too tight at the top and cars are going too fast. Suggest the designers get people on bikes and cars together earlier. Use sharrows and stop cars passing cyclists.	The improvements at the top of Kenya Street will slow traffic speeds and provide space for cyclists outside the traffic lane as they go around the corner.
Only need a clearway on Kenya Street for commuter cyclists. Every single house on that side of the street has off street parking, so a clearway would not cause too much inconvenience.	Because all the houses on the uphill (eastern) side of Kenya Street have off street parking, a clearway is not needed.



Propose clearway from 6am to 9:30am on Kenya St so that people can go to events at Ngaio Union Church.	The church has almost finished significant works and will soon have 16 off street parks available for visitors. Council officers recommend that Ngaio Union Church are best placed decide for themselves how to prioritise their off-street car parks based on the needs/ability of their visitors. Not all visitors will need a park close to the church.
Cycleways will make it harder for tradies to do their job. Just have clearways so tradies have a park during the day and don't have to walk long distances with heavy loads.	There are many places along this cycleway for tradies to park. Every house adjacent to the cycleway on Crofton Road, Kenya Street and Cameron Street has off-street parking. Most businesses on Kaiwharawhara Road have off street parking, or are not affected by the cycleway. In some case, where, major works are required, a business can apply for a temporary traffic management plan to occupy road space (including a cycle lane) as required.

#### Specific feedback on parking allocation

Feedback	Response
Council should purchase land and build more car parks/loading zones.	Purchasing land to build car parks is out of scope of this project and contrary to the council parking policy.
The P60 car parks at the bottom of Cameron Street on the downhill section between the entrance to Te Rau Ora and Kaiwharawhara Road should be removed. They are a hazard for cyclists and vehicles alike as downhill traffic is forced to cross the centre line.	These two car parks will be removed. The four angle parks on the other side of Cameron Street will not be changed to parallel parks, but the line of flax will be removed so that utes parking in them do not stick out into the street.
The parking survey includes private rights of way (Curnow Street, Sargeson Way, Marsh Way).	The draft parking management plan will be updated to reflect this before it is finalised. This is a technical change that will not make any difference to the design of Cameron Street improvements as all Cameron Street residents have off street parking. Note that the council has recently installed a 'Private Road' sign at start of these roads.
Cars parked outside Hanging Around create a dangerous pinch point. Cars and trucks should not be parked on this narrow section of road.	The clearway from 4-7pm will improve safety for 70% of people currently cycling past this pinch point. In 2024, car parking will be removed and the cycleway completed.
Removing car parks in Kaiwharawhara Road will cause more people to park in Cameron Street.	Cameron Street residents will not be significantly impacted by an increase in visitors/commuters parking their vehicles on the street because they all have off street parking. Also, there will be P24 parking restrictions



	introduced to Cameron Street, which will discourage long-term visitors storing cars on the street.
If I cannot find a park near Cameron Street then I will continue driving my car into the CBD, rather than parking and cycling into town.	There are several other options for parking within cycling distance of the CBD.
Do not remove the car parks from 43 to 53 Kenya Street. There is a lack of parking on upper Kenya Street.	The road width outside 43-53 Kenya Street is constrained and the car parks need to be removed to provide safe space for two lanes of traffic and one cycle lane. This will also provide better access for buses driving up to the bus stop. Furthermore, the parking management plan shows that there are sufficient parking spaces on and around Kenya Street.
Install no stopping restrictions on one side of Trelissick Cres and make it a 30 kph zone. Also install a footpath.	Trelissick Cres is out of scope for this project, however, these suggestions will be passed to the relevant teams within council. Speed changes on this street will be considered as part of the city-wide speed management planning work.
Install signage advising vehicles leaving the Kaiwharawhara business area of cyclists being present	Signs and/or pavement markings will be installed at busy business driveways.
The narrow cycle shoulder up Cameron Street is not good enough.	The 'cycle shoulder' will effectively guide people to the Kaiwharawhara Bridle Track and will be supported by wayfinding signs. It is a trial for narrow roads where there is not enough road width for a cycle lane or a separated cycleway. The vegetation will be trimmed to improve visibility.
Do not change the angle parks at the bottom of Cameron Street. These are on private road.	An amendment has been made to remove any significant changes to these car parks. Council will work with the land owner to extend the size of these parks so that large vehicles do not stick out onto the road when parked.
WCC should help property owners with off-street parking by waiving consent fees to allow them to build car pads/garages/carports on their properties	There is a process in place for property owners to explore the options of building a car park on road reserve. However, it is counter to several council strategies to encourage or subsidise this. The council is working towards greening the city, reducing storm water runoff from hard surfaces, reducing the need for car ownership, reducing greenhouse gas emissions from private cars, and allowing more people to walk, bike and bus.
Make loading zone at 55 Kaiwharawhara Road permanent so that businesses can continue and grow.	A 20-metre long 7-4pm P10 loading zone at 53-55 Kaiwharawhara Road will be installed.
If all the parking is removed on the northern side of Crofton Road then people on their way to the city will not stop at the Crofton Road Dairy. This would have a significant impact on business.	A minor amendment has been made to enable three P10 car parks to be installed diagonally opposite the Crofton Road Dairy. People riding from the Ngaio roundabout will now stay in the traffic lane for an extra 40



	metres before the cycleway begins and this will create the space needed for the three P10 car parks.
Either retain the 4 car parks outside 54 – 58 Kenya Street or move the bus stop south along the road and install a new car park outside 52 Kenya Street.	An amendment has been made to move the bus stop and install one new unrestricted car park outside 52 Kenya Street.

#### Alternative Suggestions

Feedback	Response
The cycleway should go up Old Porirua Road instead of Ngaio Gorge Road.	Old Porirua Road is significantly steeper than Ngaio Gorge Road. This means that most people would just continue to cycle up Ngaio Gorge Road, as it is a preferable climbing gradient for cycling. Furthermore, the routes for the bike network were consulted on in 2021 and approved by council in March 2022. For further information, see <a href="https://www.transportprojects.org.nz/current/bikenetwork/">https://www.transportprojects.org.nz/current/bikenetwork/</a>
The cycleway should go along School Road instead of the first 150 metres of Kaiwharawhara Road.	People would not be able to safely get from the Hutt Rd Cycle Path to School Road as the traffic lights on the Hutt Road do not align with School Road. Kaiwharawhara Road was also confirmed as part of the Bike Network in March 2022.
A new path should be built from Kaiwharawhara Park up through the bush to Khandallah.	The terrain from Kaiwharawhara Path up through the bush is far too steep to build a cycleway at adequate gradients. And building extensive off-road infrastructure is beyond the scope of these quick-build cycleway projects.
For cycle safety at Kenya Street/Ngaio Gorge Road/Trelissick Crescent, northbound cyclists should be directed into Trelissick Crescent to perform a hook turn, crossing Trelissick Crescent and riding back out to Kenya Street.	Most people will take the shortest route, whether they are walking, driving or cycling. The shortest route, as designed, has been through two road safety audits and reviewed by a WCC safety engineer. It is considered safer than the existing situation.



## TR180-22 Ngaio Transitional bike and pedestrian improvements.

Kia ora,

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

### Proposal:

Reference	TR180-22 Ngaio Transitional Cycleway. Proposed cycle lanes, new pedestrian crossings and parking changes.
Location – where we propose to make the change	<ul style="list-style-type: none"><li>• Kaiwharawhara Road, Old Porirua Road, Ngaio Gorge Road, Kenya Street, Crofton Road, Cameron Street, Sargeson Way, Marsh Way.</li><li>• Suburbs of Kaiwharawhara and Ngaio, Wellington.</li></ul>
What we'd like to do	<p>Proposed changes along Kaiwharawhara Road will be made over three stages (2023, 2024, and 2025) to give people using this route and local businesses time to adapt to these proposed changes.</p> <p><b>Kaiwharawhara Road</b></p> <ul style="list-style-type: none"><li>• Install a 4pm-7pm, 7 days Clearway on the southern side of Kaiwharawhara Road for 145 metres (from Hutt Road to No.25 Kaiwharawhara Road) in 2023.</li><li>• Install 320 metres of cycle lane from No.25 Kaiwharawhara Road to No.53 Kaiwharawhara Road (Capital Auto Electrics Ltd) in 2023 where there is currently unrestricted parking.</li><li>• Install a P10 loading zone with a Clearway from 4pm-7pm, 7 days, for 30 metres outside Nos.53 and 55 Kaiwharawhara Road (Capital Auto Electrics Ltd and Hanging Around) in 2023 where there is currently unrestricted parking.</li><li>• Install four P30 carparking spaces with a Clearway from 4pm-7pm, Monday to Sunday on Kaiwharawhara Road (west of the loading zone outside No.57 Kaiwharawhara Road) in 2023 where there are currently unrestricted parking spaces.</li><li>• Install a cycle lane and No Stopping Restriction with broken yellow lines, (BYLs) in 2023 from the new P30 carparks on Kaiwharawhara Road along the remainder of the southern side of Kaiwharawhara Road westward to the slip stabilisation work. This work will tie in with 480 metres of cycle lane being built as part of the Ngaio Gorge slip stabilisation work (due for completion in Dec 2022).</li><li>• In January/February 2024, we are proposing to extend the Clearway times on the southern side of Kaiwharawhara Road (from Hutt Road to No.25 Kaiwharawhara Road and from Nos.53 to 57 Kaiwharawhara Road from 4pm-7pm to 2pm-9pm to increase the safety benefits to cyclists while continuing to give businesses time to adapt to the changes.</li></ul>



- In January/February 2025, we are proposing to install cycle lanes on the two sections of clearway along Kaiwharawhara Road outlined above (from Hutt Road to No.25 Kaiwharawhara Road and Nos.53 to 57 Kaiwharawhara Road).
- In January/February 2025, install 5metres of No Stopping Restriction (BYLs) section outside No.19 Kaiwharawhara Road where a new pedestrian crossing will be built (2023).
- In January/February 2025, install 8.5metres of No Stopping Restriction (BYLs) section outside No.24-28 Kaiwharawhara Road where a new pedestrian crossing will be built (2023).

## **Old Porirua Road**

- Install No Stopping Restriction (BYLs) for 8 metres extending from the limit line where Old Porirua Road meets Kaiwharawhara Road (2023).

## **Ngaio Gorge Road**

- Install an uphill cycle lane with No Stopping Restriction (BYLs) for 950 metres from the bottom of Ngaio Gorge Road to the intersection with Trelissick Cres at Kenya Street (2023).
- Install a raised pedestrian crossing between No.5 and No.7 Ngaio Gorge Road (2023).

## **Kenya Street and Crofton Road (2023)**

- Install 700 metres of cycle lane in the uphill direction, from Waikowhai Street roundabout westward to Crofton Road and extending along Kenya Street (heading towards the city).
- Install No Stopping Restriction (BYLs) for 36 metres on the bend outside Nos.54, 56, and 58 Kenya Street extending to the existing bus stop by removing 4 unrestricted carparks.
- Install No Stopping Restriction (BYLs) to replace an existing P30 carpark outside No.2 Kenya Street outside a Takeaways shop.
- Convert one unrestricted carpark space to a P10 carpark outside No.6 Kenya Street.
- Extend the Ngaio Village 30 kph speed limit zone by 337 metres from No.11 Ottawa Road to No.6 Kenya Street.

## **Cameron Street (2023)**

- Convert four unrestricted carparks outside No.6 Cameron St to four P60 carparks.
- Convert seven unrestricted carparks outside Nos.8 – 14 Cameron Street to six P120 carparks
- Convert two metres of kerb space to a no stopping section at the existing kerb ramp in front of 10 Cameron Street (opposite Fore St).
- Convert 39 unrestricted carparks from Nos.16 – 60 Cameron Street to 39 P24hr carparks.



## We are proposing a change in your area

	<ul style="list-style-type: none"> <li>• Install No Stopping Restriction (BYLs) <ul style="list-style-type: none"> <li>○ around the corner of Cameron Street into Sargeson Way for a length of 15 metres and</li> <li>○ around the corner of Sargeson Way into Marsh Way for a length of 15 metres and</li> <li>○ around the corner of Marsh Way into Cameron Street for a length of 14 metres.</li> </ul> </li> <li>• Install No Stopping Restriction (BYLs) on both sides of the narrow section of Cameron St from No.60 Cameron Street to Brasch Way for a length of 35 metres.</li> <li>• Convert four angle P60 carparks at the bottom of Cameron Street on the western side to 2 parallel P60 carparks.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• This primary bike route is part of the Wellington Bike Network, which was approved by council in March 2022.</li> <li>• This route will support the strategic goals outlined in the Long-Term Plan, the Regional Land Transport Plan and Te Atakura by improving safety, improving travel options and enabling a reduction in transport-generated carbon emissions.</li> <li>• This proposal connects the Hutt Road Cycleway to the suburbs of Ngaio, Crofton Downs and Khandallah.</li> <li>• These changes will make it safer for more people to bike/scoot between these suburbs and Wellington City and walk locally.</li> <li>• It takes approximately 20 minutes to ride into the CBD from Ngaio, and 25-30 minutes from the CBD to Ngaio.</li> <li>• The route improvements include safer pedestrian facilities across Kaiwharawhara Road, Ngaio Gorge Road and Crofton Road.</li> <li>• A new solid median pedestrian refuge will be installed on Kaiwharawhara Road for pedestrians to cross near Cameron St.</li> <li>• There will be a new raised pedestrian zebra crossing installed at the top of Ngaio Gorge Road near the bus stops.</li> <li>• The existing pedestrian zebra crossing at the bus stop on Crofton Road will be raised.</li> <li>• The changes on Kaiwharawhara Road will be made over three stages – mid-2023, early-2024, and early-2025 – to give residents and businesses time to adjust to the relocation and removal of carparks on one side of the road.</li> <li>• Affected landowners will be notified two weeks before the work in 2023, 2024 and 2025 begins.</li> <li>• These changes have been developed through the business case process and have involved initial engagement with residents and businesses along the route.</li> </ul>



## We are proposing a change in your area

### Impact

- Net parking impact
  - removal of 51 carparking spaces on Kaiwharawhara Road (five P30 and 26 unrestricted), taking maximum occupancy from a current peak of 84% to a predicted new peak of 100%.
  - removal of one P30 parking space on Kenya Street
  - installation of one P10 parking space on Kenya Street
  - removal of 59 unrestricted parking spaces on Kenya Street, taking maximum occupancy from a current peak of 41% to a predicted new peak of 87%.
  - removal of 16 unrestricted parking spaces on Crofton Road (assessed low impact).
  - removal of two P60 car parks on Cameron Street
  - convert four unrestricted carparks to four P60 carparks on Cameron Street
  - convert seven unrestricted carparks to six P120 carparks on Cameron Street
  - convert 39 unrestricted carparks to 39 P24hr carparks on Cameron Street
  - Note: Cameron St is not expected to exceed 85% occupancy
  - removal of one unrestricted car park at the bottom of Old Porirua Road.
- The impact on people driving along this principal route will be improved traffic efficiency and safety.
- Pedestrian impact is positive: The impact on pedestrians will be improved safety and accessibility due to two new crossings and one existing crossing being upgraded.
- Business impact will vary depending on where they are:
  - On Crofton Road the impact will be low as parking will be retained directly outside the businesses and alternative parking is available nearby.
- Kaiwharawhara Road businesses in the uphill (Ngaio bound) direction will have the on-street parking adjacent to their premises removed between 2023 and 2025. The staged approach to delivery of this project is aimed at minimising the impact to businesses and giving them time to find alternative parking, including optimising private land in the area, make any operational changes that reduce the need for on-street parking and consider how staff and customers can access premises via other modes of transport.
- The impact on public transport will be improved access to bus stops and improved efficiency for buses, which currently have difficulty on narrow parts of Kenya Street when cars are parked on both sides of the street leaving less than 6 metres width for two lanes of traffic.
- Impact on parking revenue will be none.
- The impact on people cycling or wanting to cycle will be a safer and more attractive route.



# We are proposing a change in your area

<p><b>How this relates to the parking policy</b></p>	<ul style="list-style-type: none"> <li>• Supports mode shift to using active modes (e.g., walking and cycling) and public transport through improved street design and parking management</li> <li>• Supports safe movement – facilitates the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> <li>• A parking management plan was undertaken to inform the design of these changes and feedback from the community has subsequently been incorporated into the proposed parking changes.</li> <li>• As outlined in the Parking Policy 2020, short term and residents parking has been prioritised over commuter parking which is the lowest priority for road space allocation.</li> </ul>
<p><b>Additional Information</b></p>	<ul style="list-style-type: none"> <li>• This Ngaio to City project is a key initiative to deliver on several strategic plans for the city, including the Long-Term Plan, Te Atakura (Climate Action Plan) and Paneke Pōneke (Wellington Bike Network Plan)</li> <li>• The improvements are being made using lower cost, adaptable materials that can be tweaked based on public feedback, and data, once these initial installations are in place.</li> <li>• Designs were developed by technical experts and with input from the community. A technical working group helped to ensure project objectives were met without compromising road safety, within a constrained road corridor.</li> <li>• Average daily traffic count – 12,400 AADT on Kaiwharawhara Road, 9,800 AADT on Ngaio Gorge Road, 8,000 AADT on Kenya Street, 690 AADT on Cameron Street.</li> <li>• It is proposed that these changes will be complemented by an extension of the existing 30kph zone on Ottawa Road in Ngaio Village, to Ngaio Roundabout and up Crofton Road. The existing 30kph zone is 305 metres long, and the proposed extension is 320 metres long. This speed change is being consulted on as part of this Traffic Resolution process, but will follow the alternative method for setting speed limits outlined in the Setting the Speed Limit Rule 2022. Submissions received on the speed limit change will be considered before a final decision by the Director of Land Transport, Waka Kotahi is made on the proposed speed limit change.</li> <li>• It is also proposed to reduce the speed limit from 50kph to 30kph on the whole of Cameron Street (525 metres long). This speed change is being consulted on as part of this Traffic Resolution process, but will follow the alternative method for setting speed limits outlined in the Setting the Speed Limit Rule 2022. Submissions received on the speed limit change will be considered before a final decision by the Director of Land Transport, Waka Kotahi is made on the proposed speed limit change.</li> <li>• Annual parking revenue impact - none</li> <li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 31 October 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>



## We are proposing a change in your area

	<ul style="list-style-type: none"> <li>The improvements proposed in this Traffic Resolution are the result of an options analysis. The options analysis report, along with other supporting material such as a parking management plan, safety audits, etc, can be found here: <a href="https://www.transportprojects.org.nz/current/ngaio-connection/">https://www.transportprojects.org.nz/current/ngaio-connection/</a></li> </ul>
Feedback	<ul style="list-style-type: none"> <li>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 <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:ngaioconnections@wcc.govt.nz">ngaioconnections@wcc.govt.nz</a> <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 31 October 2022 and finishes at 5.00 pm Monday 21 November 2022.</b></li> <li>What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office.</li> </ul>
	<ul style="list-style-type: none"> <li>Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> </ul>
Next Steps	<ol style="list-style-type: none"> <li>Feedback will be collated, and the proposal will be presented to a Council committee in December 2022.</li> <li>The committee meeting date and time will be confirmed after 17 November. Council Officers will update submitters on the committee meeting details.</li> <li>If approved, the proposal will be installed within the following three years.</li> </ol>



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





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



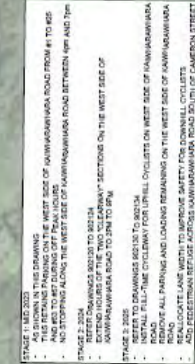


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**Absolutely Positively**  
**Wellington City Council**  
 100 Balliol St, Porirua

**DESIGNER**

**isthmus.**  
Boulton-Taylor

**DATE**



28/03/2020

REV	DESCRIPTION	DATE	BY	CHKD	APP'D
01	NEW DETAILED DESIGN	28/03/2020	AK/AD		
02	REVISED DESIGN	28/03/2020	AK/AD		

**DATE**

28/03/2020

**DESIGNER**

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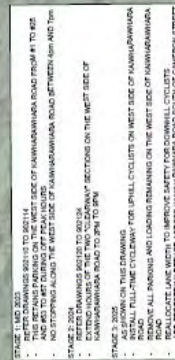


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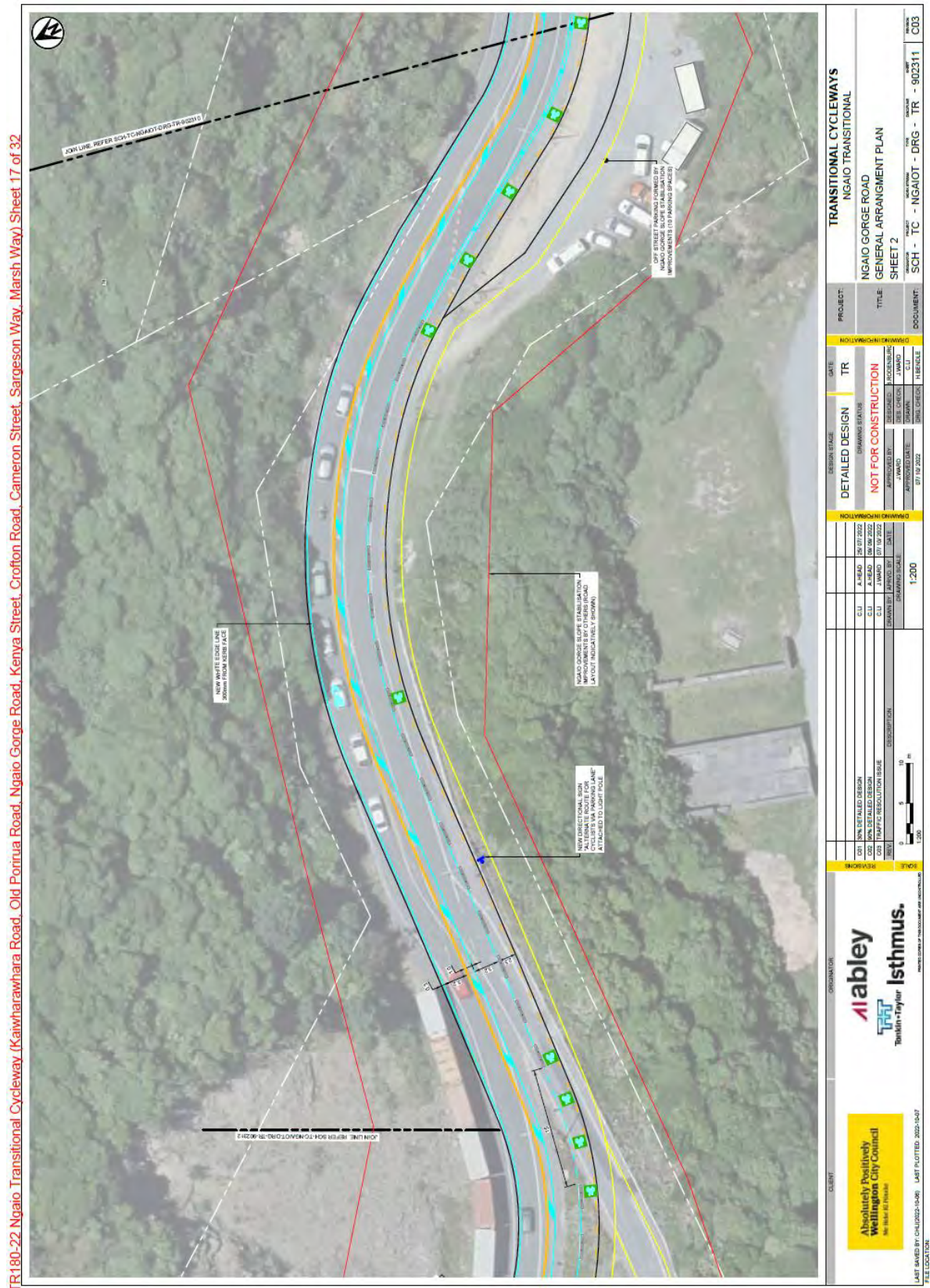
**Absolutely Positively  
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Me Heke Ki Pōneke

## Me Heke Ki Pōneke





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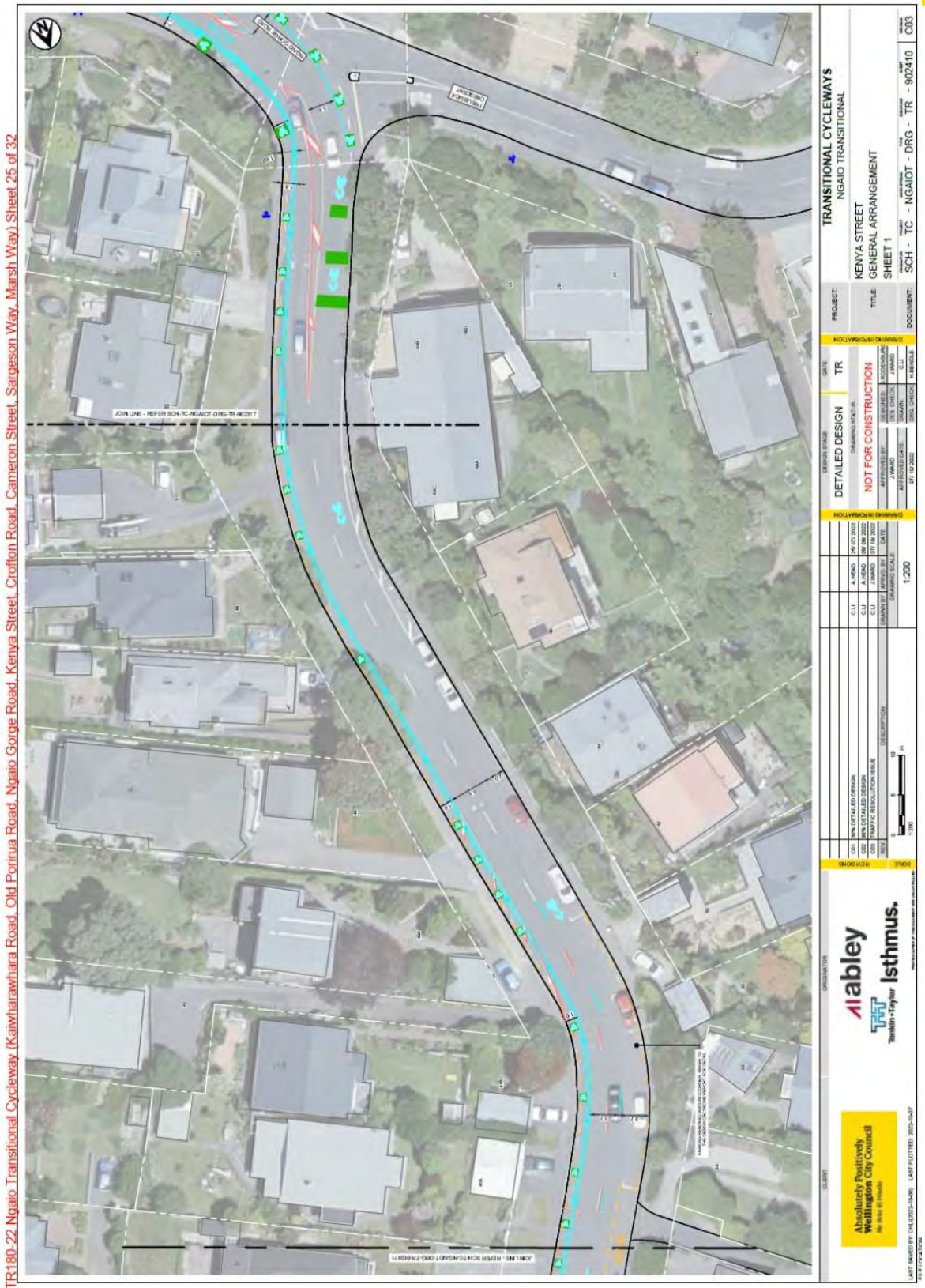
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We are proposing a change in your area

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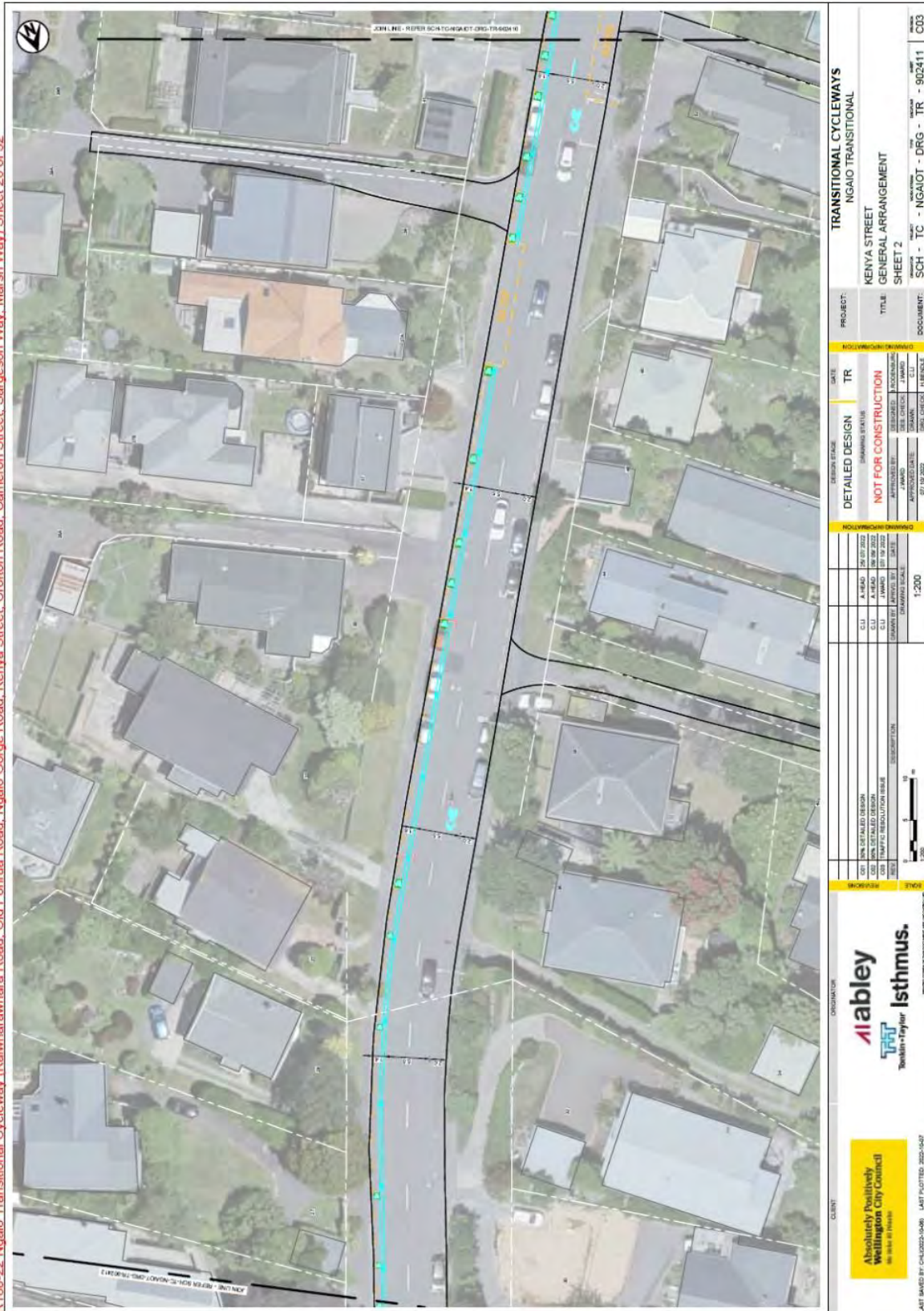




# We are proposing a change in your area

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TR180-22 Ngaio Transitional Cycleway (Kaiwharawhara Road, Old Porirua Road, Ngaio Gorge Road, Kenya Street, Crofton Road, Cameron Street, Sargeson Way, Marsh Way) Sheet 26 of 32

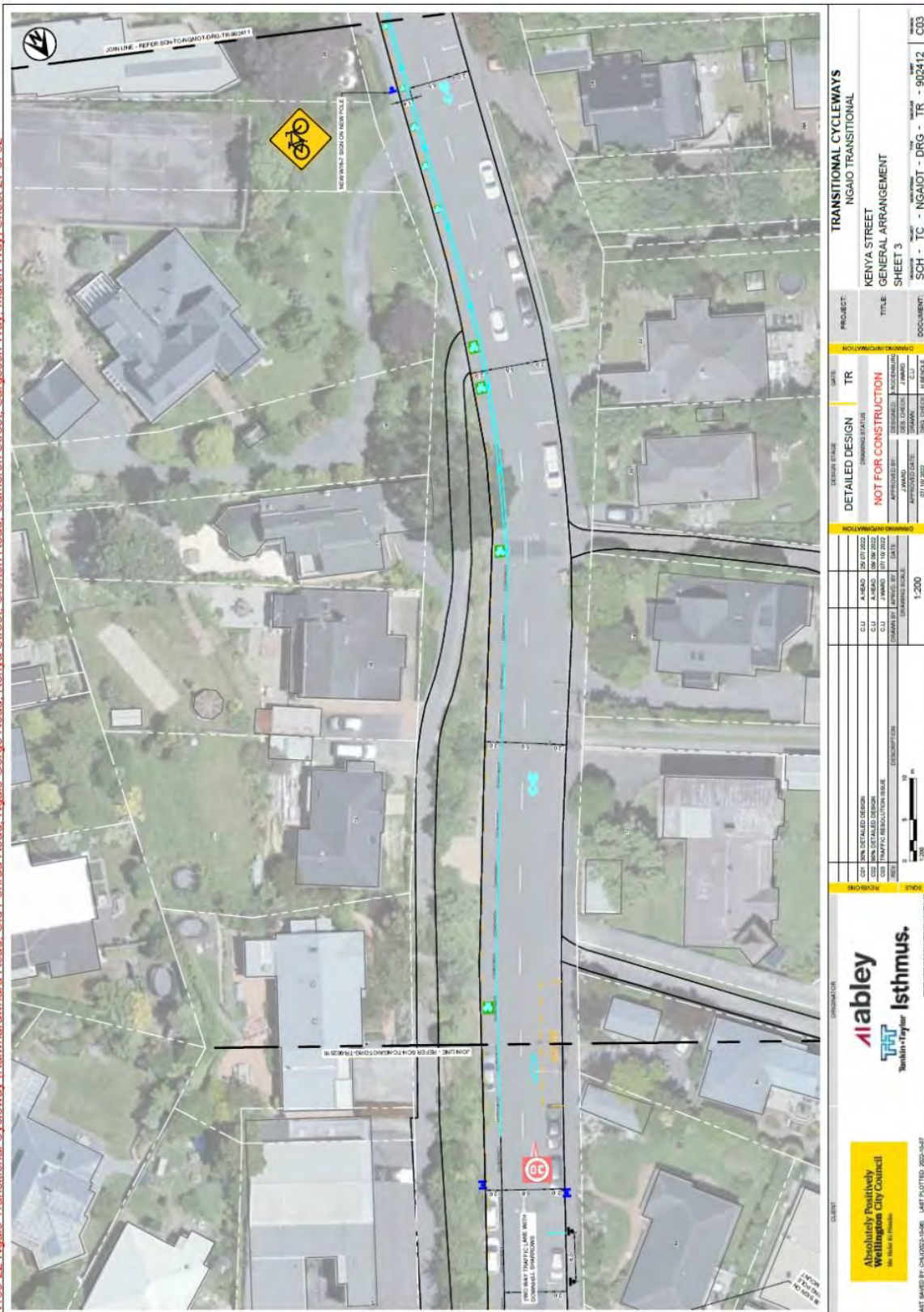




# We are proposing a change in your area

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Me Heke Ki Pōneke

TR180-22 Ngāio Transitional Cycleway (Kaiwharawhara Road, Old Porirua Road, Ngāio Gorge Road, Kenya Street, Crofton Road, Cameron Street, Sargeson Way, Marsh Way) Sheet 27 of 32





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**Absolutely Positively  
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**CLIENT**

**Absolutely Positively  
Wellington City Council**  
No Profit & No Dividend

**ORIGINATOR**

**abley**

**TTT**

Timberlin - Taylor

**TRANSITIONAL CYCLEWAYS**

**NGAIO TRANSITIONAL**

**TO LEFT POLE**

**PROJECT**

**CROFTON ROAD**

**GENERAL ARRANGEMENT**

**SHEET 4**

**DATE**

**19/05/2022**

**DESIGN STAGE**

**TR**

**NOT FOR CONSTRUCTION**

**DATE**

**19/05/2022**

**PROJECT**

**CROFTON ROAD**

**GENERAL ARRANGEMENT**

**SHEET 4**

**DESIGN STAGE**

**TR**

**NOT FOR CONSTRUCTION**

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**19/05/2022**

**PROJECT**

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**DATE**

**19/05/2022**

**PROJECT**

**CROFTON ROAD**

**GENERAL ARRANGEMENT**

**SHEET 4**

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

TR180-22 Ngaio Transitional Cycleway (Kaiharawhara Road, Old Porirua Road, Ngaio Gorge Road, Kenya Street, Crofton Road, Cameron Street, Sargeson Way, Marsh Way) Sheet 12 of 32





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





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





# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Kaiwharawhara Road</b>	P30	South side, commencing 98 metres west of its intersection with Hutt Road and extending in a westerly direction following the southern kerbline for 5.5 metres.
<b>Kaiwharawhara Road</b>	P30	South side, commencing 108 metres west of its intersection with Hutt Road and extending in a westerly direction following the southern kerbline for 5.5 metres.
<b>Kaiwharawhara Road</b>	P30, Monday - Sunday, 9:00am - 6:00pm	North side, commencing 6 metres from its intersection with Cameron Street and extending in an easterly direction following the northern kerbline for 32 metres.
<b>Cameron Street</b>	P60	North side, commencing 30 metres east of its intersection with Kaiwharawhara Road (Grid Coordinates x= 1749805.8 m, y= 5430949.9 m), and extending in a south-easterly direction following the northern kerbline for 19 metres. (4 angle and 1 parallel parking space)
<b>Kenya Street</b>	P30	East side, commencing 16 metres south of its intersection with Crofton Rd and extending in a southerly direction for 7 metres

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

Column One	Column Two	Column Three
<b>Kaiwharawhara Road (Stage 1, 2023)</b>	P30, Monday - Sunday, 7:00pm - 4:00pm (next day)	West side, commencing 23m northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 8 metres.
<b>Kaiwharawhara Road (Stage 1, 2023)</b>	P30, Monday - Sunday, 7:00pm - 4:00pm (next day)	West side, commencing 61 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 58 metres.



# We are proposing a change in your area

<b>Kaiwharawhara Road (Stage 1, 2023)</b>	P30, Monday - Sunday, 7:00pm - 4:00pm (next day)	West side, commencing 128.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 20.5 metres.
<b>Kaiwharawhara Road (Stage 1, 2023)</b>	P30, Monday - Sunday, 7:00pm - 4:00pm (next day)	West side, commencing 531 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 23.5 metres.
<b>Kaiwharawhara Road (Stage 2, 2024)</b>	P30, Monday - Sunday, 9:00pm - 2:00pm (next day)	West side, commencing 23m northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 8 metres.
<b>Kaiwharawhara Road (Stage 2, 2024)</b>	P30, Monday - Sunday, 9:00pm - 2:00pm (next day)	West side, commencing 61 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 58 metres.
<b>Kaiwharawhara Road (Stage 2, 2024)</b>	P30, Monday - Sunday, 9:00pm - 2:00pm (next day)	West side, commencing 128.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 20.5 metres.
<b>Kaiwharawhara Road (Stage 2, 2024)</b>	P30, Monday - Sunday, 9:00pm - 2:00pm (next day)	West side, commencing 531 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 23.5 metres.
<b>Kaiwharawhara Road (Stage 1 and 2, 2023 and 2024)</b>	P30, Monday - Sunday, 9:00am - 6:00pm	East side, commencing 8.5 metres southeast of its intersection with Cameron Street (Grid Coordinates X = 1749812.587m, Y = 5430942.588m) and extending in a southeasterly direction following the eastern kerbline for 32 metres.



# We are proposing a change in your area

<b>Kaiwharawhara Road (Stage 3, 2025)</b>	<b>P30, Monday - Sunday, 9:00am - 6:00pm</b>	East side, commencing 25.5 metres southeast of its intersection with Cameron Street (Grid Coordinates X = 1749812.587m, Y = 5430942.588m) and extending in a southeasterly direction following the eastern kerbline for 15 metres.
<b>Cameron Street</b>	<b>P60</b>	South side, commencing 31 metres east of its intersection with Kaiwharawhara Road (Grid Coordinates X = 1749812.587m, Y = 5430942.588m) and extending in an easterly direction following the southern kerbline for 48 metres.
<b>Cameron Street</b>	<b>P120</b>	South side, commencing 84 metres east of its intersection with Kaiwharawhara Road (Grid Coordinates X = 1749812.587m, Y = 5430942.588m) and extending in an easterly direction following the southern kerbline for 36 metres.
<b>Cameron Street</b>	<b>P24hr</b>	South side, commencing 144 metres east of its intersection with Kaiwharawhara Road (Grid Coordinates X = 1749812.587m, Y = 5430942.588m) and extending in an easterly direction following the southern kerbline for 367 metres.
<b>Cameron Street</b>	<b>P24hr</b>	North Side, commencing 75m east of its intersection with Marsh Way (Grid coordinates x=1750015.56 y=5431061.32) and extending in an easterly direction following the northern kerb line for 146 metres.
<b>Cameron Street</b>	<b>P60</b>	North side, commencing 30 metres east of its intersection with Kaiwharawhara Road (Grid Coordinates x= 1749805.8 m, y= 5430949.9 m) and extending in a south-easterly direction following the northern kerbline for 19 metres.
<b>Kenya Street</b>	<b>P10</b>	North side, commencing 38.5 metres southwest of its intersection with Crofton Road (Grid Coordinates X = 1748584.45m, Y = 5431770.779m) and extending in a southwesterly direction following the northern kerbline for 6 metres.



# We are proposing a change in your area

## Delete from Schedule B (Class restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Kaiwharawhara Road</b>	Bus Stop – At All Times	South side 296.5m from its intersection with Hutt Road and extending in a westerly direction for 12m
<b>Kenya Street</b>	Bus Stop – At All Times	East side, commencing 190 metres north of its intersection with Ngaio Gorge Road and extending in a northerly direction following the eastern kerbline for 24.5 metres.
<b>Kenya Street</b>	Bus Stop – At All Times	West side, commencing 148.5 metres north of its intersection with Trelissick Cres and extending in a northerly direction following the western kerbline for 14.5 metres.

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

Column One	Column Two	Column Three
<b>Kaiwharawhara Road</b>	Bus Stop – At All Times	West side, commencing 50 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 11 metres.
<b>Kaiwharawhara Road</b>	Bus Stop – At All Times	West side, commencing 289 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 11.5 metres.
<b>Kaiwharawhara Road</b> <b>(Stage 1, 2023)</b>	Loading Zone P10, Monday - Sunday, 7:00pm - 4:00pm (next day)	West side, commencing 488.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 21.5 metres.
<b>Kaiwharawhara Road</b> <b>(Stage 2, 2024)</b>	Loading Zone P10, Monday - Sunday, 9:00pm - 2:00pm (next day)	West side, commencing 488.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 21.5 metres.



## We are proposing a change in your area

<b>Ngaio Gorge Road</b>	<i>Bus Stop – At All Times</i>	South side, commencing 134.5 metres west of its intersection with Kaiwharawhara Road (Grid Coordinates X = 1749066.529m, Y = 5431182.391m) and extending in a westerly direction following the southern kerbline for 15 metres.
<b>Ngaio Gorge Road</b>	<i>Bus Stop – At All Times</i>	South side, commencing 364 metres west of its intersection with Kaiwharawhara Road (Grid Coordinates X = 1749066.529m, Y = 5431182.391m) and extending in a westerly direction following the southern kerbline for 13 metres.
<b>Ngaio Gorge Road</b>	<i>Bus Stop – At All Times</i>	South side, commencing 14 metres west of its intersection with Trellissick Crescent (Grid Coordinates X = 1748444.224m, Y = 5431277.491m) and extending in a westerly direction following the southern kerbline for 15 metres.
<b>Kenya Street</b>	<i>Bus Stop – At All Times</i>	North side, commencing 143.5 metres north of its intersection with Trellissick Crescent (Grid Coordinates X = 1748383.625m, Y = 5431327.364m) and extending in a northerly direction following the northern kerbline for 15 metres.
<b>Kenya Street</b>	<i>Bus Stop – At All Times</i>	South side, commencing 178.5 metres north of its intersection with Ngaio Gorge Road (Grid Coordinates X = 1748394.214m, Y = 5431321.551m) and extending in a northerly direction following the southern kerbline for 14.5 metres.

Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Kaiwharawhara Road</b> <b>(Stage 1, 2023)</b>	<b>Clearway, Monday to Friday, 4:00pm - 7:00pm</b>	West side, commencing at its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 50 metres.
<b>Kaiwharawhara Road</b> <b>(Stage 1, 2023)</b>	<b>Clearway, Monday to Friday, 4:00pm - 7:00pm</b>	West side, commencing 61 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 228 metres.



## We are proposing a change in your area

<b>Kaiwharawhara Road</b> (Stage 1, 2023)	Clearway, Monday to Friday, 4:00pm - 7:00pm	West side, commencing 300.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 390.5 metres.
<b>Kaiwharawhara Road</b> (Stage 2, 2024)	Clearway, Monday to Friday, 2:00pm - 9:00pm	West side, commencing at its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 50 metres.
<b>Kaiwharawhara Road</b> (Stage 2, 2024)	Clearway, Monday to Friday, 2:00pm - 9:00pm	West side, commencing 61 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 228 metres.
<b>Kaiwharawhara Road</b> (Stage 2, 2024)	Clearway, Monday to Friday, 2:00pm - 9:00pm	West side, commencing 300.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 390.5 metres.

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

Column One	Column Two	Column Three
<b>Kaiwharawhara Road</b>	No Stopping – At All Times	West side, commencing 43.5 metres north of its intersection with Hutt Road (Grid coordinates x= 1,749,909.8 m, y= 5,430,820.5m), and extending in a northerly direction following the western kerb line for 7.5 metres.
<b>Kaiwharawhara Road</b>	No Stopping – At All Times	South side, commencing at a point 580 metres west of its intersection with Hutt Road and extending in a westerly direction following the southern kerbline for 154 metres.
<b>Kaiwharawhara Road</b>	No Stopping – At All Times	West side, commencing 149.5 metres north of its intersection with Hutt Road (Grid coordinates x= 1,749,913.1m, y= 5,430,822.8 m), and extending in a northerly direction following the western kerb line for 8.5 metres."



## We are proposing a change in your area

<b>Kaiwharawhara Road</b>	<i>No Stopping – At All Times</i>	<i>South side 308.5m from its intersection with Hutt Road and extending in a westerly direction for 105.5m</i>
<b>Cameron Street</b>	<i>No Stopping – At All Times</i>	<i>Southeast side, commencing from its intersection with Kaiwharawhara Road (Grid Coordinates X=1,749,813.33m Y=5,430,941.57m) and extending in a north-easterly direction, following the southeastern kerb line for 18 metres</i>
<b>Cameron Street</b>	<i>No Stopping – At All Times</i>	<i>North Side, commencing 43.67 metres east of its intersection with Marsh Way (Grid coordinates x=1750011.04 y=5431057.11) and extending in an easterly direction following the northern kerb line for 31 metres.</i>
<b>Ngaio Gorge Road</b>	<i>No Stopping – At All Times</i>	<i>Northwest side, commencing at its intersection with Ngaio Gorge Road and extending in a southwesterly direction following the northwestern kerbline for 24.5 metres.</i>
<b>Ngaio Gorge Road</b>	<i>No Stopping – At All Times</i>	<i>Southeast side, commencing at its intersection with Ngaio Gorge Road and extending in a southwesterly direction following the southeastern kerbline for 24.5 metres.</i>
<b>Kenya Street</b>	<i>No Stopping – At All Times</i>	<i>West side, commencing from its intersection with Crofton Road and extending in a southerly direction following the western kerbline for 26 metres.</i>
<b>Kenya Street</b>	<i>No Stopping – At All Times</i>	<i>East side, commencing from its intersection with Ngaio Gorge Road and extending in a northerly direction following the eastern kerbline for 33.5 metres.</i>
<b>Kenya Street</b>	<i>No Stopping – At All Times</i>	<i>East side, commencing 97.5 metres north of its intersection with Ngaio Gorge Road and extending in a northerly direction following the eastern kerbline for 9.5 metres.</i>
<b>Kenya Street</b>	<i>No Stopping – At All Times</i>	<i>East side, commencing 127.5 metres north of its intersection with Ngaio Gorge Road and extending in a northerly direction following the eastern kerbline for 24 metres.</i>



## We are proposing a change in your area

<b>Kenya Street</b>	<i>No Stopping – At All Times</i>	<i>Northeast side, commencing 6 metres from its intersection with Kenya Street and extending in a northwesterly direction following the northeastern kerbline for 14 metres.</i>
<b>Crofton Road</b>	<i>No Stopping – At All Times</i>	<i>West side, commencing at its intersection with Kenya Street and extending in a northerly direction following the western kerbline for 3 metres.</i>
<b>Crofton Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 5.5 metres west of its intersection with Kenya Street and extending in a westerly direction following the western kerbline for 12 metres.</i>
<b>Crofton Road</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing at its intersection with Abbott St and extending in an westerly direction following the northern kerbline for 7 metres.</i>

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

Column One	Column Two	Column Three
<b>Kaiwharawhara Road</b>  (Stages 1 and 2, 2023 to 2024)	<i>No Stopping – At All Times</i>	<i>West side, commencing at its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 23 metres.</i>
<b>Kaiwharawhara Road</b>  (Stages 1 and 2, 2023 to 2024)	<i>No Stopping – At All Times</i>	<i>West side, commencing 31m northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 19 metres.</i>
<b>Kaiwharawhara Road</b>  (Stages 1 and 2, 2023 to 2024)	<i>No Stopping – At All Times</i>	<i>West side, commencing 107 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 26.5 metres.</i>



# We are proposing a change in your area

<b>Kaiwharawhara Road</b> <b>(Stages 1 and 2, 2023 to 2024)</b>	<b>No Stopping – At All Times</b>	West side, commencing 149 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 140 metres.
<b>Kaiwharawhara Road</b> <b>(Stages 1 and 2, 2023 to 2024)</b>	<b>No Stopping – At All Times</b>	West side, commencing 300.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 187.5 metres.
<b>Kaiwharawhara Road</b> <b>(Stages 1 and 2, 2023 to 2024)</b>	<b>No Stopping – At All Times</b>	West side, commencing 554.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 146.5 metres.
<b>Kaiwharawhara Road</b> <b>(Stage 3, 2025)</b>	<b>No Stopping – At All Times</b>	West side, commencing at its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 50 metres.
<b>Kaiwharawhara Road</b> <b>(Stage 3, 2025)</b>	<b>No Stopping – At All Times</b>	West side, commencing 61 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 228 metres.
<b>Kaiwharawhara Road</b> <b>(Stage 3, 2025)</b>	<b>No Stopping – At All Times</b>	West side, commencing 300.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 390.5 metres.
<b>Kaiwharawhara Road (Stages 1 and 2, 2023 to 2024)</b>	<b>No Stopping – At All Times</b>	East side, commencing at its intersection with Cameron Street (Grid Coordinates X = 1749812.587m, Y = 5430942.588m and extending in a southeasterly direction following the eastern kerbline for 6 metres.



# We are proposing a change in your area

<b>Kaiwharawhara Road (Stage 3, 2025)</b>	<b>No Stopping – At All Times</b>	East side, commencing at its intersection with Cameron Street (Grid Coordinates X = 1749812.587m, Y = 5430942.588m and extending in a southeasterly direction following the eastern kerbline for 25.5 metres.
<b>Cameron Street</b>	<b>No Stopping – At All Times</b>	South side, commencing 130 metres east of its intersection with Kaiwharawhara Road (Grid Coordinates X = 1749812.587m, Y = 5430942.588m and extending in an easterly direction following the southern kerbline for 6 metres.
<b>Cameron Street</b>	<b>No Stopping – At All Times</b>	South side, commencing at its intersection with Kaiwharawhara Road (Grid Coordinates X = 1749812.587m, Y = 5430942.588m and extending in an easterly direction following the southern kerbline for 31 metres.
<b>Cameron Street</b>	<b>No Stopping – At All Times</b>	North side, commencing at its intersection with Marsh Way (Grid coordinates x=1750011.04 y=5431057.11) and extending in an easterly direction following the northern kerb line for 75 metres.
<b>Cameron Street</b>	<b>No Stopping – At All Times</b>	North Side, commencing 221m east of its intersection with Marsh Way (Grid coordinates x=1750015.56 y=5431061.32) and extending in an easterly direction following the northern kerb line for 35 metres.
<b>Marsh Way</b>	<b>No Stopping – At All Times</b>	South side, commencing at its intersection with Marsh Way (Grid coordinates x=1750015.56 y=5431061.32) and extending in an easterly direction following the southern kerb line for 8 metres.
<b>Marsh Way</b>	<b>No Stopping – At All Times</b>	North side, commencing at its intersection with Sargeson Way (Grid coordinates x=1750008.14 y=5431066.07) and extending in an easterly direction following the northern kerb line for 12 metres.
<b>Sargeson Way</b>	<b>No Stopping – At All Times</b>	South side, commencing at its intersection with Marsh Way (Grid coordinates x=1750011.04 y=5431057.11) and extending in a westerly direction following the southern kerb line for 27 metres.



## We are proposing a change in your area

<b>Sargeson Way</b>	No Stopping – At All Times	North side, commencing at its intersection with Marsh Way (Grid coordinates $x=1750008.14$ $y=5431066.07$ ) and extending in a westerly direction following the northern kerb line for 10 metres.
<b>Old Porirua Road</b>	No Stopping – At All Times	North side, commencing at its intersection with Kaiwharawhara Road (Grid Coordinates $X = 1749650.973m$ , $Y = 5431089.75m$ ) and extending in a westerly direction following the northern kerblines for 8 metres.
<b>Ngaio Gorge Road</b>	No Stopping – At All Times	South side, commencing at its intersection with Kaiwharawhara Road (Grid Coordinates $X = 1749066.529m$ , $Y = 5431182.391m$ ) and extending in a westerly direction following the southern kerblines for 133.5 metres.
<b>Ngaio Gorge Road</b>	No Stopping – At All Times	South side, commencing 149.5 metres west of its intersection with Kaiwharawhara Road (Grid Coordinates $X = 1749066.529m$ , $Y = 5431182.391m$ ) and extending in a westerly direction following the southern kerblines for 214 metres.
<b>Ngaio Gorge Road</b>	No Stopping – At All Times	South side, commencing at its intersection with Trelissick Crescent (Grid Coordinates $X = 1748458.814m$ , $Y = 5431272.233m$ ) and extending in an easterly direction following the southern kerblines for 432 metres.
<b>Ngaio Gorge Road</b>	No Stopping – At All Times	South side, commencing 29 metres west of its intersection with Trelissick Crescent (Grid Coordinates $X = 1748444.224m$ , $Y = 5431277.491m$ ) and extending in a westerly direction following the southern kerblines for 36 metres.
<b>Ngaio Gorge Road</b>	No Stopping – At All Times	North side, commencing at its intersection with Kenya Street (Grid Coordinates $X = 1748394.214m$ , $Y = 5431321.551m$ ) and extending in an easterly direction following the northern kerblines for 83 metres.
<b>Kenya Street</b>	No Stopping – At All Times	North side, commencing 107.5 metres north of its intersection with Trelissick Crescent (Grid Coordinates $X = 1748383.625m$ , $Y = 5431327.364m$ ) and extending in a northerly direction following the northern kerblines for 36 metres.



## We are proposing a change in your area

<b>Kenya Street</b>	No Stopping – At All Times	North side, commencing at its intersection with Crofton Road (Grid Coordinates X = 1748584.45m, Y = 5431770.779m) and extending in a westerly direction following the northern kerbline for 38 metres.
<b>Kenya Street</b>	No Stopping – At All Times	South side, commencing at its intersection with Ngaio Gorge Road (Grid Coordinates X = 1748394.214m, Y = 5431321.551m) and extending in a northerly direction following the southern kerbline for 178.5 metres.
<b>Kenya Street</b>	No Stopping – At All Times	South side, commencing at its intersection with Crofton Road (Grid Coordinates X = 1748587.606m, Y = 5431757.751m) and extending in a southwesterly direction following the southern kerbline for 300 metres.
<b>Crofton Road</b>	No Stopping – At All Times	West side, commencing at its intersection with Kenya Street (Grid Coordinates X = 1748584.45m, Y = 5431770.779m) and extending in a northerly direction following the western kerbline for 26 metres.
<b>Crofton Road</b>	No Stopping – At All Times	East side, commencing at its intersection with Ottawa Road (Grid Coordinates X = 1748563.806m, Y = 5431918.344m) and extending in a southeasterly direction following the eastern kerbline for 115 metres.

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

Column One	Column Two	Column Three
<b>Marsh Way</b>	Give Way	West bound, at its intersection with Sargeson Way.
<b>Marsh Way</b>	Give Way	South bound, at its intersection with Cameron Street.
<b>Fore Street</b>	Give Way	South bound, at its intersection with Cameron Street.



# We are proposing a change in your area

## Add to Schedule H (Pedestrian crossing) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Ngaio Gorge Road</b>	<i>Pedestrian Crossing</i>	South side, commencing 7.5 metres west of its intersection with Trellissick Crescent (Grid Coordinates X = 1748444.224m, Y = 5431277.491m) and extending in a westerly direction following the southern kerbline for 3.5 metres.

## Add to Schedule I (Cycle lane) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Kaiwharawhara Road (Stage 3, 2025)</b>	<i>Cycle Lane</i>	West side, commencing at its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 50 metres.
<b>Kaiwharawhara Road (Stage 3, 2025)</b>	<i>Cycle Lane</i>	West side, commencing 61 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 228 metres.
<b>Kaiwharawhara Road (Stage 3, 2025)</b>	<i>Cycle Lane</i>	West side, commencing 300.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m and extending in a northwesterly direction following the western kerbline for 390.5 metres.
<b>Ngaio Gorge Road</b>	<i>Cycle Lane</i>	South side, commencing at its intersection with Kaiwharawhara Road (Grid Coordinates X = 1749066.529m, Y = 5431182.391m) and extending in a westerly direction following the southern kerbline for 133.5 metres.
<b>Ngaio Gorge Road</b>	<i>Cycle Lane</i>	South side, commencing 149.5 metres west of its intersection with Kaiwharawhara Road (Grid Coordinates X = 1749066.529m, Y = 5431182.391m) and extending in a westerly direction following the southern kerbline for 214 metres.



## We are proposing a change in your area

<b>Ngaio Gorge Road</b>	Cycle Lane	South side, commencing at its intersection with Trelissick Crescent (Grid Coordinates X = 1748458.814m, Y = 5431272.233m) and extending in an easterly direction following the southern kerbline for 432 metres.
<b>Ngaio Gorge Road</b>	Cycle Lane	South side, commencing 29 metres west of its intersection with Trelissick Crescent (Grid Coordinates X = 1748444.224m, Y = 5431277.491m) and extending in a westerly direction following the southern kerbline for 36 metres.
<b>Ngaio Gorge Road</b>	Cycle Lane	North side, commencing at its intersection with Kenya Street (Grid Coordinates X = 1748394.214m, Y = 5431321.551m) and extending in an easterly direction following the northern kerbline for 26 metres.
<b>Kenya Street</b>	Cycle Lane	South side, commencing at its intersection with Ngaio Gorge Road (Grid Coordinates X = 1748394.214m, Y = 5431321.551m) and extending in a northerly direction following the southern kerbline for 178.5 metres.
<b>Kenya Street</b>	Cycle Lane	South side, commencing 27.5 metres southwest of its intersection with Crofton Road (Grid Coordinates X = 1748587.606m, Y = 5431757.751m) and extending in a southwesterly direction following the southern kerbline for 272.5 metres.
<b>Crofton Road</b>	Cycle Lane	East side, commencing at its intersection with Ottawa Road (Grid Coordinates X = 1748563.806m, Y = 5431918.344m) and extending in a southeasterly direction following the eastern kerbline for 115 metres.

Prepared By:

Jonathan Kennett

**(Project Lead, Transitional  
Cycleways)**

Approved By:

Brad Singh

**(Manager Transport &  
Infrastructure)**

Date:







## ARO VALLEY CONNECTION WALK, BIKE AND BUS IMPROVEMENTS - TRAFFIC RESOLUTION APPROVAL

### Kōrero taunaki | Summary of considerations

#### Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee recommends the adoption of a traffic resolution to enable the installation of the Aro Valley Connections walk, bike and bus improvements, as part of the accelerated delivery of Paneke Pōneke, the Wellington Bike Network Plan, which was adopted by council in March 2022. A resolution setting speed limits is also recommended.

#### 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

The Long-term Plan 2021-2023 identified a key issue of changing network usage, given increasing demand and constrained corridors and concluded that “limited road space must be shared between transport modes.”

As part of the Long-term Plan 2021-2023, the Council provided \$226 million over 10 years for the delivery of a connected bike network. This included \$52 million brought forward to accelerate a rapid roll-out of the network in years 1-3.

In March 2022, the Council adopted Paneke Pōneke, alongside a strategic traffic resolution that confirmed the streets that make up the bike network. This included the Aro Valley route.

Council also approved the Parking Policy in August 2020, which set out principles and priorities used to inform these proposed changes.

#### Significance

The decision is **rated medium significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.



This project delivers on high-significance policies and plans that have all undertaken city-wide public consultation, including the Long-Term Plan, Parking Policy, Te Atakura and Paneke Pōneke.

The Significance and Engagement Policy specifically identified that work on main roads is considered of 'medium' significance, as opposed to new roads or city-wide changes, which are considered 'high' significance.

### Financial considerations

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

2. Funding for these projects has been approved as part of the Long-Term Plan.
3. Funding has also been approved from the Climate Emergency Response Fund. The Funding Assistance Rate (FAR) from Waka Kotahi NZ Transport Agency is yet to be determined.

### Risk

☐ Low      ☒ Medium      ☐ High      ☐ Extreme

4. This project includes the re-allocation of street space to increase network capacity, provide safer and easier low-carbon transport options. While the project is designed to reduce the safety risk on these streets, changes to car parking availability is likely to cause concern for some people currently using these car parks. However, such changes are envisaged and enabled by the Parking Policy.

Authors	Claire Pascoe, Transitional Programme Manager Jonathan Kennett, Project Lead
Authoriser	Vida Christeller, Manager City Design Liam Hodgetts, Chief Planning Officer



## **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion

That Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Notes the submissions
- 3) Notes the summary of submissions, and responses to themes and design feedback shown in Attachments 1 and 2.
- 4) Agrees to make the following changes to the Aro Valley Traffic Resolution as a result of feedback received through the consultation:
  - a. designate 4 additional residents' parking spaces in Adams Terrace;
  - b. change 17 coupon parking spaces on Aro Street (north side from 118 to 146 Aro St) into 8 residents parks (132 – 146) and 9 P120 residents parks (118 – 130b).
  - c. install 200 metres of 'cycle shoulder' on the uphill section of Raroa Crescent from Northland Tunnel Road to Moana Road to close a gap in the network.extend a section of footpath by 50 metres on the Raroa Crescent uphill leading to Northland Tunnel Road and designate it as a shared path.e. Deliver the project in two stages rather than three, as proposed in the draft Traffic Resolution which was consulted on, by bringing the Aro Street cycleway and bus stop changes forward into stage 2 (early 2024) and shifting the Raroa Road changes from stage 1 (2023) to stage 2 (early 2024) pending approval of a subsequent traffic resolution (recommended below).
- 5) Undertake a new traffic resolution proposing to introduce a Residents Parking scheme into Raroa Road and extend no parking restrictions on the north side of Raroa Road from Norna Crescent down to 93 Raroa Road. This work would be installed in stage 2.
- 6) Set a permanent speed limit of 30 km/h on Aro Street between 148 Aro Street and Willis Street, coming into force when design changes are installed in 2023, pending Waka Kotahi approval
- 7) Adopt the Traffic Resolution set out in Attachment 3, incorporating the recommendations changes listed in 4) above.

## **Whakarāpopoto | Executive Summary**

5. This report recommends the adoption of a traffic resolution to enable the installation of the Aro Valley Connection walk, bike, and bus improvements. These improvements are part of the accelerated delivery of Paneke Pōneke, the Wellington Bike Network Plan, adopted by council in March 2022.
6. Officers are proposing to install the changes described in the traffic resolution in two stages, to allow the community time to adapt to a reduction in parking along the route.



7. Following installation of the improvements a feedback and evaluation phase will be undertaken which may result in some short-term adaptations if deemed necessary.
8. In addition to the community engagement that has occurred since July 2022, public consultation on the traffic resolution was undertaken between 31 October and 21 November. The submissions are published on the Council's website.
9. 555 responses were received during the consultation period, including 12 from organisations.
10. 70% of submissions supported or strongly supported the proposed changes, and 28% opposed or strongly opposed the changes
11. Oral submissions were heard by the Committee on 1 December 2022 and a summary report of oral submissions is set out in Attachment 4.
12. There was a range of views on the proposals with a strong focus on the removal of car parks. Some members of the community viewed the parking removal as too extensive, and others viewed it as not extensive enough.
13. Submitters also commented on the staged approach, wanting the improvements to be delivered faster.
14. There was strong support (82%) for the proposed speed limit reductions with many submitters requesting an extension of the proposed 30km/h zone further up Aro Street.
15. Officers have considered all matters raised in submissions and have recommended the adoption of the traffic resolution with several amendments.

### **Takenga mai | Background**

16. This project is part of Council's decision to deliver a rapid-roll-out of the bike network as part of the Long-Term Plan, and as foreshadowed in the adoption of Paneke Pōneke, the Wellington Bike Network Plan in March 2022.
17. There have been 75 crashes along the route in the last 10 years, including 6 people on bikes. In the baseline survey, 44% of respondents reported a near miss on this route.
18. In April 2022, an iterative design process commenced with a technical working group to develop a preferred option for the Aro Valley section of the Wellington bike network. A long list of options was shortened early on, discounting options that were out of scope for a transitional, quick-build approach (eg, extensive kerb relocations) or did not meet minimum design standards. Several design options were assessed through a multi-criteria analysis, including separated cycle lanes and bidirectional cycling facilities. Limited road width and gradients were the primary reasons for the preferred design of an uphill cycleway on one side and sharing the road space in the downhill direction.
19. Throughout the design process, pedestrian and bus improvements were identified and added to the design. These included a short section of speed reduction on lower Aro Street, bus stop rationalisation, and pedestrian crossing upgrades.



- 
20. Community and stakeholder engagement for this project started in July 2022 and has been ongoing since then, except for a pause for four weeks leading up to the local body elections. Formal public consultation on the proposed traffic resolution took place between 31 October and 21 November, and a record of engagement has been collected for both the ongoing engagement and the formal consultation. See Attachment 1 for the consultation summary.
21. The early stages of engagement and planning identified the need for a staged approach on Aro Street, given its relative lack of off-street parking, the housing density and number of houses without off street parking as well as limited space on side streets. Therefore, it is proposed that the car share and additional residents parking on Aro Street and in side streets are installed in Stage 1 (by mid 2023), with the majority of car parks removed on the south side of Aro Street the following year during Stage 2. There will be no car parks removed on the north side of Aro Street as part of this transitional project.
22. These improvements will be delivered in an agile way, using materials that can be adapted if required. A second phase of public engagement will be undertaken once the changes have been installed and, alongside empirical data, will support the business case for the permanent changes to be delivered by the council's transformational team in 5-10 years time.
23. The project design includes a speed limit change, extending the existing 30kph zone on Aro Street, down to Willis Street. This was consulted on as part of the Traffic Resolution process (with 82% supporting). Setting speed limits is now undertaken under a new Land Transport Rule, the Setting the Speed Limit Rule 2022. Until a speed management plan is published, speed setting requires Waka Kotahi approval under the alternative method, available for speed changes that do not have wider network impacts. Approval to use the alternative method has been obtained. Council Officers will forward a brief report, including the Committee's decision on the speed setting, to Waka Kotahi for this process to be completed.
24. Let's Get Wellington Moving are working on City Streets projects that will build cycleways from Aro Valley to the CBD. In 2023, the Council will build a permanent cycleway between Aro Valley and Brooklyn.

### **Kōrerorero | Discussion**

25. The proposed designs have been developed by technical experts with input from public engagement and consultation. While they do not provide a perfect solution, they are considered a significant improvement from the current state in terms of aligning with Council strategic objectives and can be delivered in a short timeframe, accommodating some time for residents and visitors to adapt to the changes.
26. 27.
28. 17 coupon parking spaces on Aro Street (north side from 116 to 146 Aro St) into 8 residents parks (132 – 146) and 9 P120 residents parks (118 – 130b). This will result in an overall increase in dedicated residents parking in the Aro St area.
- T29. As we continue with the roll out of the Parking Policy, new city-wide parking



changes will come to Council for consideration in 2023. This will support residents and their visitors in improving access, with residents parking permits proposed to be prioritised for people with mobility impairments, no off-street parking, carers, and support workers. The current system allows tradespeople to obtain a coupon to park in residents parking zones when working in an area. Any construction work that requires access to the public road currently will continue to require a permit and a traffic management plan that safely manages traffic around the site. The adaptable materials used for transitional bike lanes can be adjusted in these circumstances.

**30. 31. Several submitters were concerned about residents' access to Raroa Rd properties with a reduction in available carparks. In response to this concern, officers are recommending the introduction of a residents parking scheme on this street, which will require additional consultation and another traffic resolution, thus delaying the installation of the cycle lane on Raroa Road to Stage 2 of the proposal. During this secondary consultation phase, any additional parking management issues resulting from the implementation of Stage 1, can also be incorporated. 32. 33. 34. 82% of submitters supported the proposed speed reduction on the 150 metres of Aro Street leading to Willis Street. Some submitters also wanted to see the speed reduced to 30kph the whole way up Aro Street. A further 150-metre extension of the existing 30kph speed zone is recommended from 116 to 148 Aro Street. This would align well with a raised platform that is being installed 120 metres west of the existing 30kph speed zone to slow traffic speeds. More extensive speed reductions on Aro Street will be investigated as part of the wider speed management planning for the city. 35. Kōwhiringa | Options**

36. The preferred option is to approve the traffic resolution as designed, with amendments as outlined in this report, including proceeding with a separate traffic resolution to introduce a Residents Parking scheme to Raroa Rd. This will allow progress to be made on the roll-out of Pōneke, as well as making improvements for walking and public transport. The compromises included in the proposed changes are considered appropriate for the interim nature of the transitional programme.
37. There is an option to remove carparking in the uphill direction through the Aro Village shopping area. This would be safer and more attractive to people cycling up Aro Street. However, given the 30km/h speed zone in the town centre and based on parking analysis and engagement with businesses, the removal of parks directly outside shops is not preferred for the transitional design at this time. Reducing traffic operating speeds further and sharing the road is the preferred option. Businesses will also be offered the opportunity to work with our Urban Design team and install parklets where practicable and desirable.
38. There is an option to install a cycle lane in the city-bound direction on Aro Street, making cycling a more attractive option to a wider range of people. However, this would require removing significantly more carparks, in a suburb that has already overallocated its residential and coupon parking spaces. Furthermore, as there is a downhill gradient, the difference in speed between motorised traffic and



bicycles is minimal so a shared lane arrangement is considered appropriate for the transitional nature of this project

39. There is an option to do nothing to the 'back route' between Aro Street and Buller Street. However, this provides little benefit to any users compared with the proposal to widen two short sections of footpath and create shared paths, making it easier for people to pass each other and share the paths more comfortably.
40. Lastly, there is an option to not install the cycleway along the route to avoid removing car parks.

## **Whai whakaaro ki ngā whakataunga | Considerations for decision-making**

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

41. These improvements increase the transport network's capacity by enhancing bicycling and public transport levels of service, and therefore deliver on the Long-term Plan's preferred approach to increased demand on a constrained transport network. These improvements are part of delivering on Paneke Pōneke, and are consistent with the Council's Parking Policy, the Spatial Plan, Te Atakura and the Regional Land Transport Plan.
42. The delivery of this bike route and improvements to public transport and pedestrian crossings, represents a significant step in Council's response to the climate emergency. Our road transport network account for 48% of Wellington's carbon emissions. Council has set a target of reducing emissions by 57% by 2030 and Paneke Pōneke is an important part of delivering on this target.

### **Engagement and Consultation**

43. Consultation on Paneke Pōneke was conducted from 2 November to 14 December 2021. Paneke Pōneke was adopted in 2022 confirming which streets are included in Wellington's strategic bike network.
44. Engagement on designs for this section of the bike network began in July 2022 with targeted stakeholder meetings. Stakeholders included businesses, the Aro Valley Community Council, Blind and Low Vision, and CCS Disability Action.
45. Wider public engagement took place in August 2022 with a baseline survey, asking the community how they experience the current route. 238 people completed the baseline survey with 58% saying they were 'dissatisfied' or 'very dissatisfied' with the route versus 18% saying they were 'satisfied' or 'very satisfied'. 44% of respondents reported a near miss on this route.
46. Public consultation on this traffic resolution was open from 31 October to 21 November. Feedback was collected via email, printed forms and online (WCC's Transport Projects website). The consultation was promoted through various channels including social media, direct mail, radio, print, and digital promotion. A public drop-in session was held at the Aro Valley Community Centre on the 8 November, at Victoria University of Wellington and St Michaels Church on 17 November, and a webinar on 8 November.



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### **Implications for Māori**

47. Officers have been developing a partnership with mana whenua through the Let's Get Wellington Moving mana whenua steering group.
48. Mana whenua have gifted the guiding narrative of Tupua-horo-nuku, Tupua-horo-rangi and developed a cultural overlay for Paneka Pōneke. Mana whenua are developing a whārariki – a woven mat of story panels or markers, tied together by the network. Officers have been working with mana whenua artists to identify and mark sites of significance and interest along the bike network routes.
49. The mana whenua artists have gifted patterns and design advice that will be incorporated into storytelling opportunities along the route, in print and online. An example of this is a taniwha sculpture that will be incorporated into a bike parking area on Aro Street.
50. If adopted by Council, mana whenua has expressed interest in tikanga around blessing and opening the routes when installed

### **Financial implications**

51. The Long-Term Plan 2021-2030 has provided \$226 million CAPEX over 10-years for the development and delivery of the strategic bike network, including \$52 million that was brought forward into years 1-3 to accelerate delivery.
52. The cost of the Aro Valley Connections project is approximately \$1,350,000.
53. There is sufficient CAPEX budgeted in the current Long Term Plan to enable this project to be delivered.
54. This project will also receive funding from the Climate Emergency Response Fund (CERF), available until June 2024. The CERF is Crown funding and is administered by Waka Kotahi.

### **Legal considerations**

55. The Committee is able to determine the traffic resolution under the Land Transport Act 1998, and the Traffic and Parking Bylaw 2021. The proposal has been engaged on with the community in accordance with its medium significance.
56. Approval from the Director of Land Transport, Waka Kotahi, has been obtained to follow the alternative method for setting speed limits outlined in the Setting the Speed Limit Rule 2022. Following a decision by this Committee, further approval from the Director is required, before the appropriate land transport record can be created, which then updates the legal speed limit for the road.

### **Risks and mitigations**

57. There is likely to be opposition from those that currently use the carparking in this area. Officers have worked with businesses and residents to mitigate the impact of reducing on-street car parking.
58. Mitigation includes a staged approach that introduces bookable car share specific to Aro Valley and creates new Residents Parking on Aro Street and side streets before car parks are removed.



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### **Disability and accessibility impact**

59. The Aro Valley Connections project will improve access for disabled people in the following ways.
- It will improve access for disabled pedestrians by upgrading pedestrian crossings and slowing traffic on Aro Street.
  - It will improve access for disabled cyclists by installing a cycleway up Aro Street and Raroa Road.
  - It will improve public transport by moving several bus stops to make them more accessible to board from the footpath.
  - It will improve access for disabled drivers by installing a mobility car park at the bottom of Epuni Street.

### **60. The removal Climate Change impact and considerations**

61. Transport is the largest contributor to climate emissions in Wellington.
62. Making it safer and easier to cycle, walk and use public transport for everyday trips is a key factor in cutting road transport emissions in Wellington and will contribute to Wellington's zero carbon goal.

### **Communications Plan**

63. The decision made by the Committee will be communicated through a media release, stakeholder newsletter on the website, social media, and our news channel. If approved, further letter drops to directly affected residents, businesses and property owners will be made in advance of works starting.

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

64. The development of a connected citywide bike network is designed and expected to have a very positive impact on the health (mental and physical), safety and well-being of Wellingtonians now and in the future.
65. Independent road safety and accessibility audits have been undertaken at the 30% and 90% design stages. Potential issues have been identified and eliminated/mitigated.
66. Contractors delivering the improvements will be operating under a Traffic Management Plan, design to keep them and the public safe during installation.

### **Ngā mahinga e whai ake nei | Next actions**

67. Should the Committee adopt the traffic resolution, officers will proceed with delivering the Stage 1 improvements first, working with contractors, key stakeholders, and mana whenua partners. Delivery would begin in late March 2023.
68. Officers will write a paper on speed reduction changes to be sent to Waka Kotahi for approval in early 2023.



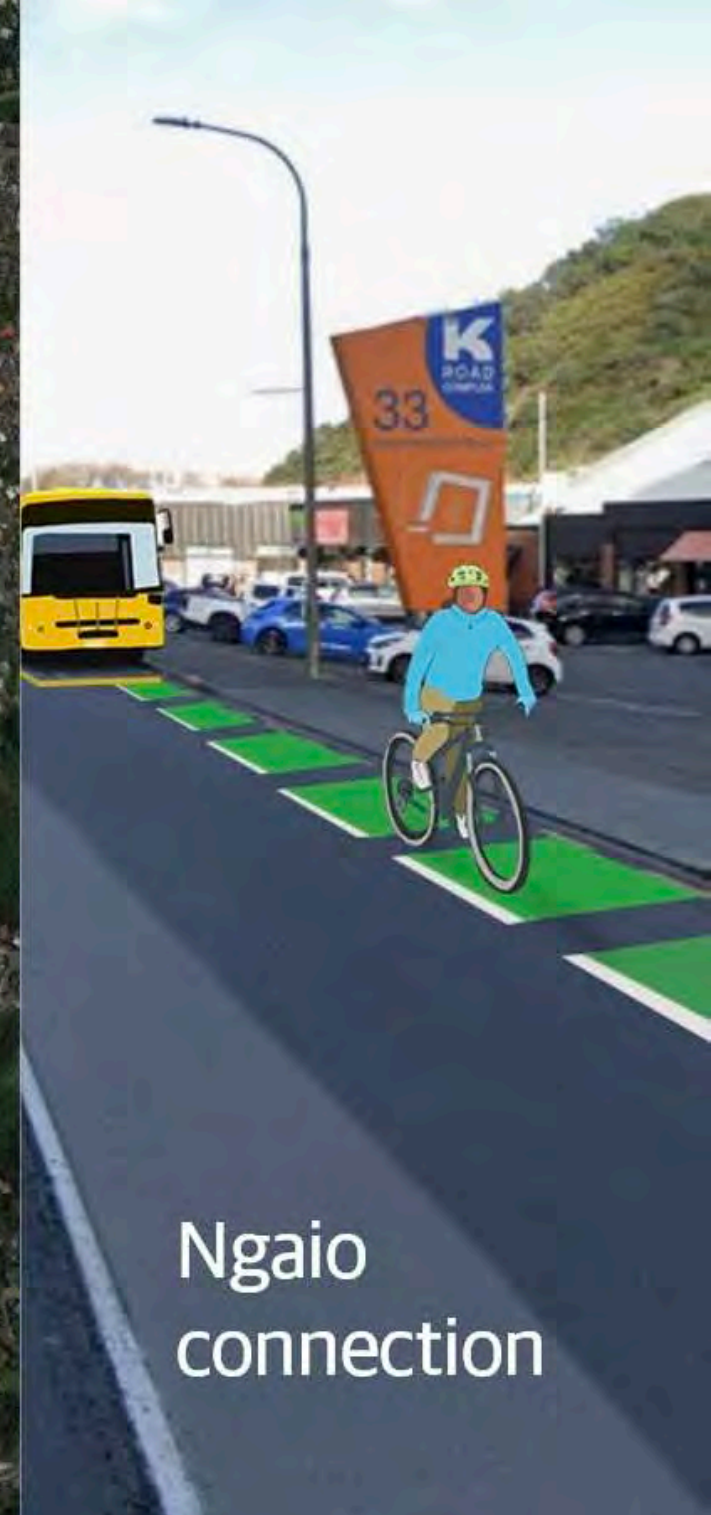
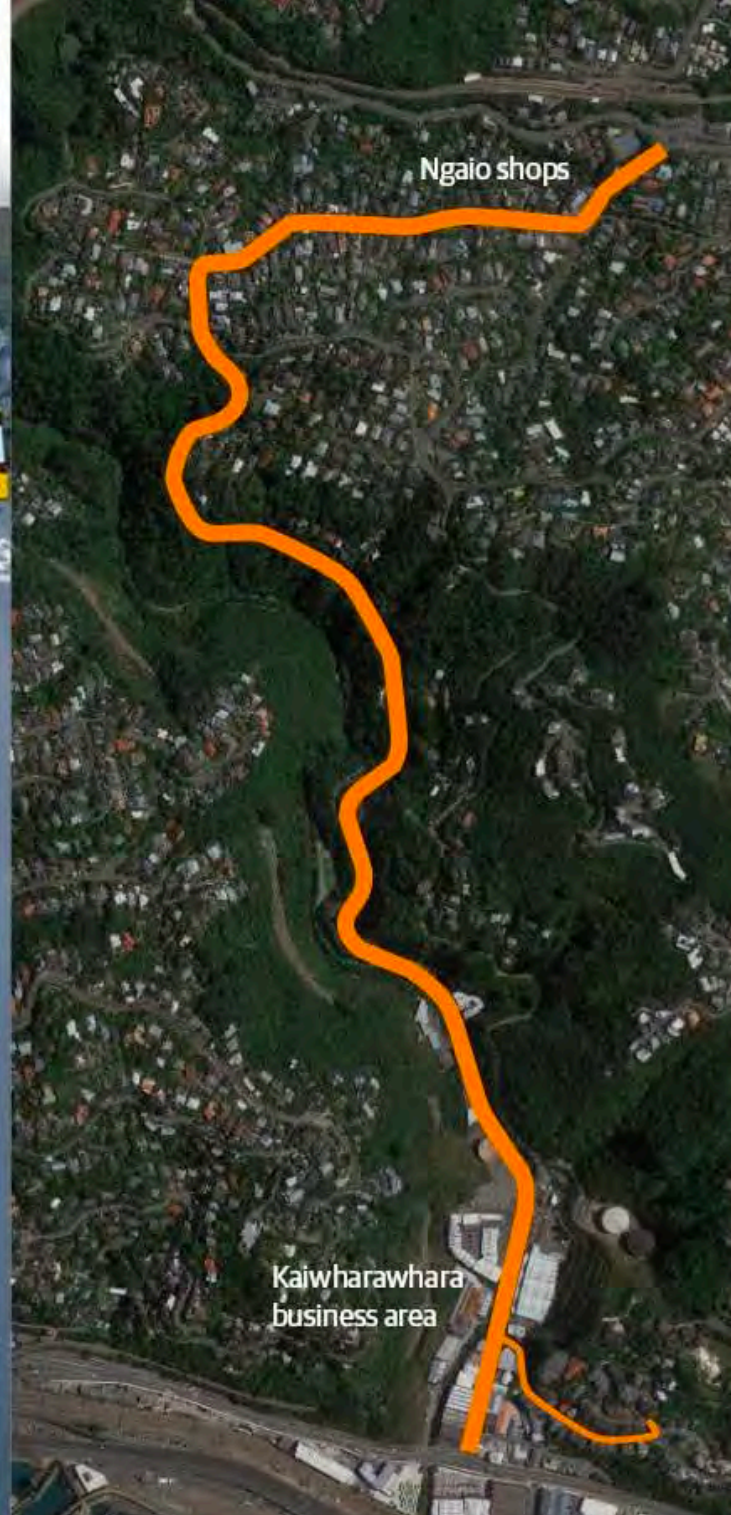
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69. Following installation, officers will be opening an additional round of consultation to gather public feedback on the changes after they have had a chance to experience them on the street. Feedback will be used to make minor amendments quickly and help inform future permanent changes.

**Attachments**

Attachment 1.	Consultation summary report for Aro Valley Connection walk, bike and public transport improvements	Page 341
Attachment 2.	Aro Valley Connections design feedback and responses	Page 399
Attachment 3.	Traffic Resolution 179-22: Aro Valley Connection walk, bike and public transport improvements	Page 414
Attachment 4.	Oral submission summary - Aro Valley and Ngaio Connections	Page 488

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# Aro Valley Connection and Ngaio Connection proposals

## Consultation summary

31 October to 21 November 2022

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



# Consultation summary

The purpose of this document is to summarise community feedback received about the Aro Valley connection and Ngaio connection proposals. The large amounts of information from the community have been presented in themes and graphs to give councillors, officers, stakeholders, and the community a sense of the feedback. We've summarised all data and information provided to us during the consultation period. Unlike research, no representative adjustments or sampling has been done based on demographics; instead, we present all information and provide transparency about who provided feedback.

As part of decisions made in June 2021 on the Long-term Plan 2021-2031, Councillors agreed to invest \$226 million in a safe, connected bike network for the city. Paneke Pōneke is the new plan for how the network will be developed and changes made quickly - to make things safer and easier for more people of all ages and abilities to bike (or scoot), and to reduce transport carbon emissions as part of Te Atakura, the city's climate action plan.

This consultation is the latest phase of ongoing work with stakeholders and the community. Over 320 pieces of feedback informed the design proposals that went out for consultation. The community have had opportunities to engage with the project through community workshops, webinars, meetings, and drop-in sessions.

The community was consulted on the two traffic resolutions between 31 October to 21 November 2022. We sought feedback about the specific walking, bike and bus changes could bring. Across both projects, we had 760 individuals and organisations provide feedback on the proposals.

Generally, people who provided feedback were very supportive of the proposed changes. For the Aro Valley connections proposal, 70% of submitters strongly supported or supported the overall proposed street changes and 28% either opposed or strongly opposed. In the Ngaio connections feedback, 67% of submitters strongly supported or supported the overall proposed street changes and 28% either opposed or strongly opposed. Overall, 73% believed that it is very important or important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport.

Submitters commented on the timing to deliver the changes. The largest proportion of the responders indicated they would like timing of proposed changes to happen more quickly. When it came to questions of changing the speed limits, there was clear support for these changes with 71% strongly supporting or supporting the changes on the Ngaio route and 82% strongly supporting or supporting the changes on Aro Street.

We received a lot of detailed information about the specific routes and connections described in the plan. They have been summarised in this report.



## How many responses did we get?

**760**

people, schools, or organisations made 903 submissions.

This report predominately summarises answers to the questions in the feedback form. Submissions received by email are considered by the project team, themed and presented to Council, however we do not infer the level of support or opposition to avoid any risk of misinterpretation.

*There were 7 late submissions. They were considered by the project team and presented to Council, however are not included in this consultation summary.*

The Aro Valley and Ngaio consultations were run concurrently and used a single online form. People could choose what route and how much feedback they wanted to provide.

### Aro Valley:

**555**

submissions

### Ngaio:

**348**

submissions

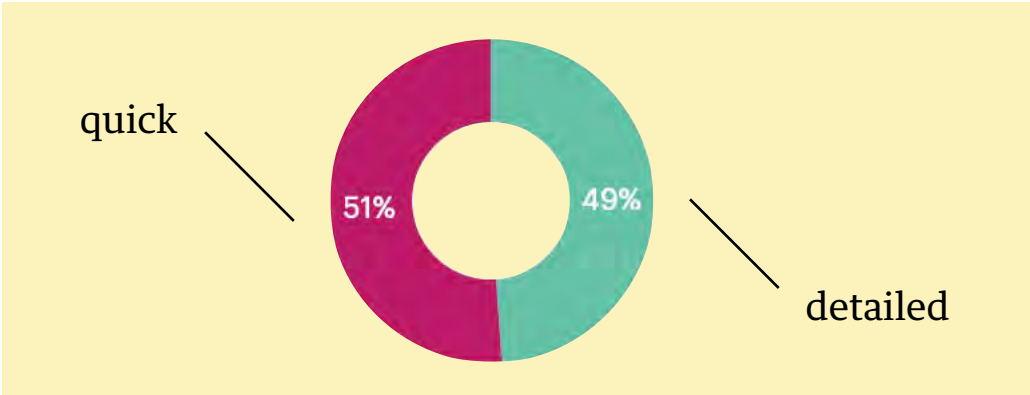
**143** people submitted on both Aro Valley and Ngaio



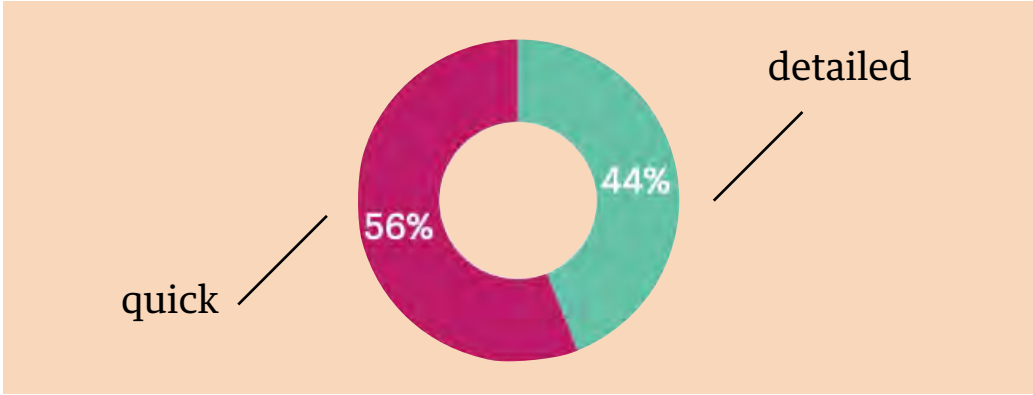
# Detailed or quick feedback?

Submitters could choose whether they wanted to provide quick or detailed feedback for each route.

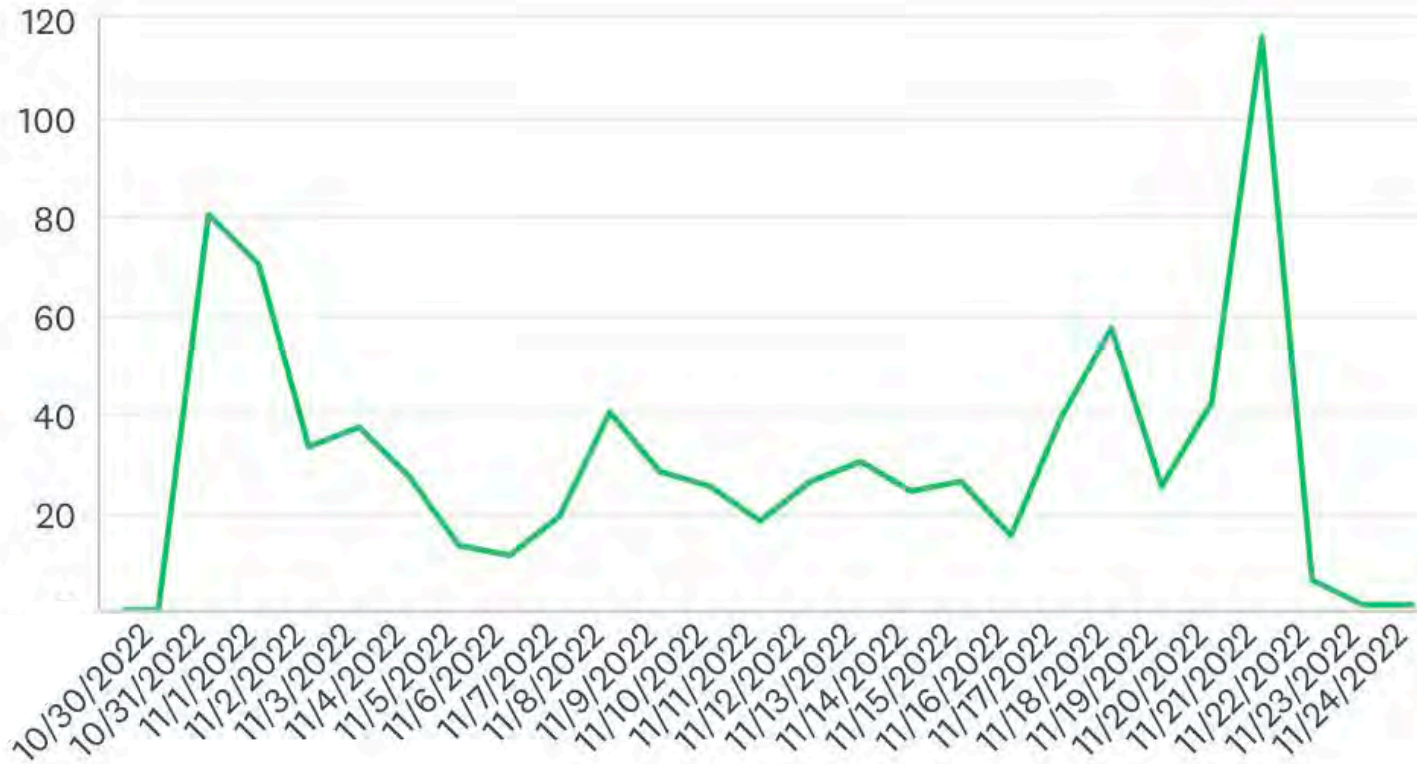
## Aro Valley:



## Ngaio:



Daily online submissions over the duration of engagement:



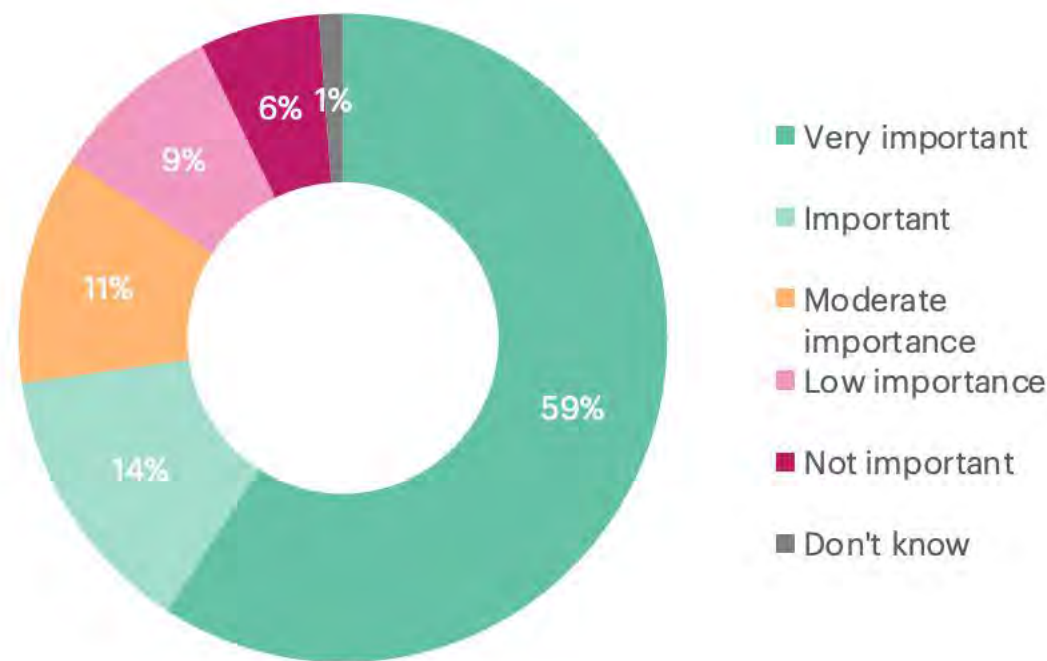


**What submitters thought**



# How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

n= 753



**73% of respondents** believe it is important or very important to make streets safer and easier for people using active or public transport.

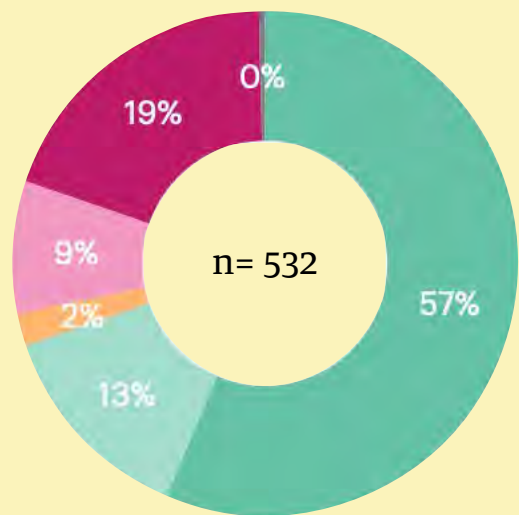
**15%** believe it is of low importance or not important.



# How people felt about the proposed route changes

## Aro Valley:

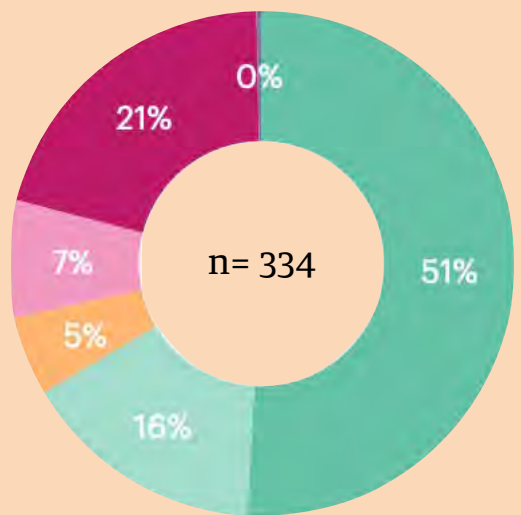
Do you support the overall proposed changes to the Aro Valley Connection route?  
[These include traffic resolution TR179-22]



**70% of respondents** support or strongly support the proposed changes.  
**28%** oppose or strongly oppose the changes.

## Ngaio:

Do you support the overall proposed changes to the Ngaio Connection route?  
[These include traffic resolution TR180-22]



**67% of respondents** support or strongly support the proposed changes.  
**28%** oppose or strongly oppose the changes.

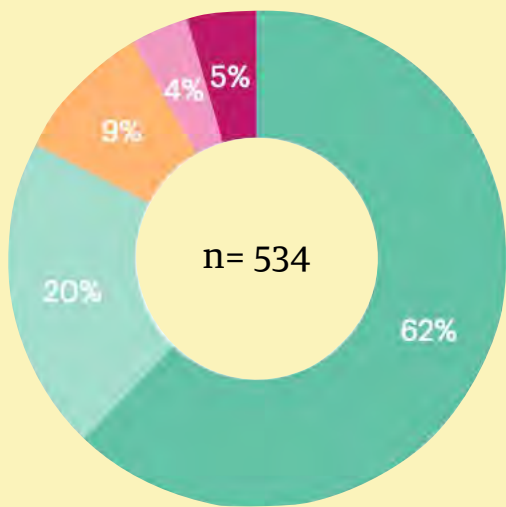
- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Don't know



# How people felt about the proposed speed changes

## Aro Valley:

Do you support the proposed speed changes on Aro Street?

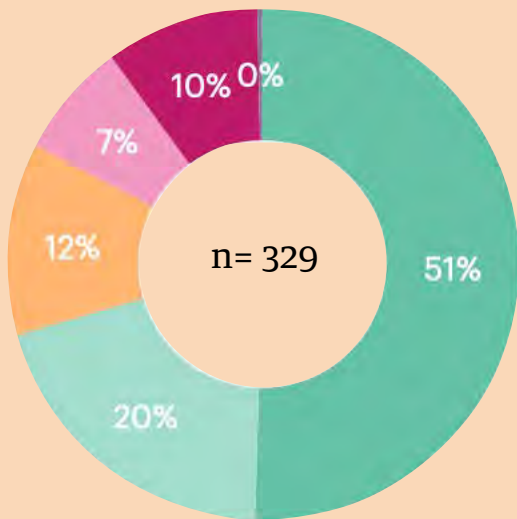


**82% of respondents** support or strongly support the proposed speed changes.

**9%** oppose or strongly oppose the changes.

## Ngaio:

Do you support the proposed speed changes on the Ngaio route?



**71% of respondents** support or strongly support the proposed speed changes.

**17%** oppose or strongly oppose the changes.

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Don't know

Note: Speed limit change decisions made by Waka Kotahi.



**What people who made a submission  
thought about Aro Valley**



# Support for Aro Valley Connection - Themes

The themes below are based on all comments (detailed and quick) from people who said ‘support’ or ‘strongly support’ in answer to the question, “Do you support the overall proposed changes to the Aro Valley Connection route? These include traffic resolution TR179-22”. One comment can contain multiple themes.

702 comments

Mentions:

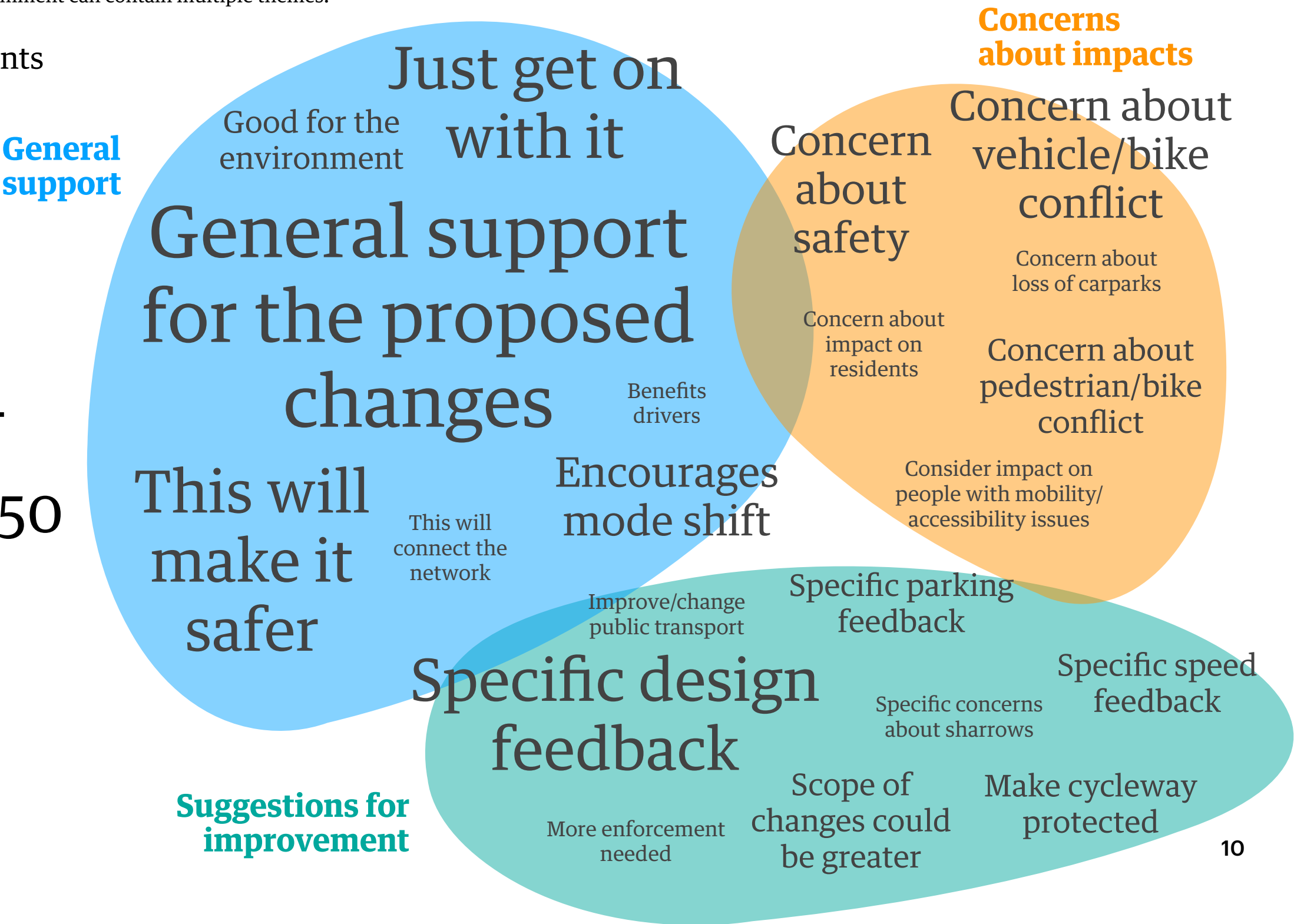
250+

100-250

50-99

25-49

10-24

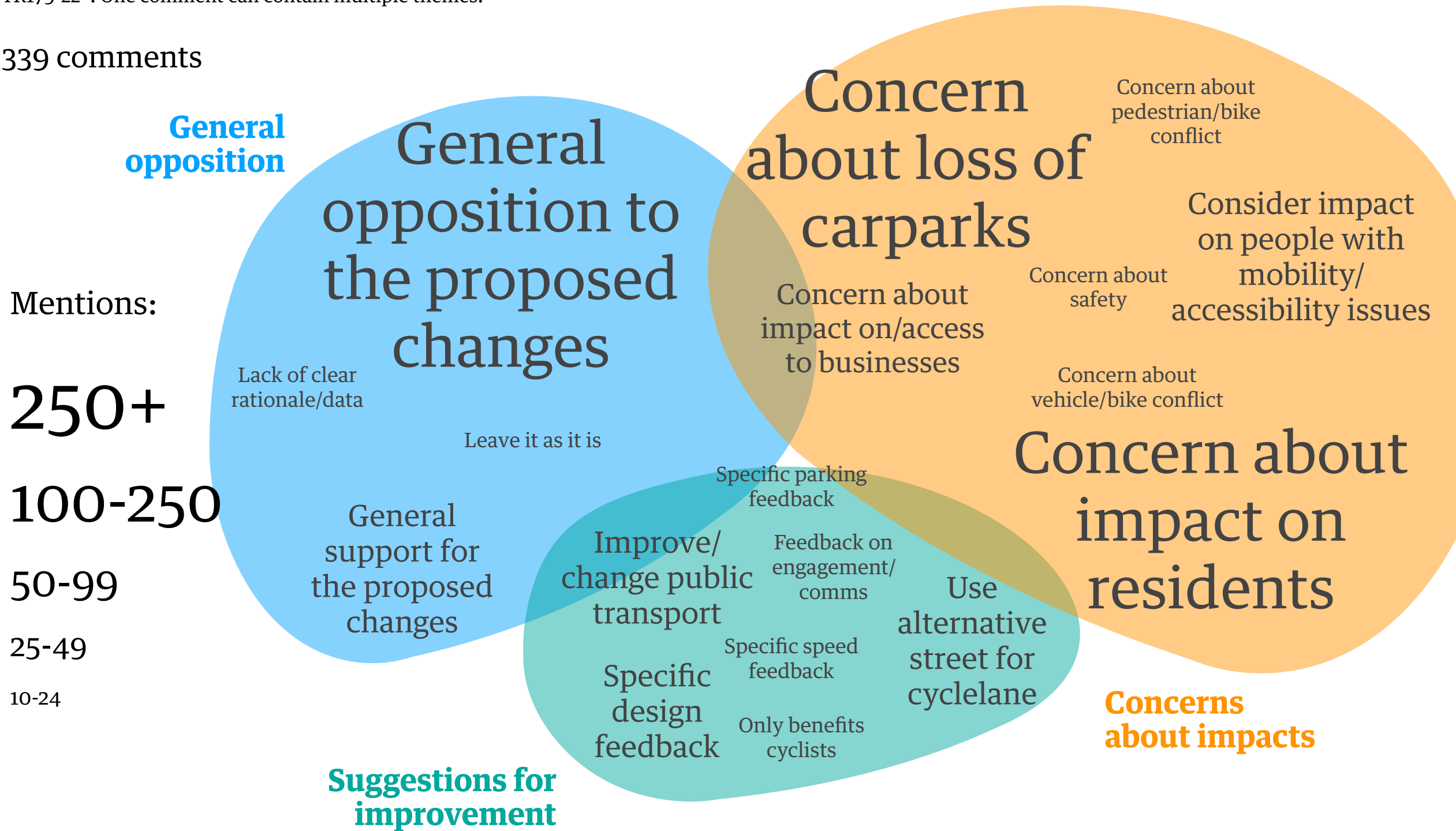




# Opposition to Aro Valley Connection - Themes

The themes below are based on all comments (detailed and quick) from people who said ‘oppose’ or ‘strongly oppose’ in answer to the question, “Do you support the overall proposed changes to the Aro Valley Connection route? These include traffic resolution TR179-22”. One comment can contain multiple themes.

339 comments

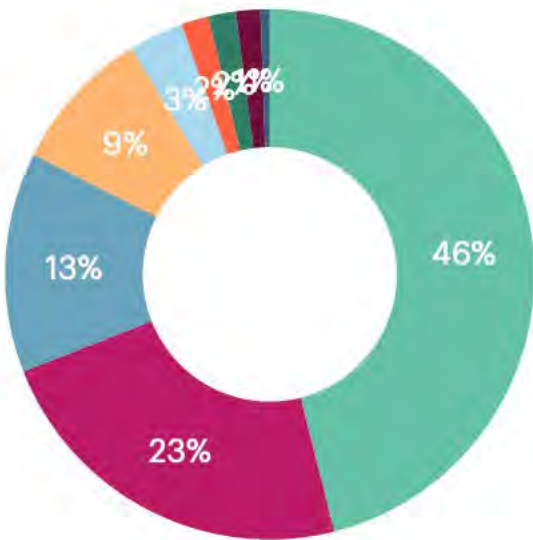




# Relationship to the Aro Valley area

What is your main relationship to the Aro Valley route and area?

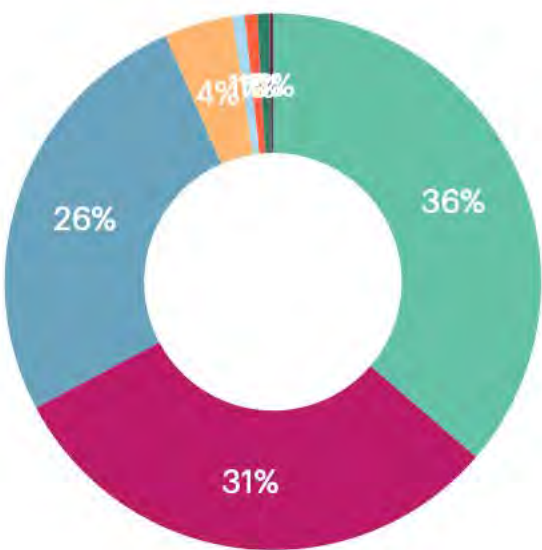
n= 536



- I live in the area
- I travel through the area
- I visit the area (e.g. to see friends or businesses)
- I do recreational activities in the area (e.g. running, walking etc.)
- I live in Wellington
- I own or manage a business in the area
- I work in the area
- I go to school or education in the area
- I drop my kids at childcare, school or education in the area

How do you normally travel along the Aro Valley route?

n= 534



- Car/Van
- Bicycle
- Walk/run
- Bus
- Commercial vehicle (e.g. van or truck)
- E-scooter, skateboard etc
- Motorcycle or motor scooter
- Wheelchair or mobility scooter



# Level of support for Aro Valley Connection based on ‘main relationship’ to the area

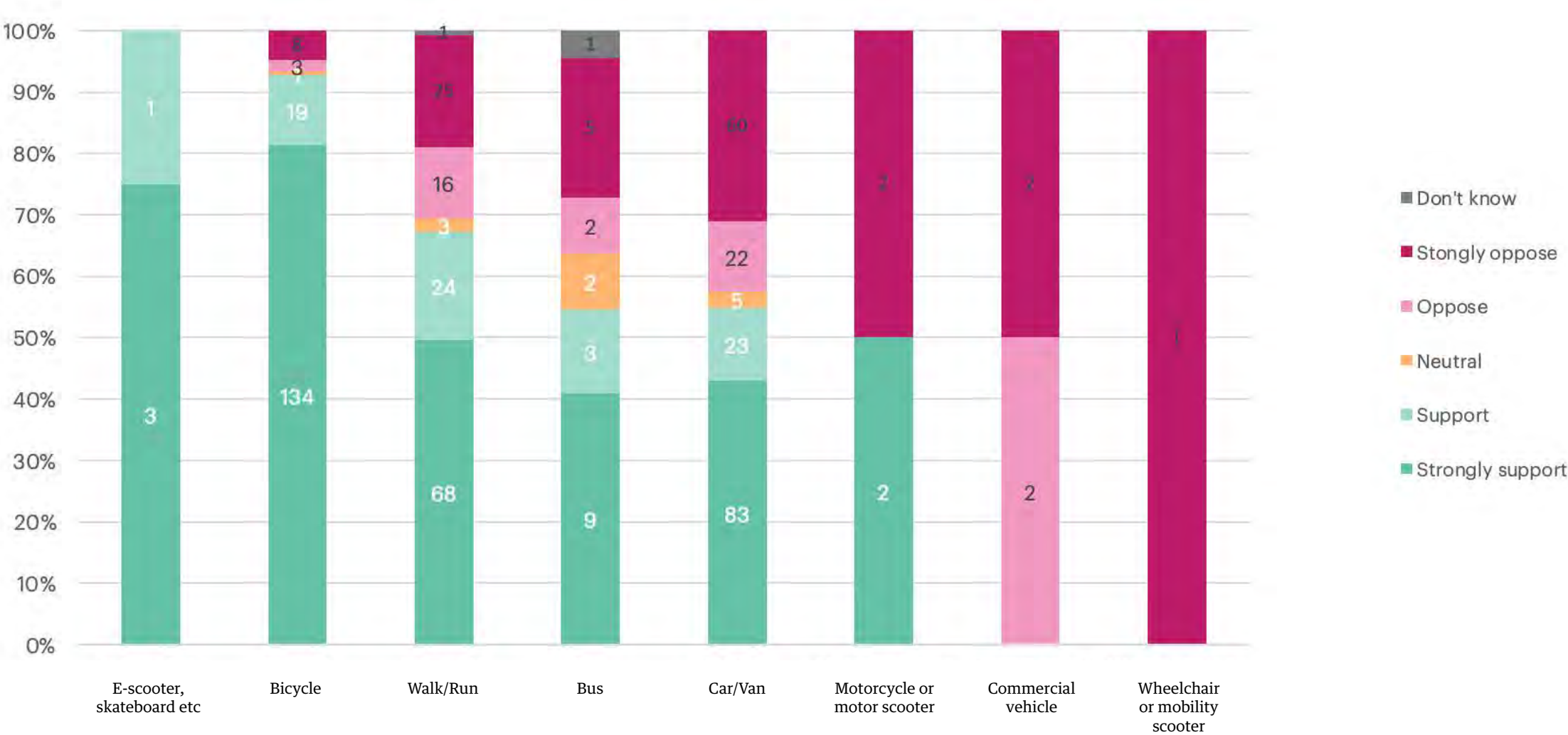
Based on the answer to the question: “Do you support the overall proposed changes to the Aro Valley Connection route? These include traffic resolution TR179-22”





# Level of support for Aro Valley Connection based on how people normally travel along the route

Based on the answer to the question: “Do you support the overall proposed changes to the Aro Valley Connection route? These include traffic resolution TR179-22”





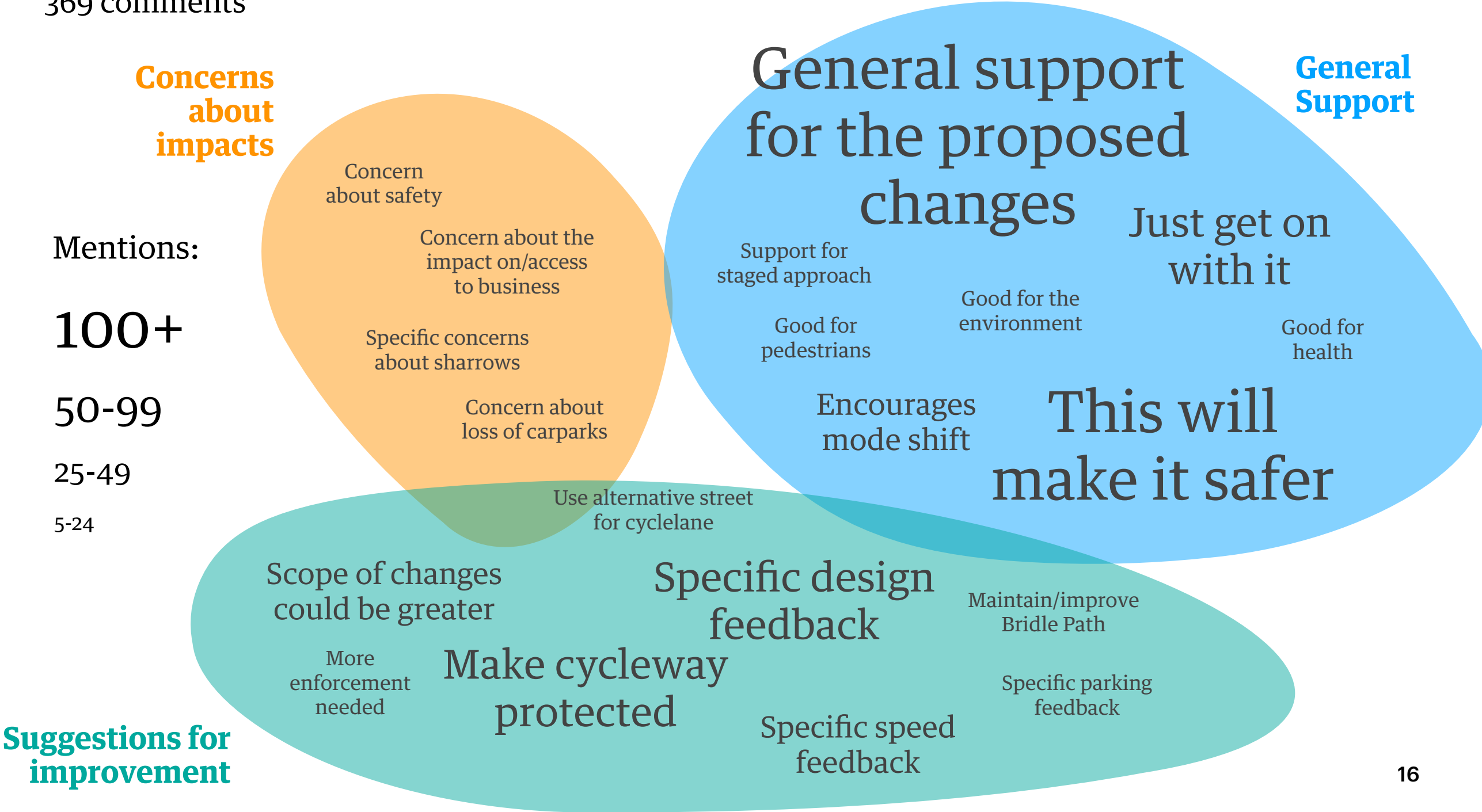
**What people who made a submission  
thought about Ngaio**



# Support for Ngaio Connection - Themes

The themes below are based on all comments (detailed and quick) from people who said ‘support’ or ‘strongly support’ in answer to the question, “Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22”. One comment can contain multiple themes.

369 comments





# Opposition to Ngaio Connection - Themes

The themes below are based on all comments (detailed and quick) from people who said ‘oppose’ or ‘strongly oppose’ in answer to the question, “Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22”. One comment can contain multiple themes.

240 comments

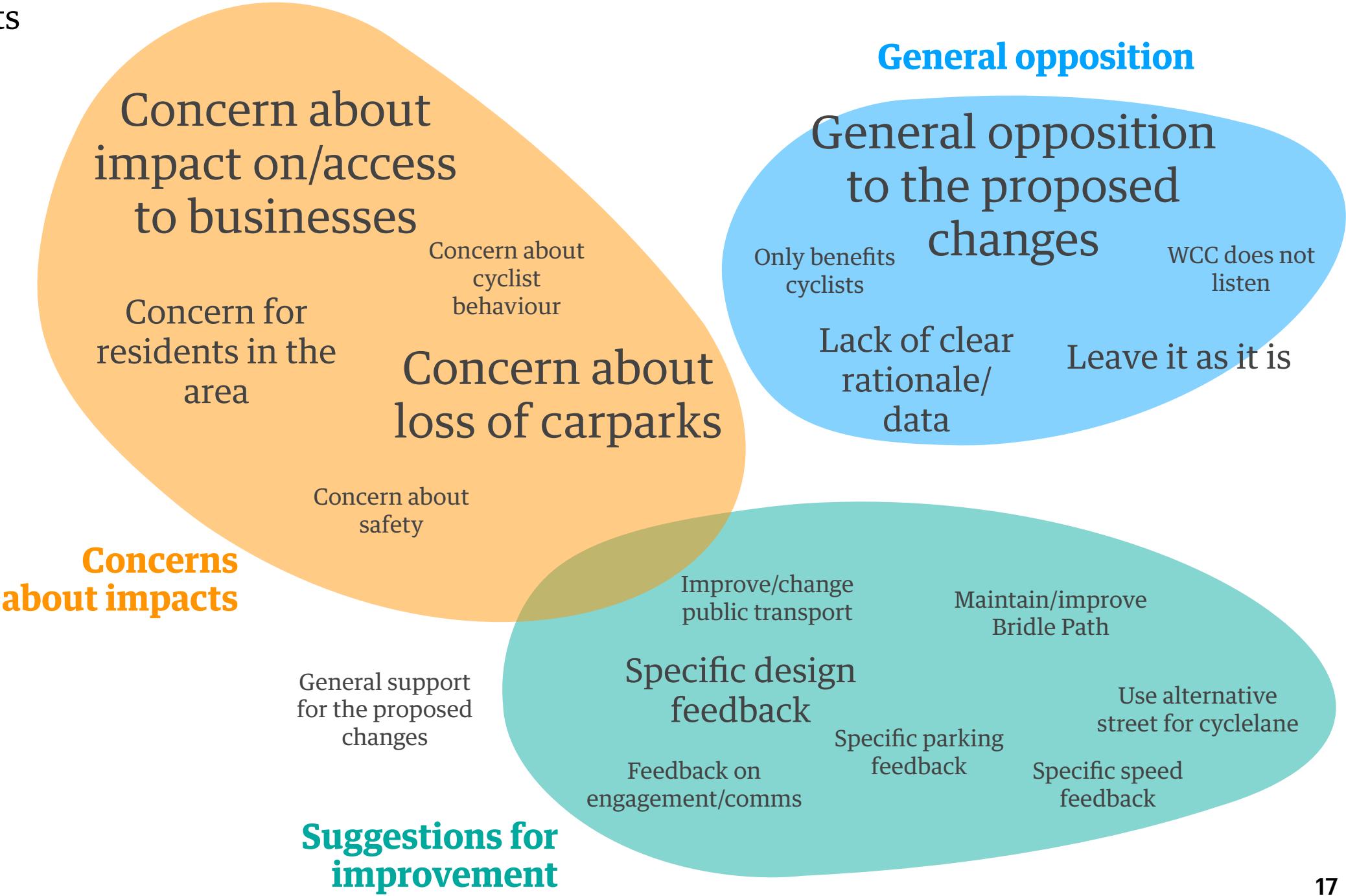
Mentions:

100+

50-99

25-49

5-24

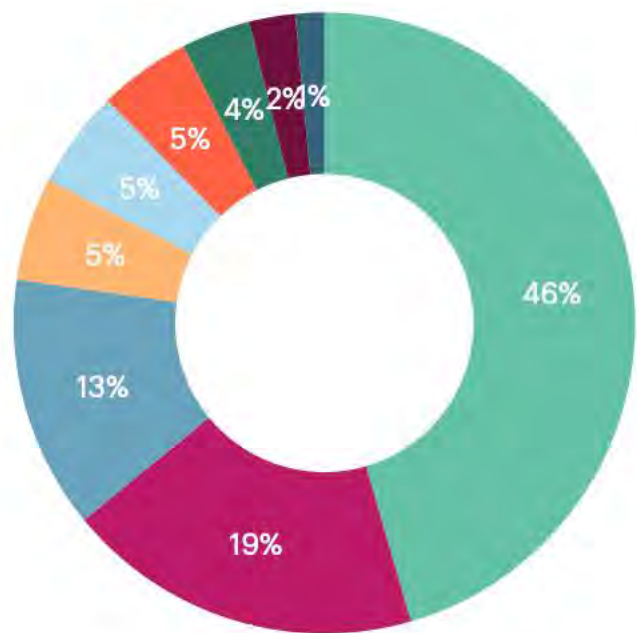




# Relationship to the Ngaio area

What is your main relationship to the Ngaio route and area?

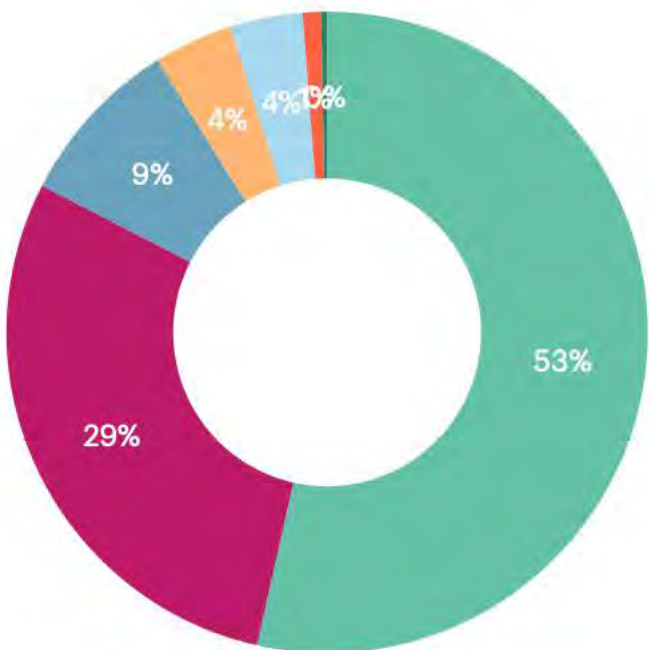
n= 334



- I live in the area
- I travel through the area
- I visit the area (e.g. to see friends or businesses)
- I go to school or education in the area
- I live in Wellington
- I own or manage a business in the area
- I do recreational activities in the area (e.g. running, walking etc.)
- I work in the area
- I don't have a relationship to the area

How do you normally travel along the Ngaio route?

n= 327

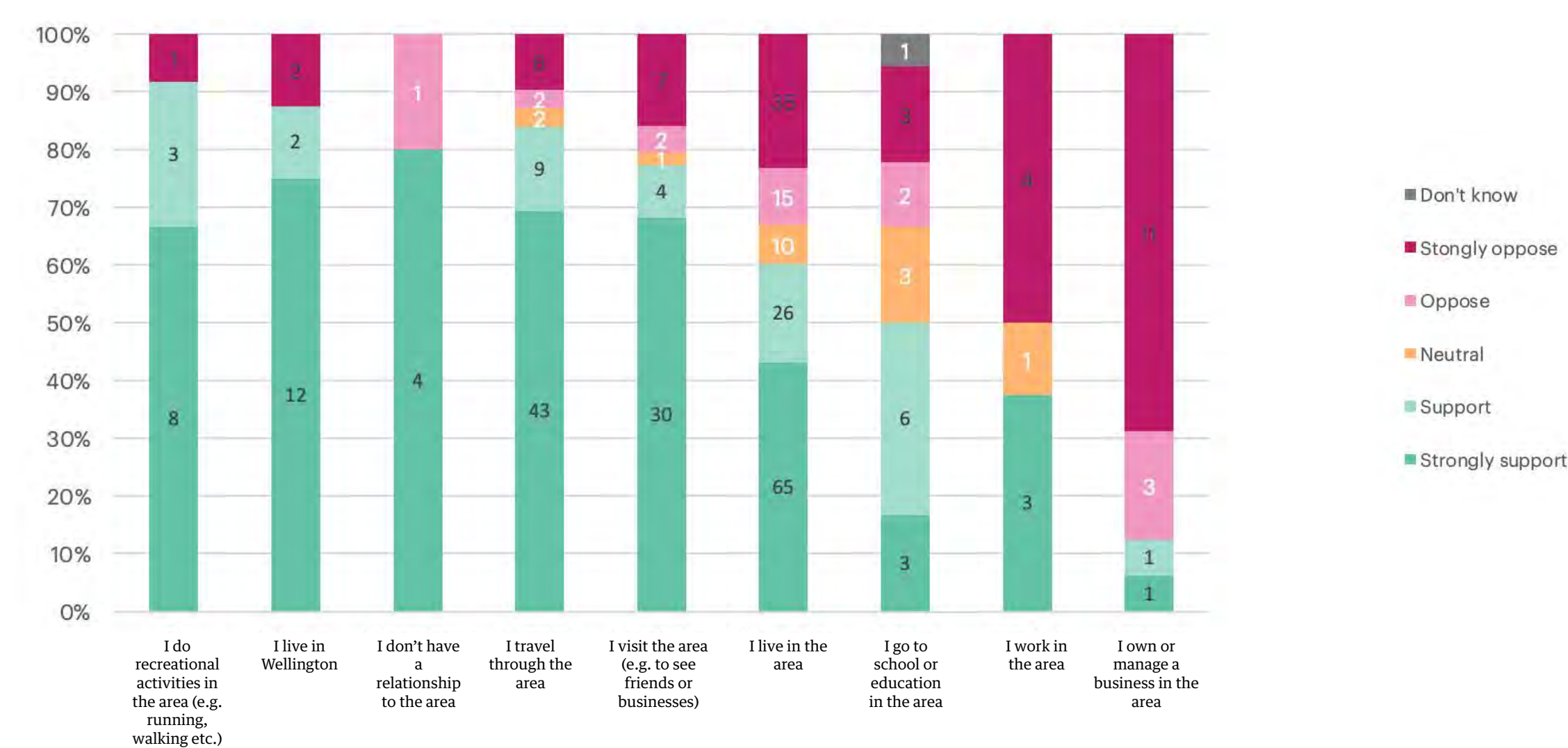


- Car/Van
- Bicycle
- Walk/run
- Bus
- Commercial vehicle (e.g. van or truck)
- Motorcycle or motor scooter
- E-scooter, skateboard etc



# Level of support for Ngaio Connection based on ‘main relationship’ to the area

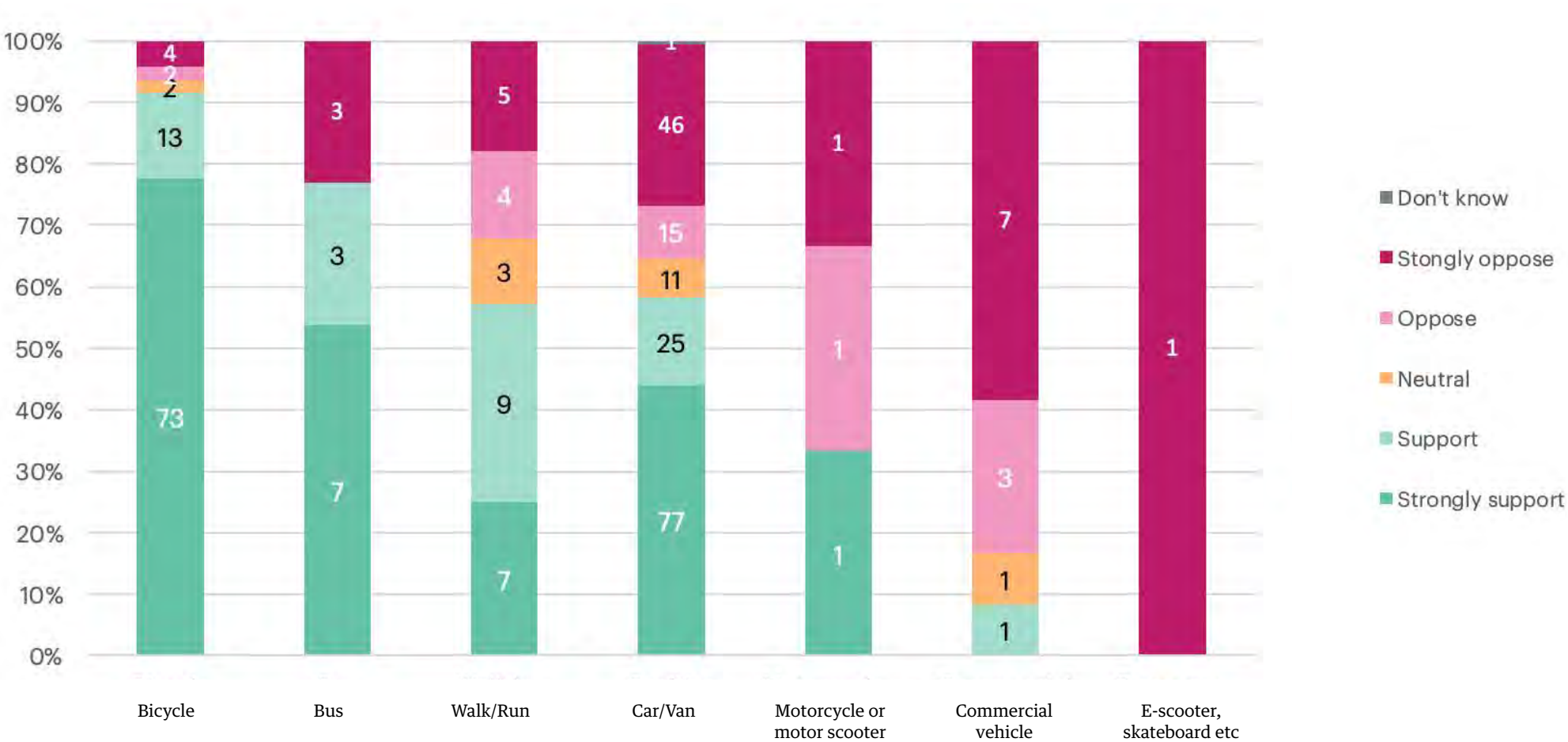
Based on the answer to the question: “Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22”





# Level of support for Ngaio Connection based on how people normally travel along the route

Based on the answer to the question: “Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22”



*Note: no respondent indicated they travelled by mobility scooter or wheelchair*



# Detailed feedback about Aro Valley



We asked for detailed feedback about four aspects of the Aro Valley Connection proposal:

1. Do you support the proposed changes for the section of the route on Aro Street (between Willis Street and Holloway Road)?
2. Do you support proposed changes for the section of the route on Raroa Road (between Holloway Road and Chaytor Street)?
3. Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?
4. What do you think of the timing of the proposed approach?



# Summary of support for aspects of Aro Valley



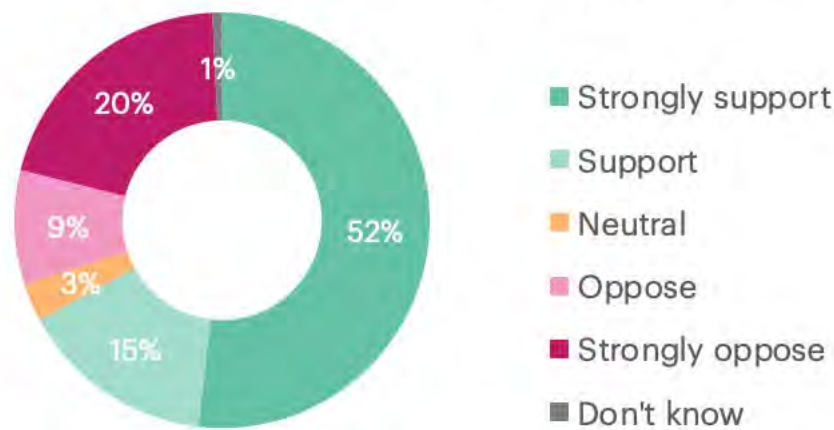


# Detailed feedback: Between Willis Street and Holloway Road



Do you support the proposed changes for the section of the route on Aro Street (between Willis Street and Holloway Road)?

n= 270



### Supportive themes:

- This will make it safer
- Just get on with it
- Concerns about vehicle/bike conflict
- Concerns about safety
- Make the cycleway protected
- Concern about loss of carparks

### Opposing themes:

- Concern about impact on residents
- Concern about loss of carparks
- Concern about impact on/access to business
- Consider impact on people with mobility/ accessibility issues

*I live in Highbury and wrote an electric bike as my only form of transport for five years. Four years ago I stopped because it became too dangerous. If these proposals go ahead, I will joyfully be back on my bike again.*

*Aro Street is way too narrow now for the buses. Adding a bike lane will just make it far worst and cause huge delays.*



# Specific design feedback 1/2: Between Willis Street and Holloway Road



- Make cycle lane same height as footpath and make it a shared path
- Add double yellow lines from 155 Aro St through to bus stop on Durham St to prevent dangerous overtaking
- Continue cycle lane through shops to Willis Street
- Make sure speed bumps don't negatively affect buses
- Add a pedestrian crossing to Western end of park and make it a shared path for both bikes and pedestrians
- Consider flooding impacts of raised pedestrian crossing (especially for shop at 97 Aro St)
- Extend 30kph zone and enforce with speed cameras
- Make sure cycle lane is protected (poles are sturdy)
- Make sure car parks near Waimapihi are longer than P120 to allow for recreation
- Don't remove car parks near Waimapihi
- Consider creating new car parks near Waimapihi Reserve (eg on old dog training area)
- Use other measures to calm traffic (rather than using speed humps)
- Increase safe bike parking
- Turn carparks into extensions of footpath (similar to Dixon St)
- Remove parks around Aro shops
- Improve the crossing connecting Devon Street and Aro Street
- Increase parking enforcement
- Speed up implementation to avoid another Island Bay scenario
- Introduce a safe thoroughfare through the shopping area
- Keep the bus stop at the shops
- Raise both pedestrian crossings
- Speed humps (if installed) should only be in the 30kmh areas
- P20 parks in the village should be P10
- Do not introduce parking changes on the south side of Aro Street
- Make in-lane bus stops and widen the footpath.
- All side streets should have at least one mobility park and a car share park
- Install Locky Docky bike parking on St. John's Street paper road
- Limit residents parking permit to one per residence
- Create designated spots where Ubers will pick up and drop off people
- Start an inventory of land to purchase to create micro parking garages
- Improve education for drivers and cyclists
- Make the cycleways wider
- Consider additional routing through Kelburn.
- Major building projects routinely block lanes and will block the cycleway.
- Disability parking should be closer to the shops
- Ride share parks do not need to be close to shops. Would be better situated by Garage Project
- Improve visibility turning from Devon Street on to Aro Street
- Introduce scooter share hub in Aro park (e.g. Flamingo or Beam)
- Improve monitoring of mobility and car share car parks
- Plastic bollards may prevent cars from turning into driveways
- Narrow Ohiro Road crossing
- Have a cyclelane lane on one footpath and allow pedestrians to use the other side



## Specific design feedback 2/2: Between Willis Street and Holloway Road



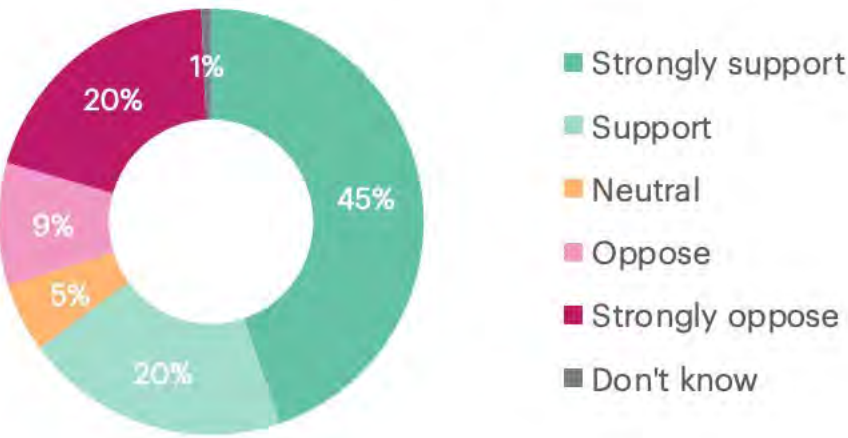
- Do not remove resident/coupon parking on Aro Street/Raroa Road
- Ensure dog-friendly transport modes
- Residents parking should only go to households without off-street parking
- Narrow Aro St as it joins Willis St
- Change camber of the bottom 300m of Aro St
- Ensure at least two mobility parks on Epuni St, one at the Aro-Epuni intersection, and one closer to the council housing.
- Consider the parking needs of those living at the Argo Trust
- Improve public transport
- Instal a pedestrian/bike refuge outside Aro Park
- Ensure motorcycle parks are provided
- Widen footpath from Entrance Street to Adams Tce
- Make residential car parking 24/7
- Provide EV charging parks near Ohiro Road/ Willis St
- Ensure kerb is lowered so that cyclists can come off the road onto the shared path in the right place
- Make all coupon parking, residential parking on Ohiro road up to Maarama Cres.
- Introduce speed humps on Ohiro road between Aro St and Maarama Crescent.
- Keep bus stop outside 47B Aro Street
- Add bollard at the west end of Aro park, to prevent cars parking there
- Aro Park regularly hosts fairs/events - making it impractical as a cycleway
- Ensure speed humps are cycle friendly
- Maintenance required along Aro St to make it safer for cyclists travelling at speed
- Introduce connecting bike lane between Kelburn campus and Aro Valley
- Planter box by 72 Aro creates pinch point for cyclists
- WCC should provide off-street parking to help business
- Provide car sharing parks for Mevo
- Use speed cushion rather than speed bumps
- Add green paint to denote shared space at the pinch point between Aro playground basketball court and Palmer St
- Remove parking space on downhill side directly in front of the zebra crossing exiting the park.
- Do not raise pedestrian crossings



# Detailed feedback: Raroa Road

Do you support proposed changes for the section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

n= 268



**Supportive themes:**

- This will make it safer
- Make the cycleway protected
- Concern about vehicle/bike conflict
- Concerns about safety

**Opposing themes:**

- Concern about loss of carpark
- Concern about safety
- Concern about impact on residents



*As a daily commuter on this route I strongly support the proposal. It is one part of my ride where I am very aware of the danger of vehicles passing too close, there are some parts where a cyclist simply cannot make themselves safe. This would become a key route into the Western suburbs from the CBD and I believe encourage cyclists to use this lane rather than hold up cars elsewhere.*

*You note that upwards of 60 car parks will be removed, but these cars already park there. Many properties are too high up the hillside for them to dig out their own off-street parks. You need to provide assistance to these people, not arbitrarily require them to park their cars somewhere distant from where they live.*



# Specific design feedback 1/2: Raroa Road



- Make cycle lane same height as footpath and make it a shared path
- Extend the protected cycleway up to top of Raroa Road
- Remove all uphill parking
- Make cycleway protected
- Extending the coupon parking zone to Raroa Crescent
- Downhill parks should be residents-only
- Remove all on-street parking along Raroa Road.
- Introduce another bus stop just before the turn off to Norna Crescent.
- Remove all downhill parking
- Ensure more green hatching in the cycle shoulder sections
- Build cycle shoulder on the uphill climb from Chaytor Street to Moana Road
- Introduce signage to stop cars passing on the corner below 21 and 14 Raroa Crescent
- Remove parking opposite 12/14 Raroa Crescent
- Redirect pedestrian path to be adjacent to cycleway at the Holloway Road intersection
- Provide assistance to people losing car parks
- Protect inside corners on uphill lane
- Instal downhill cycleway
- Instal an additional uphill bus stop on the big corner before Norna
- Instal a safe crossing from the existing bus stop near Cluny Ave. for people heading down into Kelburn.
- Don't move the bus stop in front of 40 Raroa Road
- Introduce additional parks near Zealandia carpark.
- Ensure shared footpath has paint separating cyclists from pedestrians
- Build a retaining wall near the new Raroa stop
- Widen footpath between Entrance St and bus stop 7786.
- Close off the disused bus lane at the entrance of Holloway road
- Extend the 30 km/hr speed limit
- Instal bicycle passing bays along Raroa Road
- Ensure uphill bike lane is level with road
- Install the kerb crossing near the bottom of Raroa
- Protect the cycleways at every opportunity.
- Bus stops should block the lane of uphill traffic to prevent dangerous passing.
- Add sharrows in the middle of each lane between on Raroa Road between Plunket Street and Moana Road
- Remove parks which are too close to corners on the downhill side of Raroa Road.
- Regular policing of cars parked on the footpath is required.
- Make Highbury Rd and Norna Cres parking residents only
- A 750cm "cycle shoulder" is too narrow
- Raroa Rd is prone to slips which make riding the shoulder hazardous.
- Make the footpath between Holloway and Mt pleasant in the uphill direction a shared uphill cycleway and footpath.
- Build additional pathways between Aro valley and Kelburn campus
- These slopes (near 94 Raroa Rd) need to be addressed.
- Intersection of Raroa Cres off Chaytor St heading into city is too tight - needs widening, and something to slow approaching cars.



## Specific design feedback 2/2: Raroa Road



- Poor visibility for proposed new bus stop. Consider 136 Raroa Road as a safer option.
- Do not move the bus stop near Cluny/Fairview; as it will impede view of cyclists or vehicles travelling west from Moana Rd towards Raroa on the downhill side.
- Stricter parking regulations needed. No residents permits for those with existing off-street parking, no parking for oversize vehicles or only one park per household.
- Insert speed bumps or lower speeds into the Raroa to Chaytor section
- Divert cyclelane onto Plunket to get easier access to the road to Karori via tunnel
- Put broken yellow lines on the corners in the downhill direction to improve safety and visibility
- Make the footpath from opposite Norway St to Old Bullock Rd (172 Raroa Rd) a shared path.
- Remove parking from the downhill side where there is a 75cm unprotected bike lane on the uphill side (Map 31)
- Add "Please indicate" on the roundabout W-8 warning signs (Map 34)

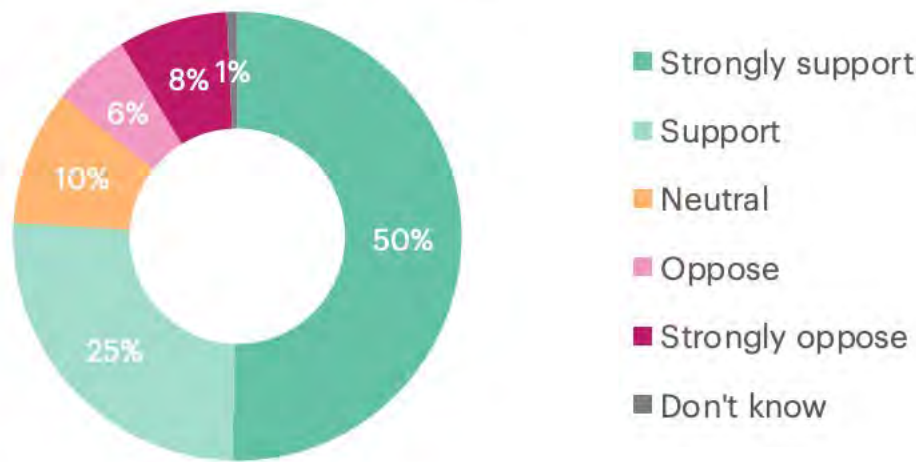


# Detailed feedback: Connection to Willis Street via Aro Park

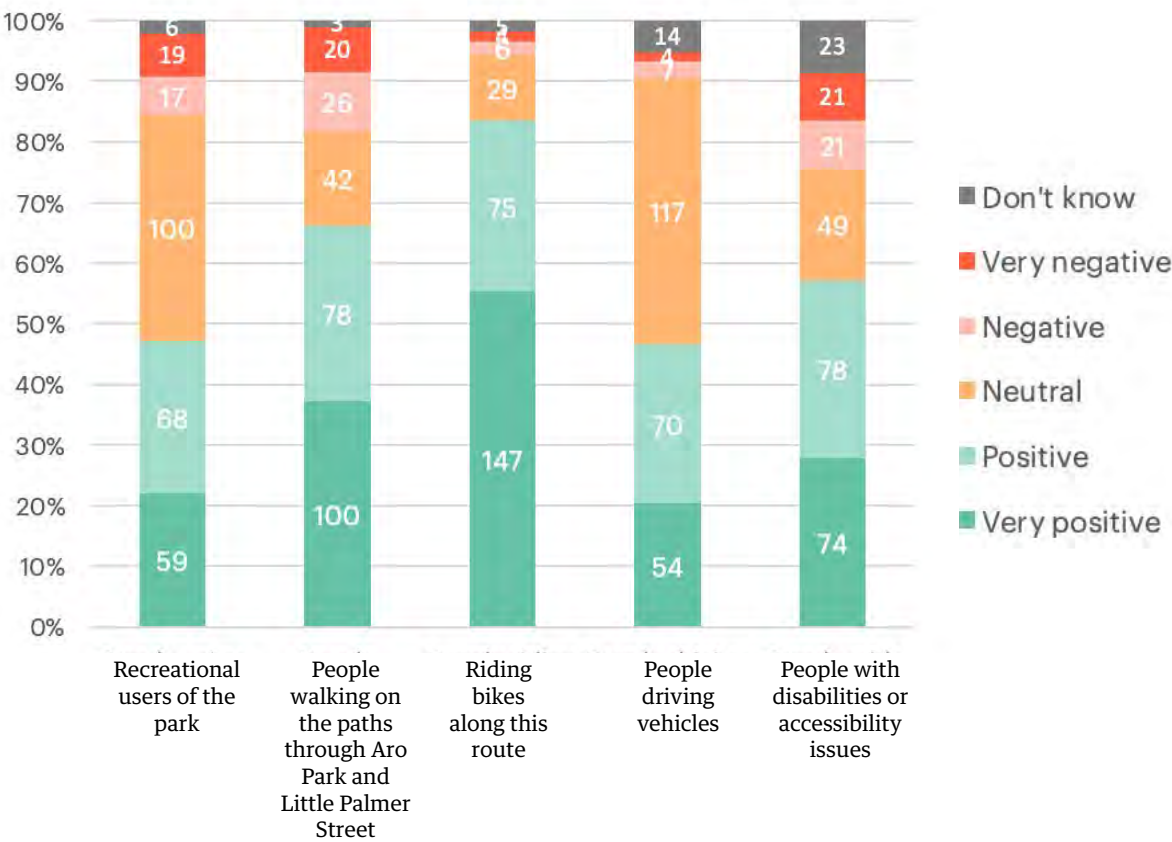


Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

n= 266



What do you think the impacts will be for...





# Detailed feedback: Connection to Willis Street via Aro Park



## Supportive themes:

- Concern about pedestrian/bike conflict
- Concern about safety
- Cyclist behaviour needs to change
- This will make it safer

*I ride this exact route several times a week. Pedestrians are incredibly kind and patient, but I don't enjoy weaving around them. This looks an easy fix and a total no-brainer!*

*When I used to ride my bike (stopped 4 years ago because became too dangerous) I used these two paths almost every day. Excellent idea*

## Opposing themes:

- Leave it as it is
- Concern about pedestrian/bike conflict
- Use alternative street for cycleway

*Cyclists are road users - the park is home to a preschool and childrens playground - as well as a basketball court and a community space. I do not believe childrens safety should be put at risk for a 5 minute shortcut for cyclists.*

*I'm worried that it'll just become a cycle way, rather than an actual shared pathway. Like the shared path from the end of Oriental parade around the bays. It's a worse walking experience there now because cyclists just speed along with no consideration for pedestrians. I would even consider adding speed bumps in the park to stop people cycling fast.*



# Specific design feedback: Connection to Willis Street via Aro Park



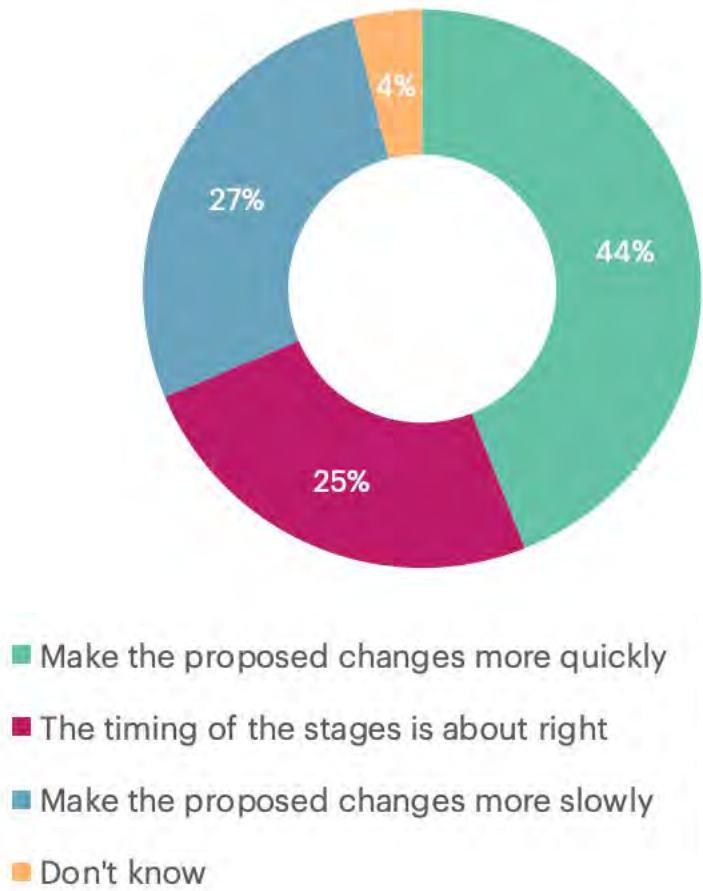
- Improve pinch point between Inverloch and Oak Park
- Add speed bumps to cycleway to slow pedestrians
- Improve pinch point at the corner of the basketball court
- Use different substrates (brick/tile) to define different transport modes
- Add paint to indicate cyclelane
- Remove parks on Abel Smith street by Little Palmer Street
- Improve crossing on Aro Street near Garage Project
- Ensure shared path is wide enough to accommodate all users
- Drainage improvements needed in Aro Park
- Add convex traffic mirrors
- Move zebra crossing to where the path ends
- Limit disruption on flora on Little Palmer Street
- Remove 2 trees on Little Palmer to widen path
- Remove the unreliable lights in order to widen the path
- Remove the wood in the path which is a slip hazard
- Remove the curb in front of the Community Centre at the end of the path
- Create a curb cut so bikes can go immediately onto the street and not ride on the footpath
- Removing trees on Little Palmer will reduce shade cover
- Extend 30 km/hr to Abel Smith Street
- Improve lighting along this route
- Chokepoint between Octa Associates and the apartment block should also be addressed.
- Widen footpath on the North side of Raroa Rd bordering the Pukehinau Kiwifoot Reserve
- Introduce measures to slow cyclists
- Alter park so there is an uninterrupted grass area
- Add the two kerb ramps at Little Palmer
- Improve connection between Abel Smith and shared path on Karo
- Protect trees in the Abel-Smith/Palmer St lane
- Make cycleway continuous
- Ensure suitable crossing for bikes heading from Aro Park onto Aro St
- Monitored security cameras required in the park
- Pedestrians should have right of way
- Need good signage to indicate the pathway
- 2.5m is too narrow for bi-directional cycling and walking.
- Separate paths for cyclists and pedestrians
- Widen exit from Aro Park to Palmer St.
- Shift electrical service boxes where Able Smith and Little Palmer St meet.
- Remove parking space on Palmer st at the exit of Little Palmer St



# Detailed feedback: What do you think of the timing of the proposed approach?

What do you think of the timing of the  
proposed approach?

n= 254



**Supportive themes:**

- Just get on with it
- This will make it safer
- Encourages mode shift

**Opposing themes:**

- Feedback on engagement/comms
- Concern of impact to residents
- Concern about loss of carparks



*Gets people out on alternative modes of transport and gives people time to figure out if they still need to find alternative car parking. Allows time for new rental tenants to know that change is coming and limited parking is available*

*WCC needs to ensure that the public transport in Aro Valley is efficient, reliable, regular and cheap ( ie WCC subsidised) if it wants to get people out of cars. This needs to be embedded before starting these changes which could make this route even more congested and dangerous*



## Detailed feedback about Ngaio

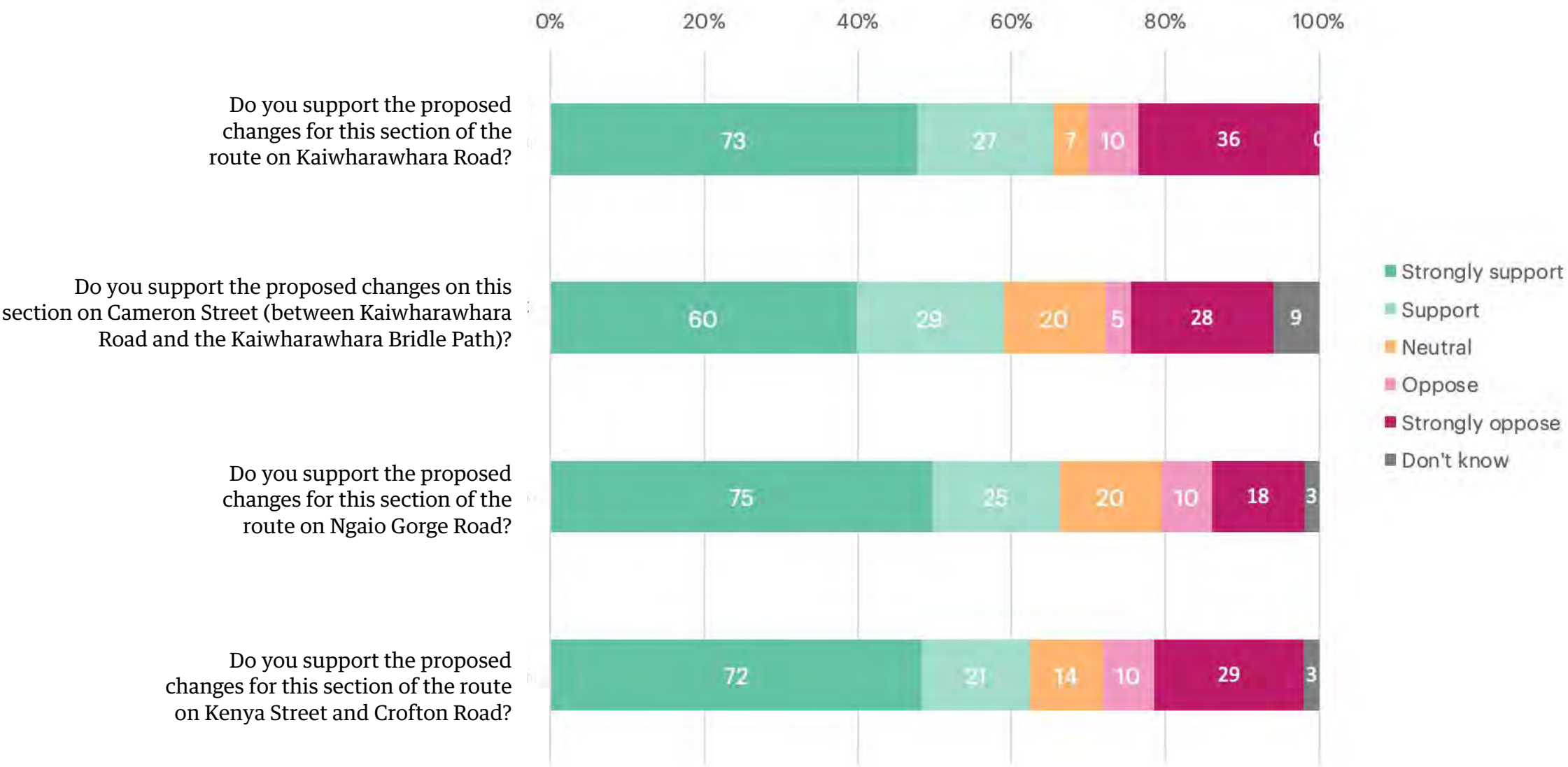


We asked for detailed feedback about five aspects of the Ngaio Connections proposal:

1. Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
2. Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
3. Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
4. Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
5. What do you think of the timing of the proposed approach?



# Summary of support for aspects of Ngaio

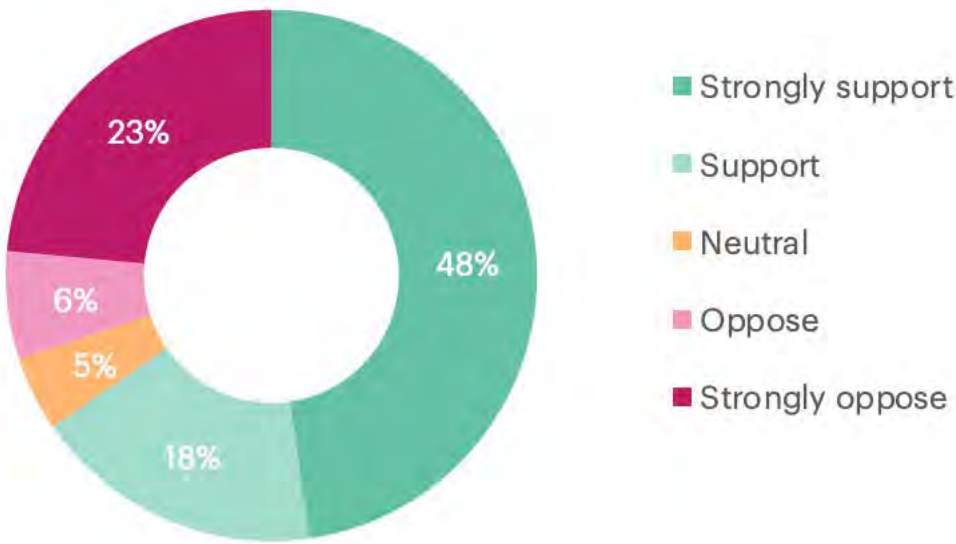




# Detailed feedback: Kaiwharawhara Road

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

n= 153



**Supportive themes:**

- This will make it safer
- Make the cycleway protected
- Need more enforcement
- Concerns about safety



*Fantastic idea, making it much safer encourages more cyclists*

**Opposing themes:**

- Concern about loss of carpark
- Concern about impact on/access to businesses
- Lack of clear data/rational

*I'm concerned about the flow on effect this will have on the bottom of Old Porirua Rd. this already has cars parking (illegally??) on the grass verge and in narrow lanes, further constraining access to/from old Porirua rd (as a resident who lives off old Porirua rd directly).*



# Specific design feedback: Kaiwharawhara Road



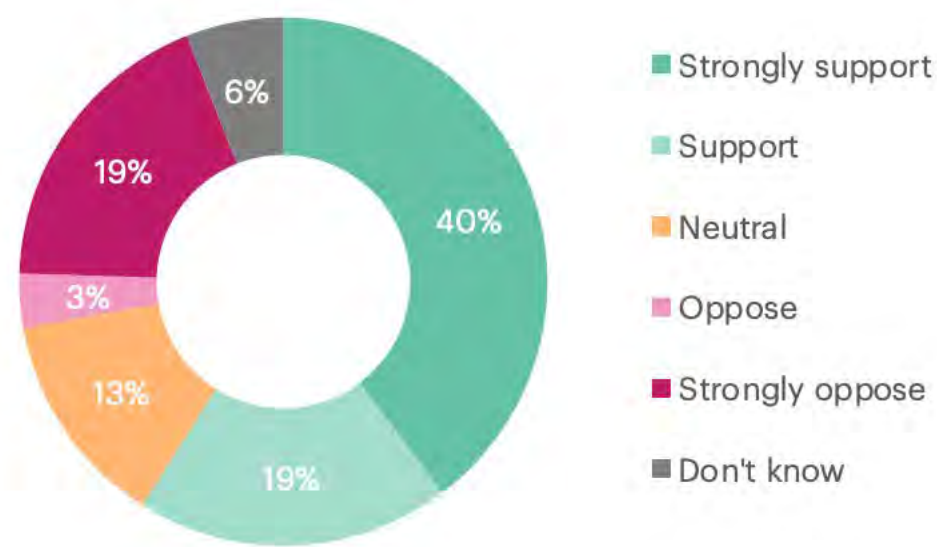
- Continue the protected cycleway through the Kaiwharawhara shops
- Make it safer for people on bicycles to cross the road and turn right into Cameron Street
- Add traffic calming to slow traffic on Cameron Street
- Address pinch points caused by car parking outside Hanging Around.
- Ensure the Ngaio Gorge road is well maintained and clear of debris
- Add pedestrian crossing to make it easier to cross Kaiwharawhara Road
- Install concrete buffers instead of the plastic separators
- Build more off-street parking and loading zones before Stage 3
- Do not use dividers to separate cycle lane from the main roadway
- Do not install speed bumps; do not raise pedestrian crossings
- Install signs to tell vehicles leaving car parks in the Kaiwharawhara business area to watch out for cyclists
- Add separated cycle lane on both sides of the road
- Use clearways during peak hours instead of installing cycleways
- Change 30 min parking to 60 minutes
- Make the bike lane wider; make it easier for bikes to pass stopped busses
- Retain all loading zones
- Retain parking on Cameron Street
- Do not extend clearways hours
- Reconnect Kaiwharawhara Road with the quieter School Road so people can bypass the busy section
- Reduce speeds on Cameron Street to 30kph
- Extend clearways and cycling protection so that it's 24/7
- Reduce speed through Kaiwharawhara business area to 30kph
- Reinstate the Kaiwharawhara train station/stop
- Extend the protected/separated cycleway all the way up the hill to Trelissick Crescent
- Do not have clearways on weekends
- Do not remove any short-stay parking used by cafes/businesses



# Detailed feedback: Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

n= 151

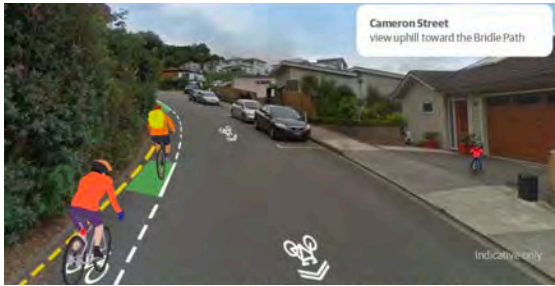


**Supportive themes:**

- This will make it safer
- Scope of changes could be greater

**Opposing themes:**

- Concern about loss of carparks
- Concern about safety
- Maintain and/or Improve Bridle Path



*Strongly support these changes. I cycle this route most days and believe these changes will make a substantial difference to the safety of cyclist on this route. I'd like to see more work done around the Marsh Way / Sanderson Way / Cameron Street intersection to slow traffic speeding up Cameron Street and turning straight into Marsh Way at speed.*

*Cycle lanes and cycle shoulders are no good... Be bold. It might be weird, but why not make the footpath a shared path for pedestrians and uphill only cycling? Make the path slightly wider and then add connections at the top and bottom... Add some signs on Curnow Way and Cameron st as well to indicate to cyclists and drivers that it's shared road space so proceed with caution.*



# Specific design feedback: Cameron Street



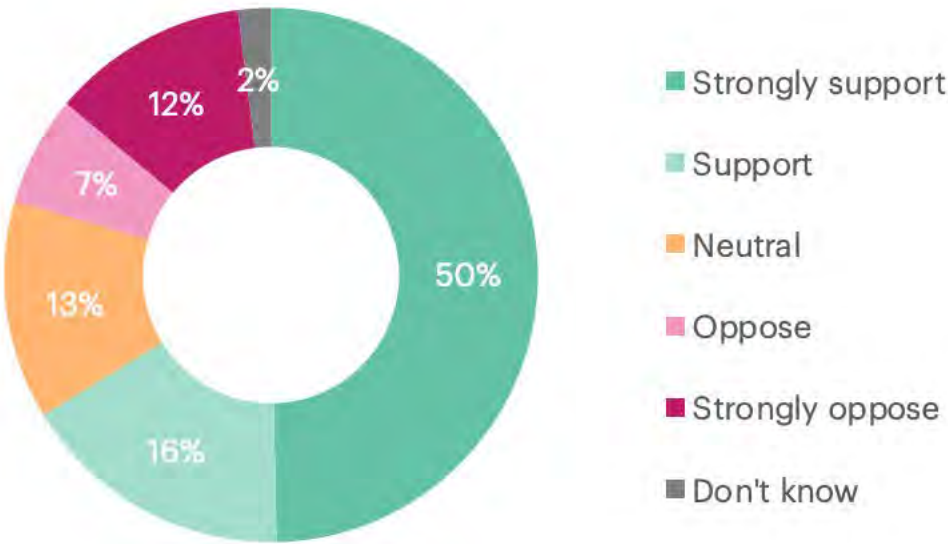
- Add signage pointing cyclists to the Bridle path
- Make the footpath a shared path for bikes and pedestrians on the uphill side
- Add traffic slowing measures to the Cameron Street/Marsh/Sargerson Way intersection
- Widen Bridal Path and encourage more usage
- Add measures to stop cars parking on the grass verge
- Consider Old Porirua Road for a cycleway; extend parking to P75
- Add an additional P60 park to bottom of Cameron Street
- Consider a cycleway through Kaiwharawhara Park to connect to Old Porirua Road
- Make Bridle Path safer by reducing cycling speeds and improving maintenance
- Do not use painted sharrows on downhill section as they are unnecessary and can be slippery when wet
- Ensure vegetation is maintained
- Increase safety of Bridle Park after dark
- Add a 'watch for cyclists' sign at the bottom of the hill; do not encourage use of Bridal Path as it is dangerous



# Detailed feedback: Ngaio Gorge Road

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

n= 151



**Supportive themes:**

- Make the cycleway protected
- This will make it safer
- Good for pedestrians

**Opposing themes:**

- Use alternative street for cycleway
- Concerns around sharrows
- Concern about safety



*I have been running up or down Kaiwharawhara road nearly every other day since we moved to Ngaio and this will make my commute much more pleasant and safer.*

*There must be dedicated cycle ways both uphill and downhill. Shared downhill with cars are a hazard and of no use. Please ensure separation of cycle lanes both ways is real and not paint on the road.*



# Specific design feedback: Ngaio Gorge Road



- Remove the South-side bus stop at the top of the hill
- Move the pedestrian crossing closer to Perth Street
- Add bollards to separate cyclelane
- Improve the Perth St/Ngaio Gorge Road intersection to make it safer for pedestrians
- Relocate the bus stop to further down Ngaio Gorge Road (at No 34)
- Ensure the pedestrian crossings are safe and visible (perhaps adding islands in the middle)
- Add a downhill bike lane
- Ensure the raised pedestrian crossing is not too steep for cyclists
- Consider more speed bumps to slow traffic speeds
- Add street lighting to the pedestrian crossing to make it safer at night
- Do not raise pedestrian crossing
- Use concrete, not plastic bollards to better protect cycle lane
- Add cyclelanes to both sides
- The separated cycle lane should go all the way to Trellissick Crescent
- Ensure pedestrians are visible given the blind corners
- Consider a different location for the new pedestrian crossing
- Use sharrows instead of a dedicated cyclelane
- Widen uphill cyclelane to allow for passing
- Add 'no overtaking cyclists' signs to discourage motorists from trying to overtake bikes
- Reduce speed through this entire area
- Increase separation of cycle lane from traffic near the Perth intersection; more signage reminding motorists to share the road with cyclists
- More paint to make it clear to motorists when cyclists will be taking the lane
- Widen the roadway to allow for everyone
- Remove sharrows as they are a danger to cyclists in wet weather
- Use physical materials to separate cycle lane (more than just paint)
- Add overtaking pockets to cycle lane to allow faster bikes to pass more easily
- Remove bus stops from cycleway, use raised tables and push bus stop into traffic lane and let bikes pass on the inside
- Widen footpaths on Ngaio Gorge Road and make them shared paths
- Widen footpaths around Trellissick Crescent and make them shared paths

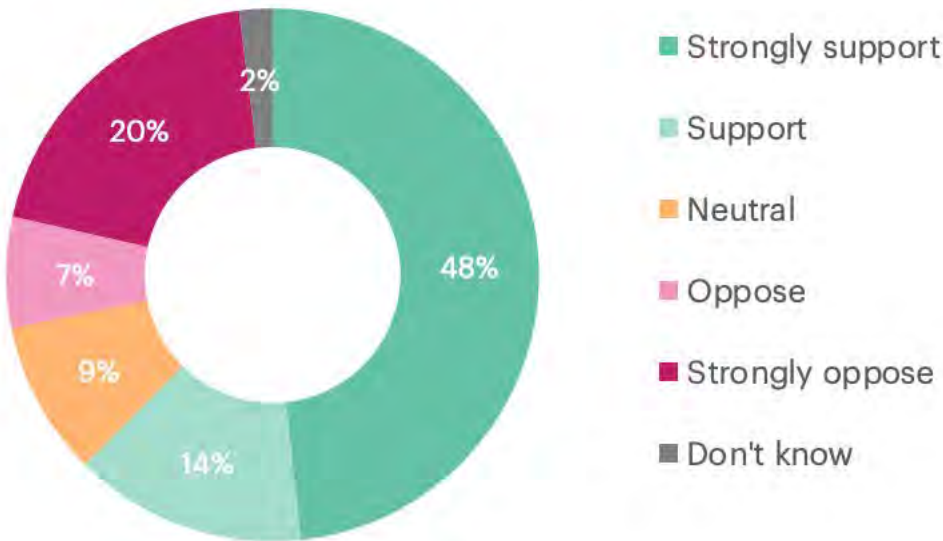


# Detailed feedback: Kenya Street and Crofton Road



Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

n= 149



**Supportive themes:**

- This will make it safer
- Make the cycleway protected
- Scope of changes could be greater
- Concern about loss of carpark

Overall, strongly support. I am very pleased to see the crossing being raised - it is very dangerous and have personally witnessed a person being injured there. Also pleased with the 30km/h. I think the removal of the car parks will cause chaos, but I'm sure we will eventually learn to live with it.

**Opposing themes:**

- Concern about loss of carpark
- Concern about impact on residents
- Concern about impact on/access to businesses

In general I strongly support, but think more consideration of parking for the takeaways business need to be given. This could be a clearway on the opposite side of the road, to provide evening parking for the shop's customers. The area outside the shop could have more parking at weekends.



# Specific design feedback: Kenya Street and Crofton Road



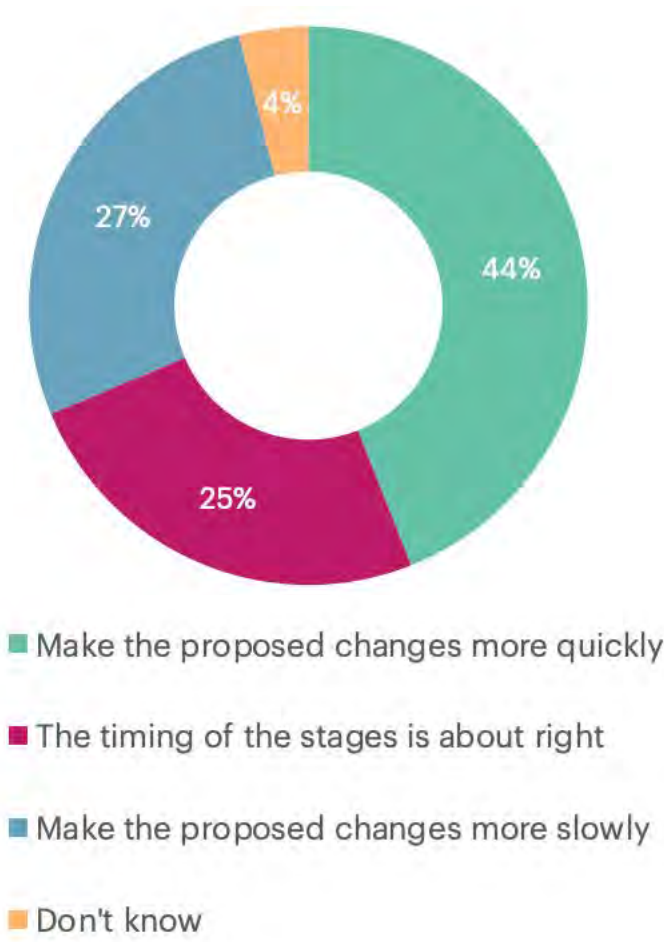
- Add barriers to protect cycleway
- Add cycle lanes to both sides of Kenya Street
- Add traffic calming to reduce speeds in this area
- Add signage and yellow paint to make it clear that parking on cycleway is not permitted
- Extend 30kmph further
- Raise existing pedestrian crossing outside tennis courts
- Add more carparks for the fish & chip shop
- Consider clearways to support the takeaways businesses
- Add signs to discourage cars from overtaking cyclists using downhill sharrows
- Support property owners to build off-street parking
- Remove parking from both sides of the road
- Ensure raised pedestrian crossing is not too steep for cyclists
- Widen the roadway to make more room for everyone
- Do not use sharrows as dangerous when wet
- Consider using the berm to retain some parking
- Add protected lane to both sides of Kenya Street
- Do not remove so many carparks
- Move the carparks to the uphill side of the road to avoid risk of 'dooring' to downhill cyclists
- Do not remove the car parks to accommodate the No.26 bus as it is infrequent



# Detailed feedback: What do you think of the timing of the proposed approach?

What do you think of the timing of the  
proposed approach?

n= 150



**Supportive themes:**

- Just get on with it
- Scope of changes could be greater
- Support for the staged approach

**Opposing themes:**

- Concern about loss of carparks
- Concern about impact on/access to businesses
- Feedback about Comms/Engagement
- Lack of clear data/rational



*The current set up is dangerous for people on bikes and micromobility, and pedestrians. Changes to improve the safety of vulnerable road users shouldn't be delayed.*

*The longer the construction period, the greater the chance of legal challenges, project delays, and increased construction costs. Get it right, do it fast*



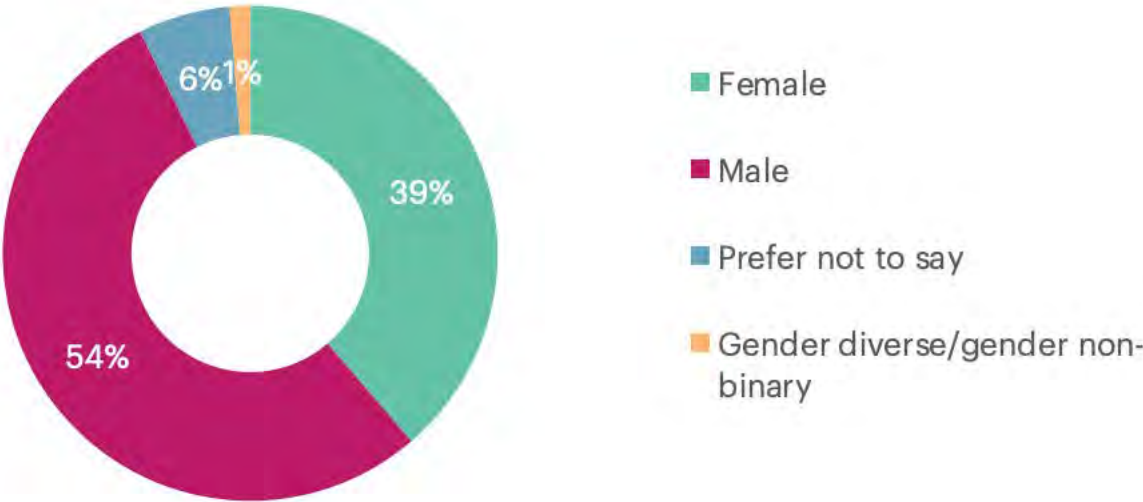
**Who we heard from**



# Demographics

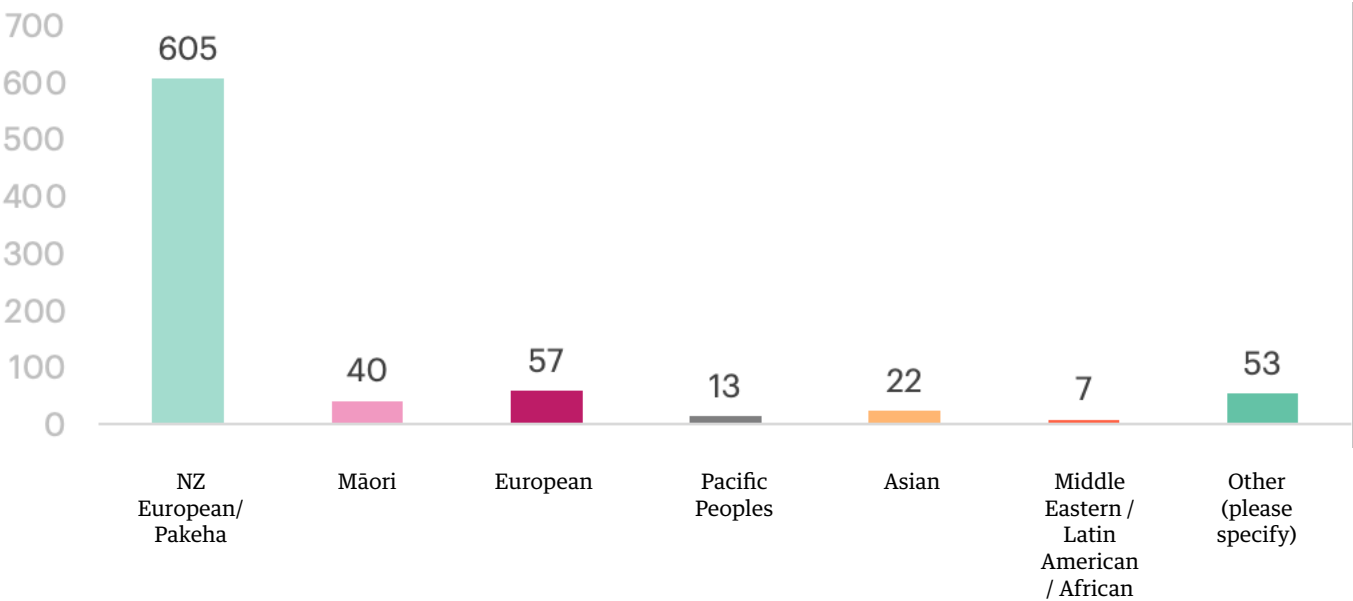
Please choose the gender that best identifies you:

n= 749



Please choose the ethnicity group/s you identify with:  
(You can select more than one)

n= 743



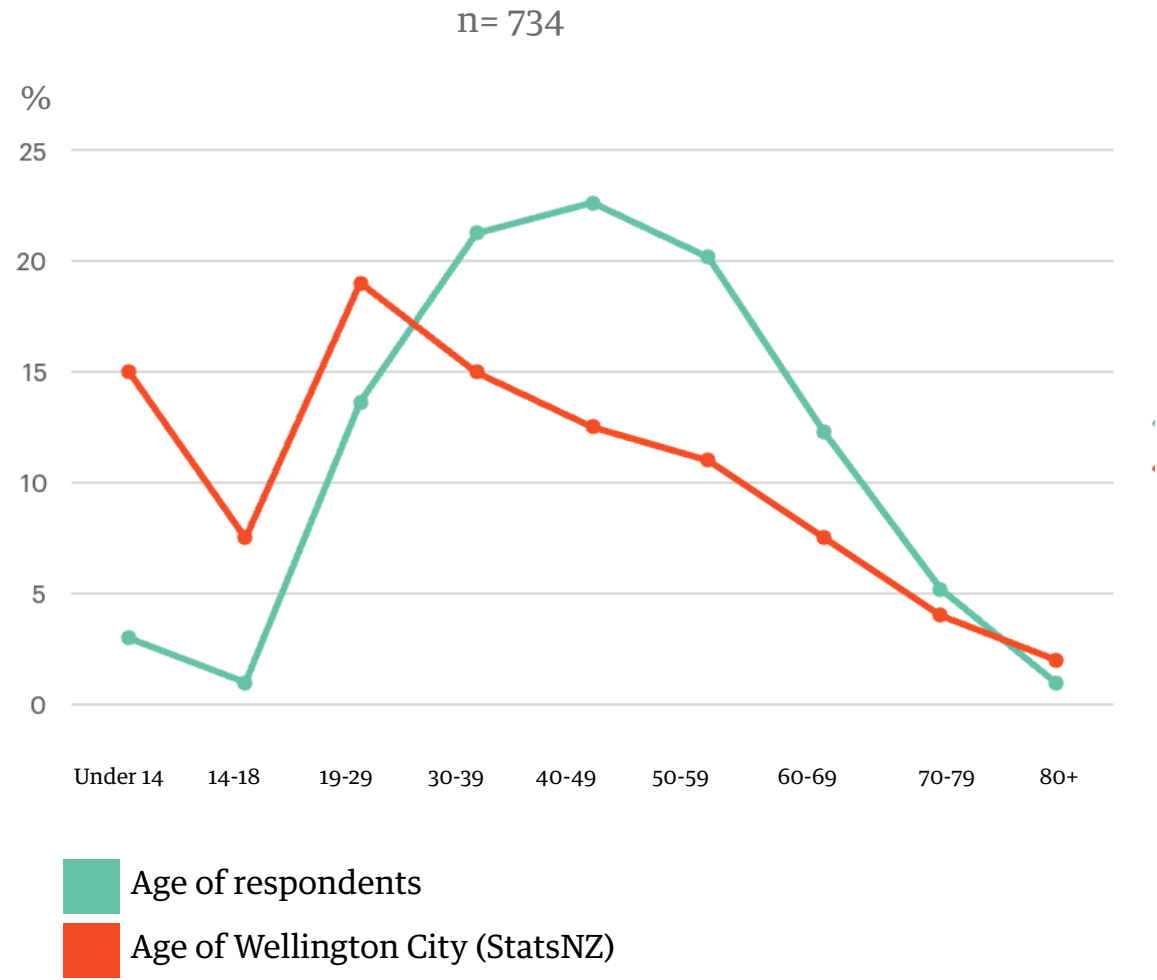
Total does not add up to 100% as people can select more than one ethnicity.

- 81% of respondents** identified as NZ European/Pakeha
- 5%** identified as Māori
- 8%** identified as European
- 2%** identified as Pacific Peoples
- 3%** identified as Asian
- 1%** identified as Middle Eastern / Latin American / African
- 7%** specified another ethnicity



# Age groups

Please choose the age group you belong to:

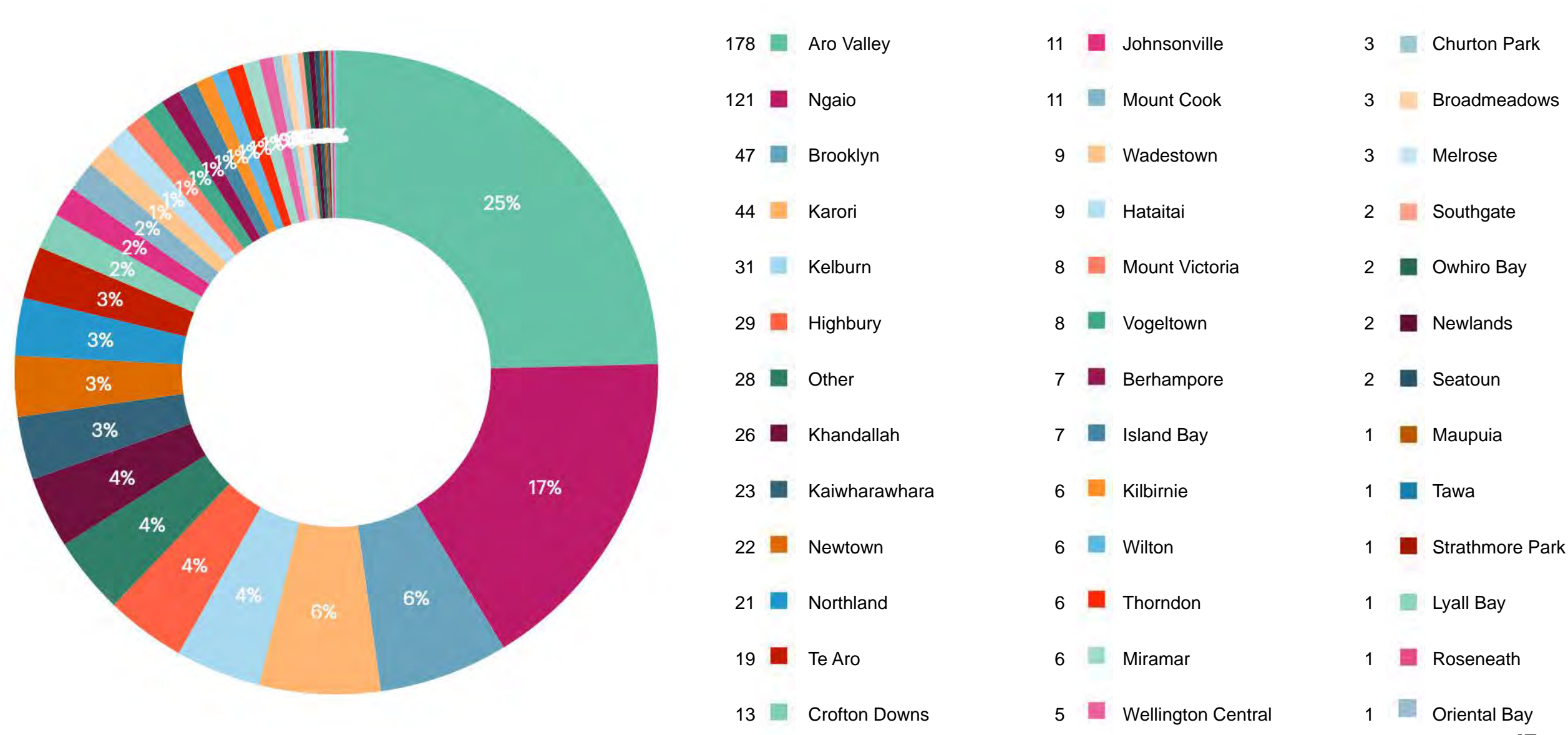




# Which suburb do you live in?

If you live outside Wellington City, please select 'other'

n= 724





## Organisations and schools we heard from

Abel Odor	Bus and Coach Association
Cameron Harrison Butchery & Delicatessen	CAN
Crofton Road Dairy	Cycle Wellington
Delivery Drivers	Disabled Persons Assembly
Fire and Emergency New Zealand	Ngaio Crofton Downs Residents Association
NZAA	Our Climate Declaration
Scipio Firth Trust	SWET
Tickadeeboo Insideout Design LTD	VUWSA
WCC Environmental Reference Group	

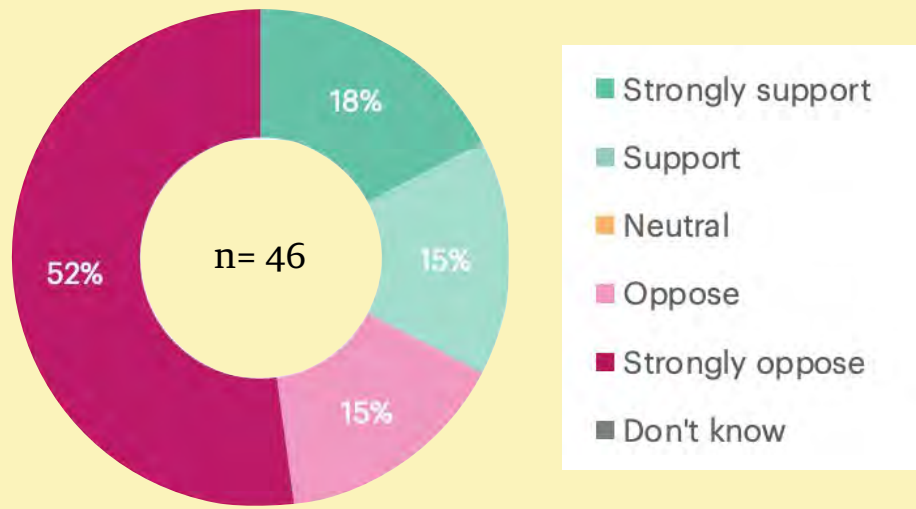


# Level of support from people who live with a disability or accessibility issue

**55 respondents**  
Answered 'yes' to living with a disability or accessibility issue

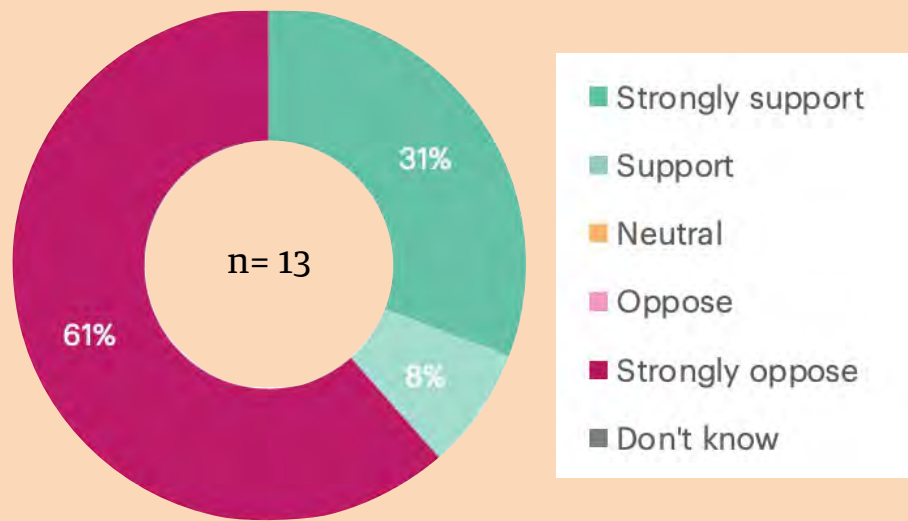
## Aro:

Do you support the overall proposed changes to the Aro Valley Connection route?  
[These include traffic resolution TR179-22]



## Ngaio:

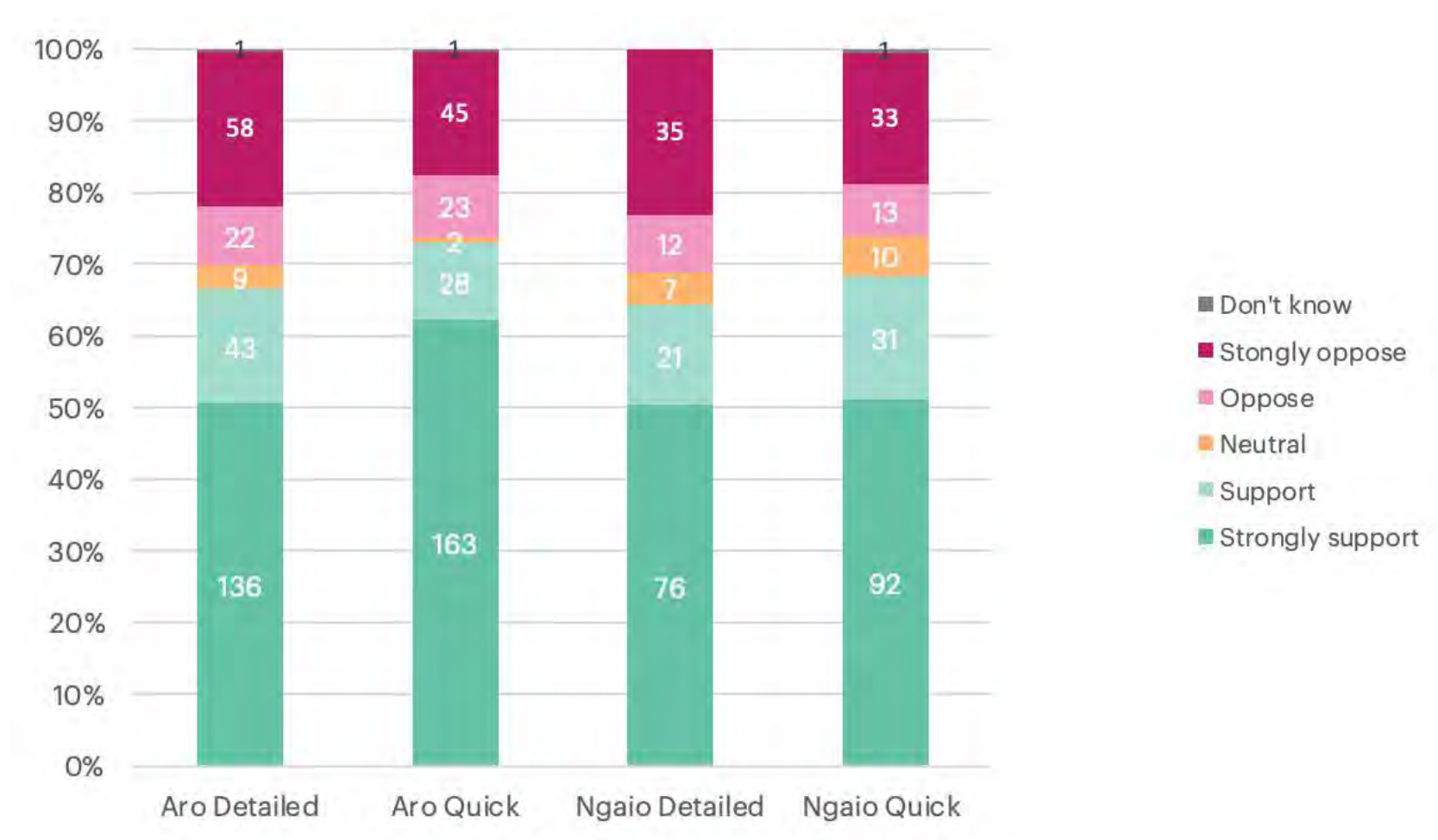
Do you support the overall proposed changes to the Ngaio Connection route?  
[These include traffic resolution TR180-22]





# Overall support based on type of feedback

What did we hear?





**Other engagement activities**



## Community drop-ins, events and school engagement

We hosted seven drop-in sessions and events along the route during the consultation period. Over 150 community members took the opportunity to engage with staff during these sessions. Community members could pop in, get the information they are interested in, ask questions of staff and find out how to have their say during the formal consultation period. It was also an opportunity for people to find out about the proposed improvements to biking, busing and walking happening across the city.

### Events were held in:

- Aro Park
- Cummings Park (Ngaio) Library
- Victoria University, Kelburn Campus
- Immigrant Son Cafe, Ngaio Gorge
- Saint Michael's Church, Kelburn



# Community drop-ins, events and school engagement

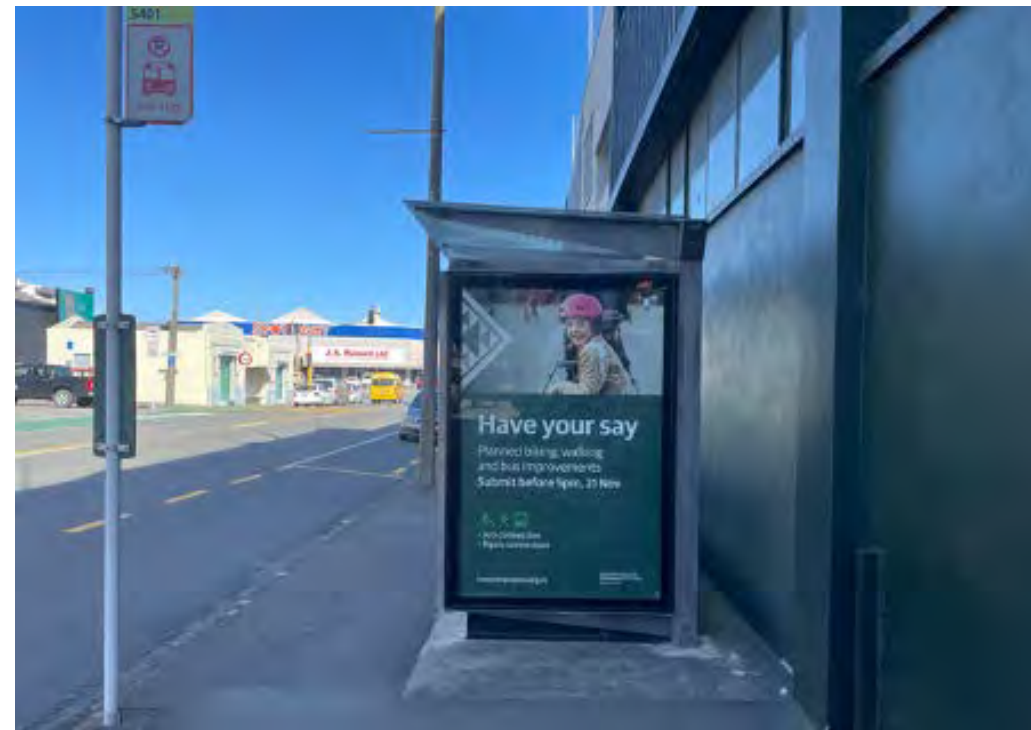




# Promotion and advertising

The consultation was promoted through media, email, radio advertising, Dominion Post ad, Adshels, and a variety of digital channels, including Stuff, Google Display Network, Google Search, and Metservice. Promotion activities performed higher than industry average across the board.

As well as a media release and news stories, Council's social media channels were used to promote consultation, including Facebook, LinkedIn, Twitter, and Instagram. The campaign performed well above or at average across all channels.





## **Appendix: theme definitions**



# Theme name explanations

Theme name	Theme explanation/example
Benefits drivers	Comments suggesting that the proposed changes will be good for people using private motor vehicles
Concern about pedestrian/bike conflict	Comments raising concerns that the proposed changes will result in unsafe interaction between cyclists and pedestrians
Concern about cyclist behaviour	Comments suggesting that cyclists will not ride as expected (eg in the cyclelane, slowly through the park, stopping at intersections etc)
Concern about impact on/access to businesses	Comments expressing concern that the proposed changes will have a negative impact on business (including difficulty accessing businesses)
Concern about loss of carparks	Comments expressing opposition to the reduction in number or availability of carparks
Concern about safety	Comments expressing concern that the proposed changes will not be safe enough for cyclists or pedestrians
Concern about vehicle/bike conflict	Comments raising concerns that the proposed changes will result in unsafe interaction between cyclists and vehicles
Concern changes are happening too quickly	Comments indicating concern that the changes are happening too quickly
Concern for residents in the area	Comments expressing concerns about the impact that the proposed changes will have on people living in the area
Consider impact on people with mobility/accessibility issues	Comments highlighting the need to consider people with mobility issues or disabilities
Encourages mode shift	Comments suggesting that the changes will encourage people to shift from using vehicles to using bikes or buses
Feedback on engagement/comms	Comments suggesting the engagement approach is biased, flawed or could be improved



# Theme name explanations

Theme name	Theme explanation/example
General opposition to the proposed changes	Comments showing a general opposition for the proposed changes (this includes comments about the proposal being a 'waste of money').
General support for the proposed changes	Comments showing general support for the proposed changes
Good for health	Comments suggesting that the proposed changes will have a positive impact on health
Good for pedestrians	Comments indicating that the proposed changes will be positive for pedestrians
Good for the environment	Comments suggesting that the proposed changes will have a positive impact on the environment
Improve/change public transport	Comments suggesting that Council should do more (or do instead) to improve public transport (eg buses)
Just get on with it	Comments encouraging Council to 'just do it' and speed up delivery
Lack of clear rationale/data	Comments suggesting there is a lack of data to back up the proposed changes (includes the belief that there aren't enough cyclists to justify the change)
Leave it as it is	Comments advocating that the Council makes none of the proposed changes and leave the area as it is.
Make cycleway protected	Comments expressing concern about the lack of separation between cyclists and vehicles
More enforcement needed	Comments which suggest that more Council enforcement is needed (eg to remove cars from cycleways, slow cyclists down, increase signage)



# Theme name explanations

Theme name	Theme explanation/example
Only benefits cyclists	Comments suggesting the proposal will only benefit people on bicycles
Scope of changes could be greater	Comments suggesting that the solution could be improved by doing more (eg make less compromises, remove more carparks, extend the solution further)
Specific design feedback	Comments that contain specific feedback to improve the proposed changes
Specific parking feedback	Comments that contain specific feedback on the type or duration of parking that should be considered in certain areas
Specific speed feedback	Comments that contain specific suggestions regarding speed limits in the area (eg reduce further, expand the zone etc)
Support for staged approach	Comments indicating support for the staged approach
This will be good for business	Comments suggesting that the proposed changes will have a positive impact on businesses in the area
This will connect the network	Comments expressing support for the changes because they help connect to the bike network
Specific concerns about sharrows	Comments expressing concerns about how safe or how well sharrows work
This will make it safer	Comments advocating that the proposed changes will have a positive impact on safety
Maintain/improve Bridle Path	Comments suggesting that the Bridle path could be improved/better maintained
Use alternative street for cyclelane	Comments that advocate that an alternative street or route be used
WCC does not listen	Comments suggesting that the Council does not listen to or genuinely seek feedback



## **Aro Valley Connections walk, bike and bus improvements – Feedback and Responses**

<b>Aro Themes</b>	<b>Description</b>	<b>Responses</b>
Benefits drivers	Comments suggesting that the proposed changes will be good for people using private motor vehicles	No response required. The changes will mean that people do not have to ride in the live traffic lane when cycling uphill, and this will make it easier for people driving motor vehicles.
Concern about bike/pedestrian conflict	Comments raising concerns that the proposed changes will result in unsafe interaction between cyclists and pedestrians in Aro Park and other shared spaces.	The proposed improvements are designed to improve shared use by widening paths currently being used by walkers, cyclists and scooters. This will make it easier for people to pass each other. Speed control measures will also be added to the paths.
Concern about cyclist behaviour	Comments suggesting that people on bikes will not ride as expected (e.g., in the bike lane, slowly through the park, stopping at intersections etc)	All road users and path users, whether they are walking, scooting, biking or driving, are expected to follow regulations and behave appropriately.
Concern about impact on/access to businesses	Comments expressing concern that the proposed changes will have a negative impact on business (including difficulty accessing businesses)	Officers have been in discussions with businesses in the area and have incorporated feedback into the design to mitigate the impact as much as possible and make the area more attractive. One car park space will be replaced with six bike parks enabling more customers to park easily in the shopping area.
Concern about loss of carparks	Comments expressing opposition to the reduction in number or availability of carparks	The parking removal in this project aligns with the principles and priorities of road space allocation set out in the Parking Policy in 2020. As a key transport route, space has been prioritised for the safe and efficient movement of people and goods. Effort has been made to prioritise short stay and residents parking on side streets.
Concern about safety	Comments expressing concern that the proposed changes will not be safe enough for cyclists or pedestrians	The projects have been designed to improve safety for all users. Road safety and accessibility audits have been undertaken for the proposed changes and the audits have been reviewed by a council traffic safety engineer. Following the installation of the project there will be an opportunity to address any further safety issues.
Concern about vehicle/bike conflict	Comments raising concerns that the proposed changes will result in unsafe interaction between people on bikes and people driving.	The installation of bike lanes, and removal of carparking, will reduce vehicle conflict in the uphill direction as people will not be forced to ride in the live traffic lane. In the downhill direction, motor vehicles and bikes travel at a



		similar speed and people are expected to share the lane as they currently do.
Concern changes are happening too quickly	Comments indicating concern that the changes are happening too quickly	This project is part of a rapid roll-out of Wellington's bike network and focuses on interim improvements that can be delivered quickly and adapted following installation if needed. The number of car parks being removed is significant for Aro Street and therefore a staged approach is being proposed. Note that the Council has declared a climate emergency and aims to reduce carbon emissions by 57% by 2030. The largest share of Wellington's emissions comes from transport.
Concern for residents in the area	Comments expressing concerns about the impact that the proposed changes will have on people living in the area	Officers have worked to mitigate the impact on residents by increasing the number of residents parks in side streets and reducing the amount of commuter parking. 20 resident's car parks will be designated on Ohiro Road, 4 new residents car parks on Adams Terrace, and 68 new residents' car parks on Holloway Road. Residents' parking will also be investigated for Raroa Road. Furthermore, two permanent carshare vehicles (one car and one van) will be installed at the bottom of Epuni Street.
Consider impact on people with mobility/accessibility issues	Comments highlighting the need to consider people with mobility issues or disabilities	Officers have worked with disability groups and propose several improvements. For disabled people who walk, improvements include a speed reduction and improved pedestrian crossings. For disabled people to ride, the bike lanes are an improvement. For disabled people who drive we propose to install a mobility park for visitors at the bottom of Epuni Street and more residents' parks for residents. For disabled people who take the bus we are improving access to bus stops and bus efficiency.
Encourages mode shift	Comments suggesting that the changes will encourage people to shift from using vehicles to using bikes or buses	The project aims to rebalance the street space and provide better transport choices for low carbon modes such as walking, biking and busing.
Feedback on engagement/comms	Comments suggesting the engagement approach is biased, flawed, or could be improved	Consultation is carried out in accordance with principles of consultation outlined in the Significance and Engagement policy. The consultation gives people a reasonable opportunity to present their views in an appropriate way. Officers and elected members listen to, and consider those views, with an open mind. There are a range of questions asked through the consultation as this helps to get a better picture of feedback about the



		proposal, who it is coming from and if proposals align with previous decisions and wider city goals.
General opposition to the proposed changes	Comments showing a general opposition for the proposed changes (this includes comments about the proposal being a 'waste of money').	Wellington is growing and more people in the area will be needing to access the city in the future. To support this growth, improve safety and reduce the city's emissions, we need to change the way we live. The Council is working on a number of other priorities at the same time as developing these transport improvements.
General support for the proposed changes	Comments showing general support for the proposed changes	No response required.
Good for health	Comments suggesting that the proposed changes will have a positive impact on health	No response required.
Good for pedestrians	Comments indicating that the proposed changes will be positive for pedestrians	No response required.
Good for the environment	Comments suggesting that the proposed changes will have a positive impact on the environment	No response required.
Improve/change public transport	Comments suggesting that Council should do more (or do instead) to improve public transport (e.g., buses)	The project is making several improvements for public transport. These include bus rationalisation, moving bus stops to make them easier to access, and removing carparking where it makes it difficult for buses to travel along the route (mainly Raroa Road).
Just get on with it	Comments encouraging Council to 'just do it' and speed up delivery	The proposed staged approach is to give residents time to adjust to the changes. In Stage 1 (2023), additional residents parking and car share will be installed, and this will give Aro Street residents time to consider where they might park their car, or if they might reduce their car ownership and use car share/buses/bikes/scooters instead.
Lack of clear rationale/data	Comments suggesting there is a lack of data to back up the proposed changes (includes the belief that there aren't enough cyclists to justify the change)	The project has been informed by counter data on Aro Street, and a survey of Aro Park users, vehicle speed data, crash data from the national Crash Analysis System as well as a baseline survey and a parking survey. Going forward, council will undertake monitoring and evaluation to assess the increase of people riding bikes. Note that other connecting projects will result in further uptake of biking as they are completed (ie, City Streets project that includes Willis Street, Brooklyn Hill Cycleway, Botanic Gardens to Karori).



Leave it as it is	Comments advocating that the Council makes none of the proposed changes and leave the area as it is.	Wellington is growing and more people in the area will be needing to access the city in the future. To support this growth, improve safety and reduce the city's emissions, we need to change the way we live and move and provide more transport options. The Council is working on a number of other priorities at the same time as developing these transport improvements.
Make bike lane protected	Comments expressing concern about the lack of separation between people on bikes and people driving.	The transitional nature of these improvements does not allow for widening roads. Separation has been provided where possible. In some circumstances, where the road corridor is narrow and the route is also being used by buses, we are unable to install separation as there is not enough physical space for buses.
More enforcement needed	Comments which suggest that more Council enforcement is needed (e.g., to remove cars from bike lanes, slow down people on bikes, increase signage)	The installation will be monitored after installation and if required, enforcement will be increased to address any issues that arise.
Only benefits cyclists	Comments suggesting the proposal will only benefit people on bikes	The project will also benefit people walking, busing and driving along the route. Walkers will benefit from lower traffic speeds and improved pedestrian crossings. Buses will benefit from better bus stops and fewer parked cars, which make it difficult to drive Aro St and Raroa Road. People driving will also benefit from having fewer cars parked in the traffic lane and fewer people riding around those parked cars in the traffic lanes.
Scope of changes could be greater	Comments suggesting that the solution could be improved by doing more (e.g. make less compromises, remove more carparks, extend the solution further)	This project is part of a rapid roll-out of Wellington's bike network and focusses on interim improvements that can be delivered quickly. Materials used include paint, signs and separators that bolt into the road, all of which can be adapted if need be. Major work such as extensive kerb relocations, are out of scope for this transitional project, but the proposed designs will inform future permanent work, where further design changes and more extensive works may be considered (5-10 years' time). Some design compromises have been made, including taking a staged approach and retaining some parking in the downhill direction, to allow the community time to adapt to the changes.
Specific design feedback	Comments that contain specific feedback to improve the proposed changes	Specific feedback is provided below.



Specific parking feedback	Comments that contain specific feedback on the type or duration of parking that should be considered in certain areas	Specific feedback is provided below.
Specific speed feedback	Comments that contain specific suggestions regarding more extensive speed limits in the area (e.g., reduce further, expand the zone etc)	Council is developing a citywide speed management programme which will consider further speed changes along the full route.
Support for staged approach	Comments indicating support for the staged approach	No response required.
This will be good for business	Comments suggesting that the proposed changes will have a positive impact on businesses in the area	No response required. The project will make it easier for people to walk and ride to businesses on Aro Street.
This will connect the network	Comments expressing support for the changes because they help connect to the bike network	No response required.
This will encourage more people to cycle	Comments suggesting that the proposed changes will encourage more people to cycle	No response required.
This will make it safer	Comments advocating that the proposed changes will have a positive impact on safety	No response required.
Use alternative street for cycle lane	Comments that advocate that an alternative street or route be used	The bike network routes were planned and consulted on in 2021 and approved by Council in March 2022.
WCC does not listen	Comments suggesting that the Council does not listen to or genuinely seek feedback	Council has worked with various members of the community and key stakeholders throughout the project to determine the operational needs and concerns of the area. Through this engagement we have made various changes to the design such as not removing car parks from the Aro shopping area, installing a mobility park, and staging the rollout of the changes. We will continue to review feedback and make adjustments as required.



## Specific Designs Feedback and Responses

Key
Recommendation incorporated
Will be fed into different project
Out of scope of this project
Future section of bike network

### Specific Design & Implementation Feedback

Feedback	Response
Raise the bike lane to the same height as the footpath.	Raising the footpath is out of scope for a transitional cycleway.
Until the separated cycleway is built, put no stopping restrictions from 155 Aro St to Durham Street	This would result in removing 6 car parking spaces. The aim of Stage 1 is to remove minimal car parks on Aro Street and create the right conditions for mode shift.
Continue the cycleway through the shopping area	The car parks are currently necessary for the vitality of the Aro Valley shopping centre. Continuing the cycleway through the shopping area would require removing short stay visitor car parks from the southern side of Aro Street. Given the 30km/h speed zone in the town centre and based on parking analysis and engagement with businesses, the removal of parks directly outside shops is not preferred for the transitional design at this time.
Can the speed bumps be designed so that buses can drive straight over them.	The speed bumps will be designed in partnership with Metlink so that buses can easily drive over them at 30km/h.
Don't raise the pedestrian crossing outside 97 Aro Street.	The pedestrian crossing at 97 Aro Street will not be raised because of the flooding risk this would introduce. Instead, high friction surfacing will be put on the road surface approaching the crossing.
Extend the 30km/h zone up to the base of Raroa Road.	Speed changes across the city are being considered as part of a speed management programme that will be consulted on in 2023. This is likely to include the remainder of Aro Street.



	In the meantime, an amendment will be made to extend the 30km/h speed zone an additional 150 metres westwards from 116 Aro Street to 148 Aro Street to align with new traffic calming.
Keep the bus stop at the pedestrian crossing by Aro Park.	The bus stop near Aro Park is being removed to improve bus efficiency and because it blocks the view of people walking onto the pedestrian crossing.
There should be protected bike lanes on both sides of Aro Street. Most people travel to Aro Valley by foot, bike and bus. The layout at the shops should reflect this.	Aro Street is a narrow road with limited parking, including a lack of parking space in side streets. To have bike lanes on both sides of the street would require removing all the parking in Aro Street. Given the 30km/h speed zone in the town centre and based on parking analysis and engagement with businesses, the removal of parking directly outside shops is not preferred for the transitional design at this time.
Sharrows are not good enough. Need downhill cycle lanes.	Sharrows have been trialled in New Zealand by Waka Kotahi and shown to have a small safety benefit by slowing traffic and encouraging cyclists to ride further away from parked cars. The parking survey undertaken in 2022 along, and around, the proposed route shows that there are not enough car parks on side streets to be able to remove all the parking on Aro St and Raroa Road. This would lead to some residents having to park more than five minutes' walk from their homes.
No one understands sharrows.	Council officers have identified that sharrows could be better understood and will investigate an education campaign
Make in-lane bus stops in the shopping area and widen the footpath. Allow for outdoor dining and improve the attractiveness of the area.	We have been investigating kerb build outs for bus stops in the shopping area. One looks feasible outside Aro Café and will be progressed through to 100% design.
Move the pedestrian crossing outside Aro Park closer to Garage Project.	Moving the pedestrian crossing at Aro Park is out of scope for this transitional project, however, it may be investigated for future work. Transitional projects are intended to be delivered faster.
The bus stop outside Aro Café should remain where it is.	There are no plans at this stage to move the bus stop outside Aro Café.
Three years is too long to wait for safer cycling.	Council will reduce the delivery time on Aro Street by bringing Stage 3 (early 2025) back to Stage 2 (early 2024). On Raroa Road, additional time to install the uphill bike lane will be required and this will occur during Stage 2 (early 2024). Bike parking will be further investigated for Aro Valley.



Need more bike parking.	Six bike parks will be installed in the shopping area. More bike parks will be investigated.
Widen the footpaths on Aro Street.	Footpath widening is beyond the scope of transitional projects such as this, which use adaptable materials so that they can be installed quickly.
Remove the bus stops and have more car parks. Buses can stop in the road.	This would make the bus harder to get on an off. Best practice is for buses to be able to pull into a kerb as this makes the bus more accessible, which is particularly important for less mobile people.
There are thousands of cars a day driving along the route, and only 147 people cycling per day uphill. The cycle lane is not worth it.	To address climate change and the housing crisis, council is making improvements so more people can walk, cycle and use public transport. This will create a more efficient, more equitable, and less polluting transport system that is fit for the future.
Where will ride hail cars [taxis] pull over? In the bike lane? Be proactive and create spaces for them.	Taxis will be able to pull over into side streets, or driveways, or available car parks on the other side of the road to pick up and drop off customers. Vehicles will not be able to park in the bike lane at any stage.
Scooters and skateboards should use the bike lane, so it must be swept regularly.	There will be regular cleaning of the cycleway. Council will start with this occurring every three weeks and then adjust accordingly.
Extend the car share to more than one provider.	The project will extend car share from one provider in Aro (Mevo) to two (Mevo and CityHop). Mevo is already in Aro Valley, and they have a 'floating' non bookable system. Mevos can park almost anywhere in Aro Valley but cannot be booked more than 30 minutes in advance, and they only have cars. This will be well complemented by introducing CityHop car share, which will be 'fixed' to the two designated car parking spaces and can be booked well in advance. Also, one of the two CityHop vehicles will be a van, which is useful for moving larger items.
Protect pedestrians by getting e-scooters off the footpath.	The government is currently progressing legislation that will allow e-scooters to use cycle lanes.
The bike lane seems narrow.	The cycleway has been designed to meet minimum standards wherever possible. Where there is not enough road width to meet those standards a 'cycle shoulder' will be installed and it will be trialled by Waka Kotahi.
Introduce scooter share hub in Aro Park.	We have asked the operators to deploy scooters to Aro Park in the morning. If they aren't being used though they will likely stop deploying them.
Make Ohiro Road safer to drive. The parking makes it dangerous.	Ohiro Road is generally out of scope for this project. However, council did remove car parks from a dangerous corner on Ohiro Road in October 2022.



Install a median refuge on Aro Street outside Aro Park next to Garage Project so that people can cross one lane at a time.	There are currently two pedestrian crossings that can be used within this area. There is a crossing directly outside Aro Park and further up Aro Street outside 96 Aro Street, which we recommend is used when crossing the road. The road width is narrow along this corridor therefore there is limited space to provide an additional median refuge island.
Fix public transport first.	Public transport has been affected due to Covid 19 <ul style="list-style-type: none"> <li>•Reduced demand – 20% less customers compared to pre-Covid</li> <li>•New travel patterns – more working from home</li> <li>•Increased driver absenteeism – need to isolate - results in increased service cancellations</li> </ul> There is a nation-wide bus driver shortage, however, Metlink is investigating options to support a sustainable, skilled workforce: by introducing the highest base rate in New Zealand and improving working conditions (ie, fewer split-shifts). Unfortunately, COVID-19 and cost of living increases are still affecting recruitment.
Anywhere cyclists are only protected by paint should be 30kph, especially on windy roads with blind corners.	The wider speed management plan will be looking at reducing speeds across the city. The proposal consulted on was to extend the 30km/h speed zone by 150 metres down to Willis Street. An amendment has been made to also extend the 30km/h speed zone by 150 metres up to 148 Aro Street.
Footpath from Entrance Street to Adams Terrace needs to be widened. Cars speed past and it is scary when with a small child.	This is out of scope for this transitional project, but will be investigated in future.
Make Ohiro Road one way (downhill) from Marama Cres to Aro Street. This would stop it being used as a shortcut.	This is out of scope of the current project and may be looked at as an area wide network scheme to ensure continued accessibility to properties on these streets.
Add a bike route from Aro Valley to University.	The bike network plan was adopted by council in March 2022, this outlined the key routes that will be rolled out across the city to provide the greatest benefits and cycle uptake. We will be looking to install greater cycling connections to Victoria University Kelburn campus in the future along Salamanca Road. In the short term, we will investigate signposting the best existing cycle routes to the university.



Convert footpath along Aro Street from Aro Park to Willis Street to a shared path.	This section of footpath is not suitable for a shared path due to high pedestrian use over an extended length, and the downhill gradients resulting in higher cycling speeds.
Remove the planters on Aro Street. They are dangerous choke points.	The brick planters were installed after extensive community consultation to encourage slower speeds through central Aro Valley. Narrowing the road ensures speeds are reduced creating a safer space for all road users.
Add green paint to denote shared space at the pinch point between Aro playground basketball court and Palmer St.	Pavement markings will be added to encourage safe sharing of this space, however, they will not be green as that denotes a cycle lane.
Remove one parking space on the downhill side directly in front of the zebra crossing exiting the park. Vehicles there block sight lines for kids exiting the park onto the zebra crossing. (you could convert it to another bike park).	This park is indented and so does not block sightlines to the start of the pedestrian crossing. When the pedestrian crossing is raised, it will make drivers more aware of the crossing.
Cycle lane will make it hard for cars to go past. Aro Valley is too narrow.	The cycle lane up Aro Valley will take up no more space than the current line of parked cars. Also, considering people will not have to cycle around the outside of the parked cars, it will make it easier for people to drive up Aro Street.
Have you talked to buses, delivery drivers, fire truck?	We have ongoing engagement with key stakeholders throughout the stages of this project, including regular contact with Metlink and the fire service. We did not think it was necessary to talk to the delivery drivers in this instance as we work directly with business to understand their operational and delivery requirements and concerns.
Will only attract strong and fearless or enthused and confident type of cyclists. This is not enough people to justify the changes.	The transitional programme looks to reallocate existing road space to more active modes. Although there are design compromises due to the narrow widths of the corridor the proposed plans aim to provide significant safety and amenity improvements to all cyclist and therefore encourage significant cycle uptake. Cycle training will be made available to less confident cyclists, and e-bikes are enabling less fit people to cycle up Wellington's hills.
Emergency services will not be able to get along Aro St and Raroa Rd if they are narrowed by installing cycle lanes.	The changes proposed will not narrow the traffic lanes. They have been designed with Metlink and will make it easier for buses and other large vehicles to travel along Aro Street and Rarora Road.
Move everything over on Aro Street to reduce car park loss. Going up Aro Street have cycleway, then parking, then two traffic lanes.	The road is curved and so this means buses and other tall vehicles would lean over and hit the power poles and shop verandas, which are very close



	to the edge of the road. So for this suggestion to work, more width would be needed for the northern lane, thus effectively reducing the available width for the other traffic lane, parking and cycle lane.
Make Little Palmer Street one-way for cyclists.	This is not seen as feasible to police, and not necessary as the number of people cycling the back route to Willis Street is less than 200 a day and unlikely to grow long-term because cycleways will be installed down Willis Street in 5-10 years time. .
Use the driveway to the Community Centre, rather than path across the park.	Most people would continue to cycle the more direct route across Aro Park.
Move the bike parking to Devon St or Epuni St.	The location outside the Fish'n'Chip shop was selected for a number of reasons. It is a small park that does not fit vehicles over 5 metres long, which are now commonplace. When larger vehicles do park in it, they make it difficult/unsafe for other vehicles to use the driveways on either side of it. This location is within view of both cafes, making it ideal for people who do not have a bike lock with them (ie, recreational riders who have been to the nearby Waimapihi Reserve). Council will investigate the possibility for motorcycle parking in St John Street.
On Raroa, it could be better to use the footpath uphill rather than the cycle shoulder.	We aim to ensure the separation of cyclists and pedestrian space wherever possible. This is to minimise the risk of crashes for all users who are travelling at different speeds.
Little Palmer St has been neglected for a long time. Surface is broken. And trees are bad.	The Council horticulture team will investigate the trees on Little Palmer Street before the path is repaired and widened.
Need a cycle lane up Raroa Cres.	A 'cycle shoulder' will be added to Raroa Cres where it is able to fit. There is not enough room for a cycle lane that would meet minimum standards within a transitional design on this constrained corridor.
Provide incentives and discounts for people making the transition to a low carbon future.	While public transport fares are at half price and Gold Card holders can access most public transport for free, further price discounts are not seen as effective. The planned improvements for walking, biking and busing are incentives in themselves.
Slow cyclists and scooters coming out of Little Palmer Street.	Council plans to slow speeds out of Little Palmer Street by installing chicanes at either end.



Fix choke point by Inverloch Place. Have cyclist go round the tree stump.	The informal route through Inverloch Place is on private land. This is why the proposed route goes via the shared path beside SH1.
Fix choke point at end of Palmer Street to basketball court.	Minor improvements will be made at this site, such as pavement markings and a kerb ramp onto Palmer Street.
Complimentary snapper cards.	GWRC has investigated the benefits around providing free snapper cards for behaviour change, it however is determined that this is not a large barrier that is stopping people from using public transport at this stage and therefore they are investing into other areas.
Slips on Raroa Road will mean the cycle lane is not safe.	WCC structures team has been conducting land surveys of all the slips within Wellington to determine the level of stabilisation required in each location and the prioritisation of this work. The street cleaning team will continue to respond and clean up any debris that falls onto the road and cycleway.
Speed bumps are pointless because everyone just speeds up and then slows down.	There will be several speed humps along the Aro Street 30 kph zone. Based on Waka Kotahi guidance, this will keep overall speeds down and make the street safer. The street will be monitored to see how they perform.
Reduce the speed below 50km/h where there is no physical separation between cyclists and traffic.	Two sections of Aro Street are having the speed limit reduced to 30km/h. Speed along the rest of the route will be considered as part of the city-wide speed management programme in 2023.
Install a pedestrian crossing further up Aro Street. Closer to Holloway Road.	This will be considered when permanent 'transformational' changes are made to the route in 5-10 years time.
There are people cycling too fast through Aro Park.	Pavement markings and speed control measures will be installed on the path through Aro Park and down Little Palmer Street. These features will effectively divert everyone who wants to travel fast, down Aro Street and along Willis Street. Those who value safety more highly than speed will take the slower route through the park and down Little Palmer Street.

#### Specific feedback on parking allocation

Feedback	Response
Make sure car parks near Waimapihi are longer than P120 to allow for recreation. Don't remove carparks near Waimapihi.	Two hours is long enough for most trips into a relatively small reserve such as Waimapihi, and as there is limited parking around Aro St and Holloway



	Road, P120 will ensure enough turnover to make it available for more people. Those who want to do a trip longer than 2 hours can either ride to the reserve or park at one of the other entrances.
Car parking spaces at the shops are too valuable to be given over to bike parking. Put the bike parking in St Johns Street.	Customers go to the shops by walking, busing, driving and biking. People who choose to bike, should have a convenient place to park. At the moment, bikes are being parked on the footpath. One car park will be replaced with six bike parks, which equates to six customers.
Create more car parking on Aro Street, or nearby. Suggest micro car parks, secure car storage or a three-story car parking building with other community features.	It is counter to several council strategies to create more parking. The council is working towards greening the city, reducing storm water runoff from hard surfaces, reducing the need for car ownership, reducing greenhouse gas emissions from private cars, and allowing more people to walk, bus and bike.
Create parking for Waimapihi Reserve at the old dog training area on Holloway Road.	It is counter to several council strategies to create more parking. The council is working towards greening the city, reducing storm water runoff from hard surfaces, reducing the need for car ownership, reducing greenhouse gas emissions from private cars, and encouraging more people to walk, bus and bike.
How will furniture trucks, ambulances and other large vehicles manage? Will they be allowed to block the cycle lane?	Ambulances can park wherever required to access a patient in an emergency, this includes within the cycleway or on no stopping lines. Furniture trucks and other large trucks will need to park on side streets or use private driveway access (with permission from the owner).
Why are the car share parks near the shop?	The two car share parks were chosen because they are near the centre of Aro Valley and they are currently unrestricted parks, which are of low value to the businesses as anyone can just park in them for as long as they want. Short stay parks are more valuable to the businesses.
More residents parking, or a mobility park, is needed in Adams Terrace	An additional four residents' parks will be added to Adams Terrace.
The plastic bollards beside the cycleway on Aro Street will lock people out of their homes.	There will be adequate gaps in the separators at every driveway, bus stop and side street. Residential parking will also be introduced on the opposite side of the road from the cycle way from 116 – 148 Aro Street.
Concern about planter boxes at corner of Ohiro Road and Aro Street making it harder to cross the road.	There will be a gap in the planter boxes for pedestrians. The intention of the planter boxes is that they reduce the distance that pedestrians have to cross Ohiro Road, and slow traffic speeds at the crossing point. This temporary installation will inform a permanent solution.



Make people cycle on the foot path on one side of Aro Street, and people walk on the footpath on the other side of Aro Street.	The footpaths on both sides of Aro Street are not particularly wide and are valuable for the many walkers in Aro Valley. It would not be safe to have high volumes of people walk and cycle through the narrow gaps between the trees and fences on the footpath.
Residents parking permits should be rationed to one per household.	The parking policy that was adopted by council looks at the residents parking permit scheme and the allocation of these permits. We are currently developing this scheme further and will be carrying out consultation on this in the new year.
Provide motorcycle parking. This is increasingly preferred mode of transport for younger people.	Council will investigate the possibility for motorcycle parking in St John Street in future. It is currently out of scope for this project.
No household with off-street parking should get a parking permit.	The parking policy that was adopted by council looks at the residents parking permit scheme and the allocation of these permits. We are currently developing this scheme further and will be carrying out consultation on this in the new year.
Need more mobility parks due to aging population and disabled people in Aro Valley.	A mobility park is being added to the bottom of Epuni Street. Resident parking will be added to Aro Street to free up parking for residents and the situation will then be monitored, and consideration given to adding more mobility parks if needed.
Move the conversion of coupon parking to residents parking on Ohiro Road to Stage 1.	The resident's parks will not be needed on Ohiro Road until Stage 2, when residents parks are removed from the lower part of Aro Street.
Opposed to parking removal on Palmer St and Abel Smith Street. It is needed for less able residents and visitors.	Only one parking space from both Palmer Street and Abel Smith Street will be removed to make it safer for people using Little Palmer Street. The parking situation will be monitored and changes made if necessary.
Introduce coupon parking/residents parking on Raroa Road.	Residents' parks will be introduced on Raroa Street following consultation in early 2023.
Introduce more Residents' parks and fewer coupon parks.	17 coupon parks on Aro Street will be converted to a mix of Residents parks and P120 except Residents. Also 4 Coupon parks on Adams Terrace will be converted to Residents parks.
Install a 4-6pm clearway so that car parks do not have to be removed.	People cycle up Aro Street at all times of the day, so a clearway would not provide a safe level of service for all people on this route.
Want to be able to park for construction in the cycle lane without needing to get a 'stop-go' traffic management plan.	To ensure the safety of all road users, a TMP is required if you plan to the use off-road space for construction, that will include the use of the cycleway for construction purposes. This is to ensure that there are



	sufficient safety provisions in place to direct people safely around the site. Tradespeople can apply for a permit to use resident's parking.
New housing developments on Raroa Road means that cars park on both sides. Recommend residents parking on the downhill side of the road, plus a loading zone/visitors park at bottom of Harrold St.	Parking changes on the middle section of Raroa Road will be consulted on in early 2023. Resident's parking will be introduced.
Have time restricted parking on the uphill side of Raroa Road.	Raroa Road is too narrow to have parking on both sides of the road.
Have speed restrictions around Harrold Path part of Raroa Road.	The safe speed on Raroa Road will be investigated and consulted on in 2023 as part of the city-wide speed management programme.
Remove dumped cars from Holloway Road and Raroa Road.	Council parking policy allows for the removal of an unregistered/unwarranted vehicle that is left on road space.
Add residents parking to Durham Street.	At this stage it is not proposed to add residents parking on Durham Street. The situation will be monitored, and changes made in future if needed.

#### Alternative Suggestions

Feedback	Response
Take the cycle way up Norway Street and then built a 'micro tunnel' through to Glenmore Street.	A 200-metre-long tunnel from Norway Street to Glenmore Road is out of scope for this transitional project. Note that the tunnel would pass through a fault line.
Speed bumps are pointless because everyone just speeds up and then slows down.	There will be multiple speed humps (not bumps) along the 30km/h speed zone on Aro Street. Based on Waka Kotahi guidance this will lower the average traffic speed making the street safer for all users. They will be placed close enough that speeding up between them will be unlikely to occur.



## Summary of oral submissions – Aro Valley and Ngaio connections

<b>When</b>	Community Hearings Panel – 1 December
<b>Where</b>	16.9 Council chambers and online via Zoom
<b>Who</b>	61 submitters – 10 representing organisations and 51 individuals

### General comments about both projects

- Infrastructure should target interested but concerned. Having shared downhill bike/bus/traffic lanes doesn't support less confident riders. Parent with children on the back doesn't go at same speed as cars. Interim proposal misses goal of maximising uptake. These proposals should be about building for the long term.
- Wellington topography does not lend itself to cycleways.
- Support the proposal and any initiatives to make the roads safer. Current situation is too unsafe to bike.
- The electric bike is a convenient option as a mother with young kids.
- Need to extend our bike network to bring about transport equity and enable uptake of different modes of transport. Bike lanes provide further safety for people to move around.
- A submitter reminded council that we have been talking about this for 20 years. We are in the delivery phase.
- People could be better supported to make change, working closely with businesses and looking at other solutions like reopening Kaiwharawhara train station.
- Appreciation for council acting on climate change – it is a cause of stress for some young people. Appreciation for the hard work of the council to improve streets in the city.
- Street space needs to be prioritised for safe travel over the storage of private vehicles. Everyone has the right to ride their bike legally without the risk of getting killed by a car.
- Scooters are an issue all round. On street parking is a wasteful and inefficient use of the road when it could be used to move thousands of people.
- Please consider impact of raised pedestrian crossings on bus passengers (particularly those with low vision). Nothing is better than less when it comes to raised pedestrian crossings.
- Consider keeping active transport and public transport separate – it is safer and more efficient.
- Do it properly the first time. Get the bus and bike lanes in because private vehicle users will never be happy.
- Support the principle of slowing traffic. Changes to reduce speed limits will have a positive impact across the network for all users.
- Further staging is not necessary because the transitional programme is already staged in a sense. Supportive of staging if things don't drift – needs a deadline.
- Concern that people don't understand what sharrows are, and perhaps we should do education around this.
- Road reserve (on either side of the current road) should be used for loading zones and customer parking.



## Aro Valley connection

### Aro - Opposing

- Current situation in Aro Valley works really well, don't see the need for change. Don't see the need to change crossings as they will annoy people. Changes to the street will make little difference. People already get around in low carbon ways, so we (the community) are part of the solution not the problem. Cutting us off from our parking does make it hard to live in the area.
- Too tight for cars to go past if there is a bike lane. The streets aren't suitable for bike lanes
- Concern about consultation with users – specifically bus drivers, delivery drivers etc. Perceptions there has been no consultation with individual stakeholders and no consultation on options. Three-week engagement not long enough.
- The proposal only provides for strong and fearless cyclists. Catering for minority in favour of adverse treatment for majority. Not everyone can cycle.
- Little consideration for trades vehicles, delivery vehicles, home moving companies, council inspectors and/or skip bins in designs.
- Walking long distance from car to home is dangerous and difficult. Distance from mobility park to shops is too far. Reduction in parking for older residents is concerning. Restriction to accessing property because of physical separation proposed.
- Concerns about Raroa Road changes – loss of parking along uphill side where they currently park before ascending 80 steps to their home. Will no longer have access to that space to get to their home. Townhouse developments are causing further congestion to streets. Proposal is impractical given the distance from residents. Solution – new car park outside 92 Raroa Road. Potential changes to residential parking allocations also an option.
- Concern about the design within constrained space on Raroa Road with the start/stop nature of the bike shoulder and the merge points between vehicles and cyclists. Problems for tradesmen trying to park their vehicles and busses getting around narrow corners of the road.
- Changes are unrealistic, it ignores the gradient and harsh weather conditions. There is no proven demand for the projects. Project does not offer environmental benefit, that will come from the e-vehicle shift. Weather, especially high winds make Raroa Road unsuitable for cycling and will only attract confident cyclists.
- Aro St to Willis Street connection (via Aro Park and Palmer Street) will cause conflict with cars and cyclists.
- Concern about the timing of parking surveys and they don't give a realistic view of parking in the area.
- Concern over bump and trip hazard provided by speed humps and raised pedestrian crossings for people on bikes. As well as problems for drainage.
- Concern about engagement and consultation process. Perceptions that the baseline survey only asked about active modes and public transport and ignored the needs of other users.
- Concerns that proposal makes off/onloading children and goods more difficult on the southern side.
- Concern that the speeding up of traffic by moving cyclists to the side of the street and removing bus stops will increase carbon emissions.
- Concern over vehicle safety if not parked directly outside residential premises.



- Concern about the noise generated from speed bumps, especially with empty trailers being towed.
- Not a lot of support for the widening of the park from community centre conversations. Would rather the path be removed all together. Concern over loss of green space in Aro Park and Little Palmer Street.
- Concern the proposals are pitting needs against needs which can divide the community.

## Aro – Neutral

- Don't do the whole proposal in one go.
- Resident's parking systems could be altered. One per household or unit. Resident's parking in upper Raroa Road could discourage commuters.
- Residents are competing for parks with coupon parking zones with commuters. Epuni, Norway has too much coupon parking.
- Off road dedicated facilities for people on bikes are perceived as best case/practice
- Making changes to Glenmore Street is perceived to be a greater priority
- Greater attention needs to be given to maintenance and sweeping of the bike lanes to remove gravel, glass and screws.
- Suggestion that the connection through Palmer Street should be one way – uphill only. Some safety concerns on the Palmers Street connection could be fixed with signage asking for slower speed and considerations of pedestrians. Concern about speed or cyclists and motor scooters going past Aro Kindergarten and Community Hall. Pedestrians should take precedence along Aro Park because they are the most vulnerable. There is also flooding around the park. Flooding in Aro Park could be sorted out. It's possibly due to the placement of trees in the park.
- Recognition that the downhill design may not work for less confident people on bikes.
- Perceptions that the proposal is treating Aro Valley as a thoroughfare to Karori, not an important community space.
- There are existing parking issues, previous neighbours moved out last year due to lack of parking.
- Some consideration to be made for residents parking on Durham Street.
- Reduction of speed and increase in speed humps would achieve better streets for pedestrians and cyclists.
- Suggestion to use the footpath for people on bikes rather than the on-street bike shoulder up Raroa Road.
- Concern about residents of Palmer Street being unaware of the proposed changes.
- Suggestion that Little Palmer Street should be tidied up even if it is not turned into a shared path.
- Suggestion that a tunnel be built from Norway Street to Glenmore Street for people who walk and cycle.
- Concern for people on bikes being hit by car doors a worry for people going downhill on Aro Street.
- Aro Street east mobility parking – Owhiro road is steep and not practical and is full. current situation doesn't guarantee parking and the net impact will be negative. Changes will make it more difficult for home care workers and nurses who must stay for a long period of time. Consider parking priority - who gets residents parking permits in the area.
- Perceptions that it is odd to have residents only parking where there are no residents at the bottom half of Holloway Road.



- Maintain some public parking for non-residents. Could impact student's ability to attend philosophy classes during the day and in the evening. By the time classes are finished in the evening Aro Valley is down to 1 bus per hour.
- Consider non-residents who are less able to move around and who come from a further distance.
- Concerns for safety risk at night. Greater risk of safety for people not being able to park close by at night.
- Council should consider the 10pm to 6pm period when space won't be used by people on bikes. Submitter questioned, is there a better way to manage this than a blanket removal of parking?
- Positive feedback about the community drop-in session at Aro Park.

## Aro - Supporting

- General support Aro park path changes
- Support for the parking changes on Holloway Road
- Support for the reduction of speed limit and speed humps. Speed alert sign could further reduce speed in Aro Street. Slow speed zone should be extended up the hill to Entrance Street. Speed bump before the right-hand turn onto Aro Street would be helpful.
- The bike is seen as a great alternative to the bus.
- Support for the improved safety for people on bikes (including children on the back of bikes). New bike lane will increase the perceptions of safety. The scariest thing about biking in Wellington is impatient drivers who can't wait and make dangerous moves/passes.
- **Even** confident people on bikes feel unsafe. Support mode shift and improve safety.
- Climate action a primary motivation, we must shift the way we move around. Reducing reliance on private vehicle ownership is a good way to do this. Action needs to be taken now to address the issues with climate change. There will be benefits of mode shift with lower street maintenance costs and reducing pressure on fossil fuels and products.
- Support for building the bike lane faster.
- Acknowledgement of how hard these changes are. Support for the courage and leadership in this area - other cities will follow.
- Biking is fun, convenient, and easy and good to get some exercise. More people would do it if we had the infrastructure that supported it and made people feel safe.
- Proposal will be positive for vehicle moments on Raroa Road. **Excitement** for a return to streets that flow freely rather than for private car storage.
- Concern about limited space in the current street layout. Parked cars pushing people on bikes into the traffic lane and forcing buses to mount the footpath. Support for the removal of parking to make things safer for people on bikes.
- Bike lanes should be rolled out more quickly and changes should be made all at once. This will better support behaviour change and make the street changes clear to all road users.
- This approach is designed to build it now, improve it and move on. Staging delays these benefits council has agreed on.
- Important to have separated lanes on the uphill side because that's where cyclists tend to get in the way of traffic.
- Concerns about visibility coming out of Devon St into Aro Street so improvement of visibility in that area would be beneficial for all modes.



- Support for covered lockable bike parking on side streets.
- Holloway Road residents supportive of the reduction of speed on their street.
- Widespread agreement that something needs to happen on Holloway Road, the current situation is not working. A lot of people from Aro Valley that don't feel like getting a parking permit just park on Holloway Road.
- Support for more pedestrian improvements to make the shopping area on Aro Street more attractive. Some questions and concerns about why the bike lane didn't continue through the town centre.

## Ngaio connection

### Ngaio - Opposing

- Removal of parking in the Kaiwharawhara area will be detrimental to business because customers drive from a large catchment (Hutt Valley and Porirua). Concern about business prospects into the future i.e., business and building being sold, serving leases.
- Concerns about Ngaio Gorge getting icy and slippery in winter.
- Concern about slowing the vehicles down making carbon emissions worse.
- Concern about the distance trades people need to travel from their jobs with the removal of parking. In some cases, trades people have to park 400m + away from jobs and carry heavy tools to and from location.
- Concerns about the behaviour of people on bikes, particularly riding two abreast on narrow roads.
- Money should be spent on other things like fixing water pipes.
- Private ways off Cameron Street aren't able to be used for parking so there is a feeling of a misrepresentation of the parking impacts assessment. Parking impacts seem to be understated.
- Concern about extension of clearway to earlier than 4pm as it limits access to business and deliveries/tow trucks may parking in the bike lane.
- Concerns over consultation. People not getting direct mail letters and concerns over staff that attended drop-in sessions.
- Concerns about cyclists not giving way to pedestrians on the Kaiwharawhara bridle track. The track is unsafe and concern about cyclists crossing private land to access the track is not legal. Already not well maintained.
- Support for peak hour bike lanes where there is a congestion problem but unconvinced there is a problem to be solved in Cameron Street and current proposal has negative implications for the community.
- Concerns about safety for downhill cyclists on Cameron Street at the bottom, high chance of collision.
- Confusion over the location of the proposed pedestrian crossing outside the Immigrant's Son Cafe.
- Suggestion that the intention to create permanent bike lanes in the area are poorly validated and idealistic. Making changes to an area that doesn't need to be made. Should be done with a 'whole consumer' approach, rather than designed for one group. Concern that the proposal is commercially, socially, and physically irresponsible. Nothing seems to be completed before Council is on to the next 'great idea'.



- Concern for the removal of parking on the city bound side of Crofton Road. Concern it will limit access and convenience for customers of the dairy, make deliveries more difficult and limit parking space for the workers.

## Ngaio - Neutral

- More loading zones in lower Kaiwharawhara.
- Suggestion that if we can't provide safe infrastructure, we need to drop the speed limits.
- Kaiwharawhara bridle track needs to be regraded to make it more accessible. It needs widening and upgrading to make it better for walkers and people on bikes.
- Significant infrastructure is required to support kids to ride into town.
- Treatment on Upper Kenya street should put people on bike into lane to stop cars speeding up and overtaking.
- Stage one (clearways in peak times) provides wins for all parties. Whilst the extension of these hours would be bad for businesses.
- Concerns for access for the elderly in the Ngaio shopping area and to the church. Proposed clearway on uphill side to help parking spaces.
- Concerns for flow on effects from changes to commuter and business parking putting pressure on different areas. Proposed the plan be amended to have a morning clearway to meet community and commuter needs.
- Supporting design and decision documentation too long.
- All of Kenya Street should be reduced to 30km and speed reduction measures (bumps).
- Bike lanes need to be designed for people of all ages and abilities to maximise uptake.
- Question about where council priorities lie, safety or private vehicle storage.
- 90% of cyclists are commuting cyclists, as observed by Cameron Street residents.
- Parking on Cameron Street is going to be in much greater demand with the removal of Kaiwharawhara Road parking.
- Further safety assessment is done after stage one clearway is implemented.
- Support for bike lanes but concerned about the safety of pedestrians on the Bridle Track with the increasing uptake of cyclists. Officers have said that the track is out of scope, but it is considered by residents to be a critical element of the area. Slippery at times and quite narrow. Until Council deals with the safety aspects of the Bridle Track, rest of the projects should be halted.

## Ngaio - Supporting

- Support for Paneke Pōneke – a city-wide plan, even though it will cause disruption
- Like to see infrastructure designed for less confident people on bike.
- People who drive, don't appreciate the vulnerability of cyclists. Being in a car accident is a financial risk, not a life risk like it is on a bike. Need protection on Ngaio gorge to stop cars from crossing over the edge line.
- Support the proposal for safety reasons. Proposed infrastructure changes address concerns of feeling unsafe in traffic. Concern about conflict with larger vehicles, trades vans and 4-wheel drives – perceived to less tolerance for other users of the road.
- Kenya street needs change, perceptions that there is no need to have cars parked on the road when every house has off-street parking with garages and driveways. Riding bikes on Kenya Street at present requires evasive action due to two sides of parking and two lanes of traffic. Current parking on Kenya Street is a struggle for cars and busses to get through.



- Concern for safety of people on bikes, concern for serious injury or death based on an error of judgment from someone. Extend 30km zone along Kenya Street down to the top of the gorge.
- The street changes around Thorndon Quay and Hutt Road have been brilliant and made things so much safer.
- Crossings on Kenya are problematic so anything that can be done to slow traffic down here is useful.
- Low number of vehicles on the side of the road where cycle lane is going to be and there are always free parks on the other side.
- Reasons for cycling – health time and convenience on a personal level. Commuting by bike up and down the gorge is an opportunity to keep fit. The more space they have to keep it safer will encourage more people to use bikes.
- Raised crossing at the top of Ngaio gorge will make things a lot safer.
- People are looking for better options and choice over the car. This proposal will support that.
- Support the bike lanes and maximising bus uptake, just need to get the proportion/balance right.
- Supportive of street markings on the streets at the bottom of the Kaiwharawhara bridle path.
- E-biking has changed the game accessibility wise for people.
- Suggestion for more passing bays where possible.
- Suggestions for completely separated and protected bike lanes and delivered quickly. Changes shouldn't be made for confident people on bikes who already ride they should support new riders.



# We are proposing a change in your area

## TR179-22 Aro Valley Bike, Bus and Pedestrian Improvements

Kia ora,

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

### Proposal:

<b>Reference</b>	TR179-22 Aro Valley Bike, Bus and Pedestrian Improvements. Proposed cycle lanes, shared paths, parking changes, bus stop changes
<b>Location – where we propose to make the change</b>	Aro Street, Raroa Road, Raroa Cres, Holloway Road, Epuni Street, Ohiro Road, Aro Park, Little Palmer Street
<b>What we'd like to do</b>	<p>Implement the Aro Valley Bike, Bus and Pedestrian Improvements, which extends along Aro Street (from the intersection with Willis Street), along Raroa Road and Raroa Crescent, and ends at the intersection with Chaytor Street. There is also a supplementary section through Holloway Road towards Aro Street, which will be converted into residential parking spaces.</p> <p>Aro Street</p> <ul style="list-style-type: none"><li>• Install a 150-metre-long cycleway, with adjacent kerb side No Stopping Restriction (broken yellow lines - BYLs) along Aro Street from Willis Street to Alameda Terrace. This will remove 18 resident carparks and four coupon carparks.</li><li>• Install a 450-metre-long uphill separated cycleway, with adjacent kerb side No Stopping Restriction (broken yellow lines, BYLs) along Aro Street from No.117 Aro Street to Holloway Road on the southern side. This will remove 48 coupon carparks.</li><li>• Relocate the bus stop #6782 12 metres to the east on Aro Street.</li><li>• Remove bus stop #6783 outside No.47 Aro Street.</li><li>• Relocate bus stop #6786 outside Waimapihi Reserve 5 metres to the west on Aro Street.</li><li>• Convert one P20 carpark to bicycle parking outside No.85 Aro Street.</li><li>• Change 16 P20 carparks in the shopping area from 'Monday to Saturday' to seven days.</li><li>• Install 15 metres of No Stopping Restriction (BYLs) outside No.1/9 Aro Street</li></ul> <p>Epuni Street</p> <ul style="list-style-type: none"><li>• Convert two unrestricted carparks at Nos.1-3 Epuni Street to two carshare parks at all times (operated by CityHop).</li><li>• Convert one unrestricted carpark at north end of Epuni Street (beside No.107 Aro Street) to a mobility car park at all times.</li></ul> <p>Raroa Road</p> <ul style="list-style-type: none"><li>• Install 1300 metres of uphill cycle lane/cycle shoulder with adjacent kerb side No Stopping Restriction (BYLs) along Raroa Road extending from Holloway Road to Plunket Street.</li></ul>



- Install 400 metres of cycleway on Raroa Road with adjacent kerb side No Stopping Restriction (BYLs) towards Karori extending from Plunket Street to Moana Road.
- Install a new bus stop on Raroa Road at the bottom of the path from Harrold Street (opposite No.125 Raroa Road).
- Relocate bus stop #4940 outside No.35 Raroa Road 15 metres east to outside No.37 Raroa Road.
- Relocate bus stop #5940 outside No.38 Raroa Road 10 metres east to outside No.40 Raroa Road.
- Convert 14 metres of existing footpath to Shared Path (north of Holloway Road intersection).

#### Holloway Road

- Add Holloway Road to the Te Aro parking zone.
- Convert 33 unrestricted carparks on Holloway Road to combined Resident and P120 carparks.
- Convert 35 unrestricted carparks on Holloway Road to Resident Only carparks
- Note that the remainder of Holloway Road will retain its unrestricted parking spaces.

#### Ohiro Road

- Convert 20 coupon carparks on the northern end of Ohiro Road to Resident Only carparks.

#### Palmer Street

- Install 6 metres of No Stopping Restriction (BYLs) to remove one Resident Only parking space at the end of Little Palmer Street (immediately west of 26 Palmer Street).

#### Abel Smith Street

- Install 6 metres of No Stopping Restriction (BYLs) to remove one Resident Only parking space at the end of Little Palmer Street (immediately west of 127 Abel Smith Street).

#### Little Palmer Street (between Palmer Street and Abel Smith Street)

- Change existing footpath to Shared Path (after widening to 2.5 metres)

#### Aro Park

- Change existing footpath to Shared Path (after widening to 2.5metres)

#### Adams Terrace

- Install No Stopping Restriction (BYLs) on both sides of the southern end of Adams Terrace extending from Aro Street for 6 metres.



# We are proposing a change in your area

<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• This primary bike route is part of the Wellington Bike Network, which was approved by Council in March 2022.</li> <li>• This route will support the strategic goals outlined in the Long-Term Plan, the Regional Land Transport Plan and Te Atakura by improving safety, improving travel options and enabling a reduction in transport-generated carbon emissions.</li> <li>• This cycle route leads from Willis Street to the suburbs of Highbury, Northland and Karori.</li> <li>• The change will make it safer for more people to bike/scoot between these suburbs and Wellington City.</li> <li>• This proposal includes improvements for pedestrians to cross Aro Street.</li> <li>• The route will also make it easier for buses to navigate with oncoming traffic along these narrow streets.</li> <li>• The existing pedestrian zebra crossing at Aro Park will be raised to improve safety and accessibility in the area.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>• Net parking impact <ul style="list-style-type: none"> <li>- Removal of 18 residents parking spaces</li> <li>- Removal of 52 coupon parking spaces</li> <li>- Removal of 71 unrestricted parking spaces</li> <li>- Removal of one P20 parking space</li> <li>- Addition of 55 residents parking spaces</li> <li>- Addition of 33 resident parking P120 parking spaces</li> <li>- Addition of six bike parking spaces</li> <li>- Addition of two car share parking spaces</li> <li>- Addition of one mobility parking space</li> <li>- These changes will have a high negative impact on commuters and short stay visitors on Aro Street, Durham Street and Adams Tce. And a low negative impact on Holloway Road.</li> <li>- On Raroa Road there will be moderate negative impact on residents and visitors when kerbside parking is removed on the uphill side where there are currently between 34 to 44 cars regularly park on this side and these cars will have to park on the other side of the road, or off-street, or on side streets.</li> </ul> </li> <li>• The impact on people travelling along this principal route will be improved efficiency and safety.</li> <li>• Pedestrian impact is positive: The impact on pedestrians will be improved safety and accessibility due to one pedestrian zebra crossing being raised.</li> <li>• Business impact will be minimal. All short-term carparks in the shopping area will be retained, except for changing one P20 carpark to six bike parks.</li> <li>• The impact on public transport will be improved efficiency for buses, which currently have difficulty negotiating the narrow sections of Aro Street and Raroa Road where cars are parked on both sides of the street leaving less 2.5 metres traffic lane widths in certain places. Four bus stops will be relocated short distances to improve access for bus users.</li> </ul>



## We are proposing a change in your area

	<ul style="list-style-type: none"> <li>One bus stop will be removed to improve efficiency of the bus service and safety of people using the pedestrian crossing just ahead of the bus stop. One new bus stop will be introduced on Raroa Road where there is a long gap between bus stops.</li> <li>Impact on parking revenue will be none.</li> <li>With bike and scooter trips made safer and more attractive, this project will provide improved transport options between Highbury and the city.</li> <li>The impact on people with disabilities will be positive as a new mobility park will be installed and buses will be better able to pull alongside the kerb.</li> <li>The impact on people choosing to reduce car ownership will be improved as two car share parking spaces will be installed in Aro Valley.</li> <li>The changes on Aro Street will be made over three stages – 2023, 2024, and 2025 – to give residents time to adjust to the removal and relocation of carparks on one side of the road. The uphill cycleway from 117 to 171 Aro Street and from 197 to 229 Aro Street is proposed to be installed in early 2024. The uphill cycleway from 1 to 69 Aro Street is proposed to be installed in early 2025. All other changes will be made in 2023.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport through re-allocating street space and parking management, to move more people with fewer vehicles.</li> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> <li>A parking management plan was undertaken to inform the design of these changes and feedback from the community has subsequently been incorporated into the proposed parking changes.</li> <li>As outlined in the Parking Policy 2020, short term and residents parking has been prioritised over commuter parking which is the lowest priority for road space allocation.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>This project is a key initiative to deliver on several strategic plans for the city, including the Long-Term Plan, Te Atakura (Climate Action Plan) and Paneke Pōneke (Wellington Bike Network Plan).</li> <li>The improvements will be made using lower cost, adaptable materials that can be adjusted based on public feedback, and information collated, once these initial installations are in place.</li> <li>These changes have been developed through the Council business case process and have involved initial engagement with residents and businesses along the route.</li> <li>Designs were developed by technical experts and with input from the community. A technical working group helped to ensure the project objectives were met without compromising road safety, within a constrained road corridor.</li> </ul>



## We are proposing a change in your area

	<ul style="list-style-type: none"><li>• It is proposed that these changes will be complemented by an extension of the existing 30kph zone on Aro Street, down to Willis Street. The existing 30kph zone is 260 metres long, and the proposed extension is 150 metres long. This speed change is being consulted on as part of this Traffic Resolution process, but will follow the alternative method for setting speed limits outlined in the Setting the Speed Limit Rule 2022. Submissions received on the speed limit change will be considered, before a final decision by the Director of Land Transport, Waka Kotahi is made on the proposed speed limit change.</li><li>• Average daily traffic count – 10,220 AADT on Aro Street, 8,050 AADT on Raroa Road, 7,097 AADT on Raroa Cres. 220 AADT on Palmer Street, 2,790 AADT on Abel Smith St, and 570 AADT on Buller St.</li><li>• Annual parking revenue impact – no loss of revenue from removing residents and coupon parks on Aro Street as new residents' parks will be installed on side streets to cater for demand.</li><li>• One carpark in Aro Valley will be replaced with six bike parks to complement the overall changes.</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 31 October 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li><li>• The improvements proposed in this Traffic Resolution are the result of an options analysis. The options analysis, along with other supporting material such as a parking management plan, safety audits, etc, can be found here: <a href="https://www.transportprojects.org.nz/current/aro-valley-connection/">https://www.transportprojects.org.nz/current/aro-valley-connection/</a></li></ul>
Feedback	<ul style="list-style-type: none"><li>• 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 <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:arovalleyconnections@wcc.govt.nz">arovalleyconnections@wcc.govt.nz</a> <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 31 October 2022 and finishes at 5.00 pm Monday 21 November 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> 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.</li></ul>



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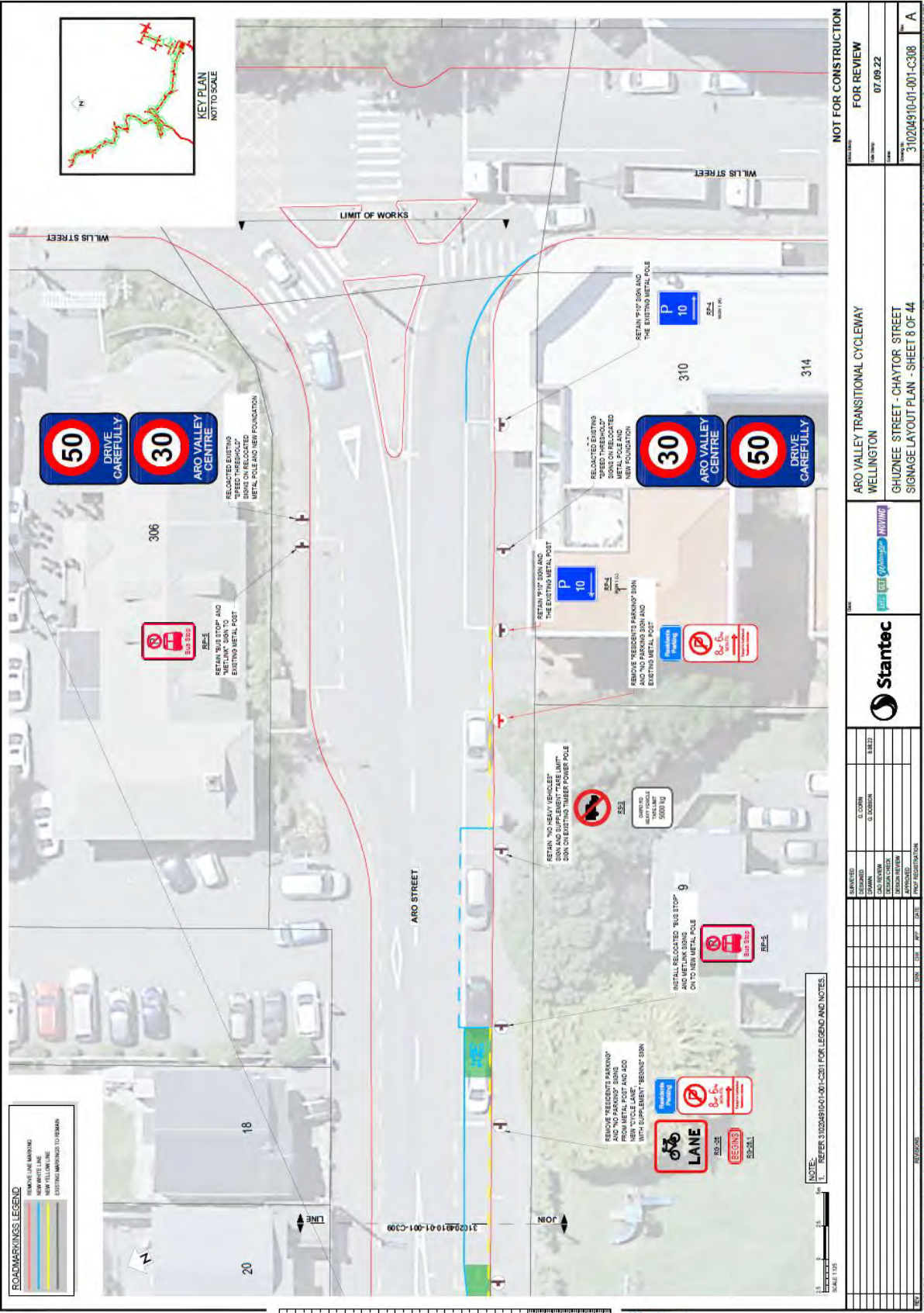
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<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated and the proposal will be presented to a Council committee in December 2022.</li><li>2. The committee meeting date and time will be confirmed after 17 November. Council Officers will update submitters on the committee meeting details.</li><li>3. If approved, the proposal will be installed within the following three years.</li></ol>



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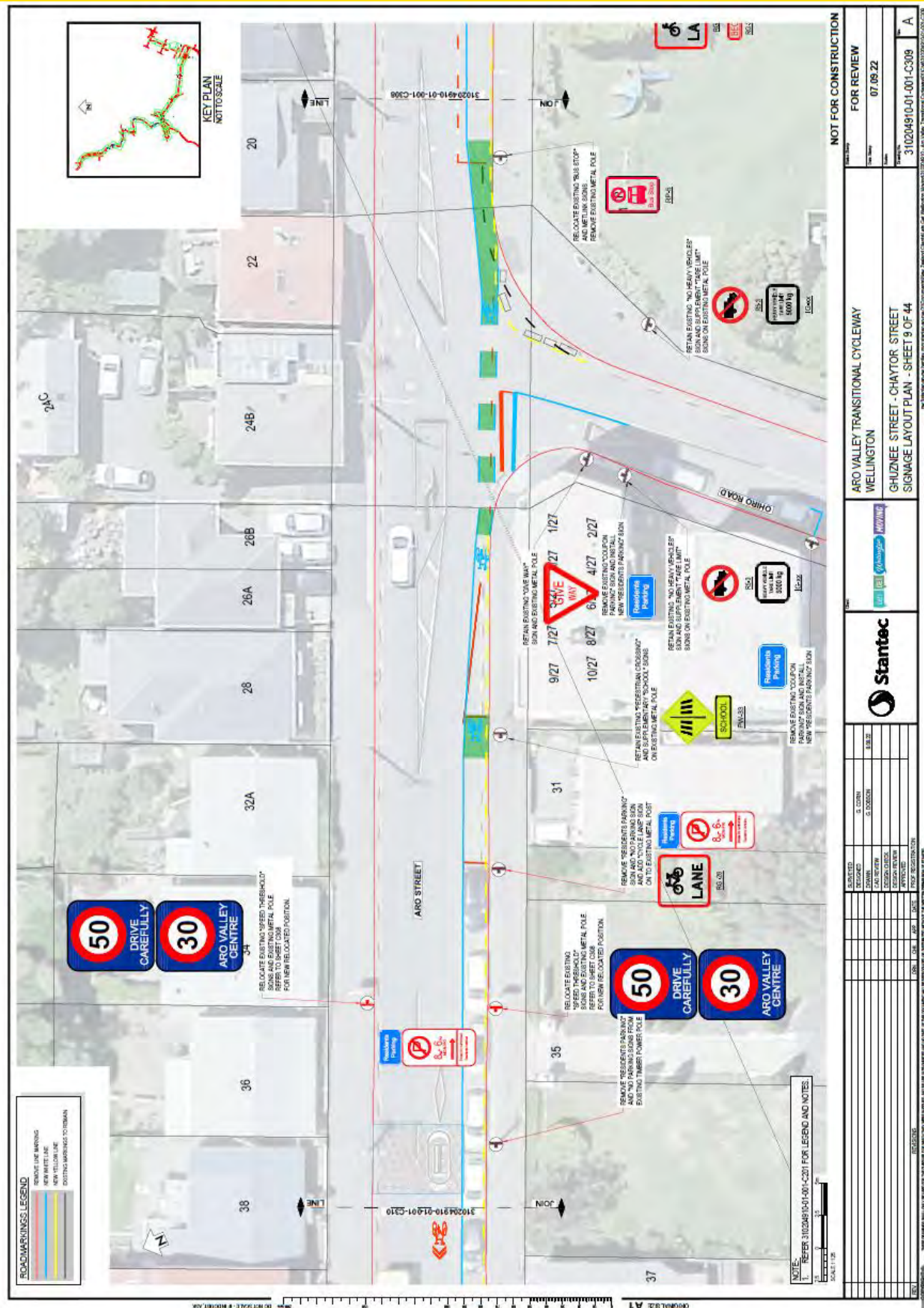
Traffic Resolution Plan: TR179-22 Aro Valley Bike, Bus and Pedestrian Improvements





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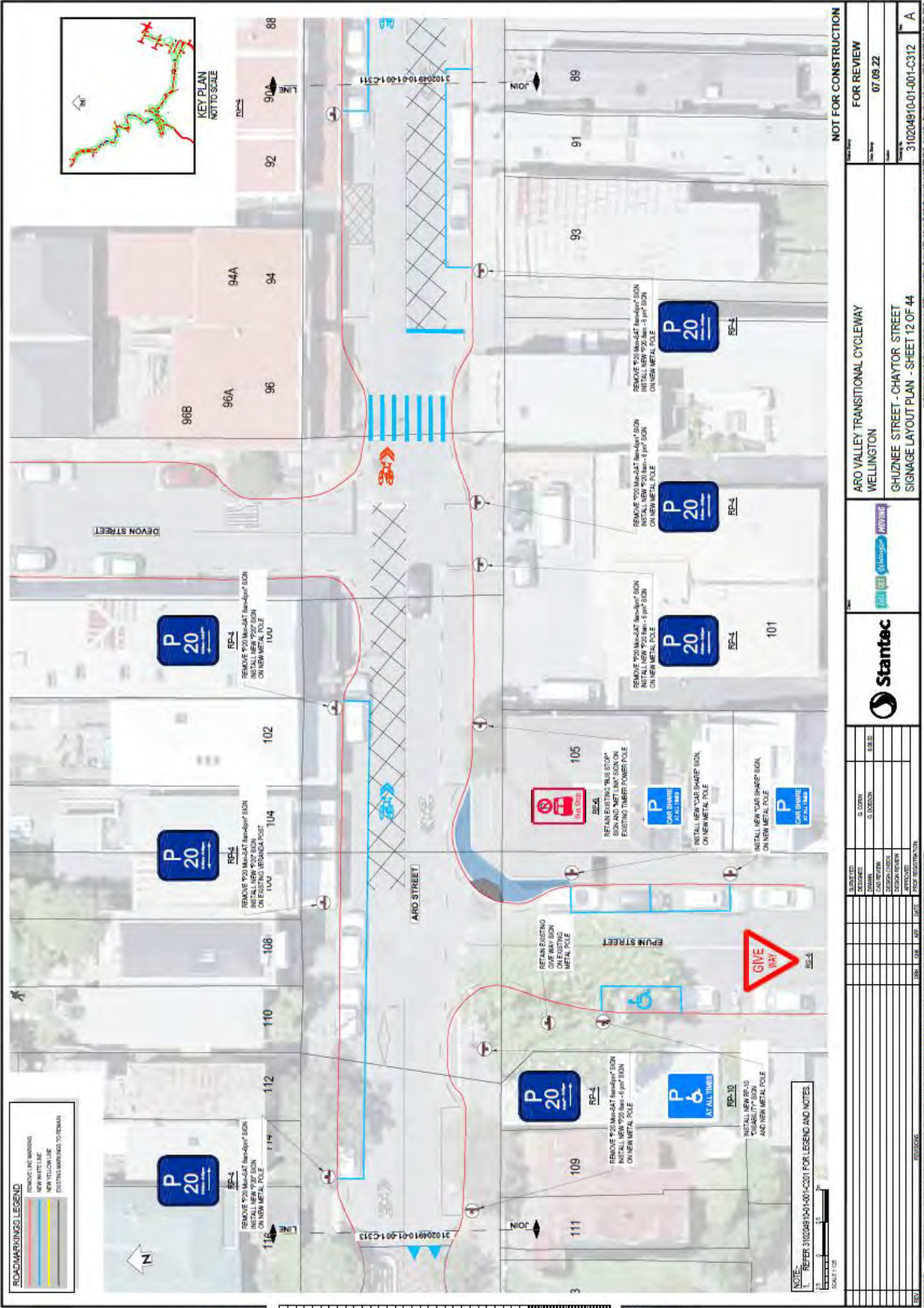


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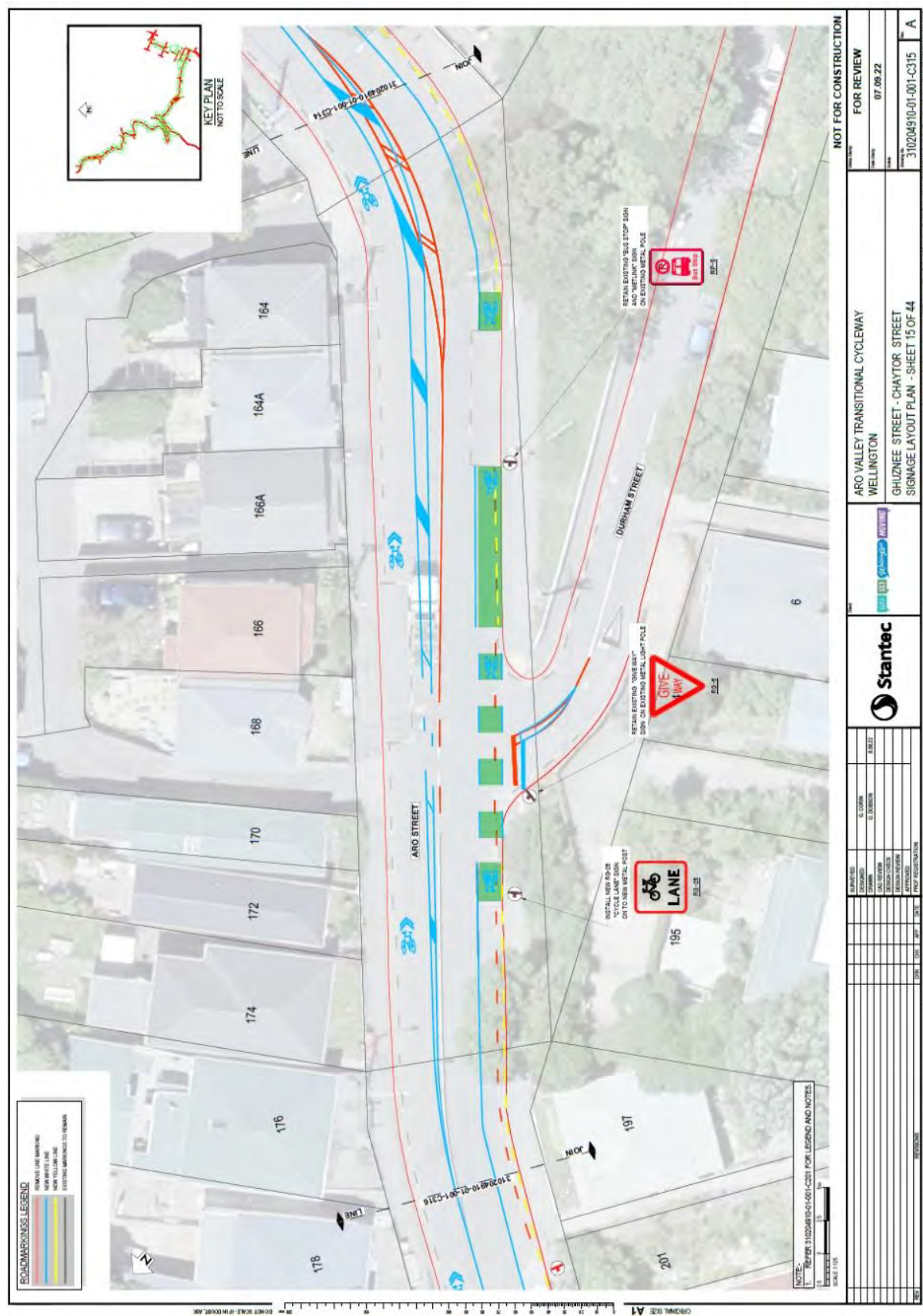


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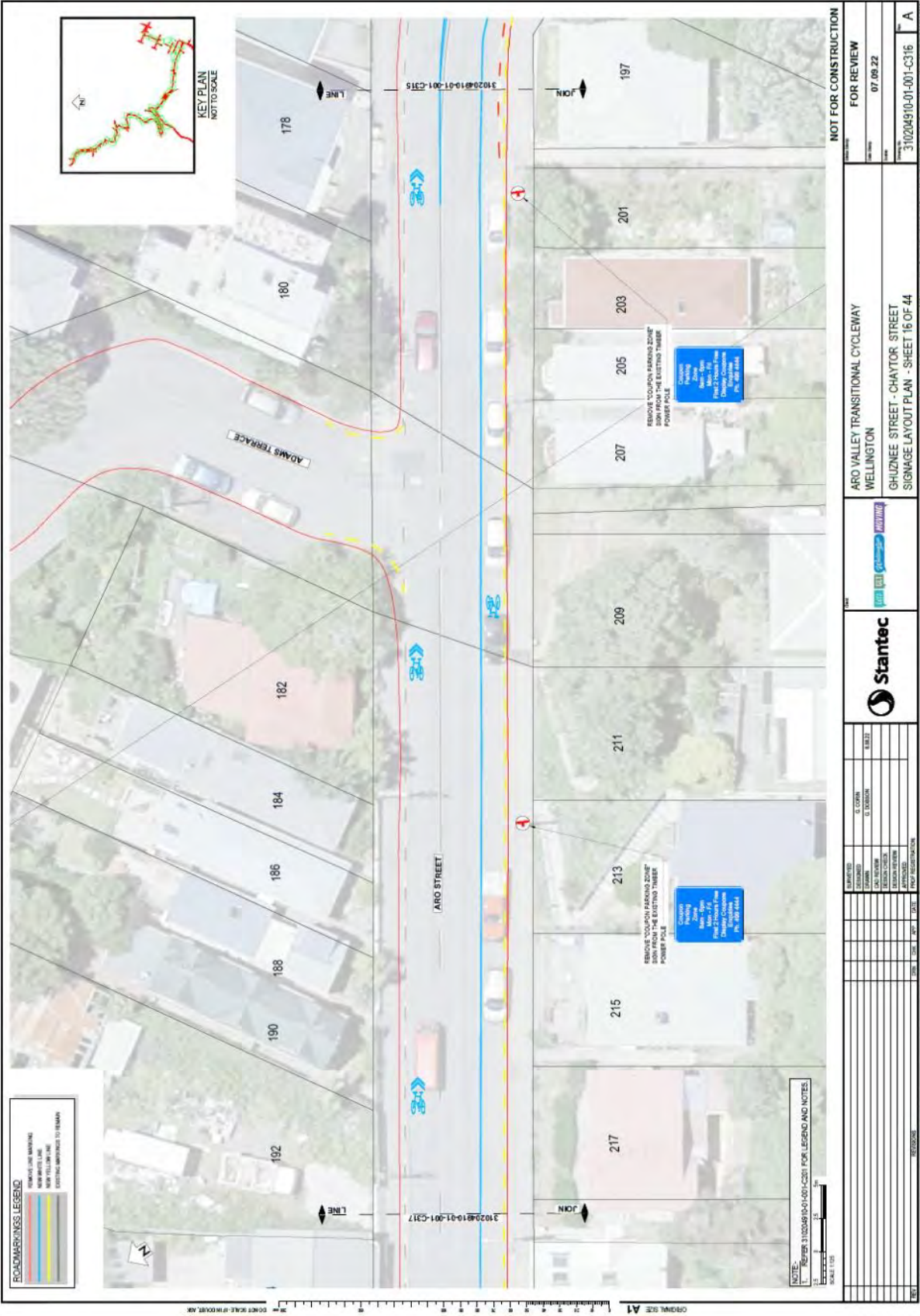
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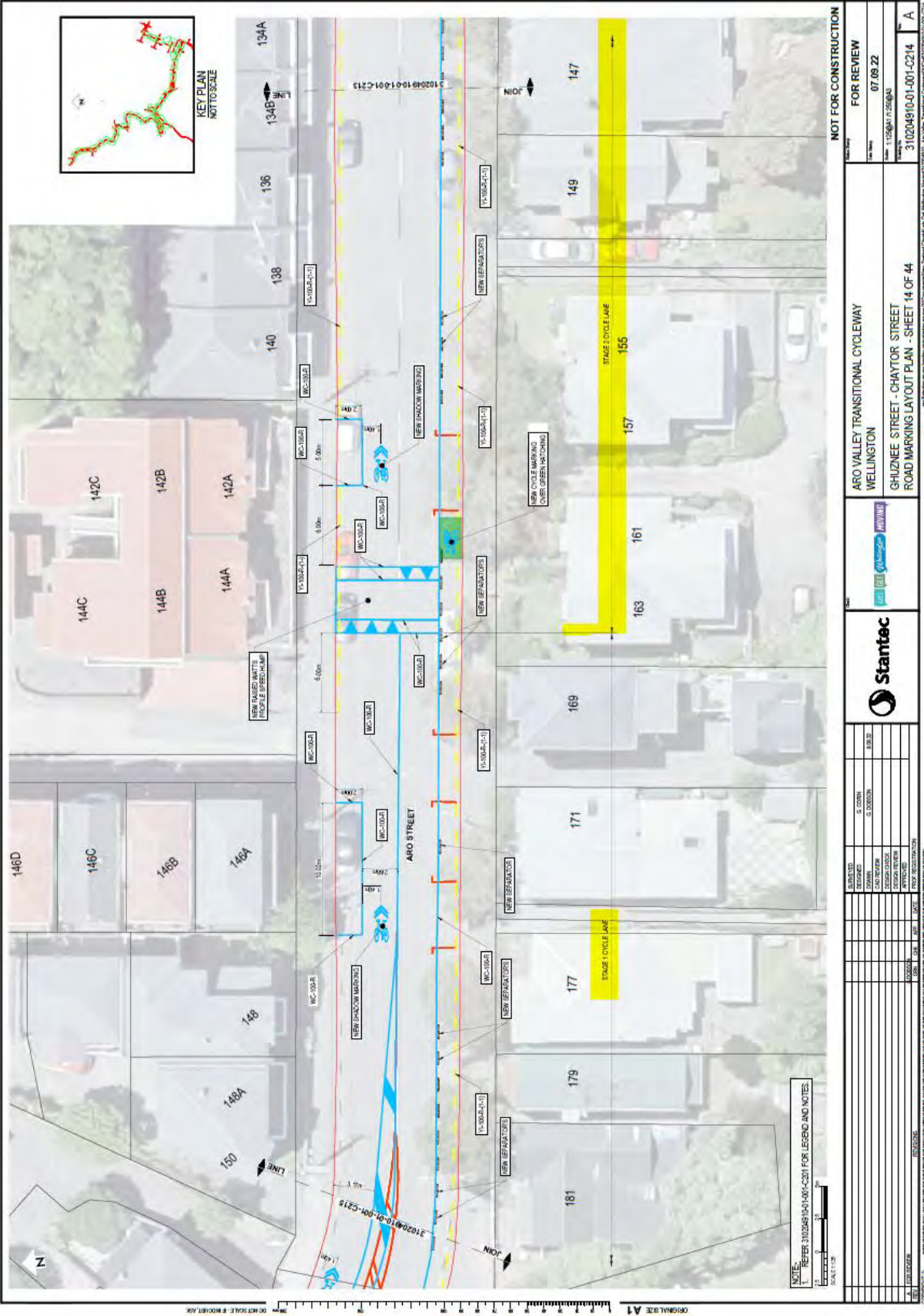


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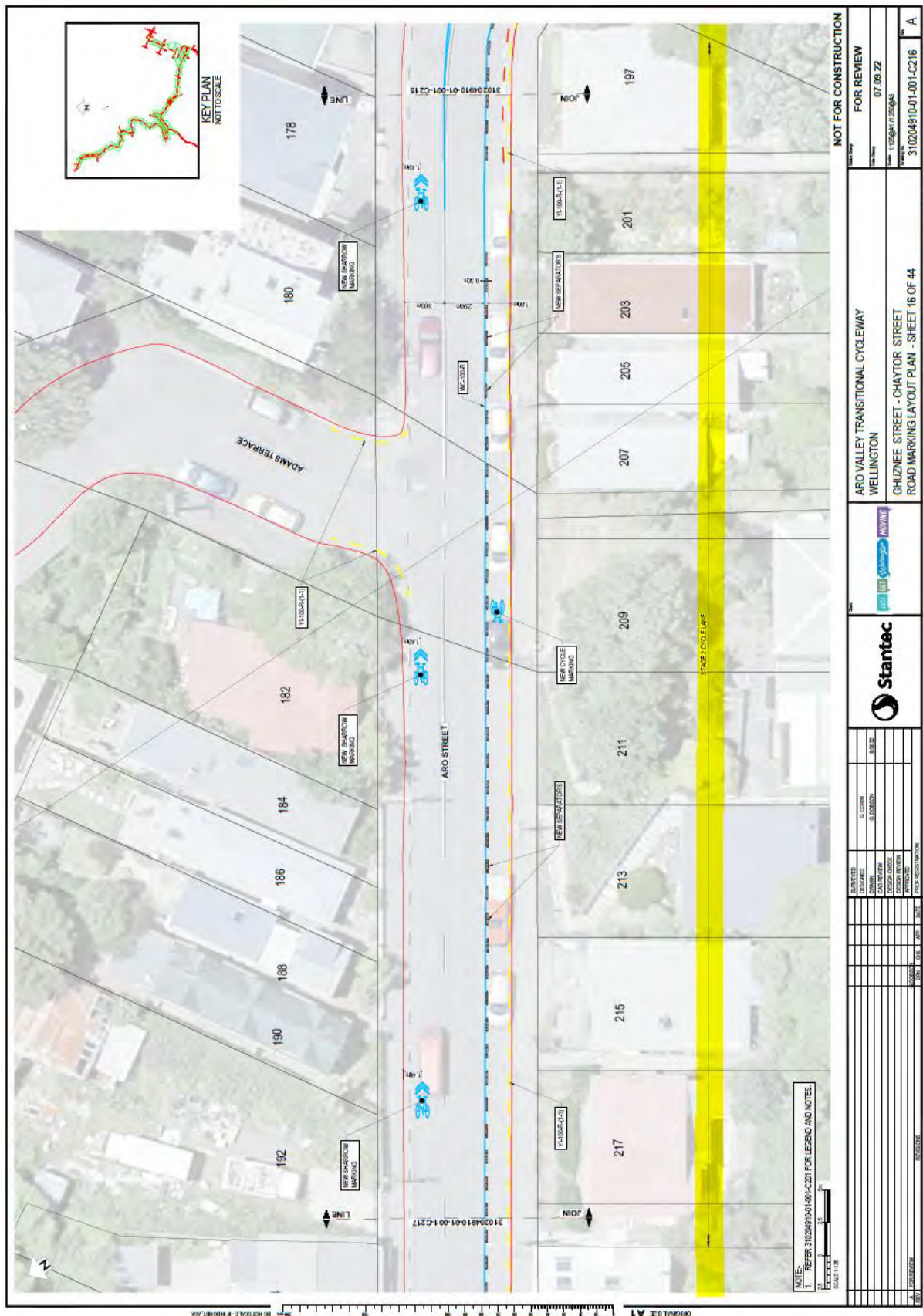


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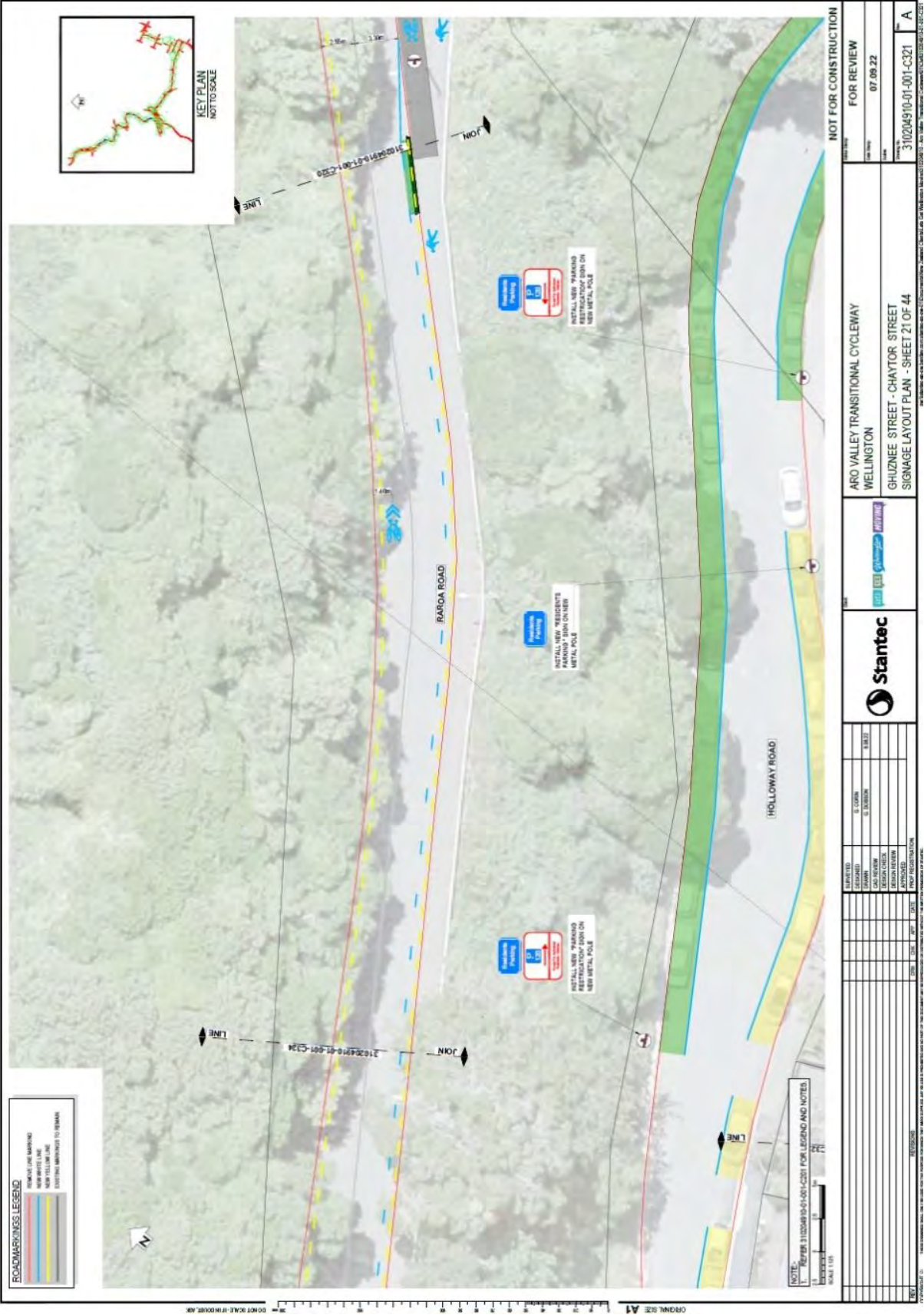


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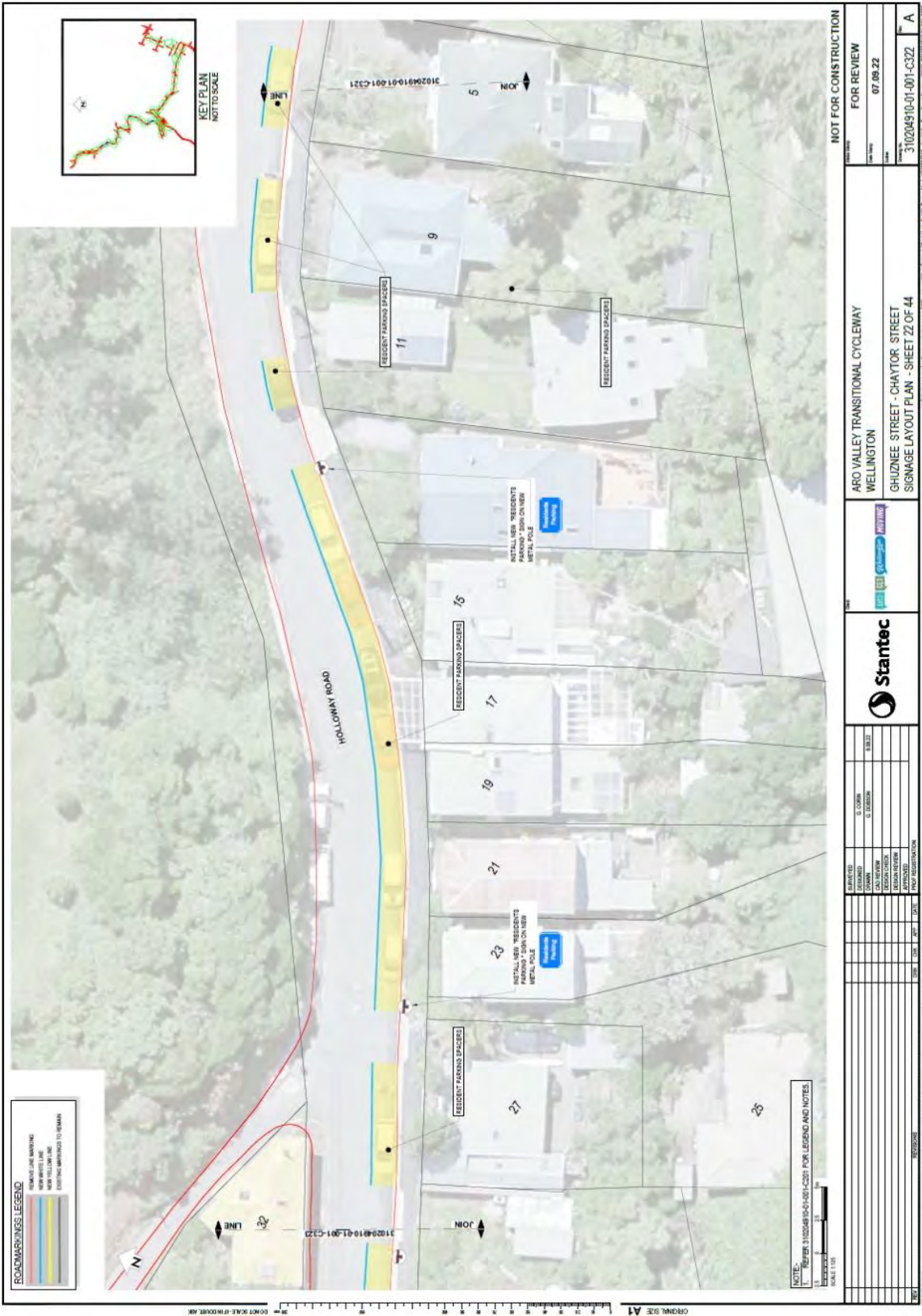


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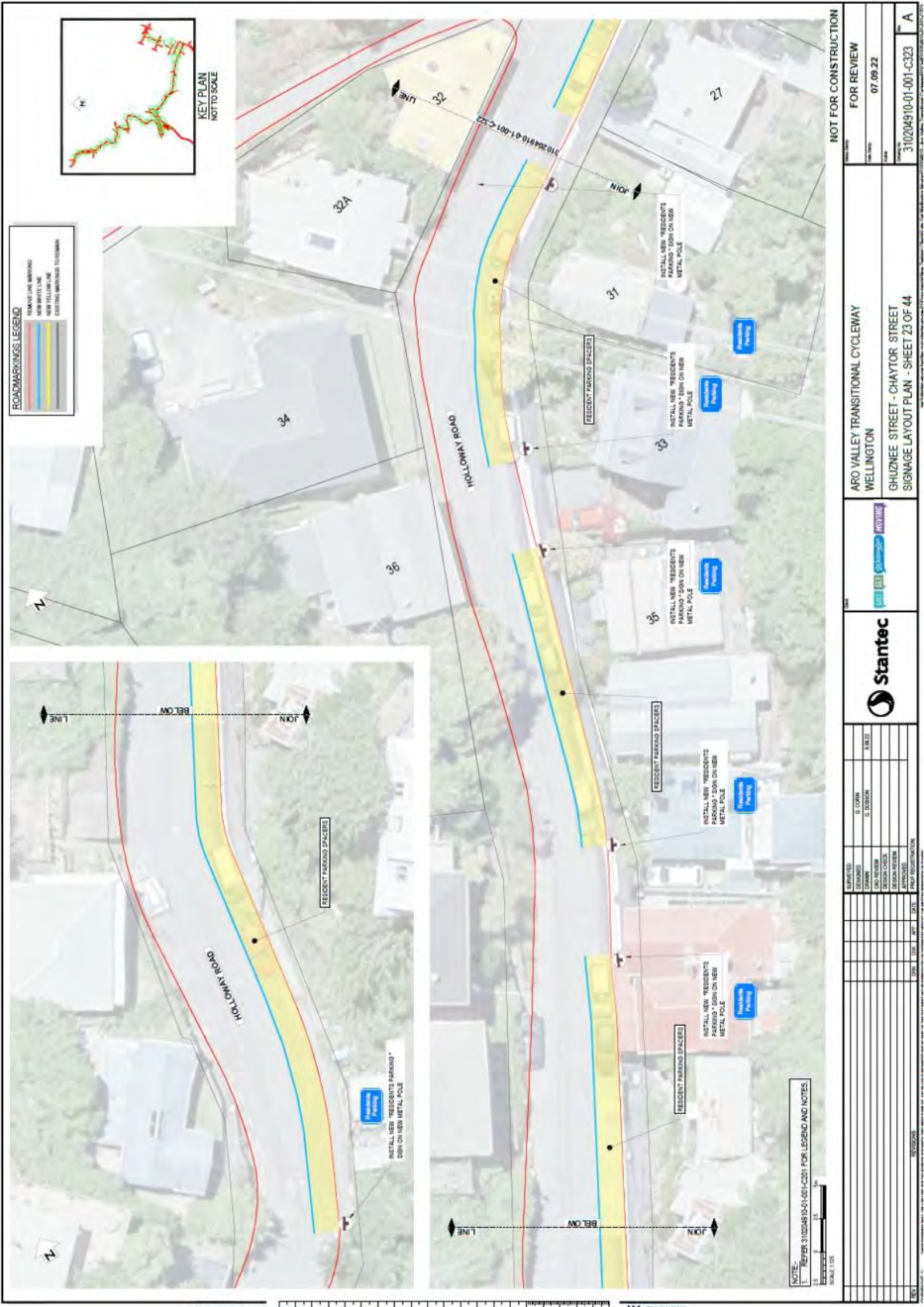


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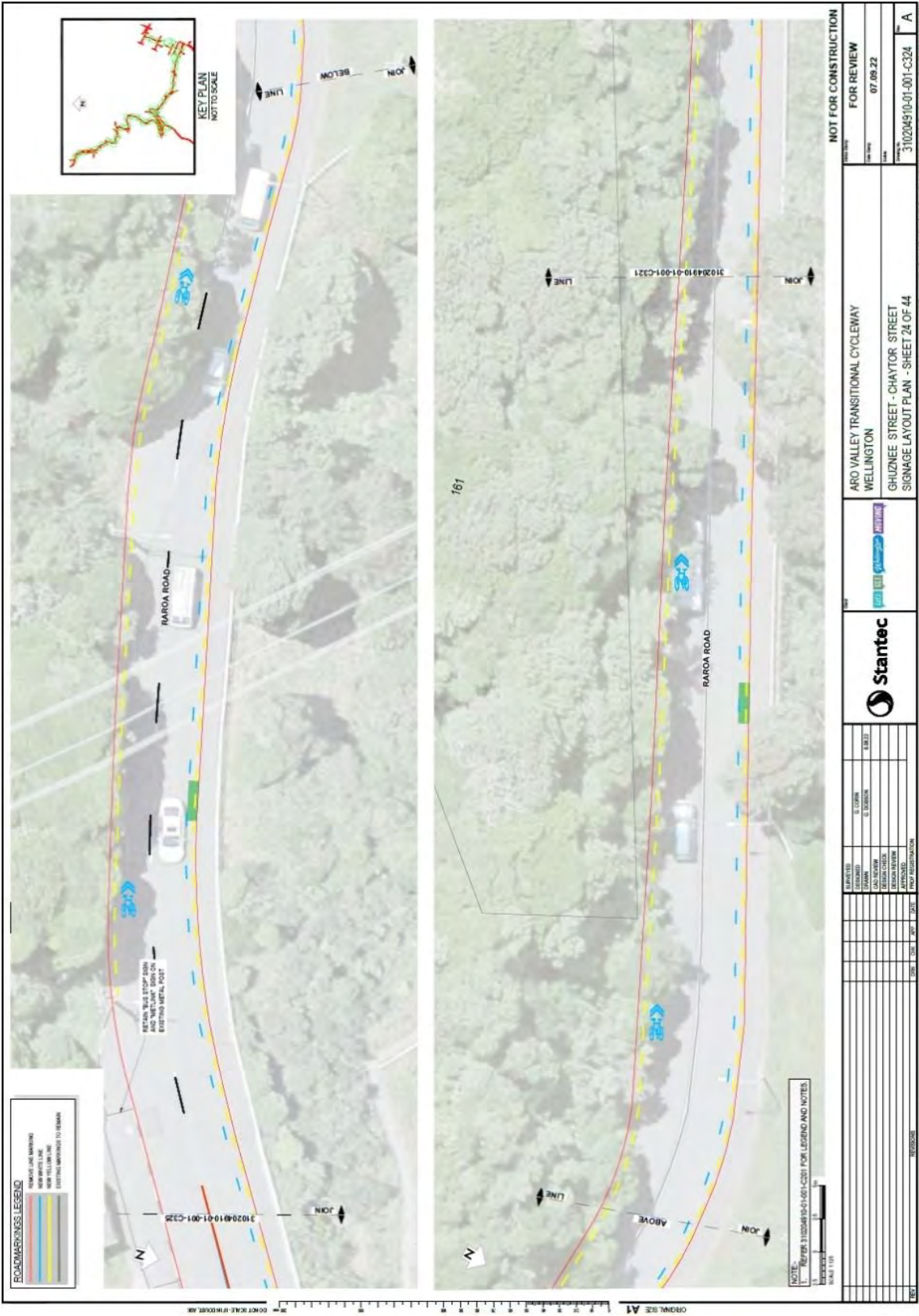


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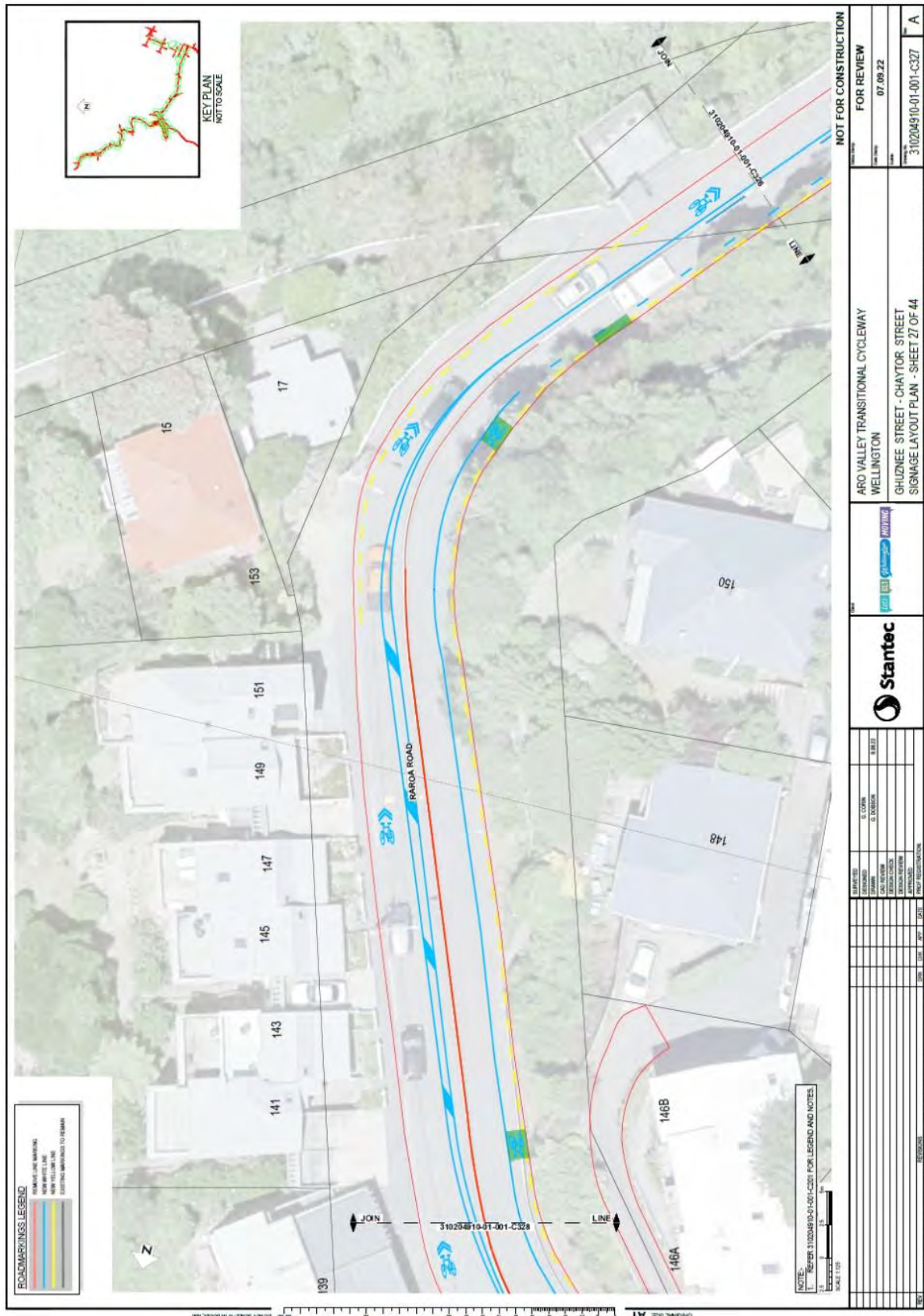
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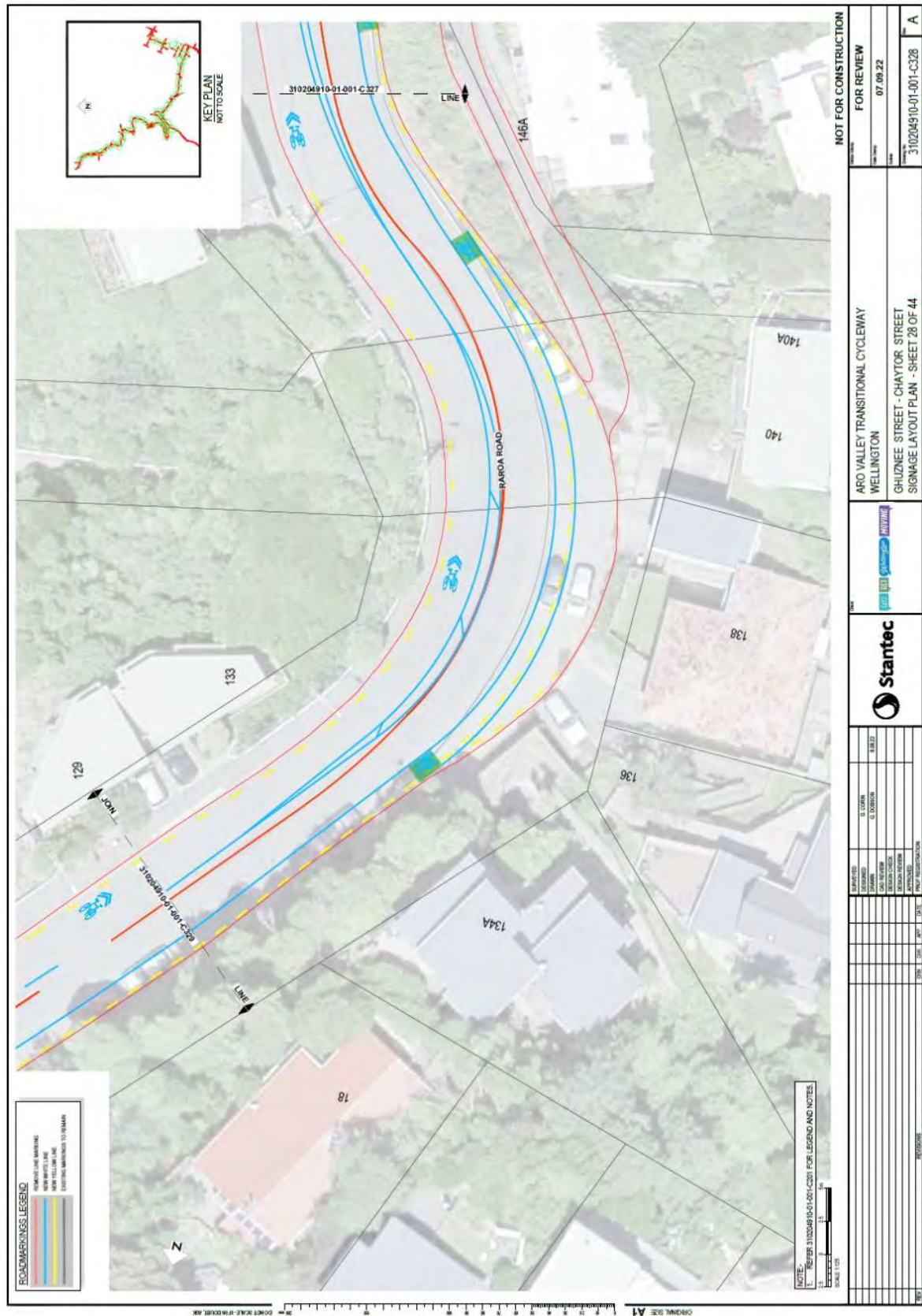
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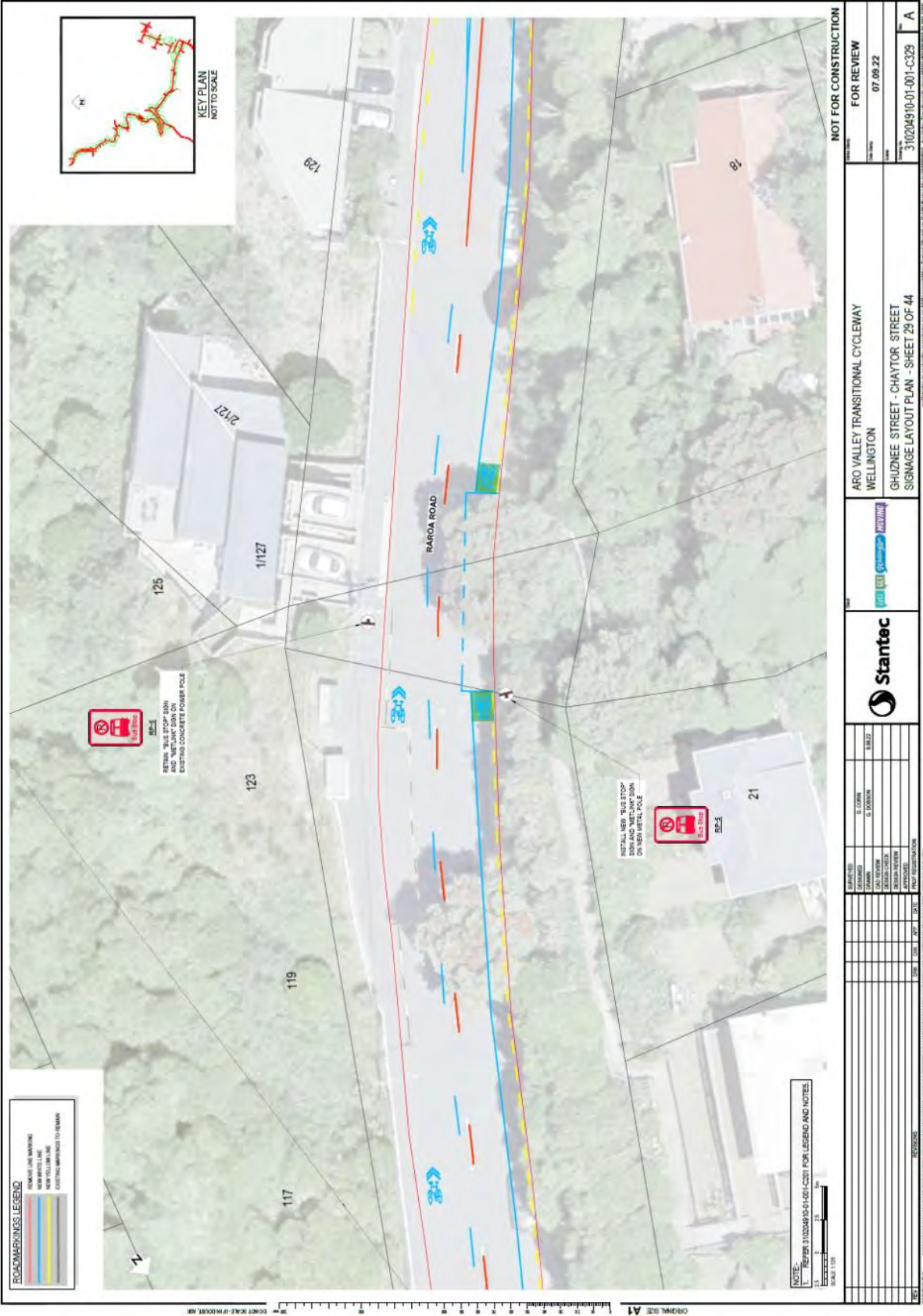
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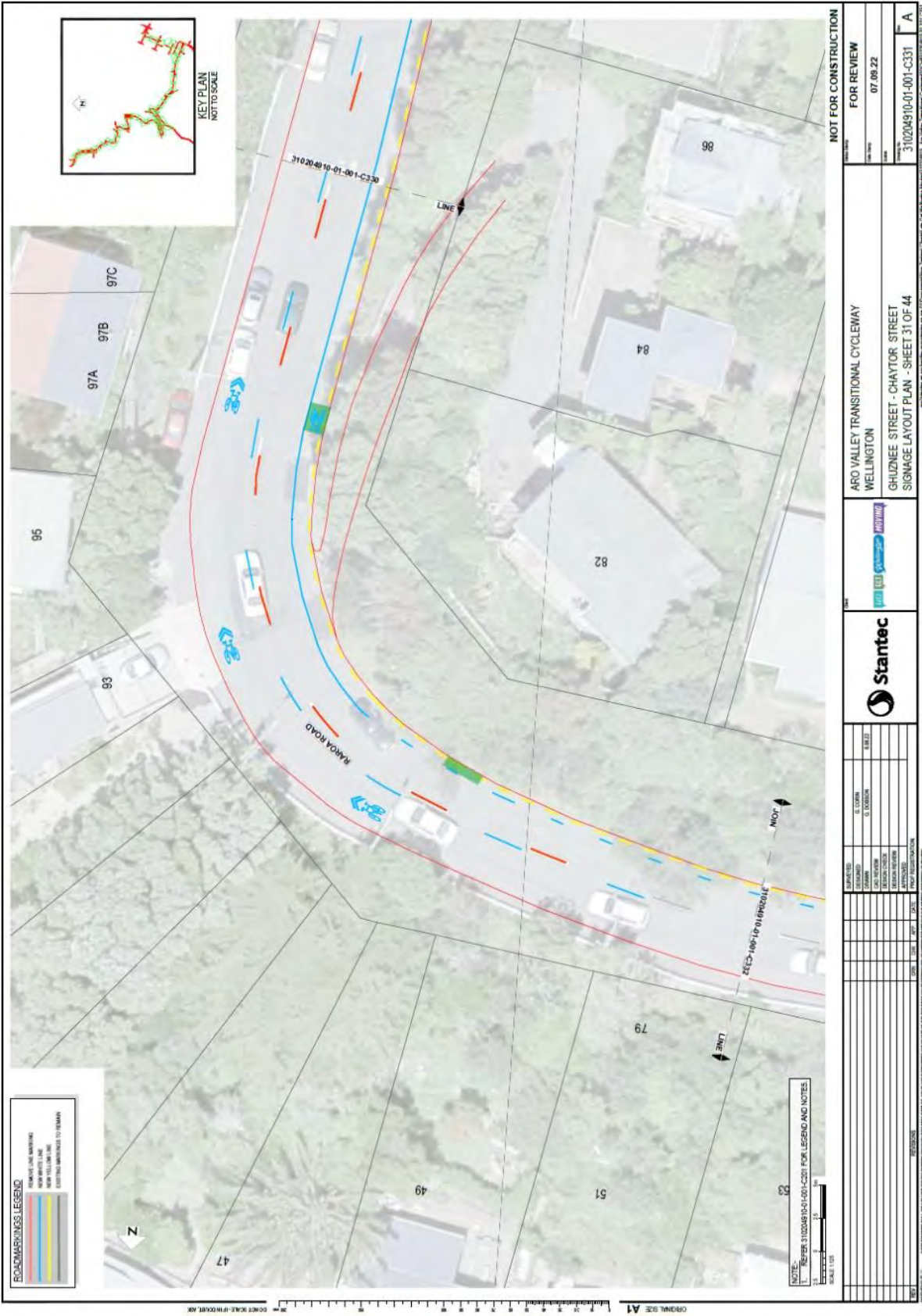


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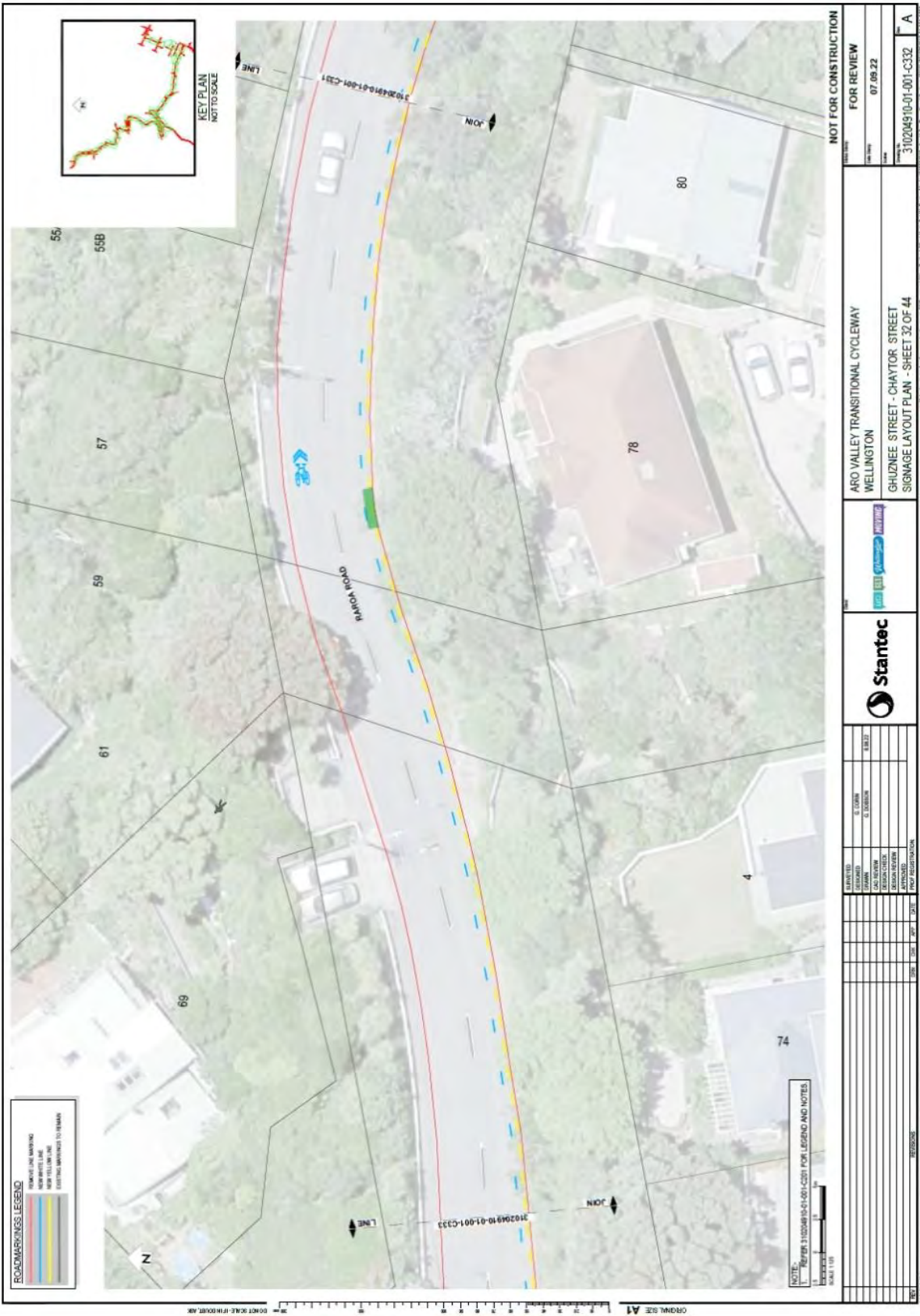


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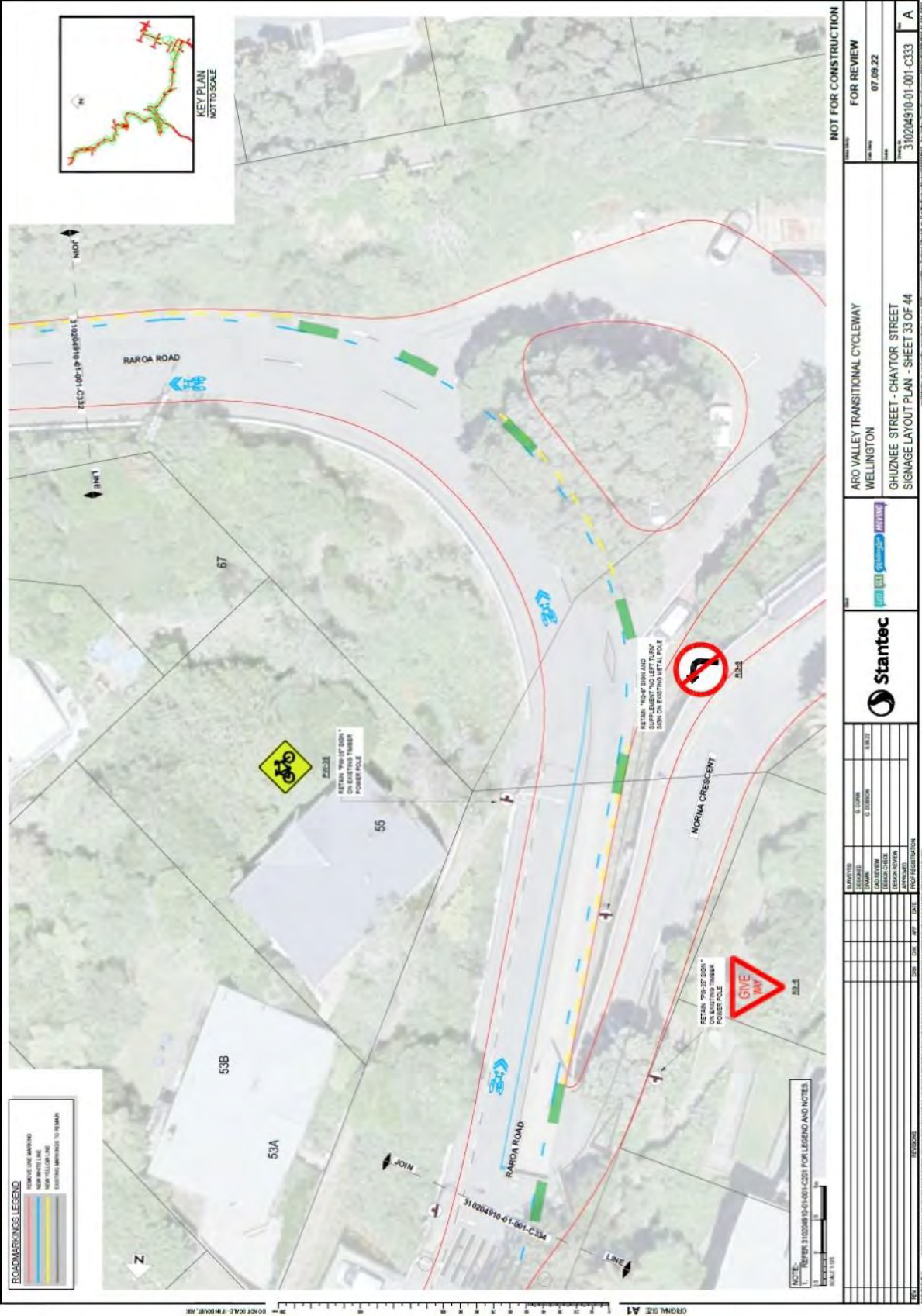


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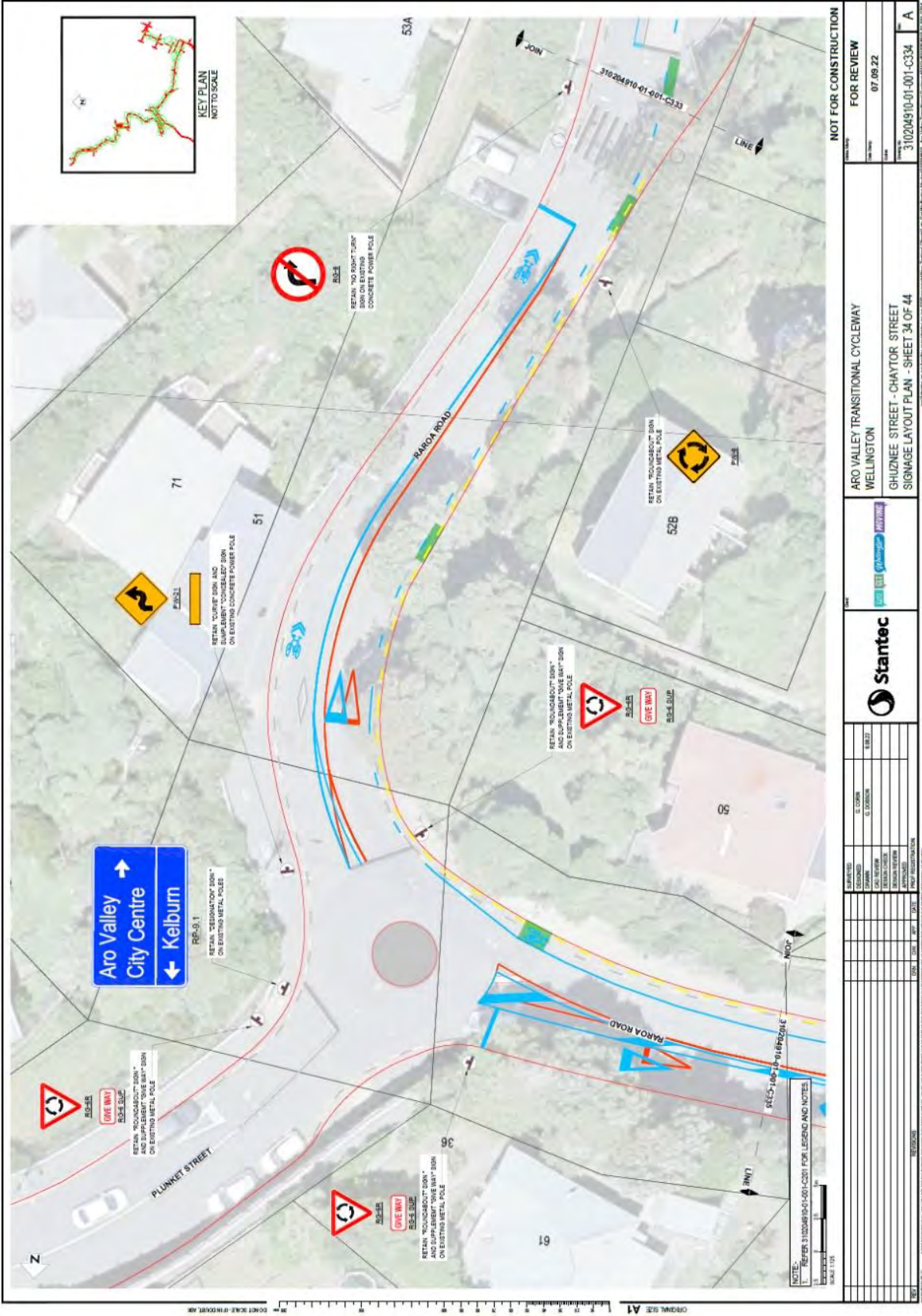


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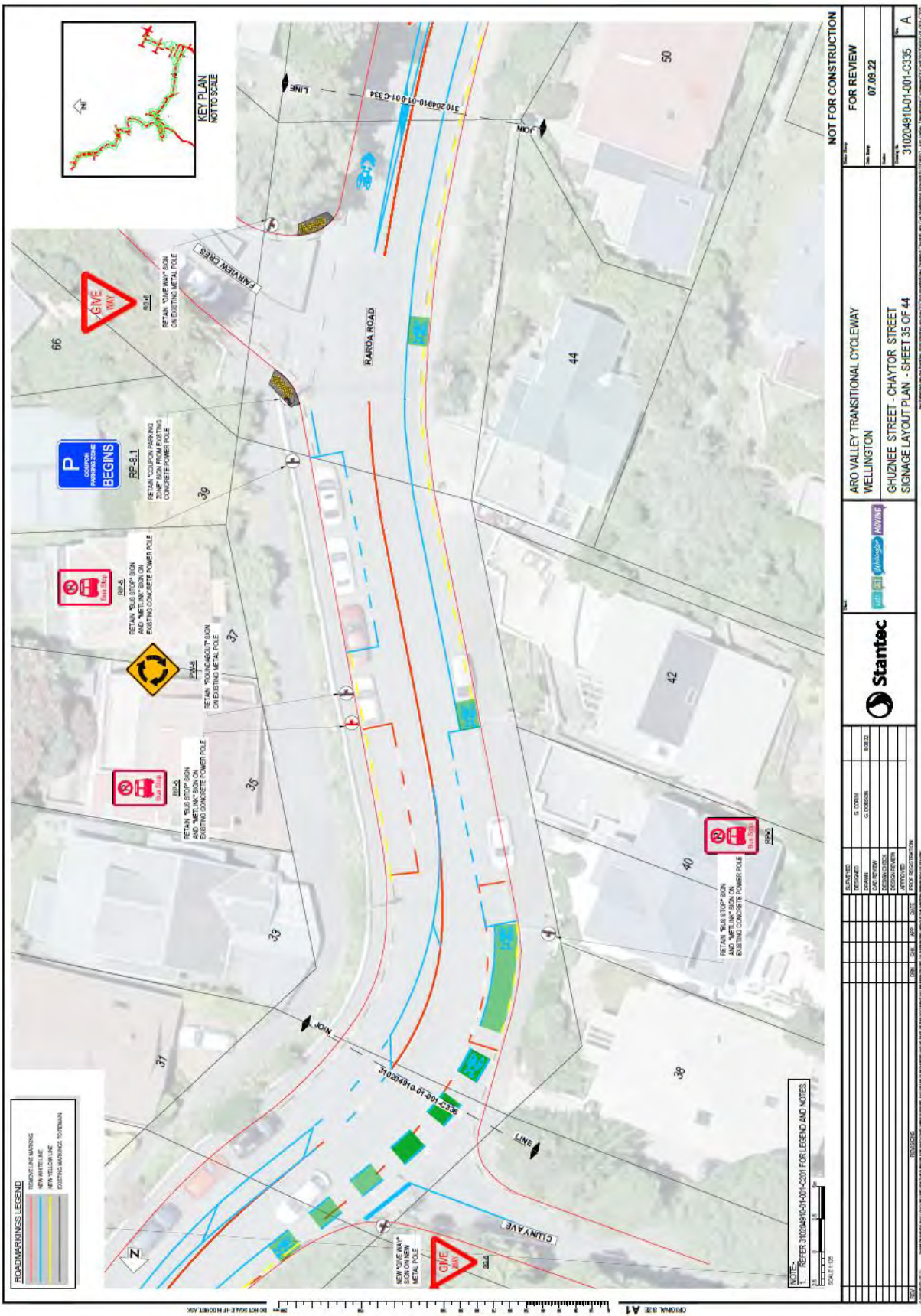


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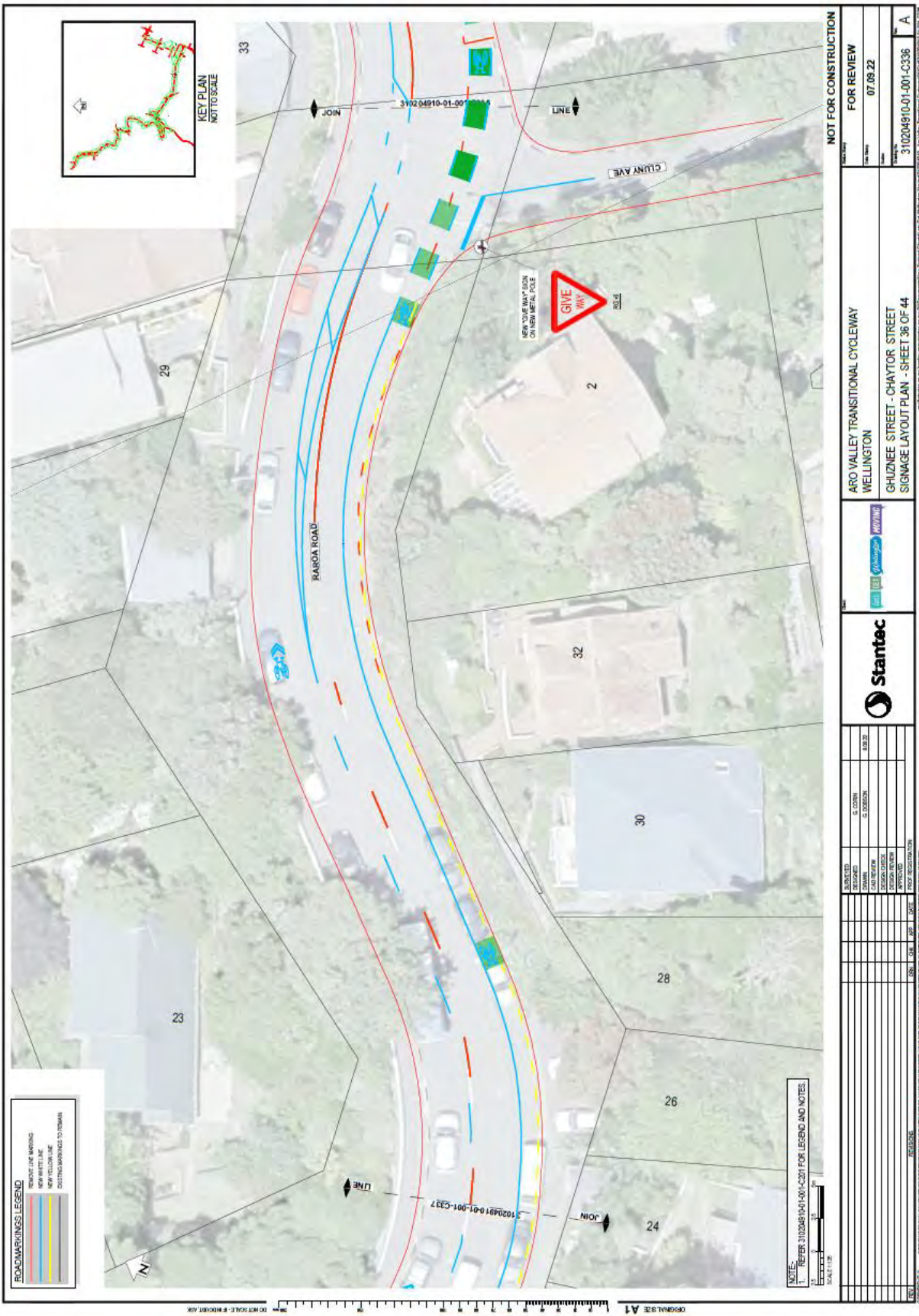


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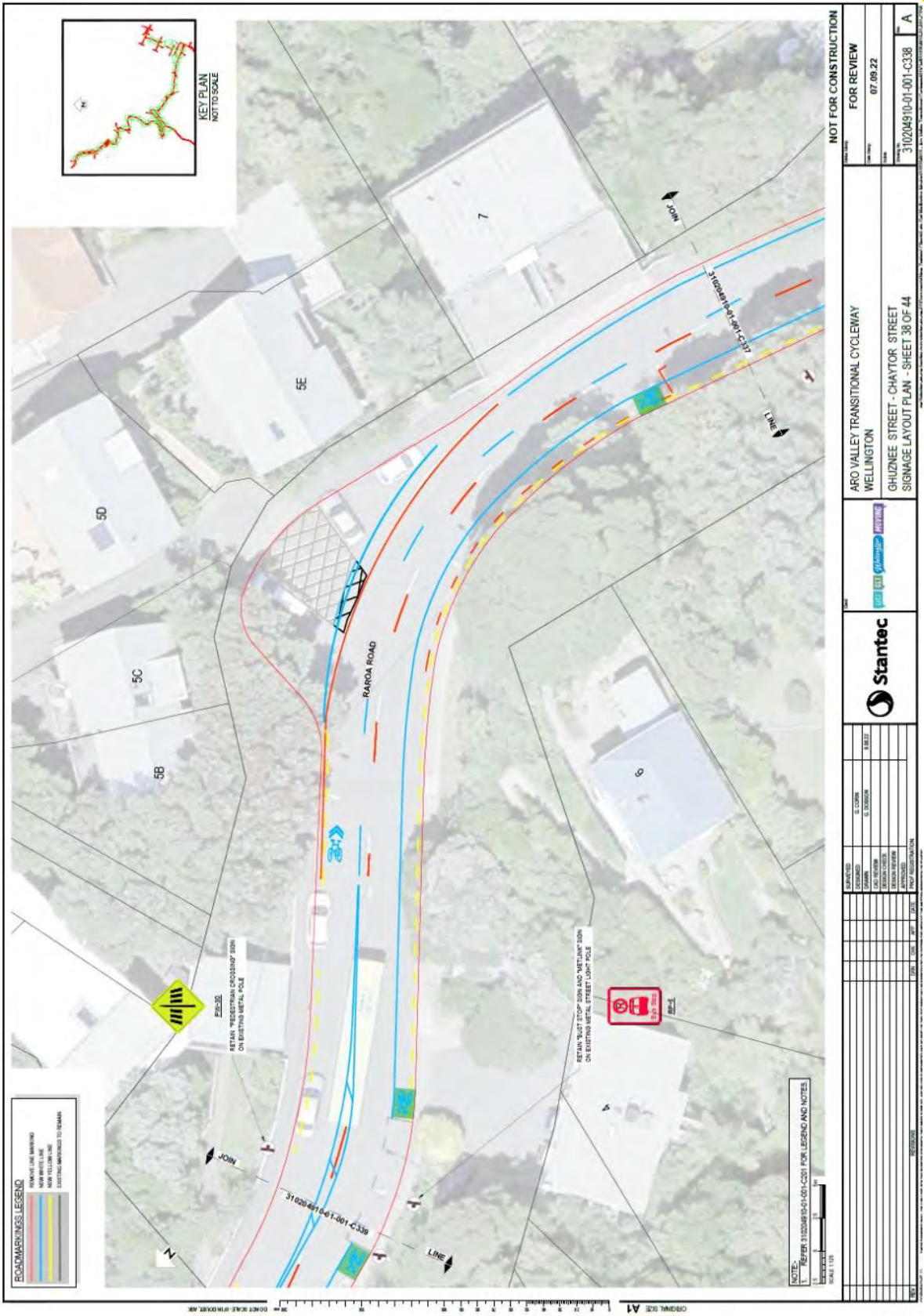


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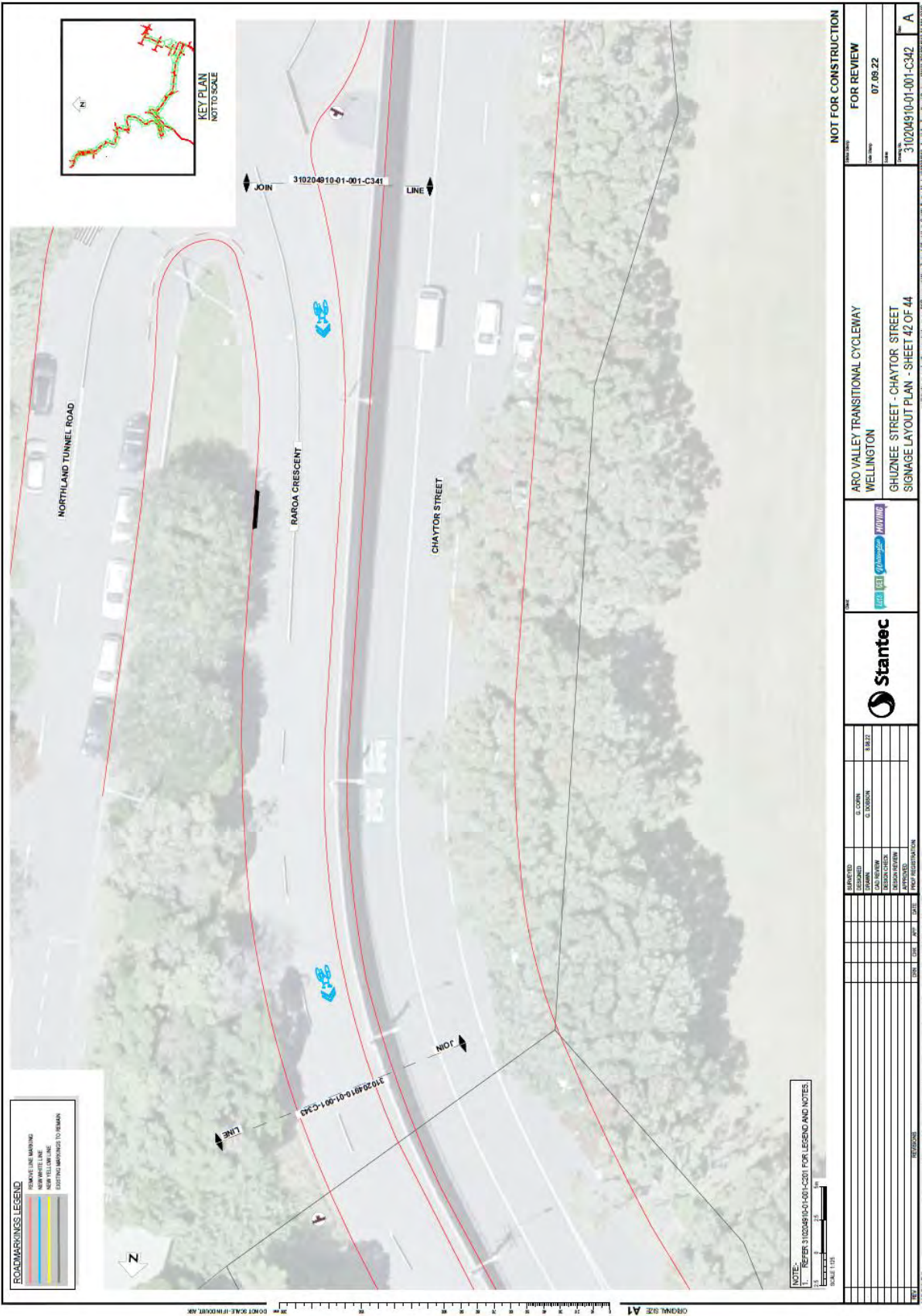
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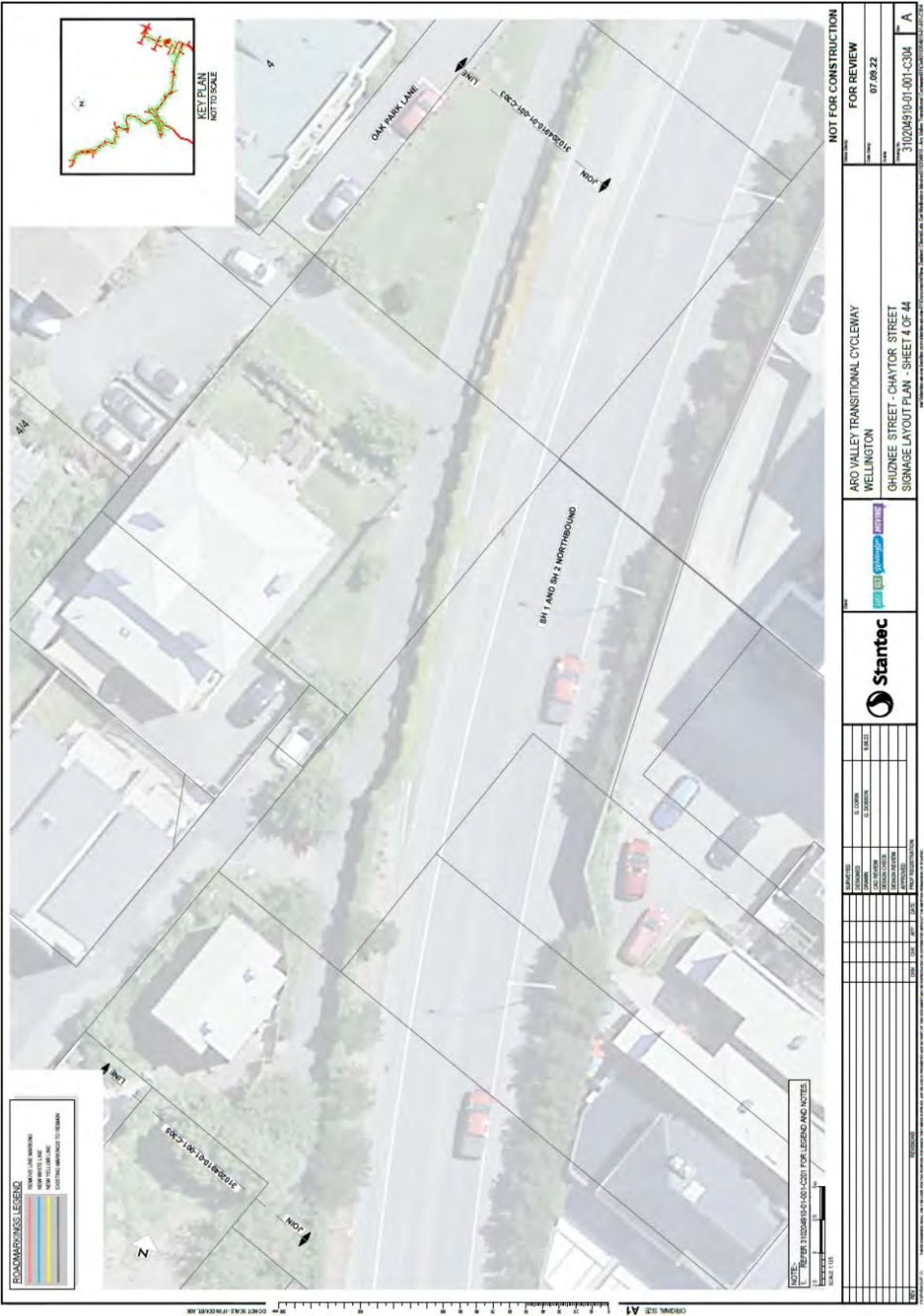


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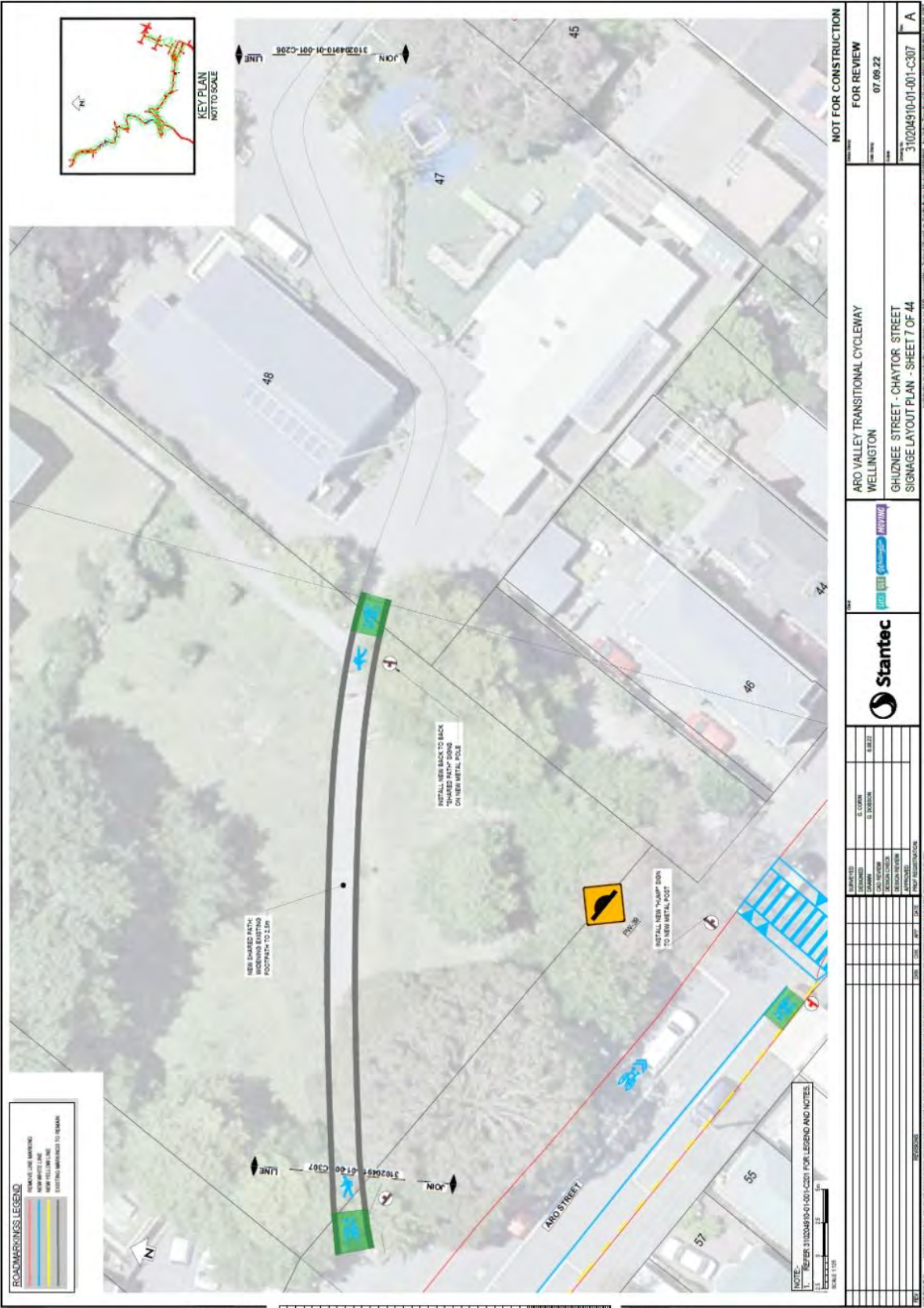


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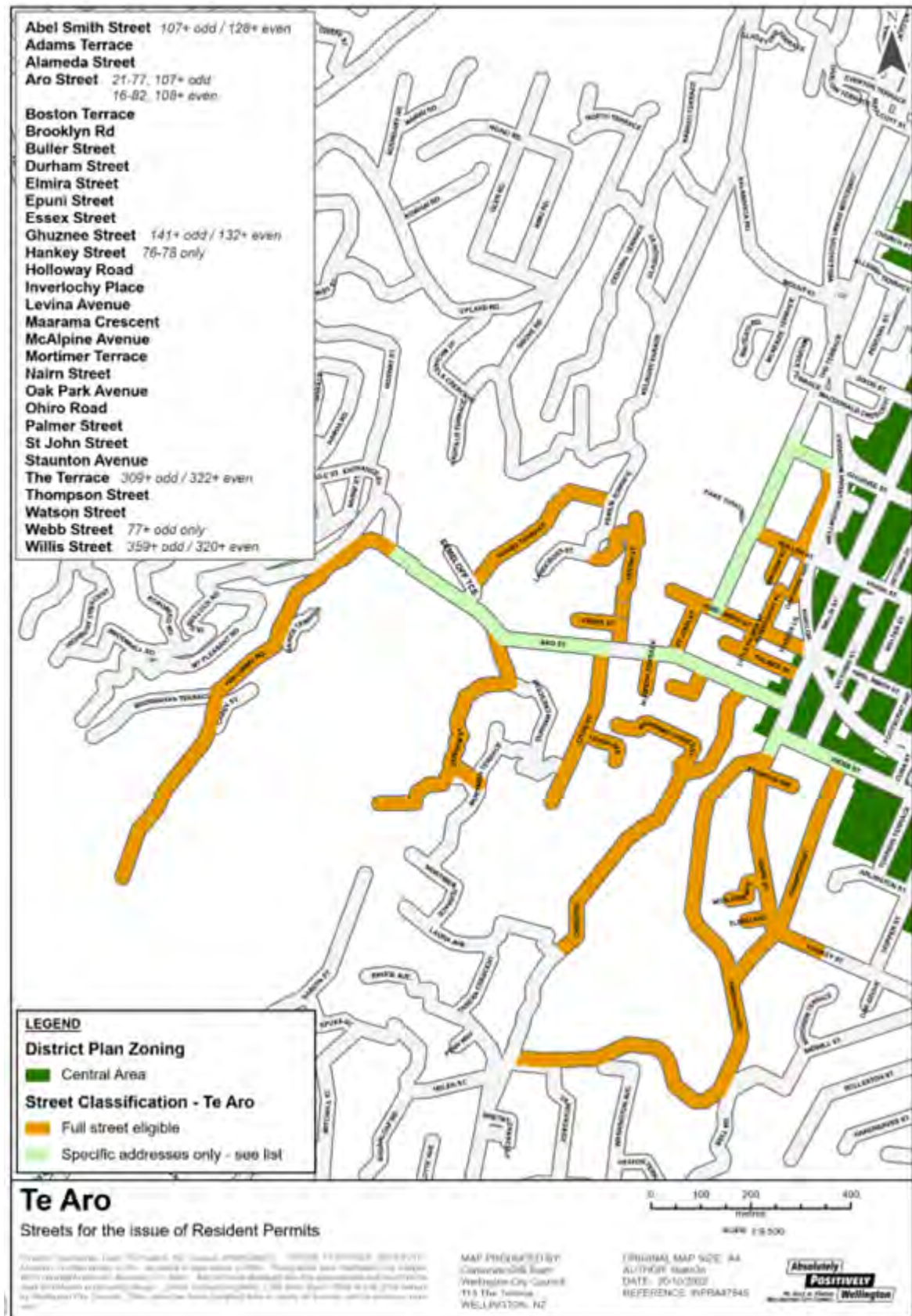




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## Te Aro Parking Zone





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## Legal Description:

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

Column One	Column Two	Column Three
<b>Aro Street</b>	<i>"P20 8:00am – 6:00pm"</i>	Southern side, commencing 93 m east from its intersection with Devon Street (grid coordinates (X = 1747969.68 m Y = 5426944.24 m) and extending in a westerly direction following the southern kerb line for 12 m (2 parallel parks)
<b>Aro Street</b>	<i>"P20 8:00am – 6:00pm"</i>	Southern side, commencing 66 m east from its intersection with Devon Street (grid coordinates (X = 1747942.76 m Y = 5426946.65 m) and extending in a westerly direction following the southern kerb line for 14.9 m (3 parallel parks)
<b>Aro Street</b>	<i>"P20 8:00am – 6:00pm"</i>	Southern side, commencing 33 m east from its intersection with Devon Street (grid coordinates (X = 1747910.16 m Y = 5426949.94 m) and extending in a westerly direction following the southern kerb line for 5 m (1 parallel parks)
<b>Aro Street</b>	<i>"P20 8:00am – 6:00pm"</i>	Southern side, commencing 12 m west from its intersection with Devon Street (grid coordinates (X = 1747864.86 m Y = 5426954.60 m) and extending in a westerly direction following the southern kerb line for 8 m (1 parallel parks)
<b>Aro Street</b>	<i>"P20 8:00am – 6:00pm"</i>	Northern side, commencing 30m east from its intersection with Devon Street (Grid Coordinates X= 1747939.46m Y=5426954.51m) and extending in an easterly direction following the northern kerb for 18 metres (3 parallel parks)
<b>Aro Street</b>	<i>"P20 8:00am – 6:00pm"</i>	Northern side, commencing 9m west from its intersection with Devon Street (Grid Coordinates X= 1747897.42m Y=5426958.61m) and extending in a westerly direction following the northern kerb for 37 metres. (6 parallel parks)
<b>Aro Street</b>	<i>"Coupon Parking Zone"</i>  <i>8:00am - 6:00pm</i> <i>Monday-Friday</i>	Northern side, commencing 57m west from its intersection with Devon Street (Grid Coordinates X= 1747848.89m Y=5426963.79m) and extending in a westerly direction following the northern kerb for 6 metres. (1 parallel park)



## We are proposing a change in your area

<b>Aro Street</b>	<i>"Coupon Parking Zone"</i>  8:00am - 6:00pm Monday-Friday	Northern side, commencing 68m west from its intersection with Devon Street (Grid Coordinates X= 1747839.02m Y=5426964.78m) and extending in a westerly direction following the northern kerb for 36 metres. (6 parallel parks)
<b>Aro Street</b>	<i>"Coupon Parking Zone"</i>  8:00am - 6:00pm Monday-Friday	Northern side, commencing 111m west from its intersection with Devon Street (Grid Coordinates X= 1747795.30m Y=5426969.14m) and extending in a westerly direction following the northern kerb for 5 metres. (1 parallel park)
<b>Aro Street</b>	<i>"Coupon Parking Zone"</i>  8:00am - 6:00pm Monday-Friday	Northern side, commencing 157m west from its intersection with Devon Street (Grid Coordinates X= 1747749.15m Y=5426973.32m) and extending in a westerly direction following the northern kerb for 5 metres. (1 parallel park)
<b>Aro Street</b>	<i>"Coupon Parking Zone"</i>  8:00am - 6:00pm Monday-Friday	Northern side, commencing 185m west from its intersection with Devon Street (Grid Coordinates X= 1747716.15m Y=5426976.99m) and extending in a westerly direction following the northern kerb for 10 metres. (2 parallel park)
<b>Holloway Road</b>	<i>"P120 parking"</i>  8:00am – 6:00pm Monday to Sunday	Northern side, commencing 92m east from its intersection with Old Bullock Road (Grid Coordinates X= 1747352.76m Y= 5427129.83m) and extending in a northerly direction following the northern kerb for 95 metres. (16 parallel parks)
<b>Holloway Road</b>	<i>"P120 parking"</i>  8:00am – 6:00pm Monday to Sunday	Southern side, commencing 50m west from its intersection with Raroa Road (Grid Coordinates X= 1747391.96m Y= 5427158.46m) and extending in a northerly direction following the northern kerb for 35 metres. (6 parallel parks)

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

Column One	Column Two	Column Three
<b>Aro Street</b>	<i>"P20 8:00am – 6:00pm Monday - Saturday"</i>	Southern Side, commencing 93 m east from its intersection with Devon Street (grid coordinates (X = 1747969.68 m Y = 5426944.24 m) and extending in a westerly direction following the southern kerb line for 12 m (2 parallel parks)



## We are proposing a change in your area

<b>Aro Street</b>	<i>"P20 8:00am – 6:00pm Monday - Saturday"</i>	Southern Side, commencing 82 m east from its intersection with Devon Street (grid coordinates (X = 1747952.26 m Y = 5426945.83 m) and extending in a westerly direction following the southern kerb line for 5 m (1 parallel park)
<b>Aro Street</b>	<i>"P20 8:00am – 6:00pm Monday - Saturday"</i>	Southern Side, commencing 66 m east from its intersection with Devon Street (grid coordinates (X = 1747942.76 m Y = 5426946.65 m) and extending in a westerly direction following the southern kerb line for 14.9 m (3 parallel parks)
<b>Aro Street</b>	<i>"P20 8:00am – 6:00pm Monday - Saturday"</i>	Southern Side, commencing 33 m east from its intersection with Devon Street (grid coordinates (X = 1747910.16 m Y = 5426949.94 m) and extending in a westerly direction following the southern kerb line for 5 m (1 parallel parks)
<b>Aro Street</b>	<i>"P20"</i>	Southern Side, commencing 12 m west from its intersection with Devon Street (grid coordinates (X = 1747864.86 m Y = 5426954.60 m) and extending in a westerly direction following the southern kerb line for 8 m (1 parallel parks)
<b>Aro Street</b>	<i>"P20 8:00am – 6:00pm Monday - Saturday"</i>	Northern side, commencing 30m east from its intersection with Devon Street (Grid Coordinates X= 1747939.46m Y=5426954.51m) and extending in an easterly direction following the northern kerb for 18 metres (3 parallel parks)
<b>Aro Street</b>	<i>"P20 8:00am – 6:00pm Monday - Saturday"</i>	Northern side, commencing 9m west from its intersection with Devon Street (Grid Coordinates X= 1747897.42m Y=5426958.61m) and extending in a westerly direction following the northern kerb for 36 metres. (6 parallel parks)
<b>Aro Street</b>	<i>"Coupon Parking Zone"</i>  <i>8:00am - 6:00pm Monday-Friday</i>	Southern Side, commencing 52m west from its intersection with Ohiro Road (Grid Coordinates X= 1748104.45m Y=5426900.26m) and extending in a westerly direction following the southern kerb for 20 metres. (3 parallel parks)
<b>Aro Street</b>	<i>"Coupon Parking Zone"</i>  <i>8:00am - 6:00pm Monday-Friday</i>	Southern Side, commencing 30m west from its intersection with Epuni Street (Grid Coordinates X= 1747839.11m Y=5426955.63m) and extending in a westerly direction following the southern kerb for 147 metres. (25 parallel parks)



# We are proposing a change in your area

<b>Aro Street</b>	<i>"Coupon Parking Zone"</i>  <i>8:00am - 6:00pm</i> <i>Monday-Friday</i>	Southern Side, commencing 35m west from its intersection with Durham Street (Grid Coordinates X= 1747620.44m Y= 5427032.70m) and extending in a westerly direction following the southern kerb for 185 metres. (31 parallel parks)
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## Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Aro Street</b>	<i>"Bus Stop At All Times"</i>	Southern side, commencing 44m west from its intersection with Wills Street (Grid Coordinates X= 1748205.44 Y= 5426855.45m) and extending in an easterly direction following the southern kerb for 15 metres.
<b>Raroa Road</b>	<i>"Bus Stop At All Times"</i>	Western side, commencing at 127A Raroa Road (Grid Coordinates X= 1747320.07m Y= 5427355.50) and extending in a northerly direction following the western kerb for 15 metres.
<b>Raroa Road</b>	<i>"Bus Stop At All Times"</i>	Eastern side, commencing 8m east from its intersection with Fairview Crescent (Grid Coordinates X= 1747179.04m Y= 5427652.61m) and extending in a northerly direction following the eastern kerb for 15 metres.
<b>Raroa Road</b>	<i>"Bus Stop At All Times"</i>	Western side, commencing 15m west from its intersection with Cluny Avenue (Grid Coordinates X= 1747160.45m Y= 5427638.89m) and extending in a northerly direction following the western kerb for 15 metres.
<b>Aro Street</b>	<i>Class restricted cycle stand</i>	Southern side, commencing 82 m east from its intersection with Devon Street (grid coordinates (X = 1747952.26 m Y = 5426945.83 m) and extending in a westerly direction following the southern kerb line for 5 m (1 parallel park)
<b>Epuni Street</b>	<i>"Disability Parking Space" At All Times</i>	Western side, commencing 11m south from its intersection with Aro Street (Grid Coordinates X= 1747871.03m Y= 5426944.90m) and extending in a southerly direction following the western kerb for 6 metres. (1 parallel park)
<b>Epuni Street</b>	<i>"Car Share Zone" At All Times</i>	Eastern side, commencing 10m south from its intersection with Aro Street (Grid Coordinates X= 1747880.31m Y= 5426945.38) and extending in a southerly direction following the eastern kerb for 12 metres. (2 parallel park)



# We are proposing a change in your area

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

Column One	Column Two	Column Three
<b>Aro Street</b>	<i>"Bus Stop At All Times"</i>	Southern side, commencing 66m west from its intersection with Wills Street (Grid Coordinates X= 1748185.58m Y=5426865.53m) and extending in a westerly direction following the southern kerb for 15 metres.
<b>Aro Street</b>	<i>"Bus Stop At All Times"</i>	Southern side, commencing 90m west from its intersection with Ohiro Road (Grid Coordinates X= 1748076.26m Y=5426914.43m) and extending in an easterly direction following the southern kerb for 15 metres.
<b>Raroa Road</b>	<i>"Bus Stop At All Times"</i>	Eastern side, commencing 28m east from its intersection with Fairview Crescent (Grid Coordinates X= 1747159.27m Y= 5427647.53m) and extending in a northerly direction following the eastern kerb for 15 metres.
<b>Raroa Road</b>	<i>"Bus Stop At All Times"</i>	Western side, commencing 42m west from its intersection with Fairview Crescent (Grid Coordinates X= 1747149.26m Y= 5427635.64m) and extending in a northerly direction following the western kerb for 15 metres.

## Add to Schedule C (Direction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Little Palmer Street (between Palmer Street and Abel Smith Street)</b>	<i>Shared path, at all times. Pedestrians have priority.</i>	Western side, commencing from its intersection with palmer street (Grid Coordinates X= 1748165.34m Y= 5426954.75m) and extending in a northerly direction following the western kerb for 39 metres.
<b>Raroa Road</b>	<i>Shared path, at all times. Pedestrians have priority.</i>	Western side, commencing at the intersection Holloway Road (Grid Coordinates X= 1747447.58m Y= 5427181.50m) and extending in a northerly direction following the western kerb for 14 metres.
<b>Aro Park</b>	<i>Shared path, at all times. Pedestrians have priority.</i>	Eastern side, commencing 236m west from its intersection with Willis Street (Grid Coordinates X= 1748031.45m Y= 5426947.52m) and extending in a north-easterly direction following the eastern kerb for 51 metres.



# We are proposing a change in your area

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

Column One	Column Two	Column Three
<b>Abel Smith Street</b>	<i>"No stopping at all times"</i>	South side, commencing 111.0 metres west of its intersection with Willis Street (Grid Coordinates X=1748185.51m Y=5426990.93m) and extending in a westerly direction following the southern kerb for 6 metres.
<b>Palmer Street</b>	<i>"No stopping at all times"</i>	North side, commencing 111.0m west from its intersection with Willis Street (Grid Coordinates X= 1748165.34m Y= 5426954.75m) and extending in a westerly direction following the northern kerb for 6 metres.
<b>Aro Street</b>	<i>"No stopping at all times"</i>	South side, commencing 60.0 metres west of its intersection with Willis Street (Grid Coordinates X= 1748197.82m Y= 5426859.41m) and extending in a westerly direction following the southern kerb for 38 metres.
<b>Aro Street</b>	<i>"No stopping at all times"</i>	South side, commencing from its intersection with Ohiro Road (Grid Coordinates X=1748148.75m Y=5426880.87m) and extending in a westerly direction following the southern kerb for approximately 168 metres.
<b>Aro Street</b>	<i>'No stopping at all times'</i>	North side, commencing 63.0 metres west of its intersection with Devon Street (Grid Coordinates X= 1747844.58m Y= 5426964.24m) and extending in a westerly direction following the northern kerb for approximately 8m.
<b>Aro Street</b>	<i>'No stopping at all times'</i>	South side, commencing 28m west from its intersection with Epuni Street (Grid Coordinates X= 1747844.71m Y= 5426955.04m) and extending in a westerly direction following the southern kerb for approximately 180m.
<b>Aro Street</b>	<i>'No stopping at all times'</i>	North side, commencing 105.0 metres west of its intersection with Devon Street (Grid Coordinates X= 1747801.58m Y= 5426968.31m) and extending in a westerly direction following the northern kerb for approximately 7m.
<b>Aro Street</b>	<i>'No stopping at all times'</i>	North side, commencing 117.0 metres west of its intersection with Devon Street (Grid Coordinates X= 1747789.03m Y= 5426969.91m) and extending in a westerly direction following the northern kerb for approximately 42m.



## We are proposing a change in your area

<b>Aro Street</b>	<i>'No stopping at all times'</i>	North side, commencing 164.0 metres west of its intersection with Devon Street (Grid Coordinates X= 1747743.96m Y= 5426973.96m) and extending in a westerly direction following the northern kerb for approximately 6m.
<b>Aro Street</b>	<i>'No stopping at all times'</i>	South side, commencing 27m east from its intersection with Durham Street (Grid Coordinates X= 1747661.83m Y= 5426989.59m) and extending in a westerly direction following the southern kerb for approximately 240m.
<b>Adams Terrace</b>	<i>'No stopping at all times'</i>	Eastern side, commencing 55m metres west of its intersection with Durham Street (Grid Coordinates X=1747612.10m Y= 5427054.20m) and extending in a southerly direction following the eastern kerb for approximately 6m.
<b>Adams Terrace</b>	<i>'No stopping at all times'</i>	Eastern side, commencing 63m metres west of its intersection with Durham Street (Grid Coordinates X=1747605.17m Y= 5427059.61m) and extending in a southerly direction following the eastern kerb for approximately 6m.
<b>Raroa Road</b>	<i>'No stopping at all times'</i>	Eastern side, commencing at the intersection with Entrance Street (Grid Coordinates X= 1747432.06m Y=1747432.06m) and extending in a South-easterly direction following the eastern kerb for approximately 15m.
<b>Raroa Road</b>	<i>'No stopping at all times'</i>	Northern side, commencing at the intersection with Entrance Street (Grid Coordinates X= 1747418.37m Y=5427250.45m) and extending in a north-westerly direction following the northern kerb for approximately 270m.
<b>Raroa Road</b>	<i>'No stopping at all times'</i>	Southern side, commencing at the intersection with Entrance Street (Grid Coordinates X= 1747419.53m Y= 5427233.03) and extending in a north-westerly direction following the southern kerb for approximately 300m.
<b>Raroa Road</b>	<i>'No stopping at all times'</i>	Northern side, commencing 330m northwest of its intersection with Entrance Street (Grid Coordinates X= 1747176.10m Y=5427098.07m) and extending in a north-westerly direction following the northern kerb for approximately 180m.
<b>Raroa Road</b>	<i>'No stopping at all times'</i>	Northern side, commencing 55m east from its intersection with Mt Pleasant Road (Grid Coordinates X= 1747182.28m Y= 5427145.97m) and extending in a northerly direction following the western kerb for approximately 460m.



## We are proposing a change in your area

<b>Raroa Road</b>	<i>'No stopping at all times'</i>	South side, commencing 370m north from its intersection with Mt Pleasant Road (Grid Coordinates X= 1747327.88m Y= 5427365.14m) and extending in a northerly direction following the western kerb for approximately 168m.
<b>Raroa Road</b>	<i>'No stopping at all times'</i>	West side, commencing from the Roundabout at Raroa Road and Plunket Street (Grid Coordinates X= 1747226.33m Y= 5427637.37m) and extending in a northerly direction following the western kerb for approximately 77m.
<b>Raroa Road</b>	<i>'No stopping at all times'</i>	West side, commencing from the intersection at Cluny Avenue and Raroa Road (Grid Coordinates X= 1747134.65m Y= 5427636.65m) and extending in a northerly direction following the western kerb for approximately 260m.
<b>Raroa Road</b>	<i>'No stopping at all times'</i>	West side, commencing 42 metres south from Moana Road (Grid Coordinates X= 1747027.76m Y= 5427817.78m) and extending in a northerly direction following the western kerb for approximately 30m.
<b>Raroa Road</b>	<i>'No stopping at all times'</i>	East side, commencing 200m north from its intersection with Mt Pleasant Road (Grid Coordinates X= 1747319.21m Y= 5427200.28m) and extending in a northerly direction following the eastern kerb for approximately 32m.
<b>Raroa Road</b>	<i>'No stopping at all times'</i>	East side, commencing 265m north from its intersection with Mt Pleasant Road (Grid Coordinates X= 1747309.22m Y= 5427278.49) and extending in a northerly direction following the eastern kerb for approximately 85m.
<b>Raroa Road</b>	<i>'No stopping at all times'</i>	East side, commencing 20m north from Fairview Crescent (Grid Coordinates X= 1747164.42m Y= 5427649.06m) and extending in a northerly direction following the eastern kerb for approximately 18m.
<b>Raroa Road</b>	<i>'No stopping at all times'</i>	East side, commencing 260m north from its intersection with Fairview Crescent (Grid Coordinates X=1747059.21 Y= 5427786.77m) and extending in a northerly direction following the eastern kerb for approximately 12m.
<b>Raroa Road</b>	<i>'No stopping at all times'</i>	East side, commencing 280m north from its intersection with Fairview Crescent (Grid Coordinates X= 1747043.08m Y= 5427806.13m) and extending in a northerly direction following the eastern kerb for approximately 15m.



# We are proposing a change in your area

<b>Raroa Road</b>	<i>'No stopping at all times</i>	East side, commencing 20m south from Moana Road (Grid Coordinates X= 1747037.57m Y= 5427816.98m) and extending in a northerly direction following the eastern kerb for approximately 27m.
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## Add to Schedule E (Resident Parking) of the Traffic Restrictions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Holloway Road</b>	<i>"Resident Parking"</i>  <i>At All Times</i>	Southern side, commencing 165m from its intersection with Brosnahan Terrace (Grid Coordinates X=1747226.34m Y=5426963.13) and extending in a northerly direction following the southern kerb for 63 metres. (11 parallel parks)
<b>Holloway Road</b>	<i>"Resident Parking"</i>  <i>At All Times</i>	Southern side, commencing 237m from its intersection with Brosnahan Terrace (Grid Coordinates X= 1747254.76m Y= 5427030.98) and extending in a northerly direction following the southern kerb for 24 metres. (4 parallel parks)
<b>Holloway Road</b>	<i>"Resident Parking"</i>  <i>At All Times</i>	Southern side, commencing 268m from its intersection with Brosnahan Terrace (Grid Coordinates X= 1747263.67m Y= 5427054.75m) and extending in a northerly direction following the southern kerb for 25 metres. (4 parallel parks)
<b>Holloway Road</b>	<i>"Resident Parking"</i>  <i>At All Times</i>	Southern side, commencing 298m from its intersection with Brosnahan Terrace (Grid Coordinates X= 1747281.03m Y= 5427074.43m) and extending in a northerly direction following the southern kerb for 10 metres. (2 parallel parks)
<b>Holloway Road</b>	<i>"Resident Parking"</i>  <i>At All Times</i>	Southern side, commencing 313m from its intersection with Brosnahan Terrace (Grid Coordinates X= 1747292.64m Y= 5427081.75m) and extending in a northerly direction following the southern kerb for 42 metres. (7 parallel park)
<b>Holloway Road</b>	<i>"Resident Parking"</i>  <i>At All Times</i>	Southern side, commencing 360m from its intersection with Brosnahan Terrace (Grid Coordinates X= 1747326.13m Y= 5427112.85m) and extending in a northerly direction following the southern kerb for 5 metres. (1 parallel park)



# We are proposing a change in your area

<b>Holloway Road</b>	<i>"Resident Parking"</i>  <i>At All Times</i>	Southern side, commencing 370m from its intersection with Brosnahan Terrace (Grid Coordinates X= 1747332.03m Y= 5427118.78m) and extending in a northerly direction following the southern kerb for 9 metres. (2 parallel park)
<b>Holloway Road</b>	<i>"Resident Parking"</i>  <i>At All Times</i>	Southern side, commencing 384m from its intersection with Brosnahan Terrace (Grid Coordinates X= 1747343.23m Y= 5427125.15m) and extending in a northerly direction following the southern kerb for 6 metres. (1 parallel park)
<b>Holloway Road</b>	<i>"Resident Parking"</i>  <i>At All Times</i>	Southern side, commencing 395m from its intersection with Brosnahan Terrace (Grid Coordinates X= 1747343.23m Y= 5427125.15m) and extending in a northerly direction following the southern kerb for 40 metres. (7 parallel park)
<b>Ohiro Road</b>	<i>"Resident Parking"</i>  <i>At All Times</i>	<i>West side commencing 9.58 metres south from its intersection with Aro Street (Grid coordinates X= 1748167.04m, Y= 5426872.56m) and extending in a southernly direction following the Western kerb line for 16 metres. (3 Parallel parks)</i>
<b>Ohiro Road</b>	<i>"Resident Parking"</i>  <i>At All Times</i>	<i>West side commencing 35 metres south from its intersection with Aro Street (Grid coordinates X= 1748167.04m, Y= 5426872.56m) and extending in a southernly direction following the western kerb line for 15 metres. (3 Parallel parks)</i>
<b>Ohiro Road</b>	<i>"Resident Parking"</i>  <i>At All Times</i>	<i>East side commencing 101.3 metres from its intersection with Aro Street (Grid coordinates X= 1748167.04m, Y= 5426872.56m) and extending in a southernly direction following the Eastern kerb line for 36 metres. (6 Parallel parks)</i>
<b>Ohiro Road</b>	<i>"Resident Parking"</i>  <i>At All Times</i>	<i>East side commencing 143 metres south from its intersection with Aro Street (Grid coordinates X= 1748167.04m, Y= 5426872.56m) and extending in a southernly direction following the Eastern kerb line for 16 metres. (3 Parallel parks)</i>



## We are proposing a change in your area

<b>Ohiro Road</b>	<i>"Resident Parking"</i>  At All Times	East side commencing 189.4 metres south from its intersection with Aro Street (Grid coordinates X= 1748167.04m, Y= 5426872.56m) and extending in a southerly direction following the Eastern kerb line for 32 metres. (5 Parallel parks)

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Aro Street</b>	<i>"Resident Parking"</i>  8:00am - 6:00pm Monday-Friday	Southern Side, commencing 36m west from its intersection with Wills Street (Grid Coordinates X= 1748212.94m Y=5426851.99m) in a westerly direction following the southern kerb for 30 metres. (5 parallel parks)
<b>Aro Street</b>	<i>"Resident Parking"</i>  8:00am - 6:00pm Monday-Friday	Southern Side, commencing 30m west from its intersection with Ohiro Road (Grid Coordinates X= 1748125.12m Y=5426892.00m) and extending in a westerly direction following the southern kerb for 22 metres. (4 parallel parks)
<b>Aro Street</b>	<i>"Resident Parking"</i>  8:00am - 6:00pm Monday-Friday	Southern Side, commencing 102m west from its intersection with Ohiro Road (Grid Coordinates X= 1748059.77m Y= 5426920.81m) and extending in a westerly direction following the southern kerb for 20 metres. (3 parallel parks)
<b>Aro Street</b>	<i>"Resident Parking"</i>  8:00am - 6:00pm Monday-Friday	Southern Side, commencing 168m west from its intersection with Ohiro Road (Grid Coordinates X= 1747719.11m Y= 5426967.16m) and extending in a easternly direction following the southern kerb for 30 metres. (5 parallel parks)
<b>Aro Street</b>	<i>"Resident Parking"</i>  8:00am - 6:00pm Monday-Friday	Southern Side, commencing 127m west from its intersection with Ohiro Road (Grid Coordinates X= 1748016.87m Y= 5426938.08m) and extending in a westerly direction following the southern kerb for 5 metres. (1 parallel parks)
<b>Aro Street</b>	<i>"Resident Parking"</i>  8:00am - 6:00pm Monday-Friday	Southern Side, commencing 127m west from its intersection with Ohiro Road (Grid Coordinates X= 1748016.87m Y= 5426938.08m) and extending in a westerly direction following the southern kerb for 5 metres. (1 parallel parks)



## We are proposing a change in your area

### Add to Schedule G (Give-way & Stop) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cluny Avenue	"Give-way control"	Northbound approach to its intersection with Raroa Road.

### Add to Schedule I (Cycleway) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Aro Street</b>	<i>Cycleway, at all times</i>	South side, commencing 60m west from its intersection with Wills Street (Grid Coordinates X=1748195.71m Y=5426859.76m) and extending in a westerly direction following the southern kerb for approximately 148m.
<b>Aro Street</b>	<i>Cycleway, at all times</i>	South side, commencing 102m west from its intersection with Ohiro Road (Grid Coordinates X= 1747971.47m Y=5426941.99m) and extending in a westerly direction following the southern kerb for approximately 74m.
<b>Aro Street</b>	<i>Cycleway, at all times</i>	South side, commencing 28m west from its intersection with Epuni Street (Grid Coordinates X= 1747844.71m Y= 5426955.04m) and extending in a westerly direction following the southern kerb for approximately 180m.
<b>Aro Street</b>	<i>Cycleway, at all times</i>	South side, commencing 27m east from its intersection with Durham Street (Grid Coordinates X= 1747661.83m Y= 5426989.59m) and extending in a westerly direction following the southern kerb for approximately 240m.
<b>Raroa Road</b>	<i>Cycleway at all times</i>	South side, commencing 30m east from its intersection with Holloway Road (Grid Coordinates X= 1747458.58m Y= 5427093.10m) and extending in a northerly direction for approximately 50m.
<b>Raroa Road</b>	<i>Cycleway, at all times</i>	South side, commencing 55m east from its intersection with Mt Pleasant Road (Grid Coordinates X= 1747182.28m Y= 5427145.97m) and extending in a northerly direction following the western kerb for approximately 190m.
<b>Raroa Road</b>	<i>Cycleway, at all times</i>	West side, commencing 210m north from its intersection with Mt Pleasant Road (Grid Coordinates X= 1747322.12m Y= 5427216.43m) and extending in a northerly direction following the western kerb for approximately



# We are proposing a change in your area

Column One	Column Two	Column Three
<b>Raroa Road</b>	<i>Cycleway, at all times</i>	West side, commencing 370m north from its intersection with Mt Pleasant Road (Grid Coordinates X= 1747327.88m Y= 5427365.14m) and extending in a northerly direction following the western kerb for approximately 168m.
<b>Raroa Road</b>	<i>Cycleway, at all times</i>	West side, commencing from the Roundabout at Raroa Road and Plunket Street (Grid Coordinates X= 1747226.33m Y= 5427637.37m) and extending in a northerly direction following the western kerb for approximately 77m.
<b>Raroa Road</b>	<i>Cycleway, at all times</i>	West side, commencing from the intersection at Cluny Avenue and Raroa Road (Grid Coordinates X= 1747134.65m Y= 5427636.65m) and extending in a northerly direction following the western kerb for approximately 260m.
<b>Raroa Road</b>	<i>Cycleway, at all times</i>	West side, commencing 42 metres south from Moana Road (Grid Coordinates X= 1747027.76m Y= 5427817.78m) and extending in a northerly direction following the western kerb for approximately 30m.

Prepared By

Jonathan Kennett (WCC)

(Transitional Programme–  
Project lead)

Approved By:

Brad Singh

(Manager Transport &  
Infrastructure)

Date:

28/10/2022



## ACTIONS TRACKING

### Kōrero taunaki

### Summary of considerations

#### Purpose

1. This report provides an update on the past actions agreed by the Koata Hātepe | Regulatory Processes Committee, or its equivalent, 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	Marcella Freeman, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

### Taunakitanga

#### Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.



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## Whakarāpopoto

### Executive Summary

2. This report lists the dates of previous committee meetings and the items discussed at those meetings.
3. Each clause within the resolution has been considered separately and the following statuses have been assigned:
  - In progress: Resolutions with this status are currently being implemented.
  - Complete: Clauses which have been completed, either by officers subsequent to the meeting, or by the meeting itself (i.e. by receiving or noting information).
4. All actions will be included in the subsequent monthly updates but completed actions will only appear once.

## Takenga mai

### Background

5. At the 13 May 2021 Council meeting, the recommendations of the Wellington City Council Governance Review (the Review Report) were endorsed and agreed to be implemented.
6. On 25 October 2022 through memorandum, the 2022-2025 committee structure chosen by Mayor Tory Whanau was advised. This included establishment of the Koata Hātepe | Regulatory Processes Committee.
7. The Koata Hātepe | Regulatory Processes Committee fulfills the functions of the Pūroro Hātepe | Regulatory Processes Committee of the 2019-2022 triennium.
8. 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

9. Of the 44 resolutions of the Pūroro Hātepe | Regulatory Processes Committee, equivalent to the Koata Hātepe | Regulatory Processes Committee, meeting in September 2022:
  - 36 are in progress
  - 8 are complete
10. 96 in progress actions were carried forward from the last action tracking report. Of these:
  - 26 are still in progress
  - 70 have been completed
11. Further detail is provided in Attachment One.

### Attachments

Attachment 1. Actions Tracking

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Date	ID	Committee	Title	number	Clause	Status	Comment
Wednesday, 10 November 2021	137	Regulatory Processes Committee	2.1 The Parade Upgrade - Design Options	2iv	Note that officers will come back with some further information on options to improve place making in the Village Centre 2022 and then undertake the work in the 2022-2023 year.	In progress	Options for the public space improvements project are being developed which will be provided to the committee as information.  To be presented at December 14th Regulatory Process Committee
Wednesday, 10 August 2022	389	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: • 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	Regulatory Processes Committee	2.1 Proposed Road Closure	1	Receive the information	Completed	
Wednesday, 10 August 2022	391	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	Regulatory Processes Committee	2.2 Traffic Resolutions	1	Receive the information	Completed	
Wednesday, 10 August 2022	393	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	Completed	Work instructions sent to contractors.
Wednesday, 10 August 2022	394	Regulatory Processes Committee	2.2 Traffic Resolutions	2b	TR81-22 – Raroa Road, Kelburn – No Stopping At All Times.	Completed	Work instructions sent to contractors. SR-438678
Wednesday, 10 August 2022	395	Regulatory Processes Committee	2.2 Traffic Resolutions	2c	TR82-22 – Salamanca Road, Kelburn – P180 Time limited parking; mobility parking; authorised vehicle parking.	Completed	Work instructions have been sent to the contractors. Waiting for the completion of the works.
Wednesday, 10 August 2022	396	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	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	Regulatory Processes Committee	2.2 Traffic Resolutions	2f	TR85- 22 – Rintoul Street, Newtown – P5 Time restricted changes.	Completed	Work instructions were sent to the contractor. Expected completion: September 2022.
Wednesday, 10 August 2022	399	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	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	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.	Completed	Work instructions were sent to the contractor. SR-442333
Wednesday, 10 August 2022	402	Regulatory Processes Committee	2.2 Traffic Resolutions	2j	TR91-22 – Avon Street and Melbourne Road, Island Bay – Stop control intersection.	Completed	Work instructions were sent to the contractor. SR-442291
Wednesday, 10 August 2022	403	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	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	Regulatory Processes Committee	2.2 Traffic Resolutions	2m	TR94-22 – Harrold Street, Highbury – Proposed broken yellow lines.	Completed	
Wednesday, 10 August 2022	406	Regulatory Processes Committee	2.2 Traffic Resolutions	2n	TR122-22 – Chaytor Street, Karori – Bus Lane.	Completed	
Wednesday, 10 August 2022	407	Regulatory Processes Committee	2.2 Traffic Resolutions	2o	TR123-22 – Gavaskar Place, Khandallah – No Stopping At All Times.	Completed	
Wednesday, 10 August 2022	408	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	Regulatory Processes Committee	2.2 Traffic Resolutions	2q	TR125-22 – Bolton Street and The Terrace, Wellington central – Give Way control intersection.	Completed	Work instructions were sent to the contractor. SR-442312
Wednesday, 10 August 2022	410	Regulatory Processes Committee	2.2 Traffic Resolutions	2r	TR126-22 – Havelock Street, Mornington – No Stopping At All Times.	Completed	The plans were sent to the contractor. Waiting for the installation.



Date	ID	Committee	Title	number	Clause	Status	Comment
Wednesday, 10 August 2022	411	Regulatory Processes Committee	2.2 Traffic Resolutions	2s	TR127-22 – Cockayne Road, Khandallah – Mobility parking.	Completed	Work instructions were sent to the contractors. Waiting for installation
Wednesday, 10 August 2022	412	Regulatory Processes Committee	2.2 Traffic Resolutions	2t	TR128-22 – Coutts Street, Rongotai – Proposed parking time restriction change.	Completed	
Wednesday, 10 August 2022	413	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	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	Regulatory Processes Committee	2.3 Development Contributions Remission Request for 65 Spenmoor Street	1	Receive the information	Completed	
Wednesday, 10 August 2022	416	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	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	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.	Completed	Will issue CCC when it is applied for and allow for the postponement of DCs
Wednesday, 10 August 2022	419	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.	Completed	Will issue CCC when it is applied for and allow for the postponement of DCs
Wednesday, 10 August 2022	420	Regulatory Processes Committee	2.4 Proposed Road Stopping - Land Adjoining 28 Hapua Street, Hataitai	1	Receive the information	Completed	
Wednesday, 10 August 2022	421	Regulatory Processes Committee	2.4 Proposed Road Stopping - Land Adjoining 28 Hapua Street, Hataitai	2	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 reasonable covenants, and anything else necessary.	In progress	
Wednesday, 10 August 2022	422	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	Regulatory Processes Committee	2.5 Forward Programme	1	Receive the information.	Completed	
Wednesday, 10 August 2022	424	Regulatory Processes Committee	2.6 Actions Tracking	1	Receive the information.	Completed	
Tuesday, 8 June 2021	429	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	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	Completed	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	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	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	Completed	No information, can't pursue



Date	ID	Committee	Title	number	Clause	Status	Comment
Wednesday, 11 August 2021	555	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	Completed	No information, can't pursue
Wednesday, 11 August 2021	556	Regulatory Processes Committee	2.2 Traffic Resolutions	2b	TR84-21 Ohiro 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 Schedueled for completion February
Wednesday, 11 August 2021	557	Regulatory Processes Committee	2.2 Traffic Resolutions	3	Agree to amend Schedule A (Time limited) for TR84-21 Ohiro Road, Todman Street, Cleveland Street Intersection, Brooklyn from P60, 8am-6pm, Monday-Sunday and P180, 8am-6pm, Monday-Friday to P60, 8am-4pm, Monday-Friday and P180, 8am-4pm, Monday-Friday.	In progress	See comment for line 556.
Wednesday, 8 September 2021	558	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.
Wednesday, 8 September 2021	559	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	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.	In progress	
Wednesday, 10 November 2021	561	Regulatory Processes Committee	2.3 Proposed Road Stopping and Land Exchange - Adjoining 3 Short Street, Vogeltown.	2	Recommend to Committee that it: 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 Applicant's Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.	In progress	Still in the survey/draft legal agreement stage.
Wednesday, 9 February 2022	562	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	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 Likely another 3-4 weeks until completed as of 2/12/22
Wednesday, 9 February 2022	564	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	number	Clause	Status	Comment
Wednesday, 9 February 2022	565	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	Community Garden has signed new lease. Picking up Thursday 1st of December 2022
Wednesday, 13 April 2022	566	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, reducing to one lane until 1.00 pm. This is for the outward section of all races, using two of the three lanes until Jervois Quay where it would gradually funnel down to one lane by Cable Street.	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	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	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	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	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	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	Completed	Instructions sent to contractors (waiting installation)
Wednesday, 13 April 2022	572	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	Completed	Instructions sent to contractors (waiting installation)
Wednesday, 13 April 2022	573	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)
Wednesday, 13 April 2022	574	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	Completed	Instructions sent to contractors (waiting installation)
Wednesday, 13 April 2022	575	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	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	



Date	ID	Committee	Title	number	Clause	Status	Comment
Wednesday, 13 April 2022	577	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	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	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	Completed	Instructions sent to contractors (waiting installation)
Wednesday, 4 May 2022	580	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	Completed	
Wednesday, 4 May 2022	581	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	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	Regulatory Processes Committee	2.3 Proposed Road Closures	2b	Johnsonville Christmas Parade	In progress	
Wednesday, 8 June 2022	584	Regulatory Processes Committee	2.3 Proposed Road Closures	2c	Shelly Bay Sealed Sprint	Completed	
Wednesday, 8 June 2022	585	Regulatory Processes Committee	2.3 Proposed Road Closures	2d	A Very Welly Christmas	Completed	
Wednesday, 8 June 2022	586	Regulatory Processes Committee	2.3 Proposed Road Closures	2e	Alexandra Hill Climb	In progress	
Wednesday, 8 June 2022	587	Regulatory Processes Committee	2.3 Proposed Road Closures	2f	Cuba Dupa 2023	In progress	
Wednesday, 8 June 2022	588	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	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	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	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	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	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	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	Completed	
Wednesday, 8 June 2022	595	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	



Date	ID	Committee	Title	number	Clause	Status	Comment
Wednesday, 8 June 2022	596	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	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)	Completed	During consultation, the majority of consultees disagree with the proposal. To be deleted
Wednesday, 8 June 2022	598	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	
Wednesday, 8 June 2022	599	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	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	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	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	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	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	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	Regulatory Processes Committee	2.4 Traffic Resolutions	2w	w. TR77-22 Newtown Avenue, Newtown – Loading Zone	Completed	
Wednesday, 8 June 2022	607	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	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	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	
Wednesday, 7 September 2022	837	Regulatory Processes Committee	2.1 Proposed Road Closures	1	Receive the information	Completed	
Wednesday, 7 September 2022	838	Regulatory Processes Committee	2.1 Proposed Road Closures	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. <ul style="list-style-type: none"> <li>• Wilson Street Pop -Up</li> <li>• Filming CBD</li> <li>• Newtown Avenue Block Fest</li> <li>• Khandallah Fair</li> <li>• Domestic Cricket</li> <li>• Miramar Peninsula Cycle 2023</li> <li>• Pride Parade</li> </ul>	In progress	



Date	ID	Committee	Title	number	Clause	Status	Comment
Wednesday, 7 September 2022	839	Regulatory Processes Committee	2.1 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, 7 September 2022	840	Regulatory Processes Committee	2.5 Actions Tracking	1	Receive the information	Completed	
Wednesday, 7 September 2022	841	Regulatory Processes Committee	2.2 Traffic Resolutions	1	Receive the information	Completed	
Wednesday, 7 September 2022	842	Regulatory Processes Committee	2.2 Traffic Resolutions	2b	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: TR102-22 ASB Arena – P120 EV Vehicles Only	In progress	
Wednesday, 7 September 2022	843	Regulatory Processes Committee	2.2 Traffic Resolutions	2c	TR103-22 Nairnville Rec Centre - P120 EV Vehicles Only	In progress	
Wednesday, 7 September 2022	844	Regulatory Processes Committee	2.2 Traffic Resolutions	2d	TR104-22 Karori Rec Centre - P120 EV Vehicles Only	In progress	
Wednesday, 7 September 2022	845	Regulatory Processes Committee	2.2 Traffic Resolutions	2e	TR105-22 Kilbirnie Rec Centre - P120 EV Vehicles Only	In progress	
Wednesday, 7 September 2022	846	Regulatory Processes Committee	2.2 Traffic Resolutions	2f	TR106-22 Otari-Wiltons Bush Car Park - P120 EV Vehicles Only	In progress	
Wednesday, 7 September 2022	847	Regulatory Processes Committee	2.2 Traffic Resolutions	2g	TR117-22 Lucknow Terrace, Khandallah– Proposed Parking Changes	In progress	On Hold for further discussion with Residents
Wednesday, 7 September 2022	848	Regulatory Processes Committee	2.2 Traffic Resolutions	2h	TR118-22 Happy Valley Road, Owhiro Bay – New layout for Bus stop (#7796 & #6796)	In progress	
Wednesday, 7 September 2022	849	Regulatory Processes Committee	2.2 Traffic Resolutions	2i	TR132-22 – Fairlie Terrace, Kelburn - Change parking class restricted	In progress	
Wednesday, 7 September 2022	850	Regulatory Processes Committee	2.2 Traffic Resolutions	2j	TR 137-22 Hobson Street, Thorndon - Proposed parking time restriction change	In progress	
Wednesday, 7 September 2022	851	Regulatory Processes Committee	2.2 Traffic Resolutions	2k	TR141-22 Tirangi Road, Rongotai – New Bus Stop Layout (#7345 & #6345)	In progress	
Wednesday, 7 September 2022	852	Regulatory Processes Committee	2.2 Traffic Resolutions	2l	TR142-22 Waitoa Road, Hataitai - New layout for Bus Stop (#6535)	In progress	
Wednesday, 7 September 2022	853	Regulatory Processes Committee	2.2 Traffic Resolutions	2m	TR143-22 Murchison Street, Owhiro Bay - New layout for Bus Stop (#7146)	In progress	
Wednesday, 7 September 2022	854	Regulatory Processes Committee	2.2 Traffic Resolutions	2n	TR144-22 Waitoa Road, Hataitai - New layout for Bus Stop (#7535)	In progress	
Wednesday, 7 September 2022	855	Regulatory Processes Committee	2.2 Traffic Resolutions	2o	TR146-22 Cockayne Road, Ngaio - New layout for Bus Stop (#4410)	In progress	
Wednesday, 7 September 2022	856	Regulatory Processes Committee	2.2 Traffic Resolutions	2p	TR147-22 Melksham Drive, Churton Park - New layout for new Bus Stop	In progress	
Wednesday, 7 September 2022	857	Regulatory Processes Committee	2.2 Traffic Resolutions	2q	TR148-22 Burma Road, Johnsonville – New bus stop layout (#3810)	In progress	
Wednesday, 7 September 2022	858	Regulatory Processes Committee	2.2 Traffic Resolutions	2r	TR148-22 Burma Road, Johnsonville – New bus stop layout (#3810)	In progress	
Wednesday, 7 September 2022	859	Regulatory Processes Committee	2.2 Traffic Resolutions	2s	TR150-22 Melksham Drive, Churton Park - New Bus Stop	In progress	
Wednesday, 7 September 2022	860	Regulatory Processes Committee	2.2 Traffic Resolutions	2t	TR151-22 Endeavour Street and Yule Street– Intersection Layout and Control Changes	In progress	
Wednesday, 7 September 2022	861	Regulatory Processes Committee	2.2 Traffic Resolutions	2u	TR152-22 Chamberlain Road, Karori - No Stopping At All Times	In progress	
Wednesday, 7 September 2022	862	Regulatory Processes Committee	2.2 Traffic Resolutions	2v	TR-164-22 Ohiro Road, Brooklyn- No Stopping At All Times	In progress	
Wednesday, 7 September 2022	863	Regulatory Processes Committee	2.2 Traffic Resolutions	2w	TR165-22 Apuka Street, Brooklyn – No Stopping At All Times	In progress	
Wednesday, 7 September 2022	864	Regulatory Processes Committee	2.2 Traffic Resolutions	2x	TR167-22 Salford Street – No Stopping At All Times	Completed	
Wednesday, 7 September 2022	865	Regulatory Processes Committee	2.2 Traffic Resolutions	2y	TR168-22 Chesterton Street, Johnsonville – No Stopping At All Times	Completed	Feedback for addition BYL's TR15-23
Wednesday, 7 September 2022	866	Regulatory Processes Committee	2.2 Traffic Resolutions	2z	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	In progress	
Wednesday, 7 September 2022	867	Regulatory Processes Committee	2.2 Traffic Resolutions	2aa	TR172-22 Courtenay Place, Wellington Central – Emergency Vehicle Parking	Completed	
Wednesday, 7 September 2022	868	Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	1	Receive the information	Completed	
Wednesday, 7 September 2022	869	Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2a	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: TR 153-22 Pipitea Street, Thorndon – Bike Parking Corral.	In progress	Bike Corrals are due to be installed early in 2023
Wednesday, 7 September 2022	870	Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2b	TR 155-22 Waring Taylor Street, Wellington Central – Bike Parking Corral.	In progress	Bike Corrals are due to be installed early in 2023
Wednesday, 7 September 2022	871	Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2c	TR 156-22 Johnston Street, Wellington Central – Bike Parking Corral.	In progress	Bike Corrals are due to be installed early in 2023
Wednesday, 7 September 2022	872	Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2d	TR 157-22 Victoria Street, Wellington Central – Bike Parking Corral.	In progress	Bike Corrals are due to be installed early in 2023



Date	ID	Committee	Title	number	Clause	Status	Comment
Wednesday, 7 September 2022	873	Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2e	TR 158-22 Boulcott Street, Wellington Central – Bike Parking Corral.	In progress	Bike Corrals are due to be installed early in 2023
Wednesday, 7 September 2022	874	Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2f	TR 159-22 Corner of Ghuznee St and Victoria St, Te Aro – Bike Parking Corral	In progress	Bike Corrals are due to be installed early in 2023
Wednesday, 7 September 2022	875	Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2g	TR 160-22 College Street, Te Aro – Bike Parking Corral.	In progress	Bike Corrals are due to be installed early in 2023
Wednesday, 7 September 2022	876	Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2h	TR 161-22 Tory Street, Te Aro – Bike Parking Corral.	In progress	Bike Corrals are due to be installed early in 2023
Wednesday, 7 September 2022	877	Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2i	TR 162-22 Wellington Railway Station, Pipitea – E-scooter Parking Corral.	In progress	Bike Corrals are due to be installed early in 2023
Wednesday, 7 September 2022	878	Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2j	TR 163-22 Stout Street, Wellington Central – Bike Parking Corra	In progress	Bike Corrals are due to be installed early in 2023
Wednesday, 7 September 2022	879	Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2k	TR 171-22 Abel Smith Street, Wellington Central – Bike Parking Corral.	In progress	Bike Corrals are due to be installed early in 2023
Wednesday, 7 September 2022	880	Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	3	Agree that officers work with the commercial scooter providers Flamingo and Beam to ensure the area immediately around Wellington Railway Station, Pipitea, has speed reduced to 15km/h in line with other pedestrian priority areas.	Completed	







## FORWARD PROGRAMME

### Kōrero taunaki

### Summary of considerations

#### Purpose

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

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

Aligns with the following strategies and priority areas:

- ☐ 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	Marcella Freeman, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer



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## **Taunakitanga**

### **Officers' Recommendations**

Officers recommend the following motion

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.

### **Whakarāpopoto Executive Summary**

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

## **Kōrerorero**

### **Discussion**

4. Thursday 16 February 2023
  - LGWM Thorndon Quay Traffic Resolutions (Chief Planning Officer)
  - Approval to appoint preferred candidates for the Wellington District Licensing Committee (Chief Planning Officer)
  - Traffic Resolutions (Chief Infrastructure Officer)
5. Thursday 30 March 2023

### **Attachments**

Nil