

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee Rārangi Take | Agenda

9:30am Rāpere Thursday, 22 Pīpiri June 2023
Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Pōneke | Wellington



MEMBERSHIP

Mayor Whanau
Councillor Abdurahman
Councillor Calvert
Councillor Free (Chair)
Pouiwi Hohaia
Pouiwi 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 or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The 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.

Quorum: 4 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

1.2 Apologies

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 11 May 2023 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, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

TRAFFIC RESOLUTIONS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee outlines details of the eleven proposed traffic resolutions issued for consultation between Tuesday 2 May 2023 and Monday 15 May 2023.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive, and creative city
- Dynamic and sustainable economy

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

- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Relevant Previous decisions

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

Significance

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

Financial considerations

2.

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

3.

Low | Medium | High | Extreme

Author	Tommy Wilson, TR Coordinator
Authoriser	Brad Singh, Transport and Infrastructure Manager Siobhan Procter, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021:
 - a) TR55-23 Imlay Crescent, Ngaio - No Stopping At All Times (Amended).
 - b) TR66-23 Evans Bay Parade Roseneath - Time Limited Parking No Stopping Restrictions New layout for Bus Stop (#7544).
 - c) TR68-23 Chaytor Street, Karori – Safety Improvements.
 - d) TR69-23 Majoribanks Street, Mount Victoria – Mobility Parking; Loading Zone and Time-Limited Parking (P60).
 - e) TR77-23 Main Road, Tawa –P120 Time limited parking.
 - f) TR78-23 Bracken Road, Newlands – Pedestrian crossing upgrade and No Stopping At All Times.
 - g) TR79-23 Mornington Road, Brooklyn - P10 Time Limited parking (Amended).
 - h) TR81-23 Alexandra Road Roseneath - new layout for Bus Stops (#6570 #7570 #6571).
 - i) TR82-23 Hereford Street and Pembroke Road Intersection, Wilton - give-way control intersection, new bus stop layout (#5929, #4929).
 - j) TR84-23 Helston Road, Johnsonville- Formalise Bus Stop (#3400).
 - k) TR85-23 Monorgan Road - Pedestrian Crossing; No Stopping At All Times and Bus Stop relocation.

Whakarāpopoto | Executive Summary

4. A total of eleven proposed traffic resolutions were issued for consultation between Tuesday 2 May 2023 and Monday 15 May 2023. All feedback received during the consultation period has been included in the traffic resolution reports attached to this document and, where appropriate, officers' responses have been included. After reviewing the feedback, eleven resolutions are being recommended for approval (refer to recommendations).
5. Of note is that two Traffic Resolutions were amended post consultation:
 - TR55-23 Imlay Crescent, Ngaio - No Stopping At All Times
 - The “No Stopping at all times” restriction has been reduced from 29 metres to 20 metres following feedback from the consultation.
 - TR79-23 Mornington Road, Brooklyn - P10 Time Limited parking
 - There has been a restriction change from “At All Times” to “9am-5pm Mon-Fri” following feedback from the consultation.

Takenga mai | Background

6. Eleven proposed traffic resolutions were publicly advertised in the Dominion Post on Tuesday 2 May 2023. Copies were delivered to properties in the affected area and electronic copies were sent to local Ward Councillors, residents associations and business associations. Electronic copies were also available on the Wellington City Council website.

Kōrerorero | Discussion

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

Kōwhiringa | Options

8. The attached 'Traffic Resolutions Summary Table RPC June 2023 summarises the proposed changes which are detailed in the attached Traffic Resolutions.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making Alignment with Council's strategies and policies

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

Engagement and Consultation

10. Eleven proposed traffic resolutions were publicly advertised in the Dominion Post on Tuesday 2 May 2023. Copies were delivered to 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.
11. An online submission form was open for submissions on Kōrero Mai Let's talk, for 14 days from 9 am Tuesday 2 May 2023 to 5 pm Monday 15 May 2023.

Implications for Māori

12. Not applicable.

Financial implications

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

Legal considerations

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

Risks and mitigations

15. None identified.

Disability and accessibility impact

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

Climate Change impact and considerations

17. We need to move more people with fewer vehicles in Wellington, especially at peak travel times. We are looking at ways to give buses more priority while making sure walking, cycling and other transport options are not unduly affected. The benefits of the bus related resolutions will be realised by more people using public transport, less traffic and therefore reduced greenhouse gas emissions.

Communications Plan

18. All Traffic Resolutions have been through a consultation process.














Health and Safety Impact considered

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

Ngā mahinga e whai ake nei | Next actions

20. If approved, the proposals will be installed within the following three to six months.

Attachments

Attachment 1.	Traffic Resolutions Summary Table June RPC 2023 ↓ 	Page 13
Attachment 2.	Traffic Resolutions Legal Description June RPC 2023 ↓ 	Page 19
Attachment 3.	TR55-23 Imlay Crescent, Ngaio – No Stopping At All Times (Amended) ↓ 	Page 26
Attachment 4.	TR66-23 Evans Bay Parade Roseneath - Time Limited Parking No Stopping Restrictions New layout for Bus Stop (#7544) ↓ 	Page 36
Attachment 5.	TR68-23 Chaytor Street Karori Safety Improvements ↓ 	Page 62
Attachment 6.	TR69-23 Majoribanks Street, Mount Victoria – Mobility Parking; Loading Zone and Time-Limited Parking (P60) ↓ 	Page 74
Attachment 7.	TR77-23 Main Road, Tawa –P120 Time limited parking ↓ 	Page 86
Attachment 8.	TR78-23 Bracken Road, Newlands – Pedestrian crossing upgrade and No Stopping At All Times ↓ 	Page 91
Attachment 9.	TR79-23 Mornington Road, Brooklyn - P10 Time Limited parking (Amended) ↓ 	Page 98
Attachment 10.	TR81-23 Alexandra Road Roseneath - new layout for Bus Stops (#6570 #7570 #6571) ↓ 	Page 106
Attachment 11.	TR82-23 Hereford Street and Pembroke Road Intersection, Wilton - give-way control intersection, new bus stop layout (#5929, #4929) ↓ 	Page 140
Attachment 12.	TR84-23 Helston Road, Johnsonville- Formalise Bus Stop (#3400) ↓ 	Page 151
Attachment 13.	TR85-23 Monorgan Road - Pedestrian Crossing; No Stopping At All Times and Bus Stop relocation ↓ 	Page 157

Traffic Resolutions Summary Table RPC June 2023

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
								Weekday Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR55-23	Imlay Crescent, Ngaio	Unrestricted parking.	No Stopping at all times	Pedestrian Safety, Emergency service vehicle access	Residents	Loss of 17 unrestricted parking.	NA	980	NA	<ul style="list-style-type: none"> Improve road safety and vehicle accessibility for emergency vehicles. Removal of 17 unrestrictive parking. 	<p>This proposal is to:</p> <ul style="list-style-type: none"> Install sections of No Stopping At All Times at 29m along the bend outside no.25(Amended to 20m), 36m along the bend outside no.6, and 35m along the bend outside no.3. Residents of Imlay Crescent have expressed their concerns to Wellington City Council (WCC) regarding vehicles not being able to safely travel along the road. Sections of Imlay Crescent are considered narrow (measuring 6-6.5m). When vehicles are parked along these sections of road, emergency services and service vehicles have difficulties traveling along the road. 	Yes = 5 No = 2 Yes/No= 1
TR66-23	Evans Bay Parade, Roseneath	Unrestricted parking.	No stopping at all times. Pedestrian refuge. P60 parking restriction. New section of footpath.	Improve pedestrian safety and bus accessibility. Support wider project for cycle lane	WCC	Loss of two unrestricted parking.	NA	8152	Boarding 178, alighting 14	<ul style="list-style-type: none"> Improves pedestrian safety for the residents on the landward side of Evans Bay and Pahia Street. Improved public safety for those using the bus service as they will be able to board the bus from a wider accessible footpath. 	<p>This proposal is to:</p> <ul style="list-style-type: none"> As part of the wider project to install a separated footpath and two-way cycleway on the Coastal Marine seaward side of Evans Bay Parade, and following feedback from residents in Weka Bay, we would like to make the following changes on the landward side of the road: <ul style="list-style-type: none"> Install 46 metres of broken yellow lines to indicate No Stopping At All Times. Install a pedestrian refuge island and pedestrian ramps with tactile pavers. Install new P60 parking restriction to operate between 8am to 6pm, Monday to Friday on one parking space near the bottom of the Pahia Street steps. Install a new section of footpath and markings to make getting to and from bus stop #7544 safer and easier. 	Yes = 1 No =6 Yes/No= 2

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								Weekday Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR68-23	Chaytor St, Karori	No stopping	No Stopping Improve on current safety devices	Safety improvements safe, resilient, and reliable core transport infrastructure network.	WCC. Residents Association group.	Loss of two unrestricted parking.	NA	18,330	Boarding 1612, alighting 185	<ul style="list-style-type: none"> Increased visibility, lower vehicular speeds and reduced stopping distances to provide public transport users safer access to the Bus Stop #4321, Chaytor Street at Curtis Street. 	This proposal is to: <ul style="list-style-type: none"> Following the Planning and Environment Committee resolution and discussions held with the resident's associations groups, and members of the community, Council Officers have identified the issues and investigated the safety improvements to be implemented along Chaytor Street at the intersections of Raroa Crescent and Curtis Street. Narrower vehicular lanes New road markings consisting of white edge lines, yellow hatchings, and high-friction road surfaces electronic bike warning sign electronic driver speed feedback sign Relocation of the bus shelter and handrail by Curtis Street to be finalised These safety improvements will include 10metres of no stopping lines on the northbound lane adjacent to Appleton Park, opposite the intersection of Raroa Crescent. 	Yes = 8 No = 3 Yes/No = 1
TR69-23	Majoribanks St, Mount Victoria	Metered parking. Class Restricted Loading zone.	Time limited P60, Monday to Saturday, 8:00am to 6:00pm Class restricted P30 Loading Zone Metered parking Class restricted P120 Mobility	Impact of new road layout for Kent Terrace and Cambridge Terrace	WCC. Local Business	Removal of three metered spaces to install Metered mobility and P30 loading zone.	\$10,212	6624	NA	<ul style="list-style-type: none"> Improves safety and accessibility for mobility park users Improved loading zone facilities for adjacent businesses. 	This proposal is to: <ul style="list-style-type: none"> Convert one existing metered parking space outside no.4 and no.6 Majoribanks Street into a metered mobility parking. Operating times will be displayed on the parking machine. Convert two existing metered parking spaces outside no.4 to no.6 Majoribanks Street into P30 Loading Zone. Convert the existing P30 Loading Zone parking spaces on the west side of Roxburgh Street to two P60time limited parking spaces. 	Yes=2 No=2 Yes/No = 3

Traffic Resolutions Summary Table RPC June 2023

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
								Weekday Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR77-23	Main Road, Tawa	Unrestricted parking.	Time limited P120 Mon to Fri 8:00am to 18:00pm	Increase parking turnover	Tawa Business group	Convert two unrestricted parking to install two time limited parking.	NA	13,581	NA	<ul style="list-style-type: none"> Supporting the viability of business wellbeing. No loss of parking availability, change of time limit restriction only. Pedestrian impact – no change as there is no alteration to the pedestrian facilities. 	This proposal is to: <ul style="list-style-type: none"> Convert the existing unrestricted parking into P120 Mon – Fri, 8:00am – 6:00 pm. The proposed P120 time limited parking restrictions will help businesses in the area by increasing the parking turnover to accommodate customers’ parking needs and beneficial to commercial business activities as more customers will be able to shop. 	Yes= 0 No= 0
TR78-23	Bracken Road, Newlands	No Stopping	No stopping Extend no stopping lines.	Improve pedestrian safety around the school.	WCC	Removal of three unrestricted parking.	NA	4464	NA	<ul style="list-style-type: none"> Improves safety and accessibility for pedestrians Reduces crash likelihood at the pedestrian zebra crossing. safer and improved crossing facility for pedestrians. 	This proposal is to: <ul style="list-style-type: none"> Install 15m of No Stopping At All Times on the east side of Bracken Road, next to the pedestrian crossing. Wellington City Council is proposing to raise the existing pedestrian crossing outside Newlands Intermediate School. This change will help reduce speeds in the area and improve safety. To ensure maximum visibility for school children crossing the road, Council engineers have reassessed the sight distances and are proposing an extension of the No Stopping At All Times (BYL) marking by 15 metres. 	Yes = 2 No = 0 Yes/No= 1
TR79-23	Mornington Road	Unrestricted parking.	Time limited P10, Mon to Fri, 9:00am to 5:00pm	Support safe movement	Vogelmorn Bowling Club	Convert unrestricted parking to time limited parking	NA	1142	NA	<ul style="list-style-type: none"> Increase parking turnover with time limited use. 	This proposal is to: <ul style="list-style-type: none"> install a time limited parking space on Mornington Road, outside no. 93. The Bowling Club operates between 9am to 10pm, all days of the week. However, there is no designated parking space for users of the facility to be picked up or dropped off and for loading goods. To improve the use of parking, the Council is proposing the installation of a time limited (P10) parking space outside the facility, Monday to Friday 9am to 5Pm. 	Yes = 0 No = 2 Yes/No= 2

Traffic Resolutions Summary Table RPC June 2023

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
								Weekday Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR81-23	Alexandra Road, Roseneath	Unrestricted parking Class restricted Unmarked Bus stops	Class restricted marked bus stop No stopping	Support Safe movement. Support access for all. Improve road user safety.	Metlink	Removal of seven unrestricted parking	NA	962	Bus stop #6570 boarding - 20, alighting - 304. Bus stop #7570 boarding - 270, alighting 15. Bus stop #6571 boarding - 8, alighting 577	<ul style="list-style-type: none"> Improvements for the bus patrons as they will be able to board and alight the bus from the footpath at stop #6570. Improved visibility for other road users. 	This proposal is to: <ul style="list-style-type: none"> Improve bus stop layout by introducing new road marking. Bus stop #6570 does not have appropriate bus stop markings i.e., bus box, entry and exit tapers (broken yellow lines). Without a clearly defined bus stop, public parking will impede access to the stop for bus drivers and patrons to safely alight and board. The existing bus stop #7570 is located on a road bend in Alexandra Road and will cause other drivers to overtake where there is limited forward visibility. Existing bus stop #6571 is proposed to be formalised by introducing new bus stop line marking and a slight shift of the bus box away from the Upoko Road intersection. 	Yes = 2 No = 1
TR82-23	Hereford Street and Pembroke Road Intersection, Wilton	Unrestricted parking. Class restricted Bus stop No stopping	Class restricted Bus stop Give way and stop controls	Support safe movement	Residents	Removal of five unrestricted parking	NA	1265	Bus stop #5929 boarding 56, alighting 643. Bus stop #4929 boarding 686 alighting 61	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles and pedestrians. The proposed layout includes the extension of an existing footpath and provides pedestrian kerb ramp to improve accessibility. 	This proposal is to: <ul style="list-style-type: none"> Give-Way control intersection. Install Bus Stop/Relocate bus stops - #5929 and #4929. Install No Stopping At All Times for buses to lead in/out and to improve pedestrian sight distances. The current intersection layout does not have any priority control, and this creates confusion for road users approaching this intersection on who has the right of way. There is a bus stop (#5929) in the vicinity of the intersection which conflicts with drivers turning from Pembroke Road onto Hereford Street. When buses are dropping off passengers, the vehicle drivers view is obstructed, causing safety risk at the intersection. To improve pedestrian access, a new kerb ramp is proposed on Hereford Street with the implementation of No Stopping At All Times 	Yes = 4 No = 1

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								Weekday Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR84-23	Helston Road, Johnsonville	Unrestricted parking. Class restricted unmarked bus stop	Class restricted marked bus stop No stopping	Support safe movement	GWRC WCC	Removal of three unrestricted parking	NA	9200	Bus Stop #3400 boarding 440, alighting 649	<ul style="list-style-type: none"> Improves safety and accessibility for public transport vehicles, public transport users and other road users. Positive for bus patrons as they will be able to board and alight the bus from the footpath at bus stop. 	<p>This proposal is to:</p> <ul style="list-style-type: none"> Formalise bus stop #3400 (outside no.19). Install No Stopping At All Times for buses to access the bus stop. With the existing layout and no markings for the bus stop box vehicles are parked within the bus stop. These parked vehicles are obstructing buses manoeuvring into the bus stop and forcing bus drivers to drop off and pick up their passengers unsafely in the live vehicular lane. These changes will be beneficial for safety as bus drivers will be able to safely access the bus stop to drop off and pick up their passengers next to the existing footpath. The bus stop and No Stopping At All Times markings will improve the sightline for drivers exiting Petherick Crescent. 	Yes = 0 No = 2
TR85-23	Monorgan Road	Unrestricted parking. No stopping Class restricted bus stop	Pedestrian crossing No stopping Class restricted bus stop	Support safe movement	Public Petition with 85 signatures	Removal of five unrestricted parking	NA	3100	Bus stop #6091 boarding 0, alighting 21	<ul style="list-style-type: none"> Improves safety and accessibility for public transport vehicles and patrons and other road users. Positive for pedestrians in particular school children to safely cross Monorgan Road. 	<p>This proposal is to:</p> <ul style="list-style-type: none"> Wellington City Council (WCC) received a public petition with 85 signatures for the Council to consider a pedestrian zebra crossing to be installed on Monorgan Road, near the intersection of Monorgan Road/Raukawa Street. Install a new raised pedestrian zebra crossing outside Scots College, near the intersection with Raukawa Street. Install No Stopping at All Times to improve sight visibility to the pedestrian zebra crossing. Relocate the existing school bus stop from Monorgan Road to Raukawa Street (approximately 50m from its current location). 	Yes = 29 No = 0 Yes/No= 3

A) TR55-23 Imlay Crescent, Ngaio – No Stopping At All Times			
	Column One	Column Two	Column Three
	<i>Imlay Crescent</i>	<i>No Stopping, At All Times</i>	<i>East side, commencing 16 meters south of intersection with Abbot Street (Grid coordinates x= 1,748,698.44m, y= 5,431,893.04m) and extending in a southerly direction following the eastern kerbline for 35 metres.</i>
	<i>Imlay Crescent</i>	<i>No Stopping, At All Times</i>	<i>South side, commencing 58 meters south of intersection with Abbot Street (Grid coordinates x= 1,748,689.32m, y= 5,431,883.88m) and extending in a south easterly direction following the southern kerbline for 36 metres.</i>
	<i>Imlay Crescent</i>	<i>No Stopping, At All Times</i>	<i>North side, commencing 137 meters south of intersection with Abbot Street (Grid coordinates x= 1,748,698.44m, y= 5,431,893.04m) and extending in an Easterly direction following the northern kerbline for 20 metres.</i>
B) TR66-23 Evans Bay Parade, Roseneath – Time Limited Parking, No Stopping Restrictions, New layout for Bus Stop (#7544)			
<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	<i>Evans Bay Parade</i>	<i>P60, 8am to 6pm (Monday to Friday)</i>	<i>Western side, commencing along Evans Bay Parade (NZGD2000 Coordinates X= 402254.165, Y= 800729.820) and extending in the northern direction following the western kerb line for 5.5 metres.</i>
<i>Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	<i>Evans Bay Parade</i>	<i>Bus Stop</i>	<i>Western side, commencing along Evans Bay Parade (NZGD2000 Coordinates X = 402252.299, Y = 800737.989) and extending in the northern direction following the western kerb line for 14 metres.</i>
<i>Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	<i>Evans Bay Parade</i>	<i>No Stopping At All Times</i>	<i>Western side, commencing along Evans Bay Parade (NZGD2000 Coordinates X= 402247.728, Y= 800752.186) and extending in the northern direction following the western kerb line for 46 metres.</i>
C) TR68-23 Chaytor Street, Karori – Safety Improvements			
<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three

	Chaytor Street	No Stopping At All Times	West side, commencing 183 metres north of its intersection with Birdwood Street (Grid coordinates x= 1746903.8m, y= 5428123.2m) and extending in a northerly direction following the western kerbline for 106 metres.
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Chaytor Street	No Stopping At All Times	West side, commencing 173 metres north of its intersection with Birdwood Street (Grid coordinates x= 1746903.8m, y= 5428123.2m) and extending in a northerly direction following the western kerbline for 116 metres.
D)	TR69-23 Majoribanks Street and Roxburgh Street, Mount Victoria – Mobility Parking; Loading Zone; P60 Time-Limited Parking		
<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Majoribanks Street	P120 Maximum, Monday to Thursday, 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 1:00pm	South side, commencing 27 metres east of its intersection with Kent Terrace and extending in an easterly direction following the southern kerbline for 24.5 metres. (4 carparks)
<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Roxburgh Street	P30 (Loading Zone), At All Times	West side, commencing 5 metres northeast of its intersection with Majoribanks Street (Grid Coordinates X= 1,749,444.8 m, Y= 5,427,041.2 m) and extending in a northerly direction following the western kerbline for 12 metres. (2 parallel parking spaces)
<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Roxburgh Street	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 5 metres northeast of its intersection with Majoribanks Street (Grid Coordinates X= 1,749,444.8 m, Y= 5,427,041.2 m) and extending in a northerly direction following the western kerbline for 12 metres. (2 parallel parking spaces)
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three

	Majoribanks Street	P30 (Loading Zone), At All Times	South side, commencing 32 metres east of its intersection with Kent Terrace (Grid Coordinates X= 1749377.7 m, Y= 5427061.9 m) and extending in an easterly direction following the southern kerbline for 12 metres. (2 carparks)
<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Majoribanks Street	Metered parking, time varies	South side, commencing 34 metres east of its intersection with Kent Terrace (Grid Coordinates X= 1749377.7 m, Y= 5427061.9 m) and extending in an easterly direction following the southern kerbline for 5 metres. (1 carpark)
	Majoribanks Street	P120 Mobility parking, Vehicles displaying an Operation Mobility Permit only, Time varies	South side, commencing 27 metres east of its intersection with Kent Terrace (Grid Coordinates X= 1749377.7 m, Y= 5427061.9 m) and extending in an easterly direction following the southern kerbline for 5 metres. (1 carpark)
E)	TR77-23 Main Road, Tawa – P120 Time Limited Parking		
<i>Add to Schedule A (Time limit) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Main Road	P120 8:00am – 6:00pm (Monday – Friday)	East side, commencing 154 metres south of its intersection with Tawa Street (Grid coordinates X= 1,753,102.50m Y= 5,440,147.57m) and extending in a southerly direction following the eastern kerbline for 6 metres (2 angled parking spaces).
F)	TR78-23 Bracken Road, Newlands – Pedestrian Crossing Upgrade; No Stopping At All Times		
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Bracken Street	No Stopping, At All Times	South side, commencing 31.3 metres south of its intersection with Kahikatea Grove (Grid coordinates X=1,752,804.32m Y=5,435,289.43m) and extending in a southerly direction following the eastern kerbline for 15 metres.
G)	TR79-23 Mornington Road, Brooklyn - P10 Time Limited parking		
<i>Add to Schedule A- (Time Limited) the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Mornington Road	P10, Monday to Friday 9am to 5Pm	East side, commencing 43 metres south of its intersection with Vennell Street (Grid coordinates X=1747669633.85m Y= 5424926227.40m) and extending in a southerly direction following the eastern kerbline for 12 metres.

H)	TR81-23 Alexandra Road, Roseneath - new layout for Bus Stops (#6570, #7570, #6571)		
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Alexandra Road	<i>Bus Stop, At All Times</i>	<i>North side, commencing 189.28 metres west of its intersection with Lookout Road (Grid coordinates X=1,750,491.11m Y=5,426,795.80m) and extending in a westerly direction following the northern kerbline for 15.0 metres.</i>
	Alexandra Road	<i>Bus Stop, At All Times</i>	<i>South side, commencing 268.51 metres east of its intersection with Upoko Road (Grid coordinates X=1,750,458.81m Y=5,426,786.94m) and extending in an easterly direction following the southern kerbline for 15.0 metres.</i>
	Alexandra Road	<i>Bus Stop, At All Times</i>	<i>South side, commencing east of its intersection with Upoko Road (Grid coordinates X= 1750306931.68m Y= 5426651446.89m) and extending in an easterly direction following the northern kerbline for 15.0 meters.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Alexandra Road	<i>No Stopping At All Times</i>	<i>South side, commencing 268.51 metres east of its intersection with Upoko Road (Grid coordinates X=1,750,458.81m Y=5,426,786.94m) and extending in a westerly direction following the southern kerbline for 9.0 metres.</i>
	Alexandra Road	<i>No Stopping At All Times</i>	<i>South side, commencing 283.51 metres east of its intersection with Upoko Road (Grid coordinates X=1,750,470.46m Y=5,426,794.47m) and extending in an easterly direction following the southern kerbline for 11.0 metres.</i>
	Alexandra Road	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Upoko Road (Grid coordinates X= 1750306931.68m Y= 5426651446.89m) and extending in southernly direction following the Western kerbline for 9.0 meters</i>
	Alexandra Road	<i>No Stopping At All Times</i>	<i>South side, commencing 17 meters east of its intersection with Upoko Road (Grid coordinates X= 1750316646.76m Y= 5426662876.10m) and extending in an easterly direction following the northern kerbline for 11.0 meters</i>
I)	TR82-23 Hereford Street and Pembroke Road Intersection, Wilton - Give-Way control intersection, new bus stop layout (#5929, #4929)		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		

	Column One	Column Two	Column Three
	Pembroke Road	<i>Bus Stop at All Times</i>	<i>West side, commencing 569 metres north of its intersection with Cheshire Street and extending in a northerly direction following the western kerbline for 25 metres to its intersection with Hereford Street.</i>
	Pembroke Road	<i>Bus Stop at All Times</i>	<i>South side, commencing 234 metres south of its intersection with Cardigan Way and extending in a westerly direction following the southern kerbline for 15 metres.</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Pembroke Road	<i>Bus Stop at All Times</i>	<i>West side, commencing 569 metres north of its intersection with Cheshire Street and extending in a northerly direction following the western kerbline for 15 metres to its intersection with Hereford Street</i>
	Pembroke Road	<i>Bus Stop at All Times</i>	<i>South side, commencing 234 metres south of its intersection with Cardigan way and extending in a westerly direction following the southern kerbline for 15 metres</i>
<i>Add to Schedule C (Give Way and Stop Controls) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Hereford Street	<i>Give-Way</i>	<i>At its western approach to its intersection with Pembroke Road.</i>
<i>Add to Schedule – D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Pembroke Road	<i>No Stopping at All Times</i>	<i>North side, commencing 60.0 metres west of its intersection with Pembroke Road (Grid coordinates X= 1,747,402.721m Y= 5,429,637.889m) and extending in a western-southern direction following the northern kerbline for 15 metres.</i>
	Pembroke Road	<i>No Stopping at All Times</i>	<i>South side, commencing 218 metres south of its intersection with Cardigan way (Grid coordinates X= 1,747,606.120m Y= 5,429,677.215m) and extending in a westerly direction following the southern kerbline for 15 metres.</i>
	Pembroke Road	<i>No Stopping at All Times</i>	<i>South side, commencing 250 metres south of its intersection with Cardigan way (Grid coordinates X= 1,747,606.120m Y= 5,429,677.215m) and extending in a westerly direction following the southern kerbline for 9 metres.</i>

	Hereford Street	No Stopping at All Times	North side, commencing 37 metres west of its intersection with Pembroke Road (Grid coordinates X= 1,747,402.721m Y= 5,429,637.889m) and extending in a western direction following the northern kerbline for 7 metres.
	Hereford Street	No Stopping at All Times	South side, commencing 34.5 metres west of its intersection with Pembroke Road (Grid coordinates X= 1,747,402.721m Y= 5,429,637.889m) and extending in a western direction following the southern kerbline for 7 metres.
J)	TR84-23 Helston Road, Johnsonville - Formalise Bus Stop (#3400)		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Helston Road	Bus Stop At All Times	North side, commencing 18 metres west of its intersection with Jane Grove and extending in a westerly direction following the northern kerbline for 12 metres.
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Helston Road	Bus Stop At All Times	North side, commencing 7.0 metres west of its intersection with Petherick Crescent (Grid coordinates X= 1,751,737.941m Y=5,435,071.959m) and extending in a westerly direction following the Northern kerbline for 15 metres.
	<i>Add to Schedule – D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Helston Road	No Stopping at All Times	North side, commencing 22.0 metres west of its intersection with Petherick Crescent (Grid coordinates X= 1,751,737.941m Y=5,435,071.959m) and extending in a westerly direction following the Northern kerbline for 15 metres
K)	TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091)		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Monorgan Road	Bus Stop At All Times	East side, commencing 331 metres south of its intersection with Broadway (Grid Coordinates X= 1752150.99m, Y=5423548.37m) and extending in a southerly direction following the eastern kerbline for 12 metres.
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three

	Raukawa Street	<i>Bus Stop At All Times</i>	<i>South side, commencing 364 metres west of its intersection with Monorgan Road (Grid coordinates X= 1752147828.674m, Y= 5423185359.332m) and extending in a southerly direction following the western kerbline for 15 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Raukawa Street	<i>No Stopping At All Times</i>	<i>South side, commencing 507 metres west of its intersection with Monorgan Road (Grid coordinates X= 1752147828.674m, Y= 5423185359.332m) and extending in a southerly direction following the western kerbline for 9 metres.</i>
	Monorgan Road	<i>No Stopping At All Times</i>	<i>East side, commencing 321 metres south of its intersection with Broadway (Grid Coordinates X= 1752150.99m, Y=5423548.37m) and extending in a southerly direction following the eastern kerbline for 18 metres.</i>
<i>Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Monorgan Road	<i>Pedestrian Crossing</i>	<i>North side, 4 metres east of its intersection with Raukawa Street (Grid Coordinates X= 1752148974.806m Y= 423207160.876m).</i>

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR55-23 Imlay Crescent, Ngaio – No Stopping At All Times (Amended)
Location – where we propose to make the change	Imlay Crescent, Ngaio: outside no.3; along the bend outside no.6 and along the bend outside to no.25 Imlay Crescent.
What we'd like to do	<ul style="list-style-type: none"> Install sections of No Stopping At All Times: 29m along the bend outside no.25, 36m along the bend outside no.6, and 35m along the bend outside no.3.
Why we are proposing the change	<ul style="list-style-type: none"> Residents of Imlay Crescent have expressed their concerns to Wellington City Council (WCC) regarding vehicles not being able to safely travel along the road. Sections of Imlay Crescent are considered narrow (measuring 6-6.5m). When vehicles are parked along these sections of road, emergency services and service vehicles have difficulties traveling along the road. WCC is proposing to install No Stopping At All Times in sections of the road where vehicle accessibility is obstructed and affected. The proposed sections of No Stopping At All Times were determined after vehicle tracking checks and with the aim of minimising parking loss.
Impact	<ul style="list-style-type: none"> Improves road safety and vehicle accessibility along the road in particular emergency services and service vehicles. Net parking impact – removal of approximately 17 unrestricted parking spaces.
How this relates to the parking policy	<ul style="list-style-type: none"> Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> After public consultation the proposed No Stopping At All Times along the bend outside no.25 was amended from 29m to 20m. Average daily traffic count – 980. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 May 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 2 May 2023 and finishes at 5.00 pm Monday 15 May 2023. What we do with your personal information:

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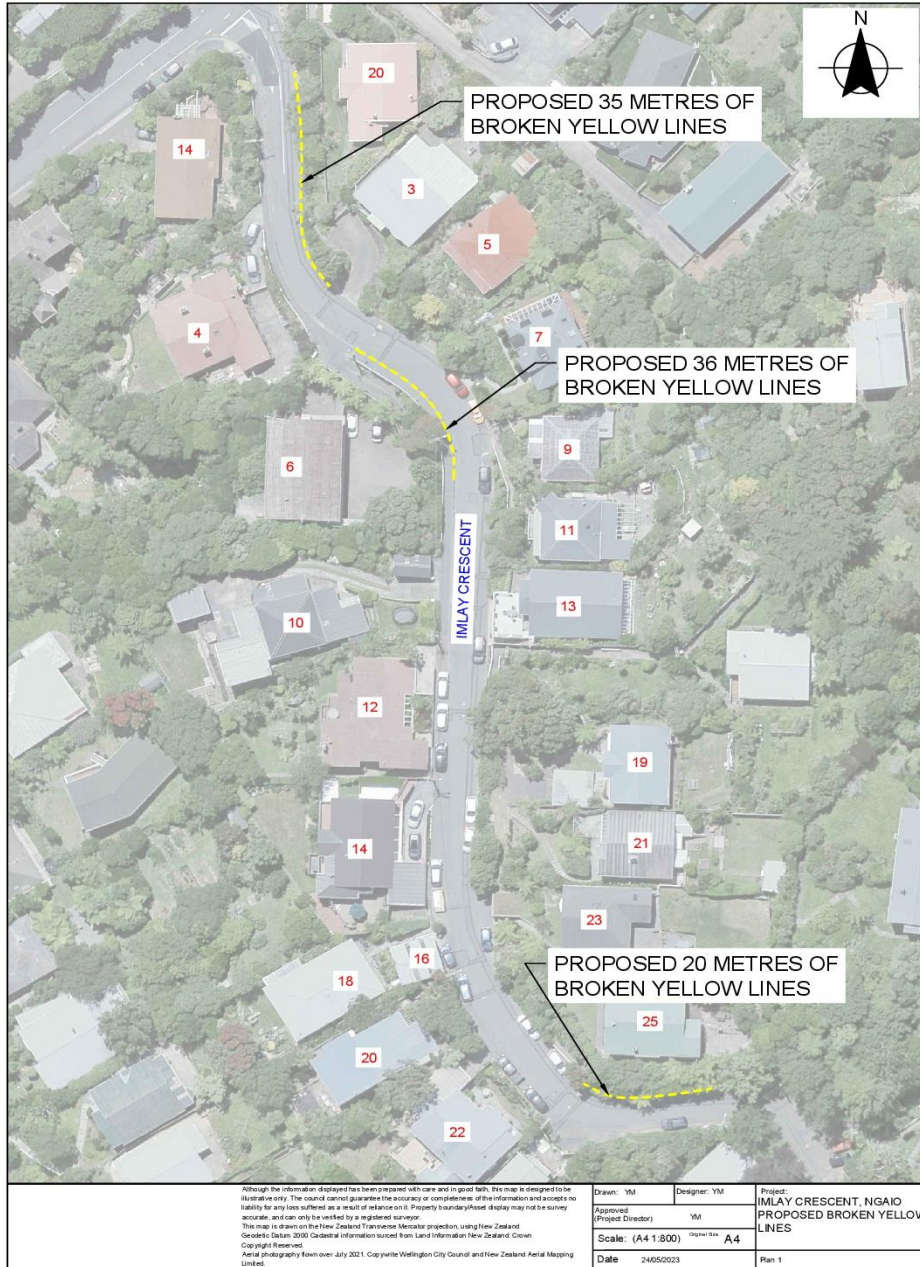
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	<p>All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 16 May 2023.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 22 June 2023.3. If approved, the proposal will be installed within the following three months.

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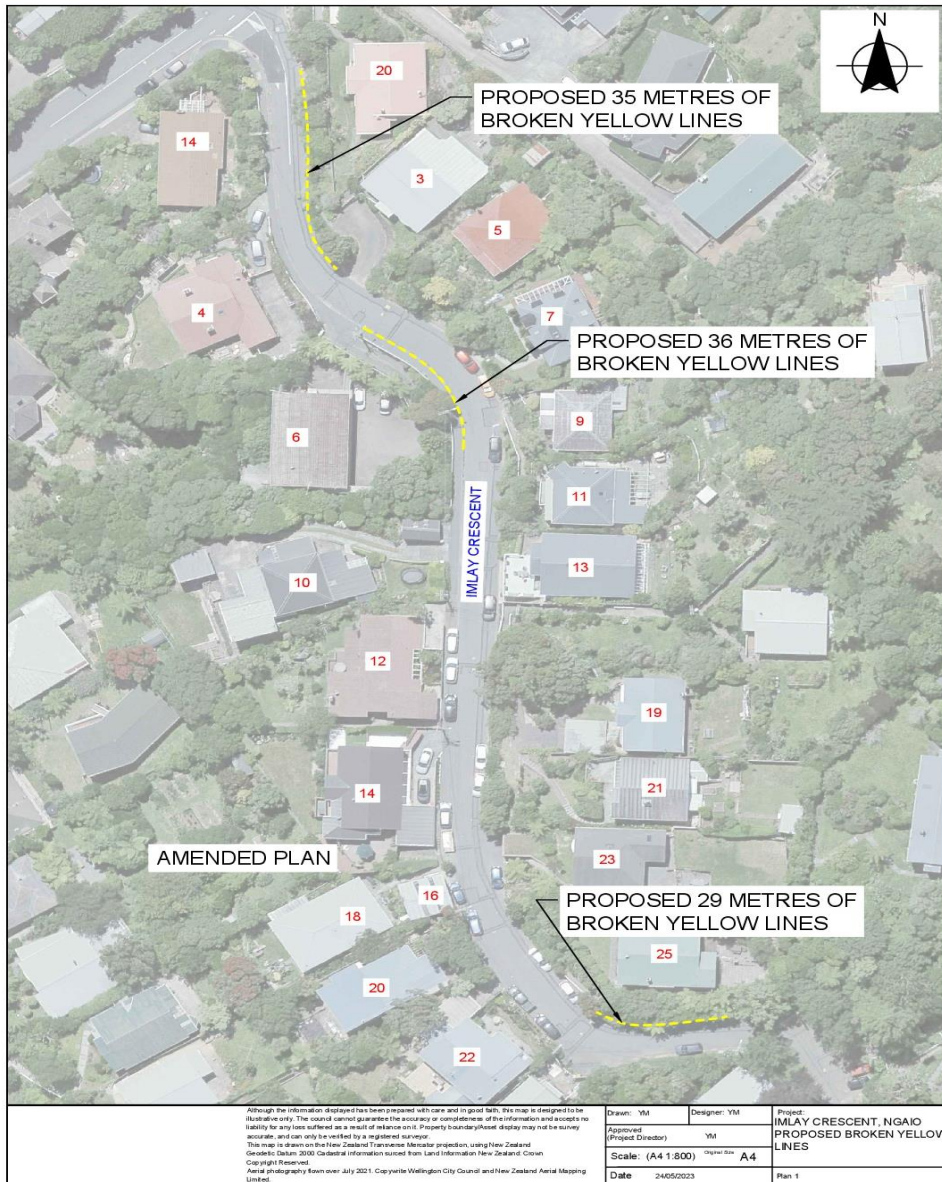
Amended Traffic Resolution Plan: TR55-23 Imlay Crescent, Ngaio – No Stopping At All Times



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Original proposal (refer to amendment), Traffic Resolution Plan: TR55-23 Imlay Crescent, Ngaio – No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
Imlay Crescent	<i>No Stopping, At All Times</i>	<i>East side, commencing 16 meters south of intersection with Abbot Street (Grid coordinates x= 1,748,698.44m, y= 5,431,893.04m) and extending in a southerly direction following the eastern kerbline for 35 metres.</i>
Imlay Crescent	<i>No Stopping, At All Times</i>	<i>South side, commencing 58 meters south of intersection with Abbot Street (Grid coordinates x= 1,748,689.32m, y= 5,431,883.88m) and extending in a south easterly direction following the southern kerbline for 36 metres.</i>
Imlay Crescent	<i>No Stopping, At All Times</i>	<i>North side, commencing 137 meters south of intersection with Abbot Street (Grid coordinates x= 1,748,698.44m, y= 5,431,893.04m) and extending in an Easterly direction following the northern kerbline for 20 metres.</i>

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

Approved By: Evandro Scherer **(Team Leader Traffic & Resolutions)**

Date: 07/06/2023

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Feedback

Name: Michele
Suburb: Ngaio
Agree: Yes/No

As part of the feedback and plan for our street, can you please paint some broken yellow lines opposite the driveway of 14 Imlay Cres. When cars are parked opposite our driveway and outside the garage at number 12, it is impossible to drive in or back into our driveway at number 14. There is also a lamp post at the end of the drive that also makes it very tricky.

Please call if you'd like to discuss. I'm happy to meet someone at the site.

Officer's response

Thank you for your feedback for TR55-23 Imlay Crescent, Ngaio – No Stopping At All Times.

The road width measures approximately 7m outside no.12 and no.14 which allows vehicles to safely park on both sides, without compromising accessibility for emergency services – as our vehicle tracking checks confirm. Drivers travelling along Imlay Crescent, approaching the driveway of property no.12 do travel at slower speeds and are able to see when a driver is exiting the driveway. A review of crashes in the area indicates no crashes on the section of road near property no.12, which means that the road is currently operating safely.

Name: Sarah
Suburb: Ngaio
Agree: No

We object to part of the proposal described as 'No Stopping At All Times at 29m along the bend outside no.25'. For completeness, we do not object to the proposed no stopping zones outside no.6 and no.3. As background to the changes, we note that most of the objectionable parking on Imlay Crescent has been caused by tradespeople not parking considerately. Examples we have seen include: - parking a second car above the parking space in the attached photo (i.e. on the corner (and therefore on top of the fire hydrant) outside 25 Imlay Crescent); - parking away from the edge in various places along Imlay Crescent, obstructing the road; and - parking in front of (and blocking) the path to 25 Imlay Crescent. We expect that most, if not all of these, are already prohibited under existing rules. We strongly object to losing the carparking space in the attached photo, as parking in this spot does not impede traffic. This carparking space is in one of the wider parts of Imlay Crescent and removing it will just force cars to park in narrower spots, increasing the chances of causing a pinch point for traffic. As you can see from the second photo (emailed to you), this parking space ends well before the corner and the fire hydrant. We support the proposal to the extent there will be a 'No Stopping at all times' zone above the carparking space in the attached photo and continuing around the corner. We note that there is a historic (and difficult to see) no stopping zone past the corner. This proposal includes some, but not all, of the older 'No stopping at all times' zone past the corner. We support all that historic no stopping zone being resurrected (if there is a legal issue with it) and repainted. We would also support a dashed yellow line being painted where the path to 25 Imlay Crescent meets the road, as long as this can be done without adversely impacting existing parking.

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Officer's response

Thank you for your feedback for TR55-23 Imlay Crescent, Ngaio – No Stopping At All Times.

Your feedback was assessed further, and Council officers have made an amendment in the proposed plan and will terminate the broken yellow lines around the existing fire hydrant which will allow a vehicle to park outside no.25. The new plan shows 20m of No Stopping At All Times (instead of 29m) – this change does not compromise vehicle accessibility along the road. Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

Name: BJ

Suburb: Ngaio

Agree: Yes

There is notice of 3 new sections of No Stopping At All Times markings outside numbers 3, 6 and 25 Imlay Crescent. The section of road outside 25 Imlay Crescent is already marked, but the broken yellow lines have worn thin over the years. An area of Imlay Crescent where the road doesn't appear particularly narrow is from 35 to 39 Imlay Crescent. It almost appears to be wide enough to turn vehicles around. However, this area is usually filled with vehicles angle parked (to fit more into the short space?). About 50 years ago the council installed paving and a vehicle crossing outside 35-35A to allow vehicles to angle park there (I think). The vehicles have got bigger, and the angle parking now extends to in front of 39 Imlay, up to where Wellington Electricity illegally moved a power pole about 2 metres into the narrow street. [The power pole problem is a separate issue and has been logged for a few years now!]. I have attached a Street View image of the No Stopping restriction that already exists outside 25 Imlay Crescent. The image dated August 2019 is prior to the 'safety barrier' installed on the other side of the road, forcing cars to park further into the narrow road near a blind corner.

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Officer's response

Thank you for your feedback for TR55-23 Imlay Crescent, Ngaio – No Stopping At All Times. Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

Name: Trecia
Suburb: Ngaio
Agree: No

The proposal to change parking requirements by extending 'no stopping at all times' sections along Imlay Crescent is stated as having an impact of removing 17 parking spaces. I do not support the proposal - it will likely result in a decrease of available parking to residents, exacerbate existing frustrations, and move the problems elsewhere.

I have lived in Imlay Crescent for about 20 years. Over time the demand for parking has grown. Although at times the parking situation has been annoying, I think that decreasing the amount of parking available will increase, rather than decrease, the problems that residents have raised with the Council.

I would ask before any decisions are made, that the council takes a first principles approach to understanding traffic flows and parking for residents, and then consulting on a range of solutions. Imlay Crescent has a lot of residents, who because of access/ typography, don't have the option of off-street parking and who would be inordinately affected by this proposed change.

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Before any changes are made, it would be good to have fully assessed the Crescent as a whole - where current parking spaces are provided / not allowed, what is the demand (and by who) for parking, and are there other ways these problems could be resolved - e.g. better signage, lower speeds, residents parking (priority to those where off-street parking is not an option), or some combination of measures that would address the problems you seek to address. There is a need to preserve access for emergency and other key service vehicles such as rubbish/recycling collections but adding to existing settings may not get to the best overall solution.

Narrow streets and difficult access are a problem common to many streets in Wellington and Ngaio in particular. I would like to ensure that the full range of solutions is assessed before a decision is made. The loss of 17 spaces is likely to displace the problem to other (narrow) streets elsewhere in the immediate neighbourhood. The Council may also wish to consider asking landowners/ ratepayers of their views on the proposal as well as occupiers to ensure that the process is robust, and all interested/ affected views have been heard.

Officer's response

Thank you for your feedback for TR55-23 Imlay Crescent, Ngaio – No Stopping At All Times. We understand that the proposed restriction changes will result in the parking loss for residents living in the area and for this reason the implementation of the No Stopping At All Times was limited to sections of road where vehicle accessibility is considered a major safety issue and the proposed road markings were added in particular where forward visibility of oncoming cars is limited and where pinch points were observed on the road – for example, sections of road width which is less than 7m where parked vehicles would block emergency service access.

Regarding parking availability,

Council officers must consider any request for parking changes in-line with the Council Parking Policy in the link <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

The new Parking Policy requires any residents parking assessments be based on an area wide approach rather than a single street approach – in this case, it would be an assessment of the Northland suburb.

This assessment will involve, but not limited to:

- An area-wide parking survey
- Review of the survey and appropriate allocation of parking
- Consultation with key stakeholders
- Implementation of proposed restrictions

Council has formed a 'Working Group' to formulate a process to implement the Parking Policy across the Wellington Region. An implementation plan will be devised to roll out parking changes across Wellington in-line with the Parking Policy.

Northland will be looked at as part of the implementation plan, however a timeline for when the investigation will be completed is currently uncertain.

One of the objectives of the Parking Policy is to support the shift in type of transport used – this means less reliance on private vehicles and a shift to public transport and active travel. Any scheme

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devised will have this objective of shifting the transport choices as well as considering the parking hierarchy (as per the parking policy) on these streets, residents are considered a higher priority than commuters.

Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

Name: Kate
Suburb: Mount Cook
Agree: Yes

Removing car parking important for pedestrian safety.

Officer's response

Thank you for your feedback for TR55-23 Imlay Crescent, Ngaio – No Stopping At All Times.

Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

Name: Engagement@wcc
Suburb: Newtown
Agree: Yes

Officer's response

Thank you for your feedback for TR55-23 Imlay Crescent, Ngaio – No Stopping At All Times.

Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

Name: Engagement@wcc
Suburb: Newtown
Agree: Yes

As a resident on this street, I am supportive of this proposal to make this road safer. I particularly support the proposal to have a no stopping added before the first corner on the street which is very narrow with limited visibility of any oncoming traffic.

Officer's response

Thank you for your feedback for TR55-23 Imlay Crescent, Ngaio – No Stopping At All Times.

Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

We are proposing a change in your area

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

Proposal:

Reference	TR66-23 Evans Bay Parade, Roseneath – Time Limited Parking, No Stopping Restrictions, New layout for Bus Stop (#7544)
Location – where we propose to make the change	Evans Bay Parade – outside no.116 - no.138
What we'd like to do	<ul style="list-style-type: none"> As part of the wider project to install a separated footpath and two-way cycleway on the Coastal Marine seaward side of Evans Bay Parade, and following feedback from residents in Weka Bay, we would like to make the following changes on the landward side of the road: <ul style="list-style-type: none"> Install 46 metres of broken yellow lines to indicate No Stopping At All Times. Install a pedestrian refuge island and pedestrian ramps with tactile pavers. Install new P60 parking restriction to operate between 8am to 6pm, Monday to Friday for one parking space near the bottom of the Pahia Street steps. Install a new section of footpath with markings to get to and from bus stop #7544 safer and easier.
Why we are proposing the change	<ul style="list-style-type: none"> The changes support the development of Tahitai, the harbourside walking and bike route between the eastern suburbs and the city. These wider changes encourage more low-carbon trips by bike, bus and on foot and involve new kerb lines and realigning the road and traffic lanes. These changes will improve pedestrian safety and promote safe crossing of Evans Bay Parade at this location. The proposed changes will benefit residents on the landward side, including residents of Pahia Street, as there is currently no safe place to cross. No Stopping At All Times restrictions will help ensure people don't park in front of existing properties and on the proposed footpath. The new kerb, footpath and markings will improve access to the bus stop (#7544).
Impact	<ul style="list-style-type: none"> These changes complement the wider project, which will improve safety for people on foot and bikes and encourage the use of public transport. Net parking impact - removal of two unrestricted parking spaces. Pedestrian impact – improves pedestrian safety for the residents on the landward side of Evans Bay and Pahia Street. Safety impact – improved public safety for those using the bus service as they will be able to board the bus from a wider accessible footpath.

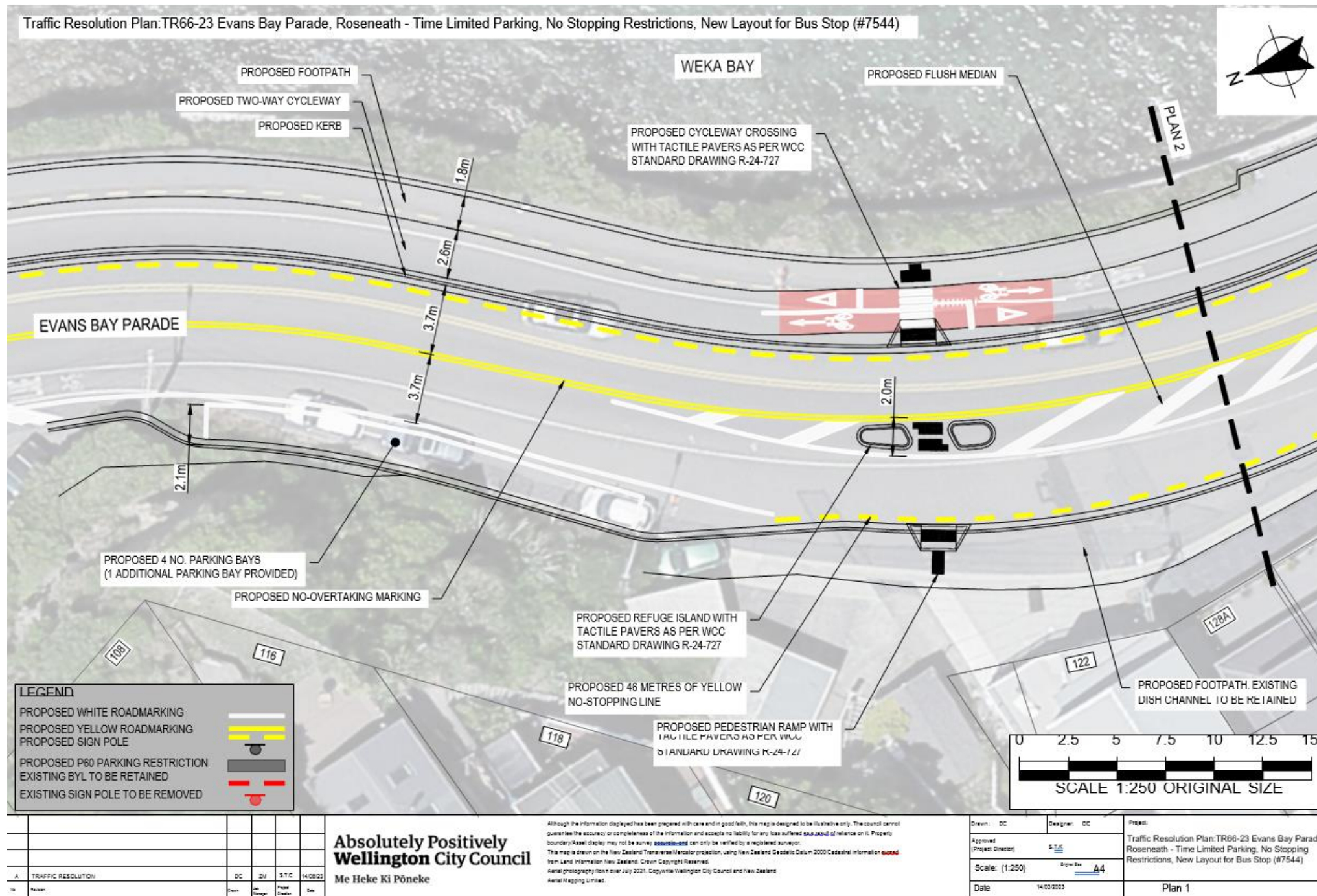
We are proposing a change in your area

<p>How this relates to the parking policy</p>	<ul style="list-style-type: none"> • Supports shift in type of transport used – facilitate a shift to using active modes (eg walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
<p>Additional Information</p>	<ul style="list-style-type: none"> • Average monthly passenger number - bus stop #7544 boarding 178 and alighting 14. • Average daily traffic count – 8152. • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 May 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
<p>Feedback</p>	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 2 May 2023 and finishes at 5.00 pm Monday 15 May 2023. • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
<p>Next Steps</p>	<ol style="list-style-type: none"> 1. Feedback collated by Tuesday 16 May 2023. 2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 22 June 2023. 3. If approved, the proposal will be installed within the following six months.

We are proposing a change in your area

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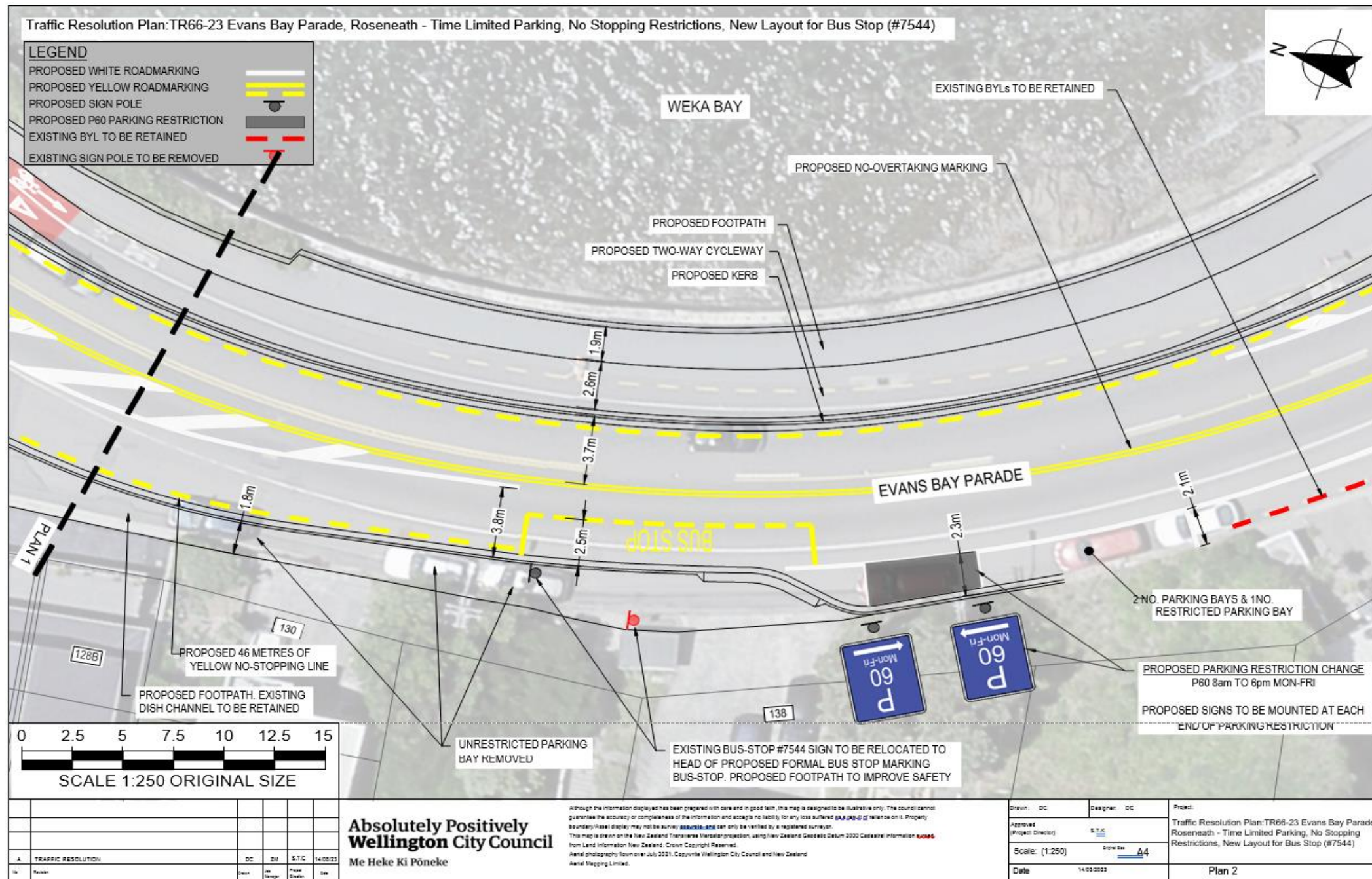
Traffic Resolution Plan: TR66-23 Evans Bay Parade, Roseneath – Time Limited Parking, No Stopping Restrictions, New layout for Bus Stop (#7544)



We are proposing a change in your area

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Traffic Resolution Plan: TR66-23 Evans Bay Parade, Roseneath – Time Limited Parking, No Stopping Restrictions, New layout for Bus Stop (#7544)



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Legal Description:

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

Column One	Column Two	Column Three
Evans Bay Parade	<i>P60, 8am to 6pm (Monday to Friday)</i>	<i>Western side, commencing along Evans Bay Parade (NZGD2000 Coordinates X= 402254.165, Y= 800729.820) and extending in the northern direction following the western kerb line for 5.5 metres.</i>

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

Column One	Column Two	Column Three
Evans Bay Parade	<i>Bus Stop</i>	<i>Western side, commencing along Evans Bay Parade (NZGD2000 Coordinates X = 402252.299, Y = 800737.989) and extending in the northern direction following the western kerb line for 14 metres.</i>

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

Column One	Column Two	Column Three
Evans Bay Parade	<i>No Stopping At All Times</i>	<i>Western side, commencing along Evans Bay Parade (NZGD2000 Coordinates X= 402247.728, Y= 800752.186) and extending in the northern direction following the western kerb line for 46 metres.</i>

Prepared By: David Chester **(Principal Civil Engineer)**

Approved By: Evandro Scherer **(Team Leader Traffic & Resolutions)**

Date:

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Feedback

Name: Andrea
Suburb: Breaker Bay
Agree: No

There is precious little room on the road now with the cycleway taking more road.

Officer's response:

Thank you for your feedback for TR66-23 Evans Bay Parade, Roseneath – Time Limited Parking, No Stopping Restrictions, New layout for Bus Stop (#7544).
We have allocated some of the available space for improving walking and cycling facilities while maintaining safe traffic lane widths.

Name: Tham
Suburb: Evans Bay
Agree: Yes/No

I am making this submission on behalf of *---* who lives up the Pahia Street steps. They are in their later years and regularly catches the bus to their house. They cannot use the new proposed safer crossing point as it is too far from the bus stop. They walk very slowly so will not be able to reach the pedestrian island in time with cars coming around the corner.

I suggest that the crossing be moved to a safer location nearer to the bus stop. It also needs to be a proper pedestrian crossing so that traffic will stop for them so they can safely make it across the road.

I also think a proper pedestrian crossing is needed to support all the children who live up Pahia Street.

Officer's response:

Thank you for your feedback for TR66-23 Evans Bay Parade, Roseneath – Time Limited Parking, No Stopping Restrictions, New layout for Bus Stop (#7544).

Pedestrian crossing/Pedestrian facility

- Based on the pedestrian demand and the survey undertaken, the demand is considered low in that area and does not meet the criteria for a zebra crossing as per Waka Kotahi guidelines.
- As an added measure to ensure that all possibilities have been considered and the best decision has been made, an independent peer reviewer will be investigating and fact-checking on our methodology, findings and recommendations.
- Dependant on the outcome of the independent peer reviewer findings we may consider changes and, if justifiable, a new public consultation will occur.

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Name: John

Suburb: Not stated

Agree: No

1. The Impact section states that the net impact on parking will be the removal of two unrestricted parking spaces. This is incorrect. Overall, the development of the cycleway has resulted in the net loss of 4 car parks on the residents' side of Evans Bay Parade (near Pahia Street). The loss of 4 out of a total of 12 car parks has a massive impact. Given there was already a shortage of car parks, losing another 1/3 has a significant impact.

2. The proposal suggests that "(t)hese changes will improve pedestrian safety and promote safe crossing of Evans Bay Parade in this location. The proposed changes will benefit residents on the landward side, including residents of Pahia Street, as there is currently no safe place to cross." This is incorrect. The proposed location of the pedestrian refuge and pedestrian ramps, etc. is critically unsafe. Moving a crossing point closer to the blind corner around to Balaena Bay to the north is highly dangerous. As residents, we have already discussed with the Council our concerns about the proposed location of the crossing point. However, we have been advised that the traffic engineers insist it must be at the proposed location as this best complies with the traffic rules. Residents need to be provided with a copy of the relevant traffic management/engineering rules in question along with all documentation that the Council holds that relates to the Council's rationale for the proposed location of the crossing point, including what analysis has been done that prohibits a pedestrian crossing opposite Pahia Street or even further away from the corner to the south. The basis for the location of the crossing point needs to be reviewed. Intuitively, it appears safer for residents of Pahia St to cross further south away from the corner. It is rather telling that when we've met Council traffic engineers in the past to discuss installing a proper pedestrian crossing (not just a refuge island) the engineers have chosen to cross themselves directly opposite Pahia Street and have avoided crossing nearer to the corner.

3. Someone only needs to come out to Weka Bay, and it won't be long before they observe some near misses. Recently a resident of Pahia Street was struck by a vehicle near to the corner between Weka and Balaena Bays. The plastic stakes used to mark the road are frequently completely run over and flattened by motor vehicles. The average speed of motor vehicles is high (likely near to or exceeding 50km/h around a concealed corner). I only hope that nobody is on the so-called "refuge" island when the next car or truck comes around the corner and runs over it. The Council is creating an immediate traffic hazard and the location needs to be independently reviewed. I would not feel comfortable and would avoid using the proposed crossing point. That said, the residents of Pahia Street and Weka Bay more generally, need a safe way of crossing Evans Bay Parade. Many years back we meet with Paul Barker from WCC and discussed creating a proper pedestrian crossing in Weka Bay. We were advised that at the time there wasn't a budget for developing a pedestrian crossing - but that it was worth exploring and getting a budget for such a development as part of a future budget cycle. Further, it was proposed that the crossing should be located somewhere in front of the apartment block at 140 Evans Bay Parade (i.e., even further from the corner round to Balaena Bay - not closer as the proposed location of the crossing point discussed above). The time is now right for establishing a proper pedestrian crossing. There are now more young families up Pahia Street and safe access across Evans Bay Parade and joining up with the cycleway is now more important than ever. Further, the work on the cycleway means that Weka Bay is being re-designed already.

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4. The number and speed of motor vehicles on Evans Bay are high and have increased significantly. Evans Bay now provides a major alternative for people traveling to and from the eastern suburb and is being used a lot to avoid the congestion through the Mt Vic. tunnel. Residents need more than a traffic island. Residents need a full pedestrian crossing.

5. The Council really needs to take a more holistic view of what is needed in Weka Bay to meet the needs of residents and the large numbers of people passing through either on foot, bike, or in a motor vehicle. We appreciate that the Council has made some concessions to what residents have been asking for in terms of making access more practical and safer. However overall, since the development of the cycle way has begun there has been a loss of carparks for residents in Weka Bay, compounding a situation where there was already a shortage of car parks. While the Council has modified the plan for Weka Bay so that less car parks are lost than initially proposed - the Council still needs to acknowledge this overall loss of parking. The proposal falls short of what is needed. Residents of Pahia Street need to be given priority access to the remaining car parks on the landward side of Evans Bay Parade in Weka Bay. Seb Bishop has suggested that the Council has "had other feedback from the community that they would like less car parking in this area and better walking facilities instead". I would like to know whether this feedback has come from those residents who already have double garages and off-street parking. Genuine consultation is not just a numbers game that involves looking at the numbers for and against. Instead, as decision-makers and leaders of this process, the Council needs to engage at a more substantive level and distinguish between those concerns that are nice to have and those that involve a grave safety risk. It is apparent that the Council seems to be going through the motions of being seen to consult - but are not properly engaging with the real issues being raised. It is especially frustrating the solutions being proposed (e.g., residents parking and a pedestrian crossing) are not prohibitively expensive or impractical... we're not asking for a new stadium! It just seems that there is a lack of willingness, thought and planning.

6. I would like the Council to clarify what it expects that it will be able to do to address any concerns raised during this consultation – when construction has already commenced in Weka Bay. Is this just informing the community or is this genuine two-way consultation?

Officer's response:

Thank you for your feedback for TR66-23 Evans Bay Parade, Roseneath – Time Limited Parking, No Stopping Restrictions, New layout for Bus Stop (#7544).

Compared to the initial designs proposed for this location we made a number of design changes after talking to the residents:

Legal parking spaces

- Providing three additional car parks to the immediate south of Pahia Street by reducing the width of the walking and cycling path on the seaward side.
- Designating one of these car parks as P60 to help facilitate deliveries, trade vehicles, and other short-term parking (the P60 parking restriction would be operational 8am-6pm Monday-Friday).
-

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- Providing two additional car parks (total 4) at the northern end of this section by realigning the kerb on the landward side and reducing the width of the walking and cycling path on the seaward side.
- Removing the yellow lines for about 5m immediately behind the four car parks at the northern end of this section.
- Retaining the existing dish channel (drain) in the new footpath north of Pahia Street to help delineate the area for cars (landward side of the channel) and for pedestrians (seaward side of the channel).
- Please follow the link to view the current legal parking spaces as approved on TR165-17 outlining the legal parking spaces [86075-0100-Evans-Bay-Cycleways-V2-compressed.pdf \(transportprojects.org.nz\)](https://transportprojects.org.nz/86075-0100-Evans-Bay-Cycleways-V2-compressed.pdf).

Pedestrian crossing/Pedestrian facility

- Based on the pedestrian demand and the survey undertaken the demand is considered low in that area and does not meet the criteria for a zebra crossing as per Waka Kotahi guidelines.
- As an added measure to ensure that all possibilities have been considered and the best decision has been made, an independent peer reviewer will be investigating and fact-checking on our methodology, findings and recommendations.
- Dependant on the outcome of the independent peer reviewer findings we may consider changes and, if justifiable, a new public consultation will occur.

Speed management

- The Council is proposing a Speed Management Plan that proposes to reduce speeds on most streets within the Wellington City area to safe and appropriate speed levels which if approved would see a reduction to 30km/h along Evans Bay Parade. Follow the link to Speed Management Plan consultation <https://www.letstalk.wellington.govt.nz/smp> for more information.

Engagement/Consultation

Thank you for your question regarding the extent of consultation that was undertaken. Please see below a list of engagements and consultations that have taken place>

- In **May 2016** public consultation on Eastern cycle and walking path way began, including an Evans Bay option.
- In **March 2017** community consultation on the Evans Bay cycle and walking path way began.
- On **30 March and 1 April 2017** parking surveys were undertaken specifically for the Evans Bay cycle and walking path project.
- In **April 2017** community stakeholder workshops were held on Evans Bay cycle and walking path way.
- In **September 2017**, Wellingtonians had the opportunity to comment on [short-listed options](#) for Evans Bay. You can read a [summary feedback report](#) (PDF 170KB) and all [public submissions](#) (PDF 18.1MB) or see [the summary graphs](#) (124KB).
- From **14 November to 11 December 2017** formal public feedback was sought on the proposed cycle and walking path changes to Evans Bay Parade (as set out in Traffic Resolution TR165 – 17).

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- On **15 February 2018** the Oral Submission Process for consultation on the Evans Bay cycleway took place.
- On 8 March 2018 Councillors approved the overall design of the Evans Bay cycle and walking path - <https://wellington.govt.nz/-/media/your-council/meetings/committees/city-strategy-committee/2018/03/08/final-agenda.pdf> (see from page 60).
- In **Dec 2022** further engagement with Weka Bay residents was undertaken showing detailed design based on previous consultation.
- In **Dec 2022** concerns were raised by some residents about the removal of parking for Pahia Street steps residents, the location of the pedestrian island, and vehicle access for certain Evans Bay residents.
- In **Jan 2023** further engagement with Weka Bay residents was undertaken about parking and the lines of sight and vehicle turning checks that were done to ensure the pedestrian safe crossing point for Weka Bay was in the safest location possible given existing driveways and bus stops.
- In **Feb 2023** meetings with residents were arranged on site, from those discussions the designs were proposed to narrow the cycleway and add more parking, including a loading zone to support deliveries and trade vehicles. A Traffic Resolution process to approve these changes (as they relate to kerbside parking) is currently being consulted on and will be considered by the Koata Hātepe | Regulatory Processes Committee on Thursday 22 June 2023- see <https://www.letstalk.wellington.govt.nz/traffic-resolutions-june-2023-traffic-and-parking-restrictions>
- In **Feb 2023** the Council also committed to installing a storage facility at the bottom of Pahia Steps for residents to store bikes, prams, and other large items that are difficult to carry up the stairs.
- In **April and May 2023** – various concerns have been raised by residents about the impact the construction and in particular the safety for pedestrians crossing the road to access their properties up Pahia Steps. In response, the Council has instructed the contractors to install additional pedestrian access points, signage and ensure on-site staff are on call to assist pedestrians across the road when needed.

Safety Audit

Two safety audits were undertaken at this location.

Safety for pedestrians

The Council has instructed the contractors to install additional pedestrian access points, signage and ensure on-site staff are on call to assist pedestrians across the road when needed.

Name: Arnica

Suburb: Not stated

Agree: No

I would like to provide some feedback on the proposed Traffic Resolution TR66-23 Evans Bay Parade, Roseneath. I am a resident of Pahia Street, and I would like to share with you the impacts we have experienced with the development of the Evans Bay cycleway.

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I am very supportive of the cycleway, but I am very saddened that as residents we have not been consulted with and subsequently have been left without safe or practical access to our homes.

Pahia Street is pedestrian only street made up of long pathways and over 100 steps. So, access to our homes is difficult and services are limited. In September 2021 it came as a complete shock to

discover the Council had removed all seven car spaces at the base of Pahia Street without either notifying or consulting residents. We were left stranded with no safe nor practical option of bringing in essential goods. Council was able to restore one car space as a loading zone, but this has not been adequate to meet the needs of the community.

Our next big shock came just over a year later in December 2022 when we were presented with the final plan that had again erased all vehicle access. Also, Council had not followed correct legal processes and had not put this out for consultation. Although Council have made some small tweaks to this plan, it still falls woefully short in allowing us safe and practical access to our homes.

Doing something as simple as grocery shopping has become incredibly difficult and scary for Pahia Street residents. It is unsafe for us to be carrying goods multiple times across busy Evans Bay Parade often with children.

Already one resident has been hit by a car in early May 2023 and there are fears in the community that more accidents will follow if our concerns about safe and practical access to our homes continue to go unheard.

My suggestion to resolve the safety and access concerns we are experiencing is to introduce a proper zebra pedestrian crossing in a safe location and residents parking for Pahia Street residents.

We need a proper zebra pedestrian crossing in a safe location

Pedestrian safety in Weka Bay and for Pahia Street residents has long been a concern and with the development of the cycleway, concerns about safety have increased.

In 2011 I first approached the Council with concerns about it being both unsafe and impossible during heavy traffic flow for pedestrians to cross Evans Bay Parade from Pahia Street. A traffic engineer visited and noted that the corner to the north made it particularly unsafe. He agreed that something needed to be done but said it would take about five years before any budget would be available.

Since 2011 it has become even more unsafe and difficult for pedestrians. The development of the cycleway has made it more difficult for pedestrians and has increased pedestrian traffic across Evans Bay Parade. Since the Council have removed the majority of car parks from the landward side at the base of Pahia Street meaning more pedestrians are now forced to cross the road to access transport. When the proposed shared cycleway and walkway is complete, cyclists too will no longer be able to leave directly from the base of Pahia Street heading north but will have to cross the road.

The need for a pedestrian crossing has therefore increased with the development of the cycleway, but there is no evidence that this increased demand has been incorporated into the design of the cycleway project. The proposed safer crossing point and pedestrian refuge island does not adequately meet the needs of the community and nor is it safe, particularly for children and the elderly.

The location of the proposed safer crossing point is too close to a blind corner. My five-year-old child can't even make it safely to the temporary pedestrian refuge island before traffic comes speeding around the corner.

Nor is the proposed pedestrian refuge island a safe refuge from traffic. Vehicles (particularly large trucks) frequently cross the centre line when coming around the corner. The number of plastic sticks in the centre of the road which have been run over and broken is a chilling warning that the refuge is

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not a safe haven for pedestrians to wait on. I would never use the proposed safer crossing point and nor would I allow my children to.

Pahia Street is a pedestrian only street that has had its vehicle access greatly reduced and crossing Evans Bay Parade is not just something residents do for recreation. Crossing this busy road is more often than not the only means in which residents can access transport and their homes. This presents both a practical barrier and a safety hazard for residents who are bringing essential goods into their homes often alongside children.

We therefore need a proper zebra pedestrian crossing in a sensible location to allow us safe and practical access to our homes. This is especially important for our vulnerable residents including children and the elderly. Wellington should be promoting itself as an accessible and inclusive city.

Parking Impact for Pahia Street Residents

Off street parking is not an option for Pahia Street residents. Although the Council are reinstating some parking at the base of Pahia Street, there is still a net loss of 4 parking spaces (note the Council assessment incorrectly stated 2 parking spaces would be lost) with further parking lost at the northern end of Weka Bay. Although this number may sound low, it means that almost half the parking spaces have been lost.

There are 11 households up Pahia Street with an estimated population of 35-40 residents. Before Council removed any car spaces, parking was only just adequate. With the removal of parking, residents are now having to walk long distances to reach their vehicles. Crossing Evans Bay Parade twice at times and walking around to the next bay with groceries and children.

The time limited park used as a loading zone has not been effective. It is very rarely available. The newly created single time limited park will suffer the same fate. Also, it is not available during the weekend. Nor is it big enough to accommodate a moving truck. How will residents move in and out of their houses? Using a minivan during the week?

The reduction of four parking spaces means residents will continue to be left with a significant shortfall of parking available. The remaining parking is unrestricted meaning that Pahia Street residents are competing with other residents on Evans Bay Parade who have off street parking, visitors who come to walk or fish at Weka Bay, freedom campers and those who drive from outer suburbs to Weka Bay for free parking and then jump on their bikes and cycle into the city.

We need Residents parking to ensure that access to our homes is practical and safe. We should not be having to cart goods and children across Evans Bay Parade multiple times to reach our homes which are already up over 100 steps and a steep pathway. This is not how we lived prior to September 2021, and we should not be continuing to live like this. We need to resolve these issues so we can have safe and practical access to our homes.

Officer's response:

Thank you for your feedback for TR66-23 Evans Bay Parade, Roseneath – Time Limited Parking, No Stopping Restrictions, New layout for Bus Stop (#7544)

Compared to the initial designs proposed for this location we made a number of design changes after talking to the residents:

Legal parking spaces

FEEDBACK RECEIVED

- Providing three additional car parks to the immediate south of Pahia Street by reducing the width of the walking and cycling path on the seaward side.
- Designating one of these car parks as P60 to help facilitate deliveries, trade vehicles, and other short-term parking (the P60 parking restriction would be operational 8am-6pm Monday-Friday).
- Providing two additional car parks (total 4) at the northern end of this section by realigning the kerb on the landward side and reducing the width of the walking and cycling path on the seaward side.
- Removing the yellow lines for about 5m immediately behind the four car parks at the northern end of this section.

- Retaining the existing dish channel (drain) in the new footpath north of Pahia Street to help delineate the area for cars (landward side of the channel) and for pedestrians (seaward side of the channel).

Pedestrian crossing

- Based on the pedestrian demand and the survey undertaken the demand is considered low in that area and does not meet the criteria for a zebra crossing as per Waka Kotahi guidelines.
- As an added measure to ensure that all possibilities have been considered and the best decision has been made, an independent peer reviewer will be investigating and fact-checking on our methodology, findings and recommendations.
- Dependant on the outcome of the independent peer reviewer findings we may consider changes and, if justifiable, a new public consultation will occur.

Parking management

There are still multiple parking spaces within reasonable walking distance. The rearrangement of parking here is a compromise to incorporate appropriate cycling, walking, and transport facilities as per our parking policy prioritising these transport modes over parking.

Implementing Parking Management Plan (PMP) in the area

Wellington City Council is currently developing a Parking Management Plan (PMP) to improve parking turnover across the city. One of the objectives of the PMP is to align the plan with the principles of our Parking Policy, which supports the shift in the type of transport used – this means less reliance on private vehicles and a shift to public transport and active travel. Any scheme devised will have this objective in mind as well as considering the parking hierarchy (as per the parking policy) where on these streets, residents are considered a higher priority than commuters.

The current strategy of the PMP is to first test the PMP on a small area and then progress, in a quick manner, for the delivery of the wider area (such as Roseneath). The idea behind looking at multiple areas of a suburb, rather than individual streets, is to avoid drivers from migrating from one road to another. Below is the process that WCC will be implementing:

- An area-wide parking survey
- Review of the survey and appropriate allocation of parking

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- Consultation with key stakeholders
- Implementation of proposed restrictions

Your feedback has been added to our database for further review. Once we have a parking plan for your area the plans will be shared with the community.

Whilst we appreciate your patience, due to the high complexity of work required, timelines are unknown at this stage, however, these timelines will be given during the consultation stage.

Name: Helena

Suburb: Not stated

Agree: Yes/No

1. While a pedestrian refuge goes some way to providing a safer crossing area, it does not address all the safety issues created by these changes. I consider a pedestrian crossing is required to ensure the safety of pedestrians because:
 - The road is now narrow and a thoroughfare for large trucks which struggle to navigate the (newly) narrow space and stay within the lines. This makes standing in the pedestrian refuge a risk in and of itself, especially if more than one person is looking to cross the road (which is often the case for families in this area).
 - There is heavy traffic flow in this area (including during the weekends), which means pedestrians must spend a long time waiting in the middle before they are able to fully cross the road.
 - The location of the pedestrian refuge (which I note has been moved from the position indicated on the plan and is now between 128A and 122 Evans Bay Parade), creates an obstacle for cars turning into their driveways or backing onto the road. This creates a safety issue for turning and oncoming traffic which would not exist if this were a flat pedestrian crossing.
2. The hillside curb between Evans Bay and Maida Vale Road should be flattened and paved (as a narrow footpath) to enable safer access for people parking in that area or wanting to access Maida Vale Road safely. There is sufficient flat land there to provide a narrow access point to the proposed parking.

Thank you for the opportunity to provide feedback. I am happy to discuss any aspect with you.

Officer's response:

Thank you for your feedback for TR66-23 Evans Bay Parade, Roseneath – Time Limited Parking, No Stopping Restrictions, New layout for Bus Stop (#7544).

Maida Vale Road access

The proposed changes to this area include a dedicated footpath along the seaward side of Weka Bay. While this does not extend to Maida Vale Road there is a pedestrian island crossing facility in Weka Bay and then a full zebra crossing near Maida Vale Road to support pedestrians' access between Weka Bay and Maida Vale Road.

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There will be a safer crossing point near #122 and a pedestrian zebra crossing) further towards town outside #96 at the bottom of the path leading up to Maida Vale Road. This will help provide a safer pedestrian access for those wanting to access Maida Vale Road from Weka Bay.

Pedestrian crossing

- Based on the pedestrian demand and the survey undertaken, the demand is considered low in that area and does not meet the criteria for a zebra crossing as per Waka Kotahi guidelines.
- As an added measure to ensure that all possibilities have been considered and the best decision has been made, an independent peer reviewer will be investigating and fact-checking on our methodology, findings and recommendations.
- Dependant on the outcome of the independent peer reviewer findings we may consider changes and, if justifiable, a new public consultation will occur.

Name: Hilary

Suburb: Roseneath

Agree: No

Install a pedestrian refuge island and pedestrian ramps with tactile pavers. - this is insufficient protection for pedestrians trying to get to the bus stop on the parade and also for pedestrians trying to access Maida Vale (for school and 14 bus route) and the island is also in the wrong position on part of the corner, between two blind corners; there is no street lighting, and it also lines up with garages / driveways of houses opposite the pedestrian island. Residents in Pahia Street cannot cross at this point proposed due to traffic coming from the north at 60km round the corner and cannot see south due to sharpness of the corner of traffic travelling from the south. Bikes will not give way to pedestrians on the bike lane which has a 'zebra' zone for waiting. Pedestrians will be shouted at by bike riders (and hit) when we try to access the pedestrian zone to cross, trying to see what is coming from for the north end of the road The police will not attend to slow traffic to 50km. the heavy trucks and trailers and other private traffic cannot be seen.

I understand during 2018 submissions that a zebra pedestrian crossing opposite Pahia Street with lights was seen to be the safest crossing at Weka Bay as all other points, the road is too sharp for pedestrians to anticipate a clear road even in one direction. There has been trucks drive over the pedestrian safety zone in the 5 working days it has been in operation. The 'protection' poles (the bendy orange ones) snap off when a bus or truck hit them (as occurred when all the poles for the bike lane crossings were destroyed in the last 2 years and ended up in the bushes or in the sea. I quote my neighbour, from his 2018 submission; when the bike lane consultation was opened; "Pedestrians in Weka Bay really need a pedestrian crossing, like planned for Balena and Kio Bays. There are 11 dwellings up Pahia Street, in addition to the dwellings in Weka Bay on Evans Bay Parade

itself. Crossing Evans Bay Parade to/from Pahia St is a real hazard. Crossing into Pahia St, it is not possible to see traffic coming round from Balena. And traffic is almost constant during peak times. So, it is hard to cross at all and impossible to cross safely, particularly for children and elderly in the area. Would like to know what practical solution is proposed people who need to cross the road from Pahia Street to access the footpath, cycle way, and car parks, with kids, shopping, etc. As per my previous submission, I meet with Council traffic engineers years ago to discuss this issue and they agreed that a pedestrian crossing was needed in the next 5 years. It is too risky to wait any longer for

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a pedestrian crossing" unquote. So not only has a pedestrian crossing at Pahia Street been eliminated or never proposed around this car/traffic resolution (no resolution for pedestrians? (?) - the reason given is the road is too narrow, however the bus stop position is right in the middle of the lane going north, at Pahia street - the bus will hold up traffic going north, when picking up people as there is no way for traffic to pass the bus on the double yellow lines which I think is acceptable, as public transport must prioritise private car use but pedestrians are not given the protection of a legal zebra crossing at the same point. Pahia street residents cannot access seaside of the parade, or Baleana Bay or the south bound bus stop without walking north, crossing a dangerous pedestrian

island (with plastic poles as protection and speed humps), placed on two blind corners at the widest and fastest section of the Weka Bay corner and then walking south or north again. we need a New Raised Pedestrian (Zebra) Crossing at Pahia Street and Evans Bay Parade please. It is too far to walk to Balena bay crossing but then we also still and then must cross the parade again as there is no way round from Maida Vale safely due to the corner with no footpath (by 108) on the landward side.



Officer's response:

Thank you for your feedback for TR66-23 Evans Bay Parade, Roseneath – Time Limited Parking, No Stopping Restrictions, New layout for Bus Stop (#7544)

Compared to the initial designs proposed for this location we made a number of design changes after talking to the residents:

Legal parking spaces

- Providing three additional car parks to the immediate south of Pahia Street by reducing the width of the walking and cycling path on the seaward side.
- Designating one of these car parks as P60 to help facilitate deliveries, trade vehicles, and other short-term parking (the P60 parking restriction would be operational 8am-6pm Monday-Friday).
- Providing two additional car parks (total 4) at the northern end of this section by realigning the kerb on the landward side and reducing the width of the walking and cycling path on the seaward side.

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- Removing the yellow lines for about 5m immediately behind the four car parks at the northern end of this section.
- Retaining the existing dish channel (drain) in the new footpath north of Pahia Street to help delineate the area for cars (landward side of the channel) and for pedestrians (seaward side of the channel).

Pedestrian crossing

- Based on the pedestrian demand and the survey undertaken, the demand is considered low in that area and does not meet the criteria for a zebra crossing as per Waka Kotahi guidelines.
- As an added measure to ensure that all possibilities have been considered and the best decision has been made, an independent peer reviewer will be investigating and fact-checking on our methodology, findings and recommendations.
- Dependant on the outcome of the independent peer reviewer findings we may consider changes and, if justifiable, a new public consultation will occur.

Pedestrian facility vehicle tracking – Driveway

- Vehicle tracking was carried out around the refuge island and found to be adequate to provide access to adjacent garage.
- An officer has met the property owner and will be working on a mitigation plan. However, the changes will be minor.

Maida Vale Road access

The proposed changes to this area include a dedicated footpath along the seaward side of Weka Bay. While this does not extend to Maida Vale Road there is a pedestrian island crossing facility in Weka Bay and then a pedestrian zebra crossing near Maida Vale Road to support pedestrians' access between Weka Bay and Maida Vale Road.

There will be a safer crossing point near #122 and a pedestrian zebra crossing further towards town outside #96 at the bottom of the path leading up to Maida Vale Road. This will help provide a safer pedestrian access for those wanting to access Maida Vale Road from Weka Bay.

Speed management

The Council is proposing a Speed Management Plan that proposes to reduce speeds on most streets within the Wellington City area to safe and appropriate speed levels which if approved would see a reduction to 30km/h along Evans Bay Parade. Follow the link to Speed Management Plan consultation <https://www.letstalk.wellington.govt.nz/smp> for more information.

Lighting

We will investigate the lighting in Weka Bay and specifically at the pedestrian facility and look to make any alterations to improve the lighting levels.

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Name: Jonathan
Suburb: Evans Bay Parade
Agree: No

1. The proposed parking, and the new road configuration, means that we can no longer walk directly to Maida Vale Road in a safe manner. Two of my three children access Maida Vale Road daily to walk to school (as does my nephew). The path that was present has been removed and now traffic is very close to the parked cars. Additionally, we have a disabled child that cannot walk, there is absolutely no way we could navigate the cars with his wheelchair whilst we walk the children to school. This is a significant health and safety concern.
I would request that a small amount of excavation is undertaken on the hill side adjacent to the parked cars to create a small footpath to enable safe access to Maida Vale Road.
2. Based on the newly installed curbing, the safe crossing point described on the plan has apparently been relocated and now sits in a position that will impact our ability to turn safely into our garage. The original position was north of number 122, the position is now between 122 and 128A. I would request that it is either moved to where it is described on the plan, or that we meet to discuss possible impacts.

Officer's response:

Thank you for your feedback for TR66-23 Evans Bay Parade, Roseneath – Time Limited Parking, No Stopping Restrictions, New layout for Bus Stop (#7544)

Maida Vale Road access

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Pedestrian facility vehicle tracking – Driveway

Wellington City Council | 18 of 25

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- An officer has met the property owner and will be working on a mitigation plan. However, the changes will be minor.

Name: Ellen on behalf of Living Streets Aotearoa

Suburb: Wellington

Agree: Yes

Living Streets supports improvements at bus stop 7544 with a new footpath being built. We support the new safer pedestrian crossing point to make it easier to cross this busy road.

We recommend a fully separated footpath is retained (as is available now) on the seaward side of Tahitai – round the Bays and note that a 1.8m clear footpath is a restricted minimum width for a road of this type on a popular and busy pedestrian route.

Officer's response:

Thank you for your feedback for TR66-23 Evans Bay Parade, Roseneath – Time Limited Parking, No Stopping Restrictions, New layout for Bus Stop (#7544)

Footpath

A fully separated footpath will be retained on the seaward side of Tahitai. Due to the safe minimum road width requirements, there are some pinch points where we are unable to provide 1.8m width footpath, however where possible we have allocated the maximum width of 2m.

Name: Sue

Suburb: Kilbirnie / Roseneath

Agree: No

The design for Weka Bay does not work

The reasoning behind the decision-making lacks breadth of vision or any real understanding of the existing community, particularly the challenges faced by those living with an already compromised access issues. It is all about one group of commuters and does not even serve them well. The plan appears to place gratuitous emphasis on creating a cycle way where cyclists must give way to nobody and yet everybody else is compromised to the point of danger and near impossible living circumstances. Buildings and infrastructure are becoming increasingly difficult to maintain and human safety is compromised. As this document will demonstrate the design also fails in terms of its own goals in multiple ways. Many of the people in Weka Bay and the surrounding area are cyclists and support cycle ways however there are times when vehicle access to property and buildings is

required. If homeowners and infrastructure services have no means to maintain then the council should purchase, and the area should be returned to park reserve.

History of the situation and future of the situation.

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Pahia Street was created after land was donated for a legal road. Originally parking was no issue however several developments and the compromising of a right of way from the top has meant the land has become more and more landlocked. Several flats have been created along the road, houses on the waterfront which shared road reserve on Evans Bay Parade have meant that shared street parking has been reserved via driveways and road reserve removed. A bus stop was placed at the bottom of Pahia Street creating several issues and preventing a road development up. A power substation was placed at the bottom of Pahia Street and has also hindered development of a road up. Future developments such as the supposed “new parks” are in front of a vacant lot which will also likely have a driveway. Questions arise as to the supposed shed that could be placed in Pahia Street. Will this also hinder development of the Road. Vehicle Parks are not just for commuters getting to work they provide:

- Access for Fire and ambulance to access property
- Ability to get groceries landscape supplies to homes
- Ability for tradespeople to move equipment to maintain property
- Ability for heavy machinery to maintain infrastructure pipes, power lines and access ways like Pahia Street.

- Areas for bus stops. Both bus stops in Weka Bay are in unsuitable places and this would have been an opportunity to remedy this.
- There is Less efficient traffic flow
- This has created an Inability to turn for both homeowners and commuters to turn safely
- Less access for taxis and Ubers to pick up groups in the Bays and turn to return to the city
- Safety for pedestrians and children is becoming an increased concern attempts to remedy this fail to see the bigger picture.
- Residents parking and access for the elderly to Pahia Street and surrounding area is insufficient.

I attended a meeting in which we were told options could be discussed and yet there was only one plan which I saw. I mentioned the issues at the time. This plan failed to acknowledge many issues,

for example, that some of the supposed “new parks” would very soon be lost because they were in front of a vacant lot. I am unaware of any of the concerns raised by the residents being addressed in any satisfactory way and question whether the consultation process occurred for any reason other than to tick a box to say it happened.

The council describes “Reasons for change” below and I outline why these reasons fail. The council’s comments include “The changes support the development of Tahitai, the harbourside walking and bike route between the eastern suburbs and the city. These wider changes encourage more low-carbon trips by bike, bus and on foot and involve new kerb lines and realigning the road and traffic lanes”.

I question evidence that this really will be the case.

- On questioning the council as to how building materials would get to the existing homes, I was told to use a helicopter. This is not financially viable and will not reduce carbon gases.

- The buses take longer having to stop more frequently behind rubbish trucks etc. There are not enough of them and when I lived at Pahia Street, they frequently went past full and those of us left at the bus stop then shared taxis.

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- Using taxis now would be difficult to do now as there is nowhere for taxis coming from the city to turn around. There has also been some discussion of removing some of the bus stops to this community.
- Foot transport is no better or worse than it has always been and the small path to the bus top, whilst an improvement will make very little difference to this on a walk to the city. The buses themselves now hinder traffic because they must stop in what is now the middle of the road. On questioning this Melbourne city was mentioned where the busses act as traffic lights. Evans Bay Parade is not a grid and there is no need to control the traffic with busses as a substitute for traffic lights.
- As a simple user story anybody visiting Weka Bay by car from Kilbirnie would need drive to the city to do the return trip if using a car. There is nowhere to turn.

They go on.

“These changes will improve pedestrian safety and promote safe crossing of Evans Bay Parade in this location. The proposed changes will benefit residents on the landward side, including residents of Pahia Street, as there is currently no safe place to cross.”

There are very few places along the route where people can cross. The seaward bus stop coming from for busses coming from town is at one end of the Bay and the crossing is at the other.

I doubt this is a realistic way of crossing for somebody getting off a bus with shopping. It would certainly not be useful for somebody carrying shopping from the seaward parks or equipment to properties up the Pahia Street steps. I challenge a member of WCC to carry one bag of concrete from one of the seaward parks across the crossing then 250 meters up the steps to a property like 134D Evans Bay Parade. Then imagine doing it for 100 bags for a house that needs new piles. A concrete pump could no longer do this because there is no longer access.

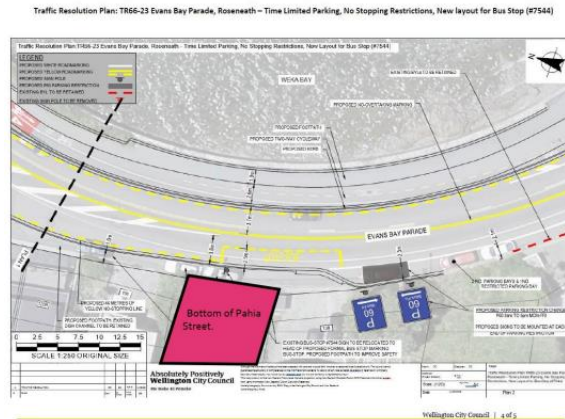
They go on

“No Stopping At All Times restrictions will help ensure people don’t park in front of existing properties or on the proposed footpath.”

Much of the no stopping at all times restrictions is in front of the Pahia Street access. This should remain parking and the bus stop and shelter which is there should never have been allowed because it blocks the legal road. This development would have been a prime opportunity to remedy this situation. There are a few other parks between properties that have also been stopped.

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Impacts

These changes complement the wider project, which will improve safety for people on foot and bikes and encourage the use of public transport. I totally support foot and bike access but not at the expense of everything else. I've already outlined why the above statement is erroneous. Foot traffic is extremely compromised. And multiple accidents have already occurred.

The two parking spaces left that are of any close vicinity to Pahia Street are where the pink and white car are in the above plan above. They will both go when the section is developed and will become a driveway. There is one remaining park to serve the eleven homes up Pahia Street. It has a one our restriction on it which is not enough time for many tradespeople to do work and does not allow for jobs that require multiple tradespeople at one time. It is insufficient access for eleven properties.

They continue:

"Net parking impact - removal of two unrestricted parking spaces." This is not true, in the about image see two cars parked at the bottom of Pahia Street, and one further south the two parks in front of the vacant lot will also go. So that is five parks being remove when the situation is already dire.

They continue:

"Pedestrian impact – improves pedestrian safety for the residents on the landward side of Evans Bay and Pahia Street. Safety impact – improved public safety for those using the bus service as they will be able to board the bus from a wider accessible footpath." This is perhaps the only improvement. It is no longer extremely dangerous to get to the bus stop. At the bottom of Pahia Street. However, it is extremely dangerous to get from the surrounding streets to Pahia Street.

How well is the cycle way used anyway?

Over the last few months, I have driven and walked this route daily. We all like the idea of cycle ways and if they are designed well, they are an opportunity to mitigate transport pressure and greenhouse gasses. This is not the case here. I drive this route daily and different time of the day and rarely pass more than four bikes, usually two and sometimes in poor weather none. The width of the lanes is gratuitous.

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More Details Why Vehicle access is needed.

- Access for Fire and ambulance to access property. Recently there was an incident where a child from Pahia Street needed urgent medical treatment and the ambulance was delayed through lack of access. This situation will likely occur again.
- Ability to get groceries landscape supplies to homes. The distances required to carry groceries and supplies were always great but manageable for a fit person they are now too far and one park for thirty to forty people for one hour is not enough.
- Ability for tradespeople to move equipment to maintain property. It is already difficult to find trade people to do the work at Pahia Street. They need to drive around the surrounding area to find parking. The one park is not enough and one hour is not enough to do any substantial work. Tradespeople often need to make multiple trips to a vehicle to do work. Many jobs require multiple skills and several different trades. Even a job as simple as installing a dishwasher requires both a plumber and an electrician. Doing a roof for example can require several trucks and a whole team of people.
- Ability for heavy machinery to maintain infrastructure pipes, powerlines, and access ways like Pahia Street. In 2018 we had severe flooding.
- The Weka Bay catchment is the largest in the area and starts at the top of Roseneath. It took nearly a year to remedy a pipe issue and members of Wellington Water were up on the hillside with heavy equipment on a regular basis. The issue turned out to be as a result of a broken pipe and could have created serious health issues for those in the area. The council main pipe in due course needs to be replaced. Was Wellington Water as a stakeholder even consulted in this process. Power poles have also been replaced and this took months of planning but with the new plan this would be far more difficult. Was Wellington electricity as a stakeholder even consulted?
- Areas for bus stops. Both bus stops in Weka Bay are in unsuitable places and this would have been an opportunity to remedy this. I have already mentioned that one of the bus stops blocks Pahia Street and the other is at the opposite end of the bay from the bus stop.
- There is less efficient traffic flow. This has created an inability to turn for both homeowners and commuters to turn safely. Less access for taxis and Ubers to pick up groups in the Bays and turn to return to the city. It seems the plan sees the bays as a transport corridor and
- forgets that it is also a recreational area and a suburb where people live. I am totally opposed to the channelling of traffic in this type of area. Go to a city like Dubai and consider what channelling traffic does in terms of turning a city into pods with urban sprawl.
- Safety for pedestrians and children and the elderly is becoming an increased concern. Attempts to remedy this fail to see the bigger picture. This has to some extent been covered, the error is that it does not consider the overall access issues to people's homes. Pahia Street is not the only concern the parking is shared with existing residents who also have visitors to their homes, commuters who park and walk, freedom campers, people doing exercise walking, jogging, and fishing and others. The crossing is badly placed and insufficient. The area is extremely difficult for the elderly and whilst the small path may make it easier for some to get off a bus few elderly people could now navigate the distance from the Kilbirnie going bus stop to the centre of the Bay.

So, what could be done.

Ideally this plan should be scrapped. There are multiple designs that could make the whole trip from Kilbirnie to the city better. If there were a few blocks in which part of the cycle way be one way. Given the number of cyclists having to share the one-way area would be less than 1 chance in 2500

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on any given trip. You do the maths. But there are other options. Oriental Bay has shared cycle ways and pedestrian access. I'm not a huge fan of this given that too many cyclists e scooters are not self-regulating in terms giving good distance to pedestrians, moderating speed, or giving way to. I have been hit, nearly hit, seen others hit and my dog has been hit on multiple However, this could be an option and ironically has been made an option in one of the busiest areas i.e., as mentioned Oriental Bay. The bus stop should have been moved allowing for more parking at the bottom of Pahia Street. The bottom of Pahia Street could have been used for parking this would be ideal. Whilst WCC sees that it may be hard to please all and that they are trying to make space where there is none this is a substantial area of land available and donated that could be part of a solution. A turn around area could have been created somewhere between Kilbirnie and the city. WCC needs to try harder and spend the money to do more than make the situation worse for too many.

Officer's response:

Thank you for your feedback for TR66-23 Evans Bay Parade, Roseneath – Time Limited Parking, No Stopping Restrictions, New layout for Bus Stop (#7544)

Compared to the initial designs proposed for this location we made a number of design changes after talking to the residents:

Legal parking spaces

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- Designating one of these car parks as P60 to help facilitate deliveries, trade vehicles, and other short-term parking (the P60 parking restriction would be operational 8am-6pm Monday-Friday).
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Pedestrian crossing

- Based on the pedestrian demand and the survey undertaken the demand is considered low in that area and does not meet the criteria for a zebra crossing as per Waka Kotahi guidelines.
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Maida Vale Road access

The proposed changes to this area include a dedicated footpath along the seaward side of Weka Bay. While this does not extend to Maida Vale Road there is a pedestrian island crossing facility in Weka Bay and then a pedestrian zebra crossing near Maida Vale Road to support pedestrians' access between Weka Bay and Maida Vale Road.

There will be a safer crossing point near #122 and a pedestrian zebra crossing further towards town outside #96 at the bottom of the path leading up to Maida Vale Road. This will help provide a safer pedestrian access for those wanting to access Maida Vale Road from Weka Bay.

Speed management

The Council is proposing a Speed Management Plan that proposes to reduce speeds on most streets within the Wellington area to safe and appropriate speed levels which if approved would see a reduction to 30km/h along Evans Bay Parade. Follow the link to Speed Management Plan consultation <https://www.letstalk.wellington.govt.nz/smp> for more information.

Possible impact on parking from future developments

It is possible that the section south of Pahia Street (140 Evans Bay Parade) could be developed in the future, which could affect parking. Two of the three proposed additional car parks potentially could be removed to allow vehicle access to that site. We have investigated whether there is a way to limit the future impact on parking, however this is not possible due to the vehicle access provisions outlined in the existing planning rules.

Cycle data

The route is well used and will be more used by more people in the future as the cycle network is rolled out across the city. Please follow this cycle data traffic count link for more information <https://www.transportprojects.org.nz/cycle-data/>

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR68-23 Chaytor Street, Karori – Safety Improvements
Location – where we propose to make the change	Chaytor Street, Karori from 65 metres west of the Curtis Street intersection to 65 metres north of Birdwood Street.
What we'd like to do	<ul style="list-style-type: none"> • In the Pūroro Āmua – Planning and Environment Committee meeting on 15 September 2022, Wellington City Council (WCC) instructed officers to investigate the preferred safety improvements in this location to be implemented as part of a Traffic Resolution. • Following the above Committee resolution and discussions were held with the residents associations groups, and members of the community, Council Officers have identified the issues raised and investigated the safety improvements to be implemented along Chaytor Street at the intersections of Raroa Crescent and Curtis Street. • The proposed safety improvements include: <ul style="list-style-type: none"> • Narrower vehicular lanes • New road markings consisting of white edge lines, yellow hatchings, and high-friction road surfaces • Installation of a city-bound: <ul style="list-style-type: none"> ○ electronic bike warning sign ○ electronic driver speed feedback sign • Relocation of the bus shelter and handrail adjacent to Curtis Street • These safety improvements will include 10metres of no stopping lines on the northbound lane adjacent to Appleton Park, opposite the intersection of Raroa Crescent.
Why we are proposing the change	<ul style="list-style-type: none"> • The intersection of Chaytor Street, Raroa Crescent, and Curtis Street has been identified as a location of high safety risks for pedestrians and cyclists. There is a history of safety concerns, recorded crashes, and ongoing risks raised by different road users, members of the public, and elected members. • Between 2017 and 2022, nine crashes have been recorded. Of these, two crashes involved people on bikes, and four crashes involved people on mopeds. The proposed changes are to improve safety for all road users. • These safety benefits include: <ul style="list-style-type: none"> • Lower traffic speed and injury risk • Increased sightline and visibility at intersections • Improving skid resistance and reducing stopping distances • Improved painted median area to accommodate turning vehicles • Improving the traffic lane alignment
Impact	<ul style="list-style-type: none"> • Strategic Drivers - safe, resilient, and reliable core transport infrastructure network.

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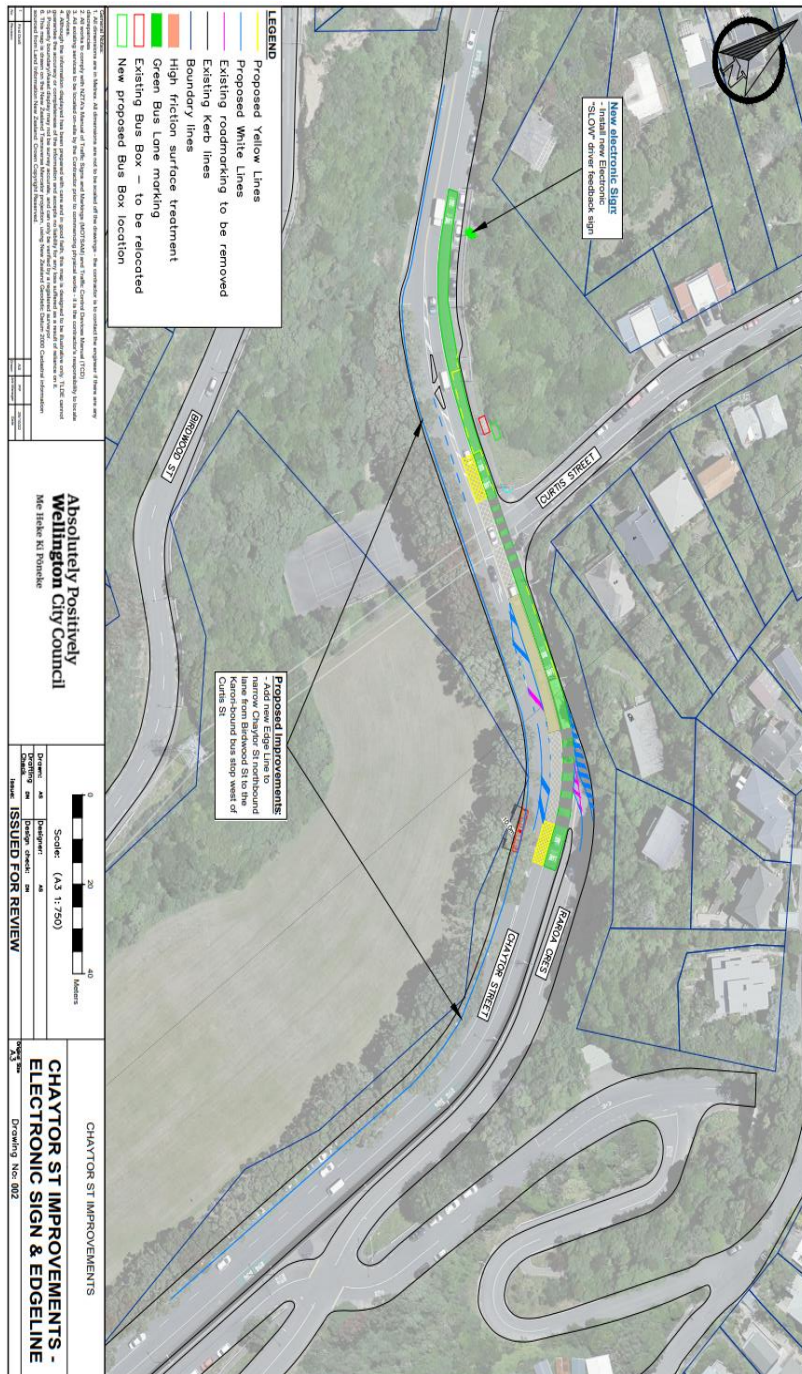
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	<ul style="list-style-type: none"> • Net parking impact – removal of two unrestricted parking spaces. • Pedestrian impact – positive. Increased visibility, lower vehicular speeds and reduced stopping distances to provide public transport users safer access to the Bus Stop #4321, Chaytor Street at Curtis Street.
How this relates to the parking policy	<ul style="list-style-type: none"> • Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> • Average monthly passenger number – Bus stop #4321 boarding 1612 alighting 185 (as of March 2023). • Average daily traffic count – 18,330 vehicles per day. • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 May 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. • Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 2 May 2023 and finishes at 5.00 pm Monday 15 May 2023. • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Tuesday 16 May 2023. 2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 22 June 2023. 3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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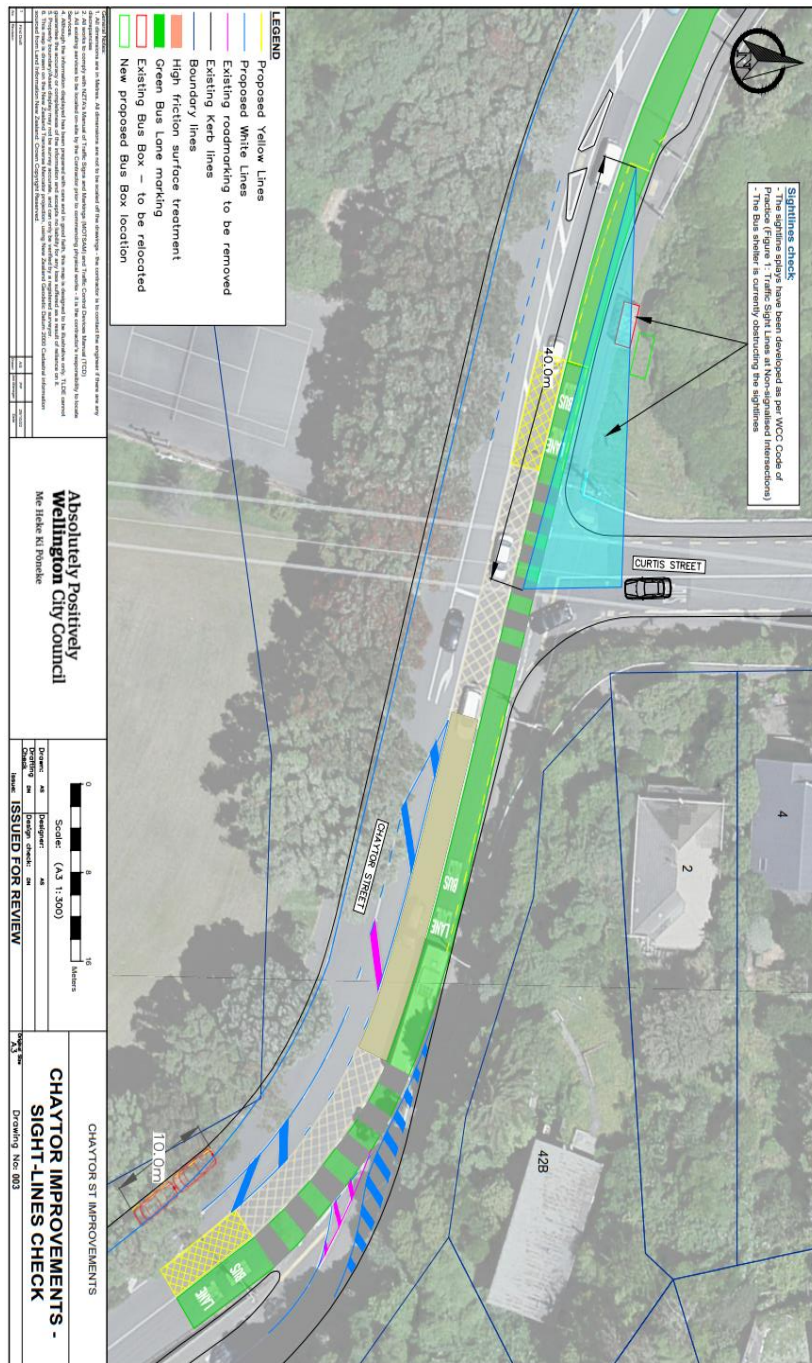
Traffic Resolution Plan: TR68-23 Chaytor Street, Karori – Safety Improvements



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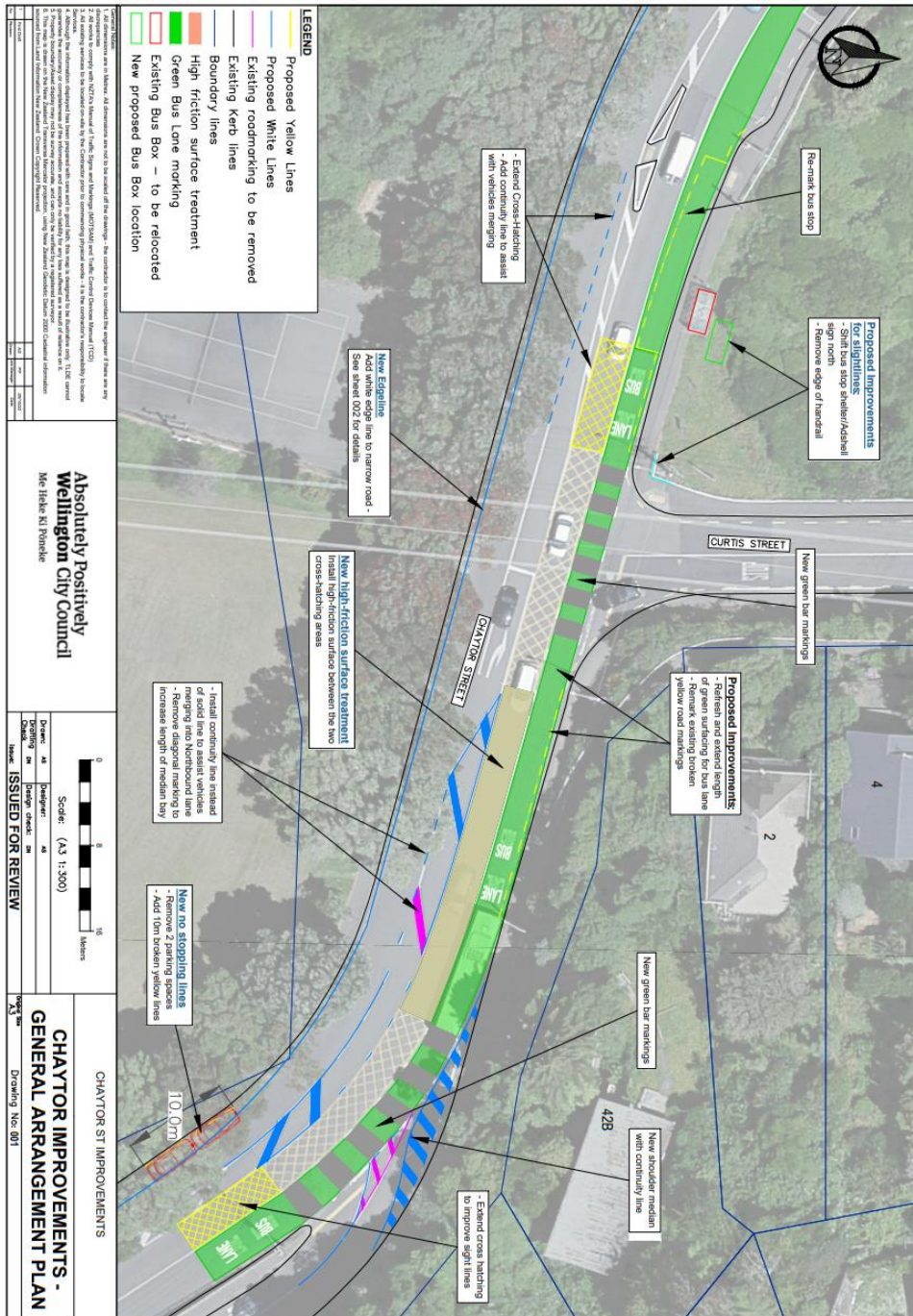
Traffic Resolution Plan: TR68-23 Chaytor Street, Karori – Safety Improvements



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Traffic Resolution Plan: TR68-23 Chaytor Street, Karori – Safety Improvements



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Legal Description:

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

Column One	Column Two	Column Three
Chaytor Street	<i>No Stopping At All Times</i>	<i>West side, commencing 183 metres north of its intersection with Birdwood Street (Grid coordinates x= 1746903.8m, y= 5428123.2m) and extending in a northerly direction following the western kerbline for 106 metres.</i>

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

Column One	Column Two	Column Three
Chaytor Street	<i>No Stopping At All Times</i>	<i>West side, commencing 173 metres north of its intersection with Birdwood Street (Grid coordinates x= 1746903.8m, y= 5428123.2m) and extending in a northerly direction following the western kerbline for 116 metres.</i>

Prepared By: Patrick Padilla **Project Manager**

Approved By: Evandro Scherer **(Team Leader Traffic & Resolutions)**

Date: 07/06/2023

FEEDBACK RECEIVED

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

Feedback

Name: Missa
Suburb: Wilton
Agree: No

I agree or find no issues with everything except the following. The handrail on the corner of Curtis Street and Chaytor Street does not necessarily need to be removed, but it can. However, that corner should no longer be a picket sign area. As numerous politician's offices can tell you, the signs at that intersection often get ripped down fully, or in part. This is directly due to the fact those signs are at eye level of road users and impedes the line of sight at this intersection. I believe WCC should remove that corner as an approved signage site. Your signage says to lengthen the median bay the pink diagonal line needs to be removed. That is contradictory to road rules. A diagonal line indicates the median bay. To remove it is to shorten the bay. The line needs to stay there. However, I do believe it would be advantageous for there to be some improvements so that road users coming from Raroa Road onto Chaytor Street are able to cross the 3 lanes safely. I do not believe there to be an advantage in removing two parking spaces outside the park. It will not provide any difference.

Officer's response

Thank you for your feedback on TR68-23 – Chaytor Street, Karori – Safety Improvements. The removal of non-regulatory signs is outside the scope of this proposal. However, this feedback is forwarded to the WCC team responsible to manage and remove these signs.

Name: Ethan
Suburb: Karori
Agree: Yes

Thanks for these changes, which will be a welcome improvement to safety in Chaytor St. In particular it will make it safer to cycle in the area, which I currently avoid on my bike due to the dangerous cross-traffic.

Officer's response

Thank you for your feedback on TR68-23 – Chaytor Street, Karori – Safety Improvements.

Name: David
Suburb: Karori/Northland
Agree: Yes

Changes sound good, crossing the road as a pedestrian at intersection of Raroa Cres and Chaytor St is rather scary and complex at present but hard to see how it can be made much better. A foot path on the left side going up Raroa Cres would solve it, I have seen people walk that way a few times, but it would require huge excavation presumably.

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Moving the bus stop back will make people waiting for bus even harder for bus driver to see as they come around corner if they stay in the shelter. It will also make bus harder to see for people waiting. I often feel the driver will not see me and keep going but it has never happened. I suppose missing the bus occasionally is minor compared to a crash. I don't see what can be done about that except cutting away a lot of trees for visibility, probably too high a price to pay. I suppose extra care by bus drivers is only realistic solution.

Edit to original email

My email was not that clear, when I said crossing the road at intersection of Raroa Cres and Chaytor St is scary and complex I meant crossing Raroa Cres where it meets Chaytor St.

Officer's response

Thank you for your feedback on TR68-23 – Chaytor Street, Karori – Safety Improvements. Wellington City Council is considering future changes at Raroa Crescent and Chaytor Street intersection, however, given the resources available, short and long-term changes need to occur along this busy transport corridor. In the short-term we are proposing these changes as presented in this TR.

Name: Felix
Suburb: Karori
Agree: Yes

I accept these are minor improvements, and more substantive changes are planned, but I do not think they sufficiently address the main danger - vehicles failing to give way to bus/cycle lane users when exiting Raroa Rd onto Chaytor St. Having a stopping zone for city-bound traffic at the intersection encourages drivers on Raroa to cross in front of bus/cycle lane traffic. Why are vehicles, that do not have the right of way, being prioritised over those in the bus/cycle lane that do have precedence? The sight lines for vehicles exiting Raroa onto Chaytor are obscured by queued city-bound traffic. If the yellow no-stopping zone (which I don't support) is to be extended, why is it not extended towards Karori, thereby giving cars exiting Raroa better sight of approaching bus/cycle lane users? Basically, cyclists heading towards the city are left in an invidious position on this piece of road. If they ride to the left of the bus/cycle lane, queued vehicles at Raroa assume they're heading to Raroa Rd and pull out in front of them. If they ride to the right, using their road position to indicate they are heading towards the Karori tunnel, queued morning traffic blocks them from being seen by queued vehicles at Raroa. Who then may pull out in front of them. I remain to be convinced that narrowing traffic lanes, installing non-skid surfaces, and changing road markings are sufficient. However, they are better than the status quo - so I will support them in the hope that the next phase of improvements will make substantial safety improvements.

Officer's response

Thank you for your feedback on TR68-23 – Chaytor Street, Karori – Safety Improvements.

We acknowledge that the proposed safety improvements will reduce safety risks for existing users while long-term solutions are being developed.

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The purpose of the cross hatching (clear zone) is to prevent obstructed visibility and blocked intersections, particularly when vehicular queues form.

The current priority remains to the road users on Chaytor Street, and vehicles approaching from Curtis Street and Raroa Crescent must give way to oncoming traffic on Chaytor Street.

Extending the clear zone toward the tunnel is to improve visibility for vehicles on Raroa Crescent. Improving forward visibility will allow motorists on Raroa Crescent to better judge the gap in the traffic flow upon exiting.

Other safety improvement initiatives are planned for Chaytor Street which includes traffic calming measures and lower posted speed limits. Extending the clear zone (toward Curtis Street) will be considered alongside these plans and employed if required.

Name: Wesrtnz

Suburb: Wilton

Agree: Yes

I agree with the intent to make changes to this intersection. However, even if vehicle speeds are reduced to 50km/h the potential impact speeds for a bike or motorcycle rider are above survivable speeds (30km/h). I believe that more transformational change is required to make these intersections safe, either a permanent speed reduction with accompanying speed control measures or signalling the intersections.

Officer's response

Thank you for your feedback on TR68-23 – Chaytor Street, Karori – Safety Improvements.

Chaytor Street currently has a posted speed limit of 50km/h which all road users should observe.

We agree that injuries are often more severe at higher speeds compared to lower speeds. We also agree that the transformational change is required to further improve safety at these intersections and note that Council are working on other long-term initiatives such as the Chaytor Street safety improvement and a Speed Management Plan. Let's Get Wellington Moving has also identified Chaytor Street as a corridor for transformational change.

Name: Patrick

Suburb: Karori

Agree: Yes

Crashes and near misses in this area are frequent, and avoidable. It's an important step towards cutting risk at this crash area.

Officer's response

Thank you for your feedback on TR68-23 – Chaytor Street, Karori – Safety Improvements.

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Name: BSA
Suburb: Island Bay
Agree: Yes

Shoulder median added at entry of Raroa should have hit sticks added, to make sure cars follow the markings. Edge line on Chaytor heading west should maintain a consistent lane width along its whole length, and not hug the kerb.

Officer's response

Thank you for your feedback on TR68-23 – Chaytor Street, Karori – Safety Improvements.

We agree that the use of hit sticks can help in directing vehicles. Other safety improvement initiatives are planned for Chaytor Street which includes traffic calming measures and lower posted speed limits. The use of hit sticks will be considered alongside these plans and employed if required.

Name: Rachel
Suburb: Northland
Agree: Yes

I would like the corner of Curtis/Chaytor to be advertising/election hoarding free and for this change to occur before the general election advertising period. Last local body election I counted 19(!) signs there and during fair season it is also packed. This level of distraction is the last thing needed at that intersection. I have delivered first aid to three cyclists there and my colleague was seriously hurt there and is still recovering. I love biking to work but this intersection is very intimidating and feels very unsafe. As a driver it is confusing, and it is too easy to make a mistake that could harm.

Officer's response

Thank you for your feedback on TR68-23 – Chaytor Street, Karori – Safety Improvements Safety Improvements. The removal of non-regulatory signs is outside the scope of this proposal. However, this feedback is forwarded to the WCC team responsible to manage and remove these signs.

Name: Carruthers
Suburb: Northland
Agree: No

This will interfere with traffic and not delivery the claimed safety benefits

Officer's response

Thank you for your feedback on TR68-23 – Chaytor Street, Karori – Safety Improvements. Traffic efficiency along this key corridor is not expected to be significantly affected by this proposal. The objective of these changes is to improve road user safety in the area with numerous conflicting movements and, as a result of these positive changes, encourage and increase active transport mode

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users to utilise this corridor without the fear of getting into a crash. We accept that these changes are considered as short-term solutions, however, Wellington City Council has several long-term plans to make major safety changes along this key corridor.

Name: Nevayder
Suburb: Karaka Bays
Agree: No

It obviously needs to be a roundabout so that users only have to focus on one direction at a time, given the visibility issues inherent in the site.

Officer's response

Thank you for your feedback on TR68-23 – Chaytor Street, Karori – Safety Improvements.

Consideration for a roundabout is out of scope for this Traffic Resolution. However, several safety initiatives are in progress for Chaytor Street, such as a proposal for traffic calming measures and 30km/h posted speed limits under the Speed Management Plan. Let's Get Wellington Moving has also identified Chaytor Street as a corridor for transformational change.

Name: Tom
Suburb: Northland
Agree: Yes/No

I regularly use this intersection as both a driver and a cyclist. It is extremely dangerous for cyclists and likely a matter of time before another cyclist is seriously injured or even killed. *

*I should say that I really don't like using this as an argument as it puts an unreasonable burden upon decision makers, but in this instance, it is not hyperbole.

I don't think the new road markings will really do very much at all – and we will continue to have the same problems as present. Cars should not be encouraged to creep out of Raroa (this is extremely dangerous for cyclists), cars should also not be encouraged to use the median strip.

Most of my near missed are cars that rapidly accelerate out of Raroa to the median strip while I am (coming from the city) trying to enter the median strip to turn right onto Curtis Street. As a cyclist you get squeezed. The worst part of this is the speed at which people drive here. People really accelerate down from Karori and pick up a lot of speed to take the hill up to Karori. We should be trying to calm speeds here.

I would recommend:

- a pedestrian crossing, not just an island in the median.
- A 30kmph speed limit.
- Speed bumps.
- New traffic lights to control the traffic coming out of Raroa.

FEEDBACK RECEIVED

- A complete rethink that rebuilds the road. Perhaps making that part of Raroa one-way only.
- A complete removal of carparks in the area.

It really is the worst part of my commute and creates a huge barrier for the uptake of active transport. It feels like a highway in Auckland and not a neighbourhood. Please slow things down – the remarking of the road looks literally designed to speed things up.

Officer's response

Thank you for your feedback on TR68-23 – Chaytor Street, Karori – Safety Improvements.

We appreciate your recommendations and agree that these would encourage lower speeds and improve safety in the area.

Several safety initiatives are in progress for Chaytor Street, such as a proposal for traffic calming measures and 30km/h posted speed limits under the Speed Management Plan. Let's Get Wellington Moving has also identified Chaytor Street as a corridor for transformational change.

The purpose of the proposed safety improvements in this Traffic Resolution is to improve safety in the interim while long-term improvements are being developed.

Name: Kate

Suburb: Mount Cook

Agree: Yes

Please enforce lower speed limits also. 30km/h is probably too fast.

Officer's response

Thank you for your feedback on TR68-23 – Chaytor Street, Karori – Safety Improvements.

Chaytor Street currently has a posted speed limit of 50km/h which all road users should comply with. Enforcing a lower speed limit of 30km/h is not possible under the current speed limits. However, Council is developing a Speed Management Plan which includes a posted speed limit of 30km/h for Chaytor Street.

We are proposing a change in your area

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Wellington City Council**
Me Heke Ki Pōneke

Kia ora,

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

Proposal:

Reference	TR69-23 Majoribanks Street and Roxburgh Street, Mount Victoria – Mobility Parking; Loading Zone; P60 Time-Limited Parking
Location – where we propose to make the change	<ul style="list-style-type: none"> Majoribanks Street, Mount Victoria - outside nos.4-6. Roxburgh Street, Mount Victoria - outside no.3.
What we'd like to do	<ul style="list-style-type: none"> Convert one existing metered parking space outside no.4 and no.6 Majoribanks Street into a metered mobility parking. Operating times will be displayed on the parking machine. Convert two existing metered parking spaces outside no.4 to no.6 Majorbanks Street into P30 Loading Zone. Convert the existing P30 Loading Zone parking spaces on the west side of Roxburgh Street to two P60 time limited parking spaces.
Why we are proposing the change	<ul style="list-style-type: none"> With the implementation of the new road layout configuration along Kent Terrace and Cambridge Terrace WCC has been working closely with local businesses in this area to understand their needs. As part of discussions with local businesses, it was requested Council to consider parking changes to ensure mobility users have a designated space, currently there is none in the area. In addition, businesses have requested WCC to incentivise parking turnover and also improve loading facility for good services. A dedicated metered mobility parking space is proposed outside no.4 Majorbanks Street. This location was chosen due to its proximity to the theatres (Embassy and BATS) and restaurants in the area. Furthermore, the proposed site for this mobility parking meets safety requirements (i.e.: acceptable gradient and visibility requirements). The change of the metered parking spaces to loading zone outside no.6 was requested by businesses in the area as this location suits their needs. With the proposed change on the Loading Zone currently outside no.3 Roxburgh Street, new parking spaces will be available. Local Businesses have requested WCC to promote parking turnover, so P60 time-limited parking spaces are proposed.
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for mobility park users Improved loading zone facilities for adjacent businesses. Parking impact: - convert three P\$ P120 metered parking spaces on Majoribanks Street to provide a metered mobility parking space and a P30 loading zone and convert a P30 loading zone on Roxburgh Street to two P60 time limited parking paces
How this relates to the parking policy	<ul style="list-style-type: none"> Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council

We are proposing a change in your area

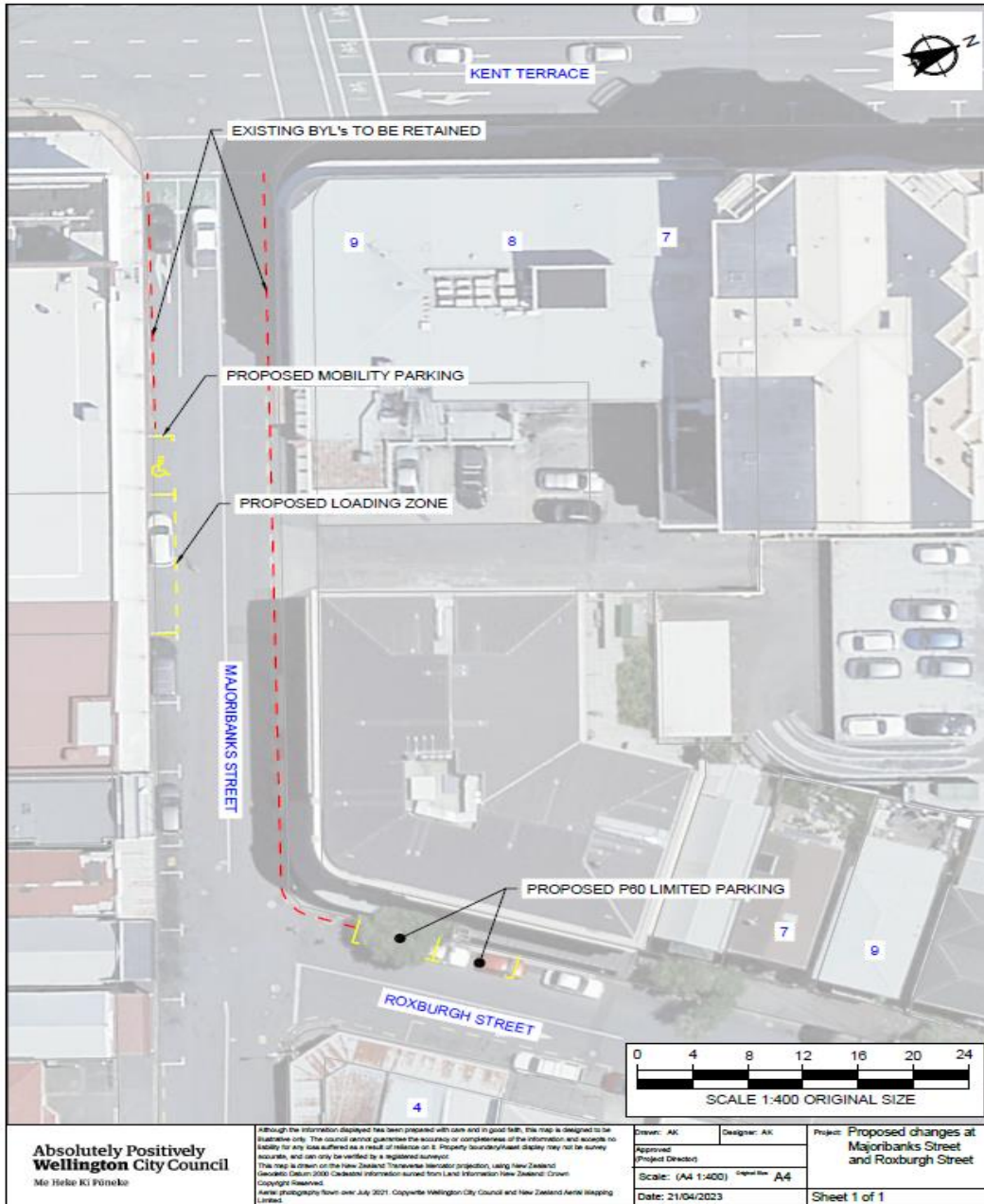
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	<p>facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.</p>
Additional Information	<ul style="list-style-type: none"> The existing Clearway restrictions will continue to operate between 7am to 9am on Majorbanks Street. These parking changes are in response to the feedback received from TR173-22. Average daily traffic count – 6,624. Annual parking revenue impact - \$10,212 per annum. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 May 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 2 May 2023 and finishes at 5.00 pm Monday 15 May 2023. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 16 May 2023. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 22 June 2023. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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Traffic Resolution Plan: TR69-23 Majoribanks Street and Roxburgh Street, Mount Victoria – Mobility Parking; Loading Zone; P60 Time-Limited Parking



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Majoribanks Street	P120 Maximum, Monday to Thursday, 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 1:00pm	South side, commencing 27 metres east of its intersection with Kent Terrace and extending in an easterly direction following the southern kerbline for 24.5 metres. (4 carparks)

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

Column One	Column Two	Column Three
Roxburgh Street	P30 (Loading Zone), At All Times	West side, commencing 5 metres northeast of its intersection with Majoribanks Street (Grid Coordinates X= 1,749,444.8 m, Y= 5,427,041.2 m) and extending in a northerly direction following the western kerb line for 12 metres. (2 parallel parking spaces)

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

Column One	Column Two	Column Three
Roxburgh Street	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 5 metres northeast of its intersection with Majoribanks Street (Grid Coordinates X= 1,749,444.8 m, Y= 5,427,041.2 m) and extending in a northerly direction following the western kerb line for 12 metres. (2 parallel parking spaces)

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

Column One	Column Two	Column Three
Majoribanks Street	P30 (Loading Zone), At All Times	South side, commencing 32 metres east of its intersection with Kent Terrace (Grid Coordinates X= 1749377.7 m, Y= 5427061.9 m) and extending in an easterly direction following the southern kerbline for 12 metres. (2 carparks)

We are proposing a change in your area

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

Column One	Column Two	Column Three
Majoribanks Street	<i>Metered parking, time varies</i>	<i>South side, commencing 34 metres east of its intersection with Kent Terrace (Grid Coordinates X= 1749377.7 m, Y= 5427061.9 m) and extending in an easterly direction following the southern kerbline for 5 metres. (1 carpark)</i>
Majoribanks Street	<i>P120 Mobility parking, Vehicles displaying an Operation Mobility Permit only, Time varies</i>	<i>South side, commencing 27 metres east of its intersection with Kent Terrace (Grid Coordinates X= 1749377.7 m, Y= 5427061.9 m) and extending in an easterly direction following the southern kerbline for 5 metres. (1 carpark)</i>

Prepared By: Jacob Wahry **(Project Lead)**

Approved By: Evandro Scherer **(Team Leader Traffic & Resolutions)**

Date: 07/06/2023

FEEDBACK RECEIVED

Feedback

Name: Robin

Suburb: Mount Victoria

Agree: Yes

I support all three proposals to change parking arrangements. In particular, I support the proposal to create a new mobility parking space and to ensure appropriate location of loading zones for local businesses. Valuable public street-space should be prioritised for these purposes, rather than standard car parking. This location is extremely accessible by public transport, walking, cycling, and micro-mobility options and there are several privately run car parking facilities nearby.

I encourage the council to take a coordinated approach to this area and consider other simple, affordable upgrades at the same time.

I would support the provision of secure bicycle parking in the area around the intersection of Majoribanks and Roxburgh Streets. The closest secure bike rack is around the corner outside the Embassy Theatre and is often full. People choosing to visit residents or the half dozen restaurants in the area don't have a safe place to park bikes.

I also want to take this opportunity to ask the council to consider traffic calming measures on lower Majoribanks Street. This is an area of high pedestrian use, including children and elderly people, and the nature of the local businesses (eateries and takeaways) means there are also a lot of taxi and rideshare pickups and drop-offs. It seems to feature higher than usual cycling traffic, especially mountain bikers accessing Mt Vic's trails. The 50 km/h speed limit and the long, straight road encourage car drivers towards excessive, unsafe speeds. From my apartment overlooking the intersection of Majoribanks and Roxburgh Streets, I frequently witness near misses and have also witnessed a few traffic accidents. I would like the council to investigate simple, affordable, easily installed traffic calming measures such as planter boxes and road painting that would not only provide a safer environment, but also a more pleasant streetscape for the people who live, work, and socialise in the area.

Officer's response:

Thank you for your feedback on TR69-23 Majoribanks Street and Roxburgh Street, Mount Victoria – Mobility Parking; Loading Zone; P60 Time-Limited Parking.

The suggestion for bike parking will be forwarded on to the Transformational team which is currently scoping the projects in the area.

Currently there are no projects investigating traffic calming in the area, however, Waka Kotahi NZ Transport Agency (NZTA) and WCC are working together on a plan to improve safety by reducing speeds in critical areas of the city. Lowering speed on our roads will help to minimise the severity of crashes when they occur. Lower speeds give road users a second chance to either avoid a crash or at least walk away from one if it happens.

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

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Me Heke Ki Pōneke

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

Name: Carruthers
Suburb: Northland
Agree: No

Wasteful and poorly thought through

Officer's response:

Thank you for your feedback on TR69-23 Majoribanks Street and Roxburgh Street, Mount Victoria – Mobility Parking; Loading Zone; P60 Time-Limited Parking.

The proposal will improve accessibility for mobility park users to the several theatres, restaurants, and other locations along Kent Terrace. Additionally, this loading zone will offer a vital servicing option for the local activities and businesses in the area to replace the displaced loading zone on Kent Terrace for the cycleway project.

Name: Kate
Suburb: Mount Cook
Agree: Yes

Yes

Officer's response:

Thank you for your feedback on TR69-23 Majoribanks Street and Roxburgh Street, Mount Victoria – Mobility Parking; Loading Zone; P60 Time-Limited Parking.

Name: Raewyn
Suburb:
Agree: Yes/No

CCS Disability Action supports the proposed changes of TR69-23 as a forced solution to the impact of the implementation of the cycleway.

There will always be some people for whom mobility car parks are the only way they can access essential services and participate in their community.

Wellington is a people-centred city with the desire to enable everyone to contribute and participate. Many people face social and physical barriers so we need to ensure the city is accessible for all. Many disabled people, older people, and parents with young children, have a desire for an accessible city where they can readily access facilities, goods and services when and

FEEDBACK RECEIVED

where they need to. The reality is that this expectation is not always met. With the increase in the aging population the demand will continue to increase.

The proposed changes of TR69-23 impacts heavily on BATS Theatre, patrons and most especially the disabled community. The shift of the mobility park and loading zones from Roxburgh Street helps address the impact by providing closer access and reduces some of the safety concerns that have been identified through working with the Cycleway design team.

Suitable mobility car parks are key to the participation of many artists who see BATS as their home to showcase their work and provide access to a growing community of patrons with access needs who wish to participate in events at BATS. This is important given the ageing population which makes up over 15% of the audience. As well as providing a closer mobility park to BATS we encourage the council to ensure there are sufficient mobility car parks to service this busy entertainment and hospitality area of the city.

We thank Council staff for being responsive to improving existing mobility car parks and making positive changes where possible by adding mobility car parks.

Recommendations:

We do not support a P60 restriction on the proposed mobility car park as this is not sufficient time for permit holders to enjoy a show, film or hospitality at any venue that this area offers. We recommend P120 for this park and suggest that turnover is not a primary driver here.

We recommend reasonable enforcement be undertaken to ensure appropriate turn over in high demand spaces of the Traffic Resolution, with a no tolerance approach to users not correctly displaying a mobility parking permit.

We recommend that an education or communications project be undertaken to ensure all parties understand Parking Policy section 5 which allows permit holders to park in mobility car parks for longer than the time restriction. Normal parking charges generally still apply.

- for one hour over any time restriction of 30 minutes or longer
- one hour over the time that the permit holder has paid for.

This recognises the extra time needed to get to and from destinations.

Conclusion.

Wellington City Council controls or influences how accessible our compact vibrant city becomes. Council has a vital role in ensuring the growing number of people with access needs can participate, contribute and be included in their communities. Unless council proactively ensures the accessibility of the community, we risk cutting more and more people off from their community and the services they require to live their daily lives.

Officer's response:

Thank you for your feedback on TR69-23 Majoribanks Street and Roxburgh Street, Mount Victoria – Mobility Parking; Loading Zone; P60 Time-Limited Parking.

The metered mobility park will match the time period of the other metered spots in the zone and will therefore be a P\$120 Mobility as stated as the preference. Please refer to the Legal Description of this document.

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Name: Jonathon
Suburb: Mt Victoria
Agree: No

Summary

- BATS Theatre, patrons and most especially our disabled community and its wider artistic community are adversely affected by the removal of the loading zone outside our Kent Terrace premises at a time when the arts faces significant pressure on many fronts as it rebuilds from Covid 19.
- BATS recognises the talent and contribution of disabled artists. Their work and the involvement of the disability community is core to our mission and a key part of our commitment to WCC Aho Tini 2030 arts policy.
- The proposed shift of the mobility park and loading zones from Roxburgh Street helps address the impact by providing closer access and mitigating some of the safety concerns that have been identified through working with the Cycleway design team.
- We recognise the need for greater mobility parking within our entertainment precinct for patrons and those visiting or working on premises. We encourage the Council to keep the mobility park in Roxburgh Street in place as an alternative to the Majoribanks option.
- We encourage the loading zones time limit to be extended out to at least P60 as a P30 limit is not enough given the additional time to transit with equipment and set elements to and from the theatre. The current average unloading time (5 crew members) is 1-2 hours per show. While the current average loading (pack-out) time is over 2 hours. Based on discussions with members from our community, we have estimated that pack-in/pack-out times are likely to double in duration at minimum once the loading zone has shifted.
- If the limit remains P30 we recommend the Council address how BATS may be able to extend usage when needed.
- We are the busiest theatre in Wellington and in periods such as the current International Comedy and forthcoming Kia Mau Festivals as many as 10 shows can be presented per week. In 2023 we budgeted on supporting 115 separate productions, 5 residencies as well as hosting various events/gigs at the Lumen Bar
- Audiences and artists speak highly of the cultural impact of BATS and how it enriches their lives. We keep working to remove financial and physical barriers to inclusion.
- Both WCC and BATS recognise that this is still less than ideal and are working to find better solutions long term.

Context

- As Mayor Tory Whanau stated in the Dominion Post earlier this year the local arts sector has been 'hammered' with Covid19 restrictions, reductions in central funding, a possible recession and Wellington's high housing costs.
- BATS' business income and the flow-on impact for local artists continues to be adversely affected as our sector rebuilds from the effects of Covid-19. In 2021 and 2022 there was a 30% drop in box office attendance and 50% drop in bar revenue, which is a core revenue stream for us. This sits within an ongoing funding crisis faced by independent artists due to the cutbacks to CNZ Annual Grants and Arts Grants due to long-term static funding from the Crown to Creative New Zealand.
- In the June 2022 quarter disabled people aged 15-64 had a mean income of \$662 per week compared with \$1,125 for non-disabled people. In addition to lower employment rates, which result in lower incomes, disabled people tend to face higher living costs. 1

FEEDBACK RECEIVED

- The median personal annual income for creative professionals in this survey is around \$35,800 – compared to \$51,800 for all New Zealanders earning a wage or salary or \$37,900 for self-employed New Zealanders. However, when you take away other sources of income, the median income from creative work is only \$15,000

Our Points in support of the proposal

The removal of a safe and appropriate loading zone significantly increases the chance of harm or serious injury, exposes us to reputational damage and creates barriers to operations at a perilous time in the organisation's proud history. Access is only possible through our Kent Terrace doors and a loading zone alongside or as close as possible is critical to safe and sustainable operations. No other successful theatre venue in Wellington operates without an appropriate loading zone. Suitable mobility car parks are key to the participation of many artists who see BATS as their home to showcase their work and provide access to a growing community of patrons with access needs who wish to participate in events at BATS. This is amplified given our ageing population which makes up over 15% of our audience. As well as providing a closer mobility park to BATS we encourage the council to keep the mobility park in Roxburgh Street. The current average unloading time (5 crew members) is 1-2 hours per show. While the current average loading (pack-out) time is over 2 hours. Based on discussions with members from our community, we have estimated that pack-in/pack-out times are likely to double in duration at minimum once the loading zone has shifted. The loading zone around the corner in Roxburgh Street while allowing shelter has too great a distance and increases the chance of injury, damage to equipment and creates nuisance to pedestrians. While still an added pressure on operations BATS, safety supervision during these periods is enhanced by the closure proximity. The use of the loading zones will be high given we present around 130 productions in a normal year with sometimes up to 10 individual shows in a festival week.

P30 loading zones do not equate with our actual usage. We encourage the loading zones time limit to be extended out as a P30 limit is not useful given the additional time to transit with equipment and set elements to and from the theatre. We recommend the Council address how BATS may be able to extend usage when needed.

Officer's response:

Thank you for your feedback on TR69-23 Majoribanks Street and Roxburgh Street, Mount Victoria – Mobility Parking; Loading Zone; P60 Time-Limited Parking.

The proposed mobility park on Majoribanks St is a new addition to the area, the suggested location on Roxborough St. was considered, however, the area has several issues with access, location of street trees and other furniture and is generally non-complaint with mobility park requirements; additionally, the Majoribanks St option provides better access to local activities along Kent Terrace.

In response to the loading zone and provided that street parking is an asset to all road users, the P30 parking is the longest period recommended by WCC and national traffic guidelines. The reason for 30 minutes as the maximum operating time relates to the best parking efficiency and turnover. P30 allows drivers to leave their service vehicles unattended for 30 minutes maximum to carry out their services to the local community.

Given that BATS Theatre might need more time for their loading zone, the Project Manager of this proposal will discuss directly with this business alternatives to mitigate this issue. Options considered

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might be a special request for this type of business to operate the loading zone for a period longer than 30 minutes including tradespeople parking coupon.

Name: Angela
Suburb: Mt Victoria
Agree: Yes/No

Thanks for the opportunity to comment on the proposed changes on Majoribanks and Roxburgh Streets.

MVRA supports mobility parking and flexible loading zone arrangements in this area. Our concern is that the proposed loading zone and especially the mobility park seems to be in the wrong location.

Business on the southern side of Majoribanks St will not have any changes due to the new cycleways and don't require new loading zones. While businesses to the north along Kent Terrace including BATS theatre will be impacted.

The location of the mobility park on Majoribanks St will put disabled users at risk due to the high numbers of vehicles using this road and the narrow lane that drivers will have to exit a vehicle into. There is no kerb dropdown and so any wheelchair user or person who can't manage a step will have to travel on the road to the pedestrian crossing at the lights.

We recommend that the loading zone and mobility park be located on the corner of Roxburgh St which is a much quieter road and equally as close to business and services in the area. The loading zone can be used for access to nearby business and apartments. A kerb dropdown will still be required at this location and can be used for both purposes.

Please ensure the 6metre set back from the corner is maintained with a broken yellow line. We note that vehicles often block this area.

We would like to see a raised pedestrian crossing installed at the junction of Roxburgh and Majoribanks St to support the high numbers of pedestrians in this location and to slow vehicles using Roxburgh St. This would have added benefits for the mobility park. Bollards or some other method of preventing vehicles from parking on the north side of Majoribanks St on the footpath near the intersection would also be useful.

Officer's response:

Thank you for your feedback on TR69-23 Majoribanks Street and Roxburgh Street, Mount Victoria – Mobility Parking; Loading Zone; P60 Time-Limited Parking.

The proposed mobility park on Majoribanks St is a new addition to the area, the suggested location on Roxborough St. was considered, however, the area has several issues with access, locations of street trees and other furniture and is generally non-complaint with mobility park requirements; additionally, the Majoribanks St option provides better access to local activities along Kent Terrace. Regarding the need for the loading zone, the request to Wellington City Council was made by local businesses located near Kent Terrace (where major parking changes will be implemented). Given the

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lack of any loading zone facility in the vicinity, the proposed loading zone will help businesses that need this type of support.

We can also confirm that the length of broken yellow line will be maintained. As it is illegal to park on these broken yellow lines, please contact our parking enforcement team at 04 499 4444 with the details of the vehicle.

The request for a crossing facility at the intersection of Roxburgh St. with Majoribanks St has been passed to our transport engineering team for investigation. Once their investigation is completed and, if the crossing facility is warranted, a design will be prepared and consultation will take place subject to other prioritised safety projects, available budget and resources.

Name: Ellen

Suburb:

Agree: Yes/No

We note location of the mobility park is on a very busy narrow street with no nearby kerb dropdowns. Relocation of the mobility park to Roxburgh St with a kerb dropdown installed is a much better option.

Officer's response:

Thank you for your feedback on TR69-23 Majoribanks Street and Roxburgh Street, Mount Victoria – Mobility Parking; Loading Zone; P60 Time-Limited Parking.

The location on Majoribanks St. was chosen through with local businesses and representatives of the mobility accessible community. The suggested mobility park location on Roxborough St. has several issues with access, locations of street trees and other furniture and is generally non-complaint with mobility park requirements; additionally, the Majoribanks St option provides better access to local activities along Kent Terrace. Consultation with businesses that relied on the displaced

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR77-23 Main Road, Tawa – P120 Time Limited Parking
Location – where we propose to make the change	Main Road, Tawa – outside no.84
What we'd like to do	<ul style="list-style-type: none"> Convert the existing unrestricted parking into P120 Mon – Fri, 8:00am – 6:00 pm.
Why we are proposing the change	<ul style="list-style-type: none"> Council Officer has received a request from the Tawa Business Group to change two existing unrestricted parking spaces into P120 outside no.84 Main Road. The proposed P120 time limited parking restrictions will help businesses in the area by increasing the parking turnover to accommodate customers' parking needs and beneficial to commercial business activities as more customers will be able to shop.
Impact	<ul style="list-style-type: none"> Supporting the viability of business wellbeing. Net parking impact – no loss of parking availability, change of time limit restriction only. Pedestrian impact – no change as there is no alteration to the pedestrian facilities.
How this relates to the parking policy	<ul style="list-style-type: none"> Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 13,581. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 May 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 2 May 2023 and finishes at 5.00 pm Monday 15 May 2023. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the

We are proposing a change in your area

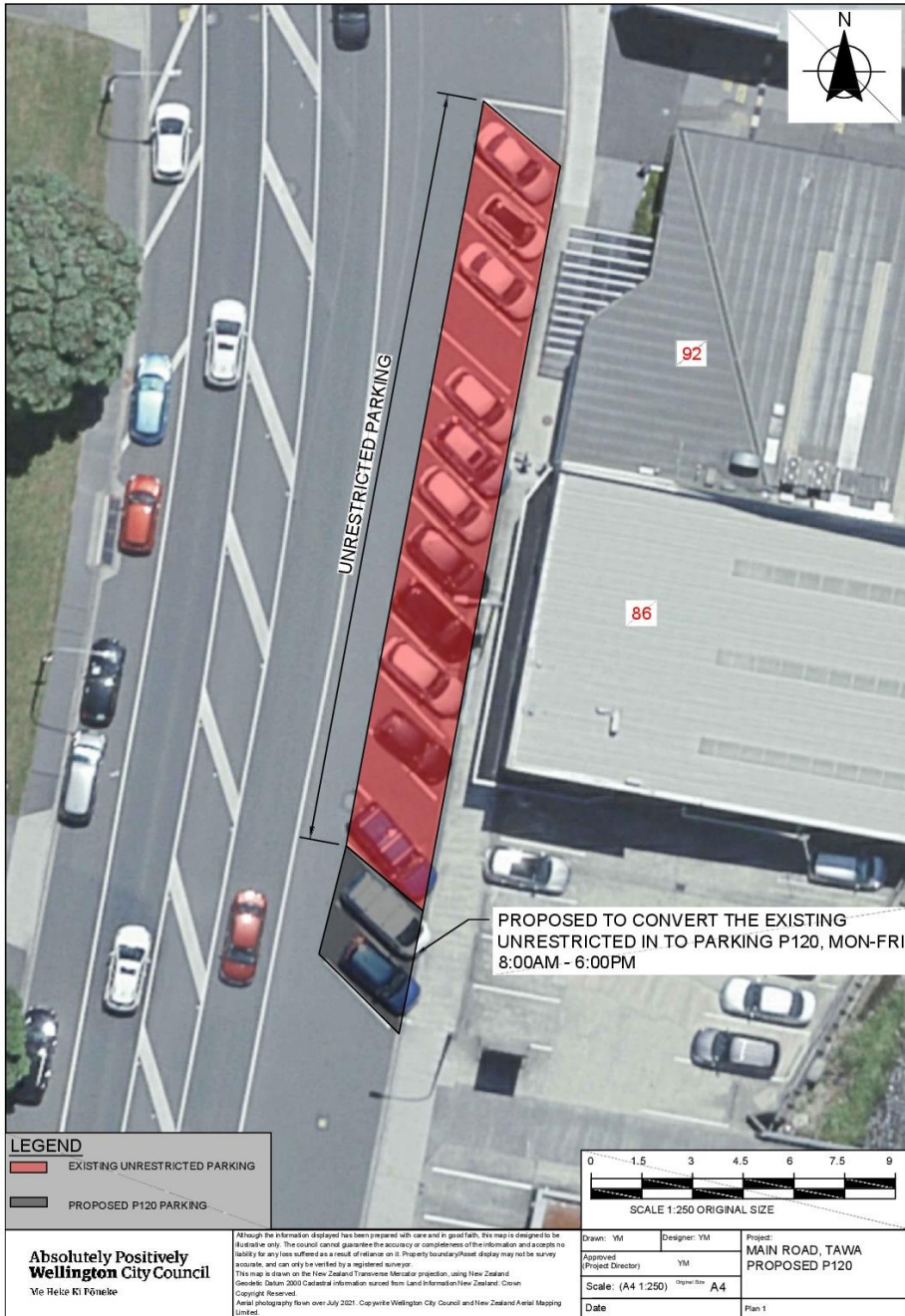
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	administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 16 May 2023.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 22 June 2023.3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR77-23 Main Road, Tawa –P120 Time Limited Parking



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Legal Description:

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

Column One	Column Two	Column Three
Main Road	<i>P120 8:00am – 6:00pm (Monday – Friday)</i>	<i>East side, commencing 154 metres south of its intersection with Tawa Street (Grid coordinates X= 1,753,102.50m Y= 5,440,147.57m) and extending in a southerly direction following the eastern kerb line for 6 metres (2 angled parking spaces).</i>

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

Approved By: Evandro Scherer **(Team Leader Traffic & Resolutions)**

Date: 07/06/2023

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No feedback received

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Kia ora,

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

Proposal:

Reference	TR78-23 Bracken Road, Newlands – Pedestrian Crossing Upgrade; No Stopping At All Times
Location – where we propose to make the change	Bracken Road, Newlands – outside Newlands Intermediate School.
What we'd like to do	<ul style="list-style-type: none"> Install 15m of No Stopping At All Times on the east side of Bracken Road, next to the pedestrian crossing.
Why we are proposing the change	<ul style="list-style-type: none"> Wellington City Council is proposing to raise the existing pedestrian crossing outside Newlands Intermediate School. This change will help reduce speeds in the area and improve safety. To ensure maximum visibility for school children crossing the road, Council engineers have reassessed the sight distances and are proposing an extension of the No Stopping At All Times (BYL) marking by 15 metres.
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for pedestrians in particular at risk young pedestrians. Reduces crash likelihood at the pedestrian zebra crossing. Net parking impact – removal of approximately three unrestricted parking spaces. Pedestrian Impact – safer and improved crossing facility for pedestrians.
How this relates to the parking policy	<ul style="list-style-type: none"> Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 4,464. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 May 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 2 May 2023 and finishes at 5.00 pm Monday 15 May 2023. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal

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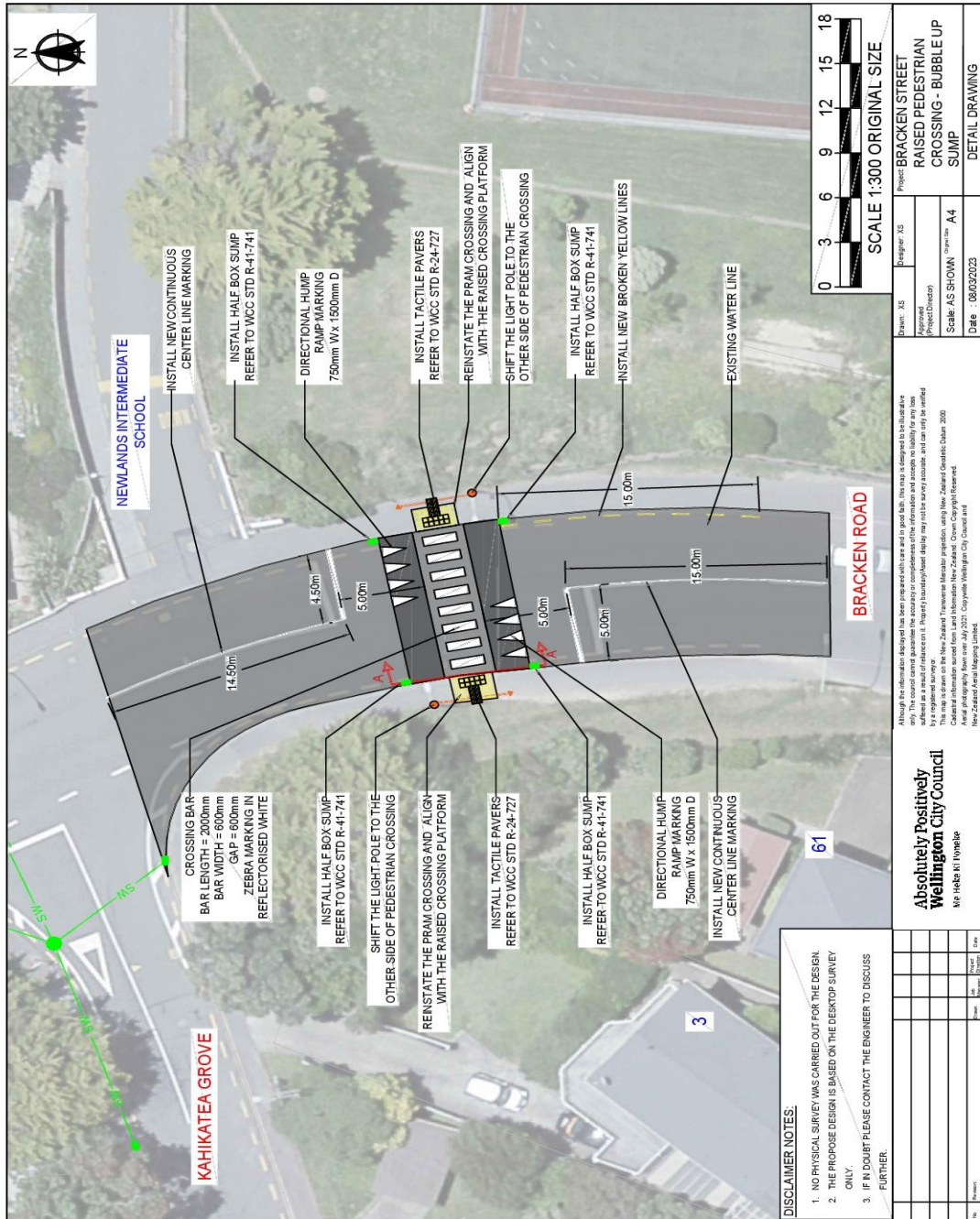
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	<p>information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 16 May 2023.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 22 June 2023.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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Traffic Resolution Plan: TR78-23 Bracken Road, Newlands – Pedestrian Crossing Upgrade; No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
Bracken Street	<i>No Stopping, At All Times</i>	<i>South side, commencing 31.3 metres south of its intersection with Kahikatea Grove (Grid coordinates X=1,752,804.32m Y=5,435,289.43m) and extending in a southerly direction following the eastern kerb line for 15 metres.</i>

Prepared By: Xitij Sakhalkar **(Intermediate Transport Engineer)**

Approved By: Evandro Scherer **(Team Leader Traffic & Resolutions)**

Date: 07/06/2023

FEEDBACK RECEIVED

Feedback

Name: Angela

Suburb:

Agree: Yes/No

We have the following points to make or raise:

- We hoped the impact priority would place our pedestrian's 1st, not vehicles.
- Can we confirm how far the yellow lines on the western side of Bracken Road extend? There is mention of losing 3 car parks only.
- Is the speed limit outside our school 30km/h or soon will be?
- Much of the congestion outside our school is related to the 8 buses that pass within a 20-minute period. Has there been an allowance for this and the capacity of the bus drivers to see the road ahead?
- The behaviour of motorists outside our school is poor, especially in wet weather. How will the speed and behaviour in response to this proposed change be monitored?
- The timeline of work is important. Can these modifications be done in the term holidays please?
- How will the project be communicated to the community?
- Will this modification manage the changing weather? We have had more deluges in recent months than ever before. Another point to note is that parents during bad weather conditions disregard any directions on the road.

Officer's response:

Thank you for your feedback on TR78-23 Bracken Road, Newlands – Pedestrian Crossing Upgrade, No Stopping At All Times.

- Yes, the priority is given to pedestrian safety, as the broken yellow line will improve the intervisibility for pedestrians and on coming vehicles.
- We will be installing 15m broken yellow line on the western kerb of Bracken Street.
- Yes, Council will be actively raising pedestrian crossings outside schools. There was prior consultation carried out during this proposed development. The posted speed limit will be reduced to 30km/h once Council has received feedback to the consultation and approved the Speed Management Plan in Wellington for future implementation.
- Along with the broken yellow lines we are also raising the pedestrian crossing, which will result in dropping the operating vehicle speed at the raised pedestrian crossings.
- The broken yellow lines will be marked during night-time to minimise affecting normal school hours and the physical construction of raised pedestrian crossing will be carried out during school holidays.
- The No Parking Restriction (Broken Yellow Lines) is publicly consulted with the nearby community, the proposed raised crossing will also be communicated through letter drops and website.

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Name: Ellen
Suburb:
Agree: Yes

Living Streets supports the new raised pedestrian crossing outside Newlands Intermediate School and associated no stopping changes.
We recommend similar treatment for Kahikatea St a small side road in the same area.

Officer's response:

Thank you for your feedback on_TR78-23 Bracken Road, Newlands – Pedestrian Crossing Upgrade; No Stopping At All Times.
Kahikatea St is a cul-de-sac road with no major safety issues. The road currently operates with low traffic and pedestrian volumes. At this stage this crossing facility is not high on the priority list as we have other higher priority projects in the Minor Works list for implementation.

Name: Dave
Suburb:
Agree: Yes

Overall, my neighbours and I are happy with the proposal. It will aid in reducing dangerous driving behaviour around the school.
Given time and effort is going into this location, I ask you to address other issues at the same time.

- Every Saturday the road gets very congested due to school sports.
This tempts drivers to get creative with their parking and some people park their vehicles on the grass berm between 60 and 61 bracken road. There is an official no parking sign on the light-post, but clearly not obvious enough. Years of drivers doing this has caused the footpath edge to fail, causing stones to collect on the berm and grass to be washed away. Given I maintain this berm and it is causing damage to our lawnmower in its current state, I request the following to be carried out,
 - - Please repair the footpath edging to stop further damage and to channel water runoff correctly.
 - Please repair the grass berm (add new topsoil and grass).
 - Add additional no parking signage.
- Parked cars on the southern side of the crossing block vision to safely exit the driveway. This has been raised with WCC previously and they agreed to extend the BYL to 1.5m past the driveway. This is still not enough and particularly on Saturdays, and weekdays between 8-9am and 2-4pm creates a very dangerous situation when we try to exit our driveway.
 - Please extend the BYL a further 5m south of the crossing, outside 61 and 59 Bracken Road.
- Crossing diamond on the southern side gets obscured by parked traffic, so it's not effective when the road is busy. Propose moving it slightly towards the centre of the road.
- Please advise us of the schedule of work, and ensure no work is carried out between 6pm and 7am.

FEEDBACK RECEIVED

Officer's response:

Thanks for your feedback on Traffic Resolution Plan: TR78-23 Bracken Road, Newlands – Pedestrian Crossing Upgrade; No Stopping At All Times. Please find out our officer's response regarding the following:

- **Parking sign (No Parking on Berm)**
Council officers have made a request to our contractors to proceed with the installation of new 'No Parking on Berm' signs. Existing signs and the new signs will be bigger so that drivers are able to easily visualise them.
- **Maintenance issues (footpath and issues associated with the grass)**
Council officers have made a request to our WCC Maintenance team to address these issues.
- **BYL extension**
The current BYL has been installed to incorporate the visibility for the pedestrian crossing at the school. A review of the sight lines indicates that the sight lines are in accordance with our traffic engineering requirements for a crossing. Therefore, we are unable to justify the extension of the BYLs. Furthermore, excessive BYLs might lead to an increase of speeding, which we want to avoid.
- **Crossing diamond marking obscured by traffic**
Our engineering team made a request for the existing crossing diamond to be blacked out and for a new crossing diamond to be marked near the centre line.

Schedule of work

The roading team will notify the local community closer to the work schedule when the raised crossing will be constructed including the time and duration of the physical work.

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR79-23 Mornington Road, Brooklyn - P10 Time Limited parking (Amended)
Location – where we propose to make the change	<ul style="list-style-type: none"> Mornington Road, Brooklyn - outside no.93.
What we'd like to do	<ul style="list-style-type: none"> Convert the existing unrestricted parking into time limited (P10), Monday to Friday 9am- 5pm.
Why we are proposing the change	<ul style="list-style-type: none"> The Council received a request from Vogelmorn Bowling Club to install a time limited parking space on Mornington Road, outside no. 93. The Bowling Club operates between 9am to 10pm, all days of the week. However, there is no designated parking space for users of the facility to be picked up or dropped off and for loading goods. To improve the use of parking, the Council is proposing the installation of a time limited (P10) parking space outside the facility.
Impact	<ul style="list-style-type: none"> Increase parking turnover with time limited use. Net parking impact – convert two unrestricted parking spaces to two time limited parking spaces. Pedestrian impact – no change as there is no alteration to the pedestrian facilities.
How this relates to the parking policy	<ul style="list-style-type: none"> Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> As a result of the public consultation in the area, the proposed plan had an amendment with the following changes: <u>Change from P10, At All Times to P10, Monday to Friday, 9am to 5pm</u> Average daily traffic count – 1,142. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 May 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 2 May 2023 and finishes at 5.00 pm Monday 15 May 2023. What we do with your personal information:

We are proposing a change in your area

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	<p>All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 16 May 2023.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 22 June 2023.3. If approved, the proposal will be installed within the following three months.

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Amendment Traffic Resolution Plan: TR79-23 Mornington Road, Brooklyn - P10 Time Limited parking



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Original Traffic Resolution (refer to amendment) Plan: TR79-23 Mornington Road, Brooklyn - P10



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Although the information displayed has been prepared with care and in good faith, it is not to be relied upon for any purpose other than the specific use intended. The council cannot guarantee the accuracy or completeness of the information and accepts no liability for any loss suffered as a result of reliance on it. Property boundaries/lot lines may not be shown accurately, and can only be verified by a registered surveyor.
This map is based on the New Zealand Transport Information projection, using New Zealand Transverse Mercator 2000 coordinate information sourced from Land Information New Zealand. Crown Copyright Reserved.
Aerial photography from: over July 2021. Copyright Wellington City Council and New Zealand Aerial Mapping Limited.

Drawn: SB	Designer: SB	Project: Mornington road Proposed changes
Approved: (Signed) SB		
Scale: (A4 1:500)	Version: A4	
Date:		Page 1

We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Mornington Road	<i>P10, Monday to Friday 9am to 5pm</i>	<i>East side, commencing 43 metres south of its intersection with Vennell Street (Grid coordinates X=1747669633.85m Y= 5424926227.40m) and extending in a southerly direction following the eastern kerb line for 12 metres.</i>

Prepared By: Babitha Babu (Transport Engineer)
Approved By: Evandro Scherer (Team Leader Traffic & Resolutions)
Date: 07/06/2023

FEEDBACK RECEIVED

Feedback

Name: Jo
Suburb: Brooklyn
Agree: Yes/No

We just heard about the plan to put in p10's on our street outside no. 93. We'd like to discuss there being an access park there as well, and there only being 2 p10's. Also, residents' parks.

Officer's response:

Thank you for your feedback for TR79-23 Mornington Road, Brooklyn - P10 Time Limited parking. Our proposal aims to incentivise parking turnover as an alternative to reduce long-term parking in the area. There are also plans to review the parking situation in the area, which should be included as the scope of the WCC Parking Management Plan.

One of the objectives of the PMP is to align the plan with the principles of our Parking Policy, which supports the shift in the type of transport used – this means less reliance on private vehicles and a shift to public transport and active travel. Any scheme devised will have this objective in mind as well as considering the parking hierarchy (as per the parking policy) where on these streets, residents are considered a higher priority than commuters.

The current strategy of the PMP is to first test the PMP on a small area and then progress, in a quick manner, for the delivery of the wider area. The idea behind looking at multiple areas of a suburb, rather than individual streets, is to avoid drivers and parked vehicles from migrating from one road to another. Below is the process that WCC will be implementing:

- An area-wide parking survey
- Review of the survey and appropriate allocation of parking
- Consultation with key stakeholders
- Implementation of proposed restrictions

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

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Name: Katie
Suburb: Brooklyn
Agree: Yes/No

I am writing regarding the proposal for Mornington Road and 2 P10 car parks outside #93.
I support this change with 2 provisos.

1: That the existing mobility park is not moved or changed in any way
2: That the yellow line at the southeast corner of the Mornington Road and Vennell Street intersection is extended south towards the Vogelmorn Bowling Club to the required distance from the corner. (I've been told by a council staff member that it is 6m from the corner - though the current yellow lines only need to be extended another 1.5m to make it better). Cars and other vehicles park up to the yellow line and this blocks vision/sightlines when pulling out of Vennell Street and turning left or right into Mornington Road. Making the intersection dangerous on foot, on a bike or in a car. The northeast corner outside the Tennis Club has a much longer yellow line so doesn't need changing.

I am making this submission/comment as an individual.

Officer's response:

Thank you for your feedback for TR79-23 Mornington Road, Brooklyn - P10 Time Limited parking. According to the NZ Road Code, parking within 6m of an intersection it is considered illegal and for this reason, Wellington City Council has legal powers to install broken yellow lines on intersections. As noticed, on both corners of Mornington Road and Vennell Street, there are existing broken yellow lines, hence no alterations will be made.

Name: Zoe
Suburb: Brooklyn
Agree: No

I am a resident on Morning Road, I am happy with the P10 as long as it is from 9am-5pm and doesn't go into the evenings as it is already hard to find parking on the street by our house due to the bar opening.

Officer's response:

Thank you for your feedback for TR79-23 Mornington Road, Brooklyn - P10 Time Limited parking. Your feedback was taken into account and an amendment plan was created to change the restrictions from Monday to Friday, between 9am to 5pm – please refer to the amendment plan of this TR.

Name: Courtney
Suburb:
Agree: No

I am opposed to this proposal.

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I have lived across the road from the Vogelmorn Bowling Club for over 6 years now. Over the last couple of years, this area has become very busy in the evening and on weekends due to the restaurants and cafes in the bowling club. It's great to see this area thriving, but it is often very difficult for us to find a park at these busy times.

We have no off-street parking options, so we rely on street parking. Often, we must park miles down the road which can be a hassle when we have heavy grocery bags to carry inside, but also feels unsafe (for myself walking up a very dark street and doesn't feel safe leaving my car further down the street given so many break-ins recently). If you remove two additional parks this will make it even harder for us.

I can't imagine there are enough people being dropped off to justify having such a large stretch of the street time-restricted, especially at all times. From what I've observed, hardly anyone is being dropped off at the cafe/restaurant - they are parking on the street while they use the cafe/restaurant.

Officer's response:

Thank you for your feedback for TR79-23 Mornington Road, Brooklyn - P10 Time Limited parking. Our intention with the proposal is to promote more parking turnover in the area for drop off and pick up by private vehicles, taxis, or Uber as an alternative to reduce long-term parking. Furthermore, in situations where parking demand would be high in the area, with the P10 parking, residents can use the space to drop their groceries at home and, after the stipulated time limit, to find an appropriate parking space.

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Kia ora,

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

Proposal:

Reference	TR81-23 Alexandra Road, Roseneath - new layout for Bus Stops (#6570, #7570, #6571)
Location – where we propose to make the change	Alexandra Road, Roseneath <ul style="list-style-type: none"> • Bus stop #6570 -outside no.25 • Bus stop #7570- outside no.16 • Bus stop #6571- outside no.57
What we’d like to do	<ul style="list-style-type: none"> • Improve bus stop layout by introducing new road marking.
Why we are proposing the change	<ul style="list-style-type: none"> • Metlink have previously consulted in 2022 on improvements to bus stops #6570 and #7570 on Alexandra Road, along route 20, after receiving feedback on the difficulty bus drivers are experiencing accessing stop #6570. • In previous consultation, it was proposed to shift stop #6570 further west on Alexandra Road to a straighter section of the road, to enable drivers to align the bus parallel to the footpath and kerb line. • There was subsequent concern raised among residents regarding increased pressure for kerbside parking in the area because of these proposed changes. • Metlink has since liaised with the Wellington City Council traffic engineering team and have developed a new proposal for bus stops #6570 and #7570 to cater for the resident feedback. • While we are investigating appropriate bus stop marking at stop #6570, we have decided to propose appropriate bus stop markings for bus stop #7570. • The proposed new bus stop markings will ensure that buses can pull out of the live traffic lane and have a safe bus stopping area at stop #6570 with standard kerb height level access for bus patrons. <p>BUS STOP #6570</p> <ul style="list-style-type: none"> • Bus stop #6570 does not have appropriate bus stop markings i.e., bus box, entry and exit tapers (broken yellow lines). Without a clearly defined bus stop, public parking will impede access to the stop for bus drivers and patrons to safely alight and board. • Our modern fleet of buses is designed to be fully accessible for customers, however, they are only accessible where the bus can pull up parallel to a kerb allowing customers step-free access to the bus. This is particularly important for customers with reduced mobility. • The existing bus stop #6570 is positioned across a driveway of properties with a drop kerb. Having bus drivers pick up/drop off customers on a dropped kerb makes accessibility difficult- especially for those that have reduced mobility and require the onboard wheelchair ramp.

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	<p>BUS STOP #7570</p> <ul style="list-style-type: none"> The existing bus stop #7570 is located on a road bend in Alexandra Road and will cause other drivers to overtake where there is limited forward visibility. <p>BUS STOP #6571</p> <ul style="list-style-type: none"> Existing bus stop #6571 is proposed to be formalised by introducing new bus stop line marking and a slight shift of the bus box away from the Upoko Road intersection. This is intended to improve sightlines for road users exiting Upoko Road and allow buses to move out of the bus stop without crossing into the intersection space.
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for public transport users and general traffic. Net parking impact – removal of seven unrestricted parking spaces. Pedestrian impact - positive. Improvements for the bus patrons as they will be able to board and alight the bus from the footpath at stop #6570.
How this relates to the parking policy	<ul style="list-style-type: none"> Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles. Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.
Additional Information	<ul style="list-style-type: none"> Average monthly passenger number – bus stop #6570 boarding 20, alighting 304; bus stop #7570 boarding 270, alighting 15; bus stop #6571 boarding 8, alighting 577. Average daily traffic count – 962. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 May 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 2 May 2023 and finishes at 5.00 pm Monday 15 May 2023.</p> <ul style="list-style-type: none"> What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made

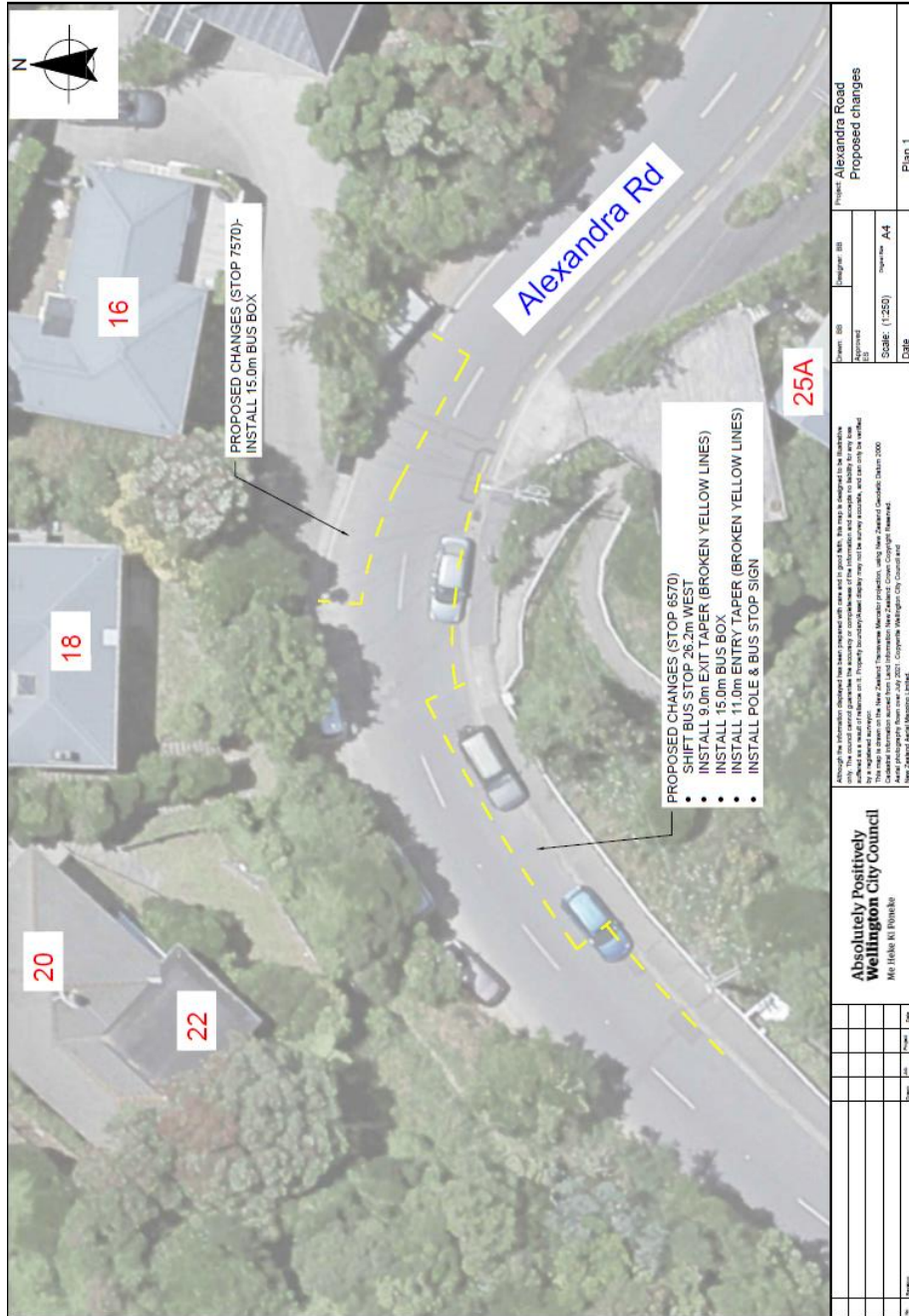
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	<p>available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 16 May 2023.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 22 June 2023.3. If approved, the proposal will be installed within the following three months.

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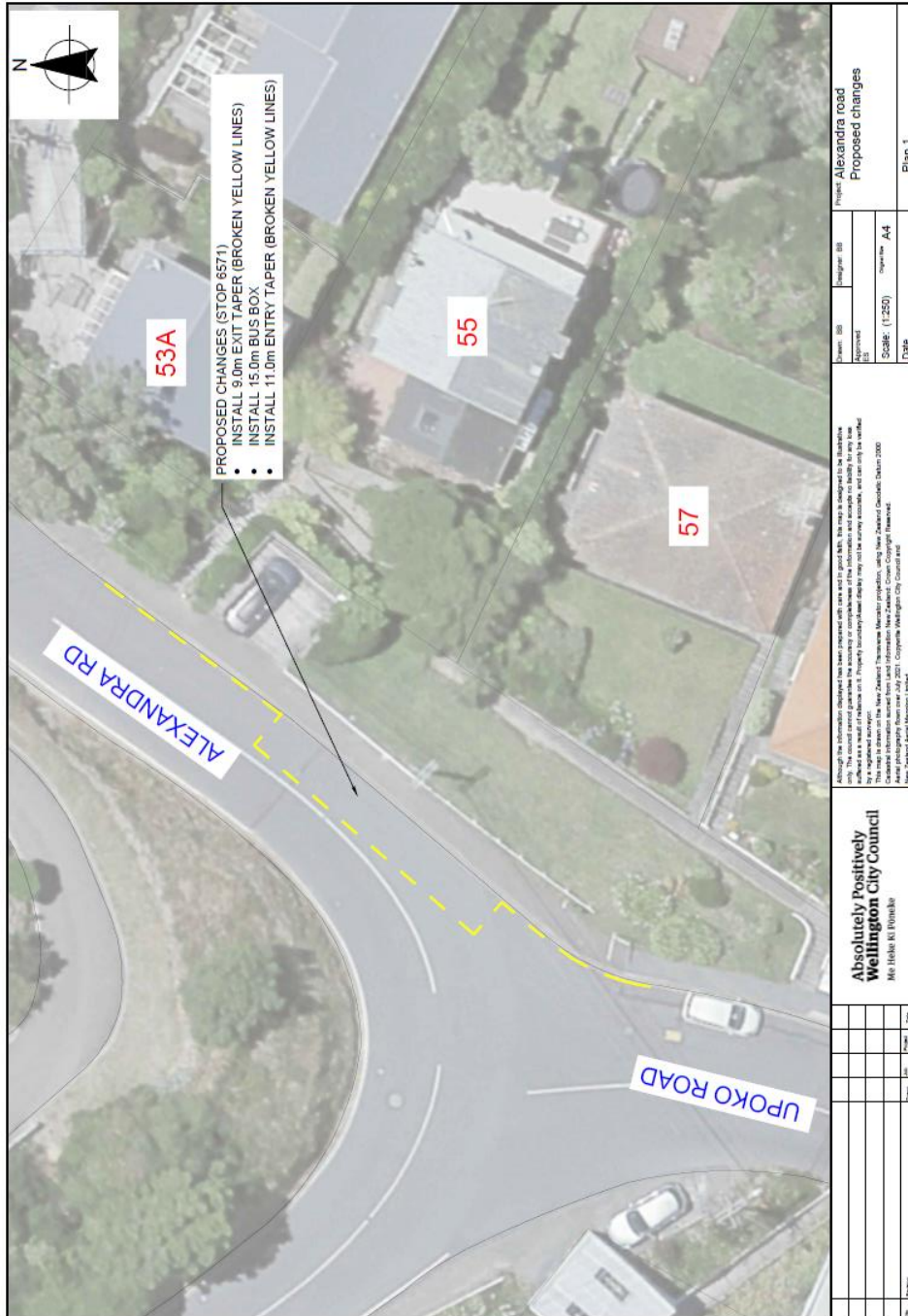
Traffic Resolution Plan: TR81-23 Alexandra Road, Roseneath - new layout for Bus Stops (#6570, #7570)



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Traffic Resolution Plan: TR81-23 Alexandra Road, Roseneath: New layout for Bus Stops (#6571)



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Legal Description:

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

Column One	Column Two	Column Three
Alexandra Road	<i>Bus Stop, At All Times</i>	<i>North side, commencing 189 metres west of its intersection with Lookout Road (Grid coordinates X=1,750,491.11m Y=5,426,795.80m) and extending in a westerly direction following the northern kerb line for 15.0 metres.</i>
Alexandra Road	<i>Bus Stop, At All Times</i>	<i>South side, commencing 268.5 metres east of its intersection with Upoko Road (Grid coordinates X=1,750,458.81m Y=5,426,786.94m) and extending in an easterly direction following the southern kerb line for 15.0 metres.</i>
Alexandra Road	<i>Bus Stop, At All Times</i>	<i>South side, commencing east of its intersection with Upoko Road (Grid coordinates X= 1750306931.68m Y= 5426651446.89m) and extending in an easterly direction following the northern kerb line for 15.0 meters.</i>

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

Column One	Column Two	Column Three
Alexandra Road	<i>No Stopping At All Times</i>	<i>South side, commencing 268.5 metres east of its intersection with Upoko Road (Grid coordinates X=1,750,458.81m Y=5,426,786.94m) and extending in a westerly direction following the southern kerb line for 9.0 metres.</i>
Alexandra Road	<i>No Stopping At All Times</i>	<i>South side, commencing 283.5 metres east of its intersection with Upoko Road (Grid coordinates X=1,750,470.46m Y=5,426,794.47m) and extending in an easterly direction following the southern kerb line for 11.0 metres.</i>
Alexandra Road	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Upoko Road (Grid coordinates X= 1750306931.68m Y= 5426651446.89m) and extending in southernly direction following the Western kerb line for 9.0 meters</i>

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Alexandra Road	<i>No Stopping At All Times</i>	<i>South side, commencing 17 metres east of its intersection with Upoko Road (Grid coordinates X= 1750316646.76m Y= 5426662876.10m) and extending in an easterly direction following the northern kerb line for 11.0 metres</i>
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Prepared By: Babitha Babu **Transport Engineer**
Approved By: Evandro Scherer **(Team Leader Traffic & Resolutions)**
Date: 21/04/2023

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Feedback

Name: Aiden
Suburb: Hataitai
Agree: Yes

As a frequent bus user along this route, it would be great if the stops could be improved as the bus often struggles to get past parked cars.

Officer's response:

Thank you for your feedback on TR81-23 Alexandra Road, Roseneath - new layout for Bus Stops (#6570, #7570, #6571).

Name: Ellen
Suburb:
Agree: Yes

Living Streets supports this change to improve bus stop layout and accessibility on a narrow street.

Officer's response:

Thank you for your feedback on TR81-23 Alexandra Road, Roseneath - new layout for Bus Stops (#6570, #7570, #6571)

Name: Kristin
Suburb:
Agree: No

I've been away on holiday and returned on Monday; and caught up with my mail yesterday.

I've messaged the neighbourhood group, and we have a lot of feedback on TR81-23; specifically stop #6570. Some of these objections also relate to stop #6571 (I'm not aware of any objections to #7570.) I have been asked to co-ordinate. (Apologies, easier to write this on my work email, and I'm more likely to receive and action replies – I've Ccd my personal email and note that all correspondence on this matter is in my personal capacity.) We will likely also reach out to those in the vicinity of bus stop 6571, as some (but not all) of us have comments on that bus stop. As to whether I collate those will depend on what comes in on it. (I have no comments).

I thought supplying a summary of the feedback we intend to submit and our approach to this matter would be helpful to you, and hope that it can be included or noted in your summary of feedback. **If you can get back to me and let me know if this is the case, I would be very grateful, as we want to include that in our communication with the Regulatory Processes committee, our MP, and our local councillors.**

We are aware that that the deadline for the feedback has passed, and despite this, intend to

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- Prepare feedback (a summary of what we anticipate will be provided is below)
- Prepare some evidence to support our position
 - o we plan to survey all residents of properties for which 7570 is the closest bus stop to confirm if ANY properties are wheelchair or mobility accessible (which we define as no steps to access) noting the topography of our region. Our neighbourhood group of 11 houses all in the immediate vicinity was unable to identify any on Alexandra Road, Heparā street or Marewa road which don't have numerous steps to access, largely due to the challenging topography of the area. We think we represent 15% of all houses which are conceivably impacted by these changes.
 - o We also plan to collect impact statements for what these changes will do to our part of the community, and to include visitors in those polled for impact statements.
- Prepare a petition to ensure that full visibility of the community support is visible to councillors (we intend to go door to door, and request that regular visitors who will be impacted also provide impact statements (submitters will include family and friends who visit regularly)).
- Send it at least one week in advance to all the members of the Regulatory processes committee; our local councillors Tim Brown, and Teri O'Neill (Sarah Free is chair of the regulatory processes committee); and MP Paul Eagle. We plan to send emails/ contact them with this intention by the end of this week as well.
- Have at least a few representatives attend the committee meeting, noting that 9.30am on a Thursday isn't work friendly for public involvement. (We would appreciate a time for the TR81 discussion being provided in advance, as this will allow for attendance.)

Draft feedback (focusing on stop 6570)

Summary:

- Our preferred option is not the council proposed option, but to leave the bus stop where it is (or very slightly move it), put in a bus box and an exit taper which extends to where the council proposal bus box commences. Please see proposal.jpg attached. This is the proposal that was previously shared with the council.
 - o Buses will be able to exit and have space to get "a line" for navigating the corner safely – this was previously tested with two drivers on the number 20 route.
 - o This proposal will not cause cars to move to otherwise less safe parking points along Alexandra Road, causing greater aggregate risk for road users in the community.
- We do not agree with the council proposal as drafted meet the needs of the community. There is agreement that something needs to be done about the corner, and we note that there have been damaged cars etc due to the corner. Requiring safety with as little negative impact on the community as possible means we have a different preferred option.
- We note the council has made changes to what had been proposed last year but are unhappy that the council did not respond to our alternate proposals at that time, or concerns and views shared.
- The concerns of those involved and that we have engaged with are in summary that:
 - o Safety is paramount, and not just on the corner but how the changes to the corner will impact the broader Alexandra Road route.

The stop in the council proposal is not positioning the stop in a manner which will best enable safety considering wider requirements of resident and visiting users (and future users) of the stop, because where the stop is

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- to be placed will push cars into less safe (but legal) parking spaces. This neither helps residents, or other road users including bus drivers.
- The focus on standard kerb height access is not appropriate for stop 6570 as
 - No public amenities are services by the stop and stops on either side (if changes to 6571 go ahead) are accessible.
 - None or very few (TBC by survey) of the properties most closely serviced by the bus stop 6570 are accessible and require accessible bus service.
 - There is no problem with the corresponding stop 7570 not being accessible, so why is there an issue with 6570?
- Amenity accessibility for the public users at stop 6570 is best enabled by disrupting parking as little as possible, not least because the bus service is inadequate in the afternoons/ evening (route 20 is only being serviced at 5pm, 6pm, 7.30pm, 9.30pm and 10pm at the moment, and Metlink have not indicated changes or likelihood that frequent and well connected services will be available, and the majority of residents closest to the bus stop are still dependent on other transport options, particularly cars, ride share and taxi services, or grocery delivery services. Removing more spaces than necessary will therefore have a disproportionately negative impact on residents.

Engagement starting now

Just letting you know; we will be starting the neighbourhood survey tonight and posting on the Hataitai and Roseneath Facebook groups to ensure visibility of the issue with other route 20/ Alexandra Road users. We will also be distributing and collecting impact statements for residents, visitors etc; the template for which is attached. At the very least we will have submissions from 11 of the properties immediately around the bus stop.

2 weeks for consultation and not directly contacting previous submitters is a really poor showing.

Continued Feedback

Name: Kristin

Apologies for late email, got home from the Ed Byrne concert and very unimpressed to be told by neighbours that bus drivers have twice taken down copies of our information sheet and folders with the impact form from the bus stop at stop 7570 today.

I stuck the first one up at 7.30am, and it was gone before 9, when my neighbour put a second one up which has also been removed.

This feels like Metlink interfering with public consultation and considering that many of the door-to-door people we've so far spoken to say that they hadn't been notified of the changes to the bus stop, we are seeking advice from you on what action we need to take, and what action the council will be taking.

Please get back to me as soon as possible to inform me what action is being taken. We are unhappy as it is costly to get printing completed and this has significant impact our ability to communicate

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with bus stop users - we don't have printers at home and now our ability to communicate with commuters has been interrupted to the extent we won't be able to reach commuters (Monday is too late as we work ourselves and won't be able to collate responses on that day).

That council contracted employees would interrupt public engagement and participation (especially as this action must have been taken within their working hours) is surely doubly inappropriate. Are you able to pass this as a formal complaint from Metlink from us, and is the council going to join us in echoing this complaint?

Officer's response:

Thank you for your feedback on TR81-23 Alexandra Road, Roseneath - new layout for Bus Stops (#6570, #7570, #6571).

Metlink was informed of the issues raised regarding interrupting with public engagement, consultation, and participation, however, they were unaware of bus drivers removing information sheets and folders or being told by Metlink to do so. We are unable to confirm who had removed the information presented for public consultation. As for your information sheets being taken down, you will need to contact Metlink directly.

The public is directed to the Metlink website to raise a concern and to express any complaint via their contact link [Contact us » Metlink](#).

Unfortunately, we could not extend the deadline any further as we have a tight deadline to progress to the [Koata Hātepe | Regulatory Processes Committee](#) for its consideration and decision such as to reschedule for further review or withdrawn the proposal .

We wish to reiterate that if the traffic resolution is presented to the Committee for its consideration, there is the opportunity for the public to present orally all the feedback, including the responses from the neighbourhood at the Committee meeting.

Should you wish to present your feedback on TR81-23 Alexandra Road Roseneath - new layout for Bus Stops (#6570 #7570 #6571), in the Public Participation section at this Committee meeting, please email public.participation@wcc.govt.nz **no later than 12 noon on Wednesday 21 June 2023**.

Continued Feedback

Name: Kristin

Please find attached the feedback we received over the weekend. We have further feedback from 16, 16A, but were unable to collate. In all we have 16 submissions in this package and 4 further properties indicated they intended to submit, but I've been unable to collect them for the Monday deadline. We have only managed to directly contact (left flyers) at the 25 properties on Alexandra Road, for whom the bus stops at the corner of 25 Alexandra Road are the closest bus stop. We note also that our attempts to contact more locals via flyers and requesting feedback were stymied by the

poster and flyers being removed, as previously discussed – and we consider this highly concerning. We understand this was not directed by Metlink but carried out by Metlink's employees.

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Please look at each of the submissions individually but note I have provided a summary below to help.

If you can please let us know asap if this will be going to the hearing in June, so we can continue gathering information, involve more residents, and local groups, and contact committee members, our MP, councillors, and the mayor, we would be most grateful.

(Note that this collation and supply is in my private capacity, and I use my work email address for ease of use.)

Summary of feedback

Submitters note the small number of users (324 per month). Submitters also note that around 50% of the people we spoke to have no awareness that the council had consulted on this matter – some adamant that they had received no notification by mail, and many were concerned no notice was stuck up on the bus stop. This concern was exacerbated by the fact that information stuck on the bus stop by this group was removed. We therefore have strong concerns about failures in public consultation.

Many submitters would like previous submissions to be considered in conjunction with this submission.

- Last year's consultation on changes at this corner is not considered to have been appropriately responded to by the council and failure to contact previous submitters is highly disappointing.
- Submitters note that this proposal does not adequately explain or respond to previous strongly stated community views on amenities in this location.
- Other previous submitters (visitors and non-residents) have indicated they would like the opportunity to submit again

Submitters consider the impact of the council proposal was considered universally bad for the area, but consider safety incredibly important, and agree the corner needs to be made safe.

- 11 submitters **note safety and crowding of already heavily congested roads** as an impact of the council's proposal, with the area proposed to remove parking resulting in cars moving to less safe narrower road points. This will impact all road users, including buses, at other points on the road.
- **All submitters support the removal of parking from the corner, to make it safer, and easier for buses (and other road users) to safely get around the corner.**
- **Some submitters (2 – 13%) support the removal of both bus stops, as there are many close by bus stops.** (I reckon that this would not resolve the issue of safety on the corner unless also removing the ability to park on the corner)

1 submitter comments that whilst he is not a road engineer, the alternative proposal of just preventing parking on the corner and leaving the bus where it is, seemed to meet the objectives.

1 submitter commented that the unkept council park on Heparā Street is a greater safety concern impacting a greater number of users than the 324 bus stop users, and being able to park safely impacts more "users" (many times a day) than the bus service.

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The council's curb level preference is inappropriate for this bus stop

- We surveyed for number of steps to access for all properties for whom the bus stop on the corner of 25 Alexandra Road is the closest bus stop (Alexandra Road from 19 to 40s; Heparā street, and Marewa Street)
 - o We found that every single property required greater than 12 steps except for number 14 Alexandra Road, which has 3 steps and a steep driveway, and which the homeowners informed me had no ground floor living space (ground floor garage) and immediately requires 22 steps.
 - o As such, being as there are no amenities which the bus stops on this corner are the closest stop, the curb level access that is being touted as required seems redundant, excessive, and inappropriate. The topography of the neighbourhood strongly contraindicates it being required.
 - o (Note also that there are 22 steps on Heparā street between Alexandra Road and Marewa street, and the path has a very steep gradient.)

The bus service is severely lacking

- Conversations with submitters noted the lack of frequency and dependability of the existing bus service and the challenges that buses of the size that run this route have on this service.
- 4 submitters (+1 in me, so 5) suggest that smaller more frequent buses would be better on this route.
- I have added (below) commentary on a VicDeals post asking about “the worst bus service in Wellington” – with further comments on the lack of dependability and good timing of the
- number 20 bus, which only runs after work at 5pm, 6.30, 8.30 and 10.30pm – essentially useless.
- Ability to take pets on buses was ticked a few times in submissions (4).
- The limited destinations of the bus service (only to Courtney) were also flagged as a problem.
- If this can be passed directly to Metlink, that would be great, if not, can you please advise how I can pass this feedback to them?

Even if the bus service wasn't lacking, alternative methods of transport (predominantly cars) are used and aren't anticipated to be substituted

- Only one submitter indicated they predominantly used the bus (6.25%), 2 further indicated active transport was their predominant transport method but they owned cars (13%) and the rest indicate their vehicles are their predominant transport method (81.25%).
- Topography, badly timed services, lack of buses, unreliable busses, and type of work or lifestyle (3 households were tradies, one a health worker who requires her car, one a young family who need to access work and day-care not on the bus route, and others didn't indicate) and location of work all were mentioned as reasons that
- **Active transport users were strong on the utility of cycling or walking**, but non active transport users stressed the topography of the area as limiting for adopting active transport.

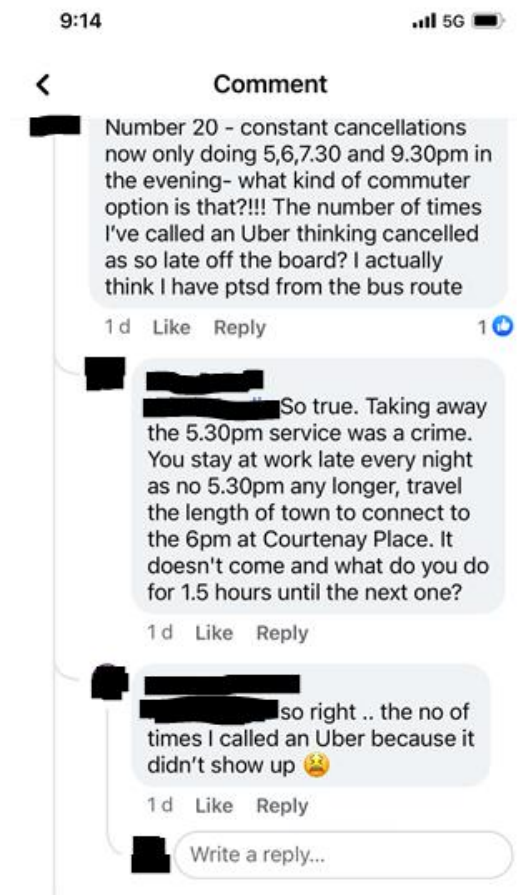
Many submitters noted the removal of parking itself to be a problem

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Big thank you for your help collating and keeping us up to date on what the council chooses to do as a response to this (and other submissions).

Note I've also received 3 thank you cards and a bar of whittakers in gratitude for mobilising the community voice for this piece- the most poignant comment in any card was "hopefully the council listens to our community, but we appreciate all your effort regardless".



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Impact Statement 1

Impact Statement for TR81-23

Do you consent to us sharing this information with Wellington City Council?
(Note no data will be retained by the volunteer group collating beyond the submission to WCC).

Name: [REDACTED] Signature: 

In relation to the vicinity of the bus stops at 14/25 Alexandra Road, are you

Resident (Address 25 Alexandra Road)
 Visitor (social work)

Do you use the bus stops at 14/25 Alexandra Road

Yes (Often Sometimes Infrequently) No

Which of these following do you use the bus/ active transport (walking or cycling)

Commuting Groceries and necessities Accessing leisure activities

What reasons do you not use the bus/ active transport to access the vicinity

Irregular and inconveniently timed services, don't align with timing needed
 Doesn't fit lifestyle (children, pets, or other _____)
 Hills and topography are too much
 Bus doesn't go where need it to (IE anywhere other than CBD)
 Other Bus service is unreliable

Our group is opposed to council changes which we believe will unnecessarily remove car spaces without increasing public amenity, which we believe will make the area less safe (due to less safe parking and more crowding). We have an alternate proposal – have you seen and do you support it? Yes No

If the council go ahead with their proposal, how will it impact you?

Good impact bad impact

Why? I am a healthcare worker & need my car to visit patients/clients in the community. My house is down the "unkept" Council

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Path of not being able to park safely on my street is a safety hazard when needing to carry large & heavy objects including food to my home.

The inconvenience & safety concerns to the 324 monthly users of the bus service does not compare to the amount of users of the "unkept" Council path which access the homes from Alexandra Rd to Itaparā St of their need to park safely.

As noted by the Council, moving the bus stop further up the road where it is straighter (not on the corner) would be safer all around OR

USE THE SMALLER BUSES which are not in service at the moment & should be for this Route!


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Impact Statement 2

Impact Statement for TR81-23

Do you consent to us sharing this information with Wellington City Council?
(Note no data will be retained by the volunteer group collating beyond the submission to WCC).

Name: [REDACTED] Signature: 

In relation to the vicinity of the bus stops at 14/25 Alexandra Road, are you

Resident (Address 19 Alexandra Rd.)
 Visitor (social work)

Do you use the bus stops at 14/25 Alexandra Road

Yes (Often Sometimes Infrequently) No

Which of these following do you use the bus/ active transport (walking or cycling)

Commuting Groceries and necessities Accessing leisure activities

What reasons do you not use the bus/ active transport to access the vicinity

- Irregular and inconveniently timed services, don't align with timing needed
- Doesn't fit lifestyle (children, pets, or other _____)
- Hills and topography are too much
- Bus doesn't go where need it to (IE anywhere other than CBD)
- Other _____

Our group is opposed to council changes which we believe will unnecessarily remove car spaces without increasing public amenity, which we believe will make the area less safe (due to less safe parking and more crowding). We have an alternate proposal – have you seen and do you support it? Yes No

If the council go ahead with their proposal, how will it impact you?

Good impact bad impact

Why?

less space for parking + ease of access to homes

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Impact Statement 3

Impact Statement for TR81-23

Do you consent to us sharing this information with Wellington City Council?
(Note no data will be retained by the volunteer group collating beyond the submission to WCC).

Name:

Signature:

In relation to the vicinity of the bus stops at 14/25 Alexandra Road, are you

Resident (Address 19 Alexandra Road)

Visitor (social work)

Do you use the bus stops at 14/25 Alexandra Road

Yes (Often Sometimes Infrequently) No

Which of these following do you use the bus/ active transport (walking or cycling)

Commuting Groceries and necessities Accessing leisure activities

What reasons do you not use the bus/ active transport to access the vicinity

Irregular and inconveniently timed services, don't align with timing needed

Doesn't fit lifestyle (children, pets, or other _____)

Hills and topography are too much

Bus doesn't go where need it to (IE anywhere other than CBD)

Other _____

Our group is opposed to council changes which we believe will unnecessarily remove car spaces without increasing public amenity, which we believe will make the area less safe (due to less safe parking and more crowding). We have an alternate proposal – have you seen and do you support it? Yes No

If the council go ahead with their proposal, how will it impact you?

Good impact bad impact

Why? Less parking and no positive impact

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Impact Statement 4

Impact Statement for TR81-23

Do you consent to us sharing this information with Wellington City Council?
(Note no data will be retained by the volunteer group collating beyond the submission to WCC).

Name:

Signature:

In relation to the vicinity of the bus stops at 14/25 Alexandra Road, are you

- Resident (Address 20 Alexandra Rd Roseneath 6011)
 Visitor (social work)

Do you use the bus stops at 14/25 Alexandra Road

- Yes (Often Sometimes Infrequently) No

Which of these following do you use the bus/ active transport (walking or cycling)

- Commuting Groceries and necessities Accessing leisure activities

What reasons do you not use the bus/ active transport to access the vicinity

- Irregular and inconveniently timed services, don't align with timing needed
 Doesn't fit lifestyle (children, pets, or other _____)
 Hills and topography are too much
 Bus doesn't go where need it to (IE anywhere other than CBD)
 Other _____

Our group is opposed to council changes which we believe will unnecessarily remove car spaces without increasing public amenity, which we believe will make the area less safe (due to less safe parking and more crowding). We have an alternate proposal – have you seen and do you support it? Yes No

If the council go ahead with their proposal, how will it impact you?

- Good impact bad impact

Why? safety & less car park space for residents

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Impact Statement 5

Impact Statement for TR81-23

Do you consent to us sharing this information with Wellington City Council?
(Note no data will be retained by the volunteer group collating beyond the submission to WCC).

Name: [REDACTED] Signature: 

In relation to the vicinity of the bus stops at 14/25 Alexandra Road, are you

Resident (Address 21 Alexandra Rd
~32 steps!)
 Visitor (social work)

Do you use the bus stops at 14/25 Alexandra Road

Yes (Often Sometimes Infrequently) No

Which of these following do you use the bus/ active transport (walking or cycling)

Commuting Groceries and necessities Accessing leisure activities

What reasons do you not use the bus/ active transport to access the vicinity

- Irregular and inconveniently timed services, don't align with timing needed
- Doesn't fit lifestyle (children, pets, or other car for work)
- Hills and topography are too much
- Bus doesn't go where need it to (IE anywhere other than CBD)
- Other _____

Our group is opposed to council changes which we believe will unnecessarily remove car spaces without increasing public amenity, which we believe will make the area less safe (due to less safe parking and more crowding). We have an alternate proposal – have you seen and do you support it? Yes No

If the council go ahead with their proposal, how will it impact you?

Good impact bad impact

Why? Will just move parking problem – I have a carpark but badly placed cars along road is a night mare.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Impact Statement 6

Impact Statement for TR81-23

Do you consent to us sharing this information with Wellington City Council?
(Note no data will be retained by the volunteer group collating beyond the submission to WCC).

Name: [REDACTED] Signature: C.W. McMorran

In relation to the vicinity of the bus stops at 14/25 Alexandra Road, are you

- Resident (Address 18 Alexandra road)
 Visitor (social work)

Do you use the bus stops at 14/25 Alexandra Road

- Yes (Often Sometimes Infrequently) No

Which of these following do you use the bus/ active transport (walking or cycling)

- Commuting Groceries and necessities Accessing leisure activities

What reasons do you not use the bus/ active transport to access the vicinity

- Irregular and inconveniently timed services, don't align with timing needed
 Doesn't fit lifestyle (children, pets, or other _____)
 Hills and topography are too much
 Bus doesn't go where need it to (IE anywhere other than CBD)
 Other _____

Our group is opposed to council changes which we believe will unnecessarily remove car spaces without increasing public amenity, which we believe will make the area less safe (due to less safe parking and more crowding). We have an alternate proposal – have you seen and do you support it? Yes No

If the council go ahead with their proposal, how will it impact you?

- Good impact bad impact

Why? will prevent families from ever living in the area

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Impact Statement 7

Impact Statement for TR81-23

Do you consent to us sharing this information with Wellington City Council?
(Note no data will be retained by the volunteer group collating beyond the submission to WCC).

Name:

[REDACTED]

Signature:

[Handwritten Signature]

In relation to the vicinity of the bus stops at 14/25 Alexandra Road, are you

- Resident (Address 14 Alexandra Rd)
 Visitor (social work)

Do you use the bus stops at 14/25 Alexandra Road

- Yes (Often Sometimes Infrequently) No

Which of these following do you use the bus/ active transport (walking or cycling)

- Commuting Groceries and necessities Accessing leisure activities

What reasons do you not use the bus/ active transport to access the vicinity

- Irregular and inconveniently timed services, don't align with timing needed
 Doesn't fit lifestyle (children, pets, or other _____)
 Hills and topography are too much
 Bus doesn't go where need it to (IE anywhere other than CBD)

Other unsafe with large buses up/down hill.

Our group is opposed to council changes which we believe will unnecessarily remove car spaces without increasing public amenity, which we believe will make the area less safe (due to less safe parking and more crowding). We have an alternate proposal – have you seen and do you support it? Yes No

If the council go ahead with their proposal, how will it impact you?

- Good impact bad impact

Why?

We need small buses on this hill due to safety with narrow roads

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Impact Statement 8

Impact Statement for TR81-23

Do you consent to us sharing this information with Wellington City Council?
(Note no data will be retained by the volunteer group collating beyond the submission to WCC).

Name: [REDACTED] Signature: *[Handwritten Signature]*

In relation to the vicinity of the bus stops at 14/25 Alexandra Road, are you

Resident (Address 14 ALEXANDRA ROAD.)
 Visitor (social work)

Do you use the bus stops at 14/25 Alexandra Road

Yes (Often Sometimes Infrequently) No

Which of these following do you use the bus/ active transport (walking or cycling)

Commuting Groceries and necessities Accessing leisure activities

What reasons do you not use the bus/ active transport to access the vicinity

Irregular and inconveniently timed services, don't align with timing needed
 Doesn't fit lifestyle (children, pets, or other _____)
 Hills and topography are too much
 Bus doesn't go where need it to (IE anywhere other than CBD)
 Other DANGEROUS DRIVING ON HILL!

Our group is opposed to council changes which we believe will unnecessarily remove car spaces without increasing public amenity, which we believe will make the area less safe (due to less safe parking and more crowding). We have an alternate proposal – have you seen and do you support it? Yes No

If the council go ahead with their proposal, how will it impact you?

Good impact bad impact

Why? SAFETY. SMALLER BUSES - MORE OFTEN IN EVENING. I'D RING A CAR + SCOOTER. FEEL UNSAFE ON SCOOTER PASSING A BUS.

FEEDBACK RECEIVED

Impact Statement 9

Impact Statement for TR81-23

- Do you consent to us sharing this information with Wellington City Council?
(Note no data will be retained by the volunteer group collating beyond the submission to WCC).

Name: [REDACTED]

Signature: 

In relation to the vicinity of the bus stops at 14/25 Alexandra Road, are you

- Resident (Address Alexandra Road)
 Visitor (social work)

Do you use the bus stops at 14/25 Alexandra Road

- Yes (Often Sometimes Infrequently) No

Which of these following do you use the bus/ active transport (walking or cycling)

- Commuting Groceries and necessities Accessing leisure activities

Also car owner

What reasons do you not use the bus/ active transport to access the vicinity

- Irregular and inconveniently timed services, don't align with timing needed
 Doesn't fit lifestyle (children, pets, or other _____)
 Hills and topography are too much
 Bus doesn't go where need it to (IE anywhere other than CBD)
 Other _____

Our group is opposed to council changes which we believe will unnecessarily remove car spaces without increasing public amenity, which we believe will make the area less safe (due to less safe parking and more crowding). We have an alternate proposal – have you seen and do you support it? Yes No

If the council go ahead with their proposal, how will it impact you?

- Good impact bad impact

Why?

Comment = It sounds plausible to achieve stated aim with only the corner being removed from parking – but I'm not a road engineer

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Impact Statement 10

Impact Statement for TR81-23

Do you consent to us sharing this information with Wellington City Council?
(Note no data will be retained by the volunteer group collating beyond the submission to WCC).

Name: [REDACTED] Signature: 

In relation to the vicinity of the bus stops at 14/25 Alexandra Road, are you

- Resident (Address Marewa)
- Visitor (social work)

Do you use the bus stops at 14/25 Alexandra Road

- Yes (Often Sometimes Infrequently) No
(no car)

Which of these following do you use the bus/ active transport (walking or cycling)

- Commuting Groceries and necessities Accessing leisure activities

What reasons do you not use the bus/ active transport to access the vicinity

- Irregular and inconveniently timed services, don't align with timing needed
- Doesn't fit lifestyle (children, pets, or other _____)
- Hills and topography are too much
- Bus doesn't go where need it to (IE anywhere other than CBD)
- Other _____

'Our group is opposed to council changes which we believe will unnecessarily remove car spaces without increasing public amenity, which we believe will make the area less safe (due to less safe parking and more crowding). We have an alternate proposal – have you seen and do you support it?' Yes No

If the council go ahead with their proposal, how will it impact you?

- Good impact bad impact
- Safety - Alexandra is already crowded

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Impact Statement 11

Impact Statement for TR81-23

Do you consent to us sharing this information with Wellington City Council?
(Note no data will be retained by the volunteer group collating beyond the submission to WCC).

Name:

[REDACTED]

Signature:

Kuhuphi

In relation to the vicinity of the bus stops at 14/25 Alexandra Road, are you

Resident (Address 18 Alexandra Road)
 Visitor (social work)

Do you use the bus stops at 14/25 Alexandra Road

Yes (Often Sometimes Infrequently) No

Which of these following do you use the bus/ active transport (walking or cycling)

Commuting Groceries and necessities Accessing leisure activities

What reasons do you not use the bus/ active transport to access the vicinity
mainly use car.

- Irregular and inconveniently timed services, don't align with timing needed
 Doesn't fit lifestyle (children, pets, or other _____)
 Hills and topography are too much
 Bus doesn't go where need it to (IE anywhere other than CBD)
 Other _____

Our group is opposed to council changes which we believe will unnecessarily remove car spaces without increasing public amenity, which we believe will make the area less safe (due to less safe parking and more crowding). We have an alternate proposal – have you seen and do you support it? Yes No

If the council go ahead with their proposal, how will it impact you?

Good impact bad impact

Why? *Will push traffic into less safe roadside areas.*

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Impact Statement 12

Impact Statement for TR81-23

Do you consent to us sharing this information with Wellington City Council?
(Note no data will be retained by the volunteer group collating beyond the submission to WCC).

Name: [REDACTED] Signature: *[Handwritten Signature]*

In relation to the vicinity of the bus stops at 14/25 Alexandra Road, are you

Resident (Address *14 ALEXANDRA.*)
 Visitor (social work)

Do you use the bus stops at 14/25 Alexandra Road

Yes (Often Sometimes Infrequently) No

Which of these following do you use the bus/ active transport (walking or cycling)

Commuting Groceries and necessities Accessing leisure activities

What reasons do you not use the bus/ active transport to access the vicinity

Irregular and inconveniently timed services, don't align with timing needed
 Doesn't fit lifestyle (children, pets, or other _____)
 Hills and topography are too much (*sometimes walk*)
 Bus doesn't go where need it to (IE anywhere other than CBD)
 Other _____

Our group is opposed to council changes which we believe will unnecessarily remove car spaces without increasing public amenity, which we believe will make the area less safe (due to less safe parking and more crowding). We have an alternate proposal – have you seen and do you support it? Yes No

If the council go ahead with their proposal, how will it impact you?

Good impact bad impact

Why? *Crowding, more dangerous roads*

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Impact Statement 13

Impact Statement for TR81-23

- Do you consent to us sharing this information with Wellington City Council?
(Note no data will be retained by the volunteer group collating the submission to WCC).

Name: [REDACTED] Signature: *[Handwritten Signature]*

In relation to the vicinity of the bus stops at 14/25 Alexandra Road, are you

- Resident (Address Alexandra Road)
 Visitor (social work)

Do you use the bus stops at 14/25 Alexandra Road

- Yes (Often Sometimes Infrequently) No

Which of these following do you use the bus/ active transport (walking or cycling)

- Commuting Groceries and necessities Accessing leisure activities

What reasons do you not use the bus/ active transport to access the vicinity

- Irregular and inconveniently timed services, don't align with timing needed
 Doesn't fit lifestyle (children, pets, or other (dog))
 Hills and topography are too much
 Bus doesn't go where need it to (IE anywhere other than CBD) (ie Hodgey)
 Other _____

Our group is opposed to council changes which we believe will unnecessarily remove car spaces without increasing public amenity, which we believe will make the area less safe (due to less safe parking and more crowding). We have an alternate proposal – have you seen and do you support it? Yes No

If the council go ahead with their proposal, how will it impact you?

- Good impact bad impact

Why? makes road less safe - inconvenience with no gain

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Impact Statement 14

Impact Statement for TR81-23

Do you consent to us sharing this information with Wellington City Council?
(Note no data will be retained by the volunteer group collating beyond the submission to WCC).

Name: [REDACTED] Signature: *[Signature]*

In relation to the vicinity of the bus stops at 14/25 Alexandra Road, are you

Resident (Address 41 Alexandra Rd.)

Visitor (social work)

Do you use the bus stops at 14/25 Alexandra Road

Yes (Often Sometimes Infrequently) No

Which of these following do you use the bus/ active transport (walking or cycling)

Commuting Groceries and necessities Accessing leisure activities *also car.*

What reasons do you not use the bus/ active transport to access the vicinity

Irregular and inconveniently timed services, don't align with timing needed

Doesn't fit lifestyle (children, pets, or other _____)

Hills and topography are too much

Bus doesn't go where need it to (IE anywhere other than CBD)

Other use bike because free/fast

Our group is opposed to council changes which we believe will unnecessarily remove car spaces without increasing public amenity, which we believe will make the area less safe (due to less safe parking and more crowding). We have an alternate proposal – have you seen and do you support it? Yes No

If the council go ahead with their proposal, how will it impact you?

Good impact bad impact

Why? move cars towards our already dangerous/tight corner that bus can barely fit around

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Impact Statement 15

Impact Statement for TR81-23

Do you consent to us sharing this information with Wellington City Council?
(Note no data will be retained by the volunteer group collating beyond the submission to WCC).

Name:

[REDACTED]

Signature:



In relation to the vicinity of the bus stops at 14/25 Alexandra Road, are you

Resident (Address ~~25~~ 19 Alexandra Road)

Visitor (social work)

Do you use the bus stops at 14/25 Alexandra Road

Yes (Often Sometimes Infrequently) No

Which of these following do you use the bus/ active transport (walking or cycling)

Commuting Groceries and necessities Accessing leisure activities

What reasons do you not use the bus/ active transport to access the vicinity

Irregular and inconveniently timed services, don't align with timing needed

Doesn't fit lifestyle (children, pets, or other _____)

Hills and topography are too much

Bus doesn't go where need it to (IE anywhere other than CBD)

Other _____

Our group is opposed to council changes which we believe will unnecessarily remove car spaces without increasing public amenity, which we believe will make the area less safe (due to less safe parking and more crowding). We have an alternate proposal – have you seen and do you support it? Yes No

If the council go ahead with their proposal, how will it impact you?

Good impact bad impact

Why?

Unnecessary removal of needed parking

FEEDBACK RECEIVED

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

Name: Patrick, continuation of the above submission
Suburb:
Agree: No

Hi,

Thank you for fighting the good fight re: the Council's bus stop plans. Please find attached the completed input statement. I hope this is on time - it referred to 'Before Monday', but there are a few dates floating around and I wasn't sure which Monday you're referring to.

I responded to the earlier TR140-22, but have been away much of this year, and must have missed TR81. I've included my response to that below.

It's bloody absurd that a bus stop like #6570, where 20 people board a bus and 300 get off every month should be allowed to consume several car parks on a road that is too difficult to build offroad parking. In fact, I seem to recall that the low side of the road aren't even allowed to build garages.

I'm very supportive of your proposal - let me know how I can help further?

Patrick

Thank you for submitting Reference TR140 - 22 Alexandra Road - New layout for bus stops (#6570 & #7570).

I have lived in this area for 10 years and am concerned that the proposed layout doesn't account for the context of the area.

Like much of central Wellington, the roads in this area are tightly constrained and require drivers of all vehicles to take caution while navigating around other road users, blind corners, and cars parked in marginal and hazardous locations. None of the bus stops in this area are road marked, and few have sufficient space for a bus to stop without impeding traffic. Every house in the area is accessed via steps and most of the houses serviced by these bus stops are up a steep drive or down a steep path (Harepa Road).

One of the best stops in the area is #6569, which is just 90 seconds walk along flat pavement away from #6570. #6569 is on flat land, wide and straight road, and at standard kerb height. It is adjacent to a small park and close to pedestrian access routes to the summit of Mt Victoria. It sits between two driveways, and I estimate it could be improved with road markings with the loss of just one or two street car parks. #7569 lacks the shelter of #7570 but has a large space for busses to stop and plenty of room to improve.

On the other side of #6570, just three minutes walk away, is #6571. The #6570 pair of stops are so close to other options that they appear to be the closest bus stop for only about 23 houses, and (if I read the proposal document right) provide services to less than 10 passengers per day. Is it worth keeping them?

FEEDBACK RECEIVED

The cost of the proposed move 7 car parks - well formed car parks; presumably used by the same 23 houses as use the bus stop.

The result of reducing well formed car parking in this location like this is that people are forced to park in marginal and unsafe locations - at blind corners, across intersections, and on marginal unallocated and unlit blocks of land on narrow roads without footpaths. These make the road more difficult to navigate for busses and increase risk to cyclists and other road users. People forced to park in those locations are less safe as they are crossing near blind corners with no lighting. This proposal, in effect, reduces the closest approximation of mobility parking in this area, and will increase the personal and property risk to other road users.

I would like to recommend the complete removal of the awkward bus stops #6570 and #7570 with focus being given to ensuring that #6569 and #7569, which are already better and have much more potential.

An alternative might be the removal of just #5670 which is particularly awkward and difficult to move without cost.

Based on this, I would like to reassess the proposal's Impact statements.

- Introducing new road markings at the bus stop will improve safety and accessibility for both buses and passengers... and reduce safety for other road users.
- Bus user impact - positive... in that 10 people will walk 90 seconds down the road, for a total of 15 minutes saved every day!

Thank you for taking the time to consider this submission. I work in a professional organisation too - sometimes we think it is the greatest thing in the world to improve a thing, but don't ask 'do we need the thing?'. I hope you will see that the benefits to the proposal are marginal compared to those suggested in this submission, and the risks imposed are relatively high.

Thank you,

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Impact Statement for TR81-23

Do you consent to us sharing this information with Wellington City Council?
(Note no data will be retained by the volunteer group collating beyond the submission to WCC).

Name: [REDACTED] Signature: *Robert Slingsby*

In relation to the vicinity of the bus stops at 14/25 Alexandra Road, are you

Resident (Address 29 ALEXANDRA ROAD)

Visitor (social work)

Do you use the bus stops at 14/25 Alexandra Road

Yes (Often Sometimes Infrequently) No

Which of these following do you use the bus/ active transport (walking or cycling)

Commuting Groceries and necessities Accessing leisure activities

What reasons do you not use the bus/ active transport to access the vicinity

Irregular and inconveniently timed services, don't align with timing needed

Doesn't fit lifestyle (children, pets, or other _____)

Hills and topography are too much

Bus doesn't go where need it to (IE anywhere other than CBD)

Other _____

Our group is opposed to council changes which we believe will unnecessarily remove car spaces without increasing public amenity, which we believe will make the area less safe (due to less safe parking and more crowding). We have an alternate proposal – have you seen and do you support it? Yes No

If the council go ahead with their proposal, how will it impact you?

Good impact bad impact

Why?
Reduction in parking; potentially parking in unsafe locations

FEEDBACK RECEIVED

Officer's response:

Thank you for your feedback on TR81-23 Alexandra Road, Roseneath - new layout for Bus Stops (#6570, #7570, #6571).

Bus stop #6570 has been on Metlink's issues register since 2021, and the access issues for bus vehicles and customers alike due to lack of bus stop road marking has been raised by a resident on Alexandra Road. Due to the existing bus stop #6750's located on a bend in the road, it was not appropriate nor safe to mark it out in its current location.

Once the changes are implemented, there is low expectation that drivers will start parking their vehicles around the bend of Alexandra Road as on the northern side there is no footpath or properties that would encourage drivers to park. The Council will monitor parking along the bend (on the approaches to Alexandra Road/Upoko Road) and if noticed an increase of parking, ~~No Stopping~~ road markings might be installed under the process of Delegated Authority, which gives Council legal powers to proceed with No Stopping At All Times in situations where safety is considered major. Currently the issue is not deemed as major.

We have previously engaged with the residents around bus stops #6570 and #7570 with an initial proposal to shift bus stop #6570 to a safer position after the bend along the road and introduce new road marking to allow the bus to safely align to the kerb line and allow bus users to safely access on and off the bus. There was public feedback submitted on this initial proposal, which WCC and GWRC ~~Metlink??~~ have considered and assessed the suggested changes before re-consulting with the community on a new proposal for these bus stops.

Due to the winding nature of Alexandra Road, and the location of bus stop #6570 on a bend, the proposal must address this persistent safety issue for the travelling public by public transport and private vehicles. While we were investigating improvements for bus stop #6570, further improvements are introduced for its pair bus stop #7570 with line marking to ensure the forward visibility of the bus stop and setup of these paired bus stops follows the national bus stop best practice guidelines.

There were similar requests received from residents regarding bus stop #6571 in 2022 for bus stop line marking including its pair bus stop #7571, as cars were consistently parking within and near the bus stopping area and reducing the bus driver's ability to pick up and drop off passengers at the bus stop safely.

We assessed the requests and concluded that bus stop #7571 being on an inside of the bend did not require bus stop line marking as residents generally do not park within the bus stop. However, for bus stop #6571, our assessment showed that the bus stop need to shift away from the intersection of Upoko Road to maintain forward visibility for those exiting Upoko Road and opposing traffic and allow bus drivers to safely exit out of the bus stop onto Alexandra Road. These changes were confirmed by GWRC and WCC ~~Officers-officers~~ as an improvement for safer bus operations along Alexandra Road.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR82-23 Hereford Street and Pembroke Road Intersection, Wilton - Give-Way control intersection, new bus stop layout (#5929, #4929)
Location – where we propose to make the change	Hereford Street and Pembroke Road, Wilton – outside no.166 Pembroke Road
What we'd like to do	<ul style="list-style-type: none"> • Give-Way control intersection. • Install Bus Stop/Relocate bus stops - #5929 and #4929. • Install No Stopping At All Times for buses to lead in/out and to improve pedestrian sight distances.
Why we are proposing the change	<ul style="list-style-type: none"> • Wellington City Council (WCC) received a safety concern from residents of the area regarding the existing layout of the Hereford Street and Pembroke Road intersection. The current intersection layout does not have any priority control, and this creates confusion for road users approaching this intersection on who has the right of way. • There is a bus stop (#5929) in the vicinity of the intersection which conflicts with drivers turning from Pembroke Road onto Hereford Street. When buses are dropping off passengers, the vehicle drivers view is obstructed, causing safety risk at the intersection. • To improve safety at this intersection and reduce the likelihood of crash, WCC is proposing to install a Give Way control and the relocation of a bus stop, so the driver's view is not obstructed. The proposal includes formalising the bus stop #4929 with an adequate bus box marking and No Stopping At All Times that will be used for buses to safely lead in and out. • To improve pedestrian access, a new kerb ramp is proposed on Hereford Street with the implementation of No Stopping At All Times to improve sight distances for pedestrian to cross the road.
Impact	<ul style="list-style-type: none"> • Improves safety and accessibility for vehicles and pedestrians. • Net parking impact – removal of five unrestricted car parks. • Pedestrian impact - positive. The proposed layout includes the extension of an existing footpath and provides pedestrian kerb ramp to improve accessibility.
How this relates to the parking policy	<ul style="list-style-type: none"> • Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> • Average monthly passenger number – Bus Stop #5929 boarding 56, alighting 643, Bus Stop #4929 -boarding 686, alighting 61. • Average daily traffic count – 1,265.

We are proposing a change in your area

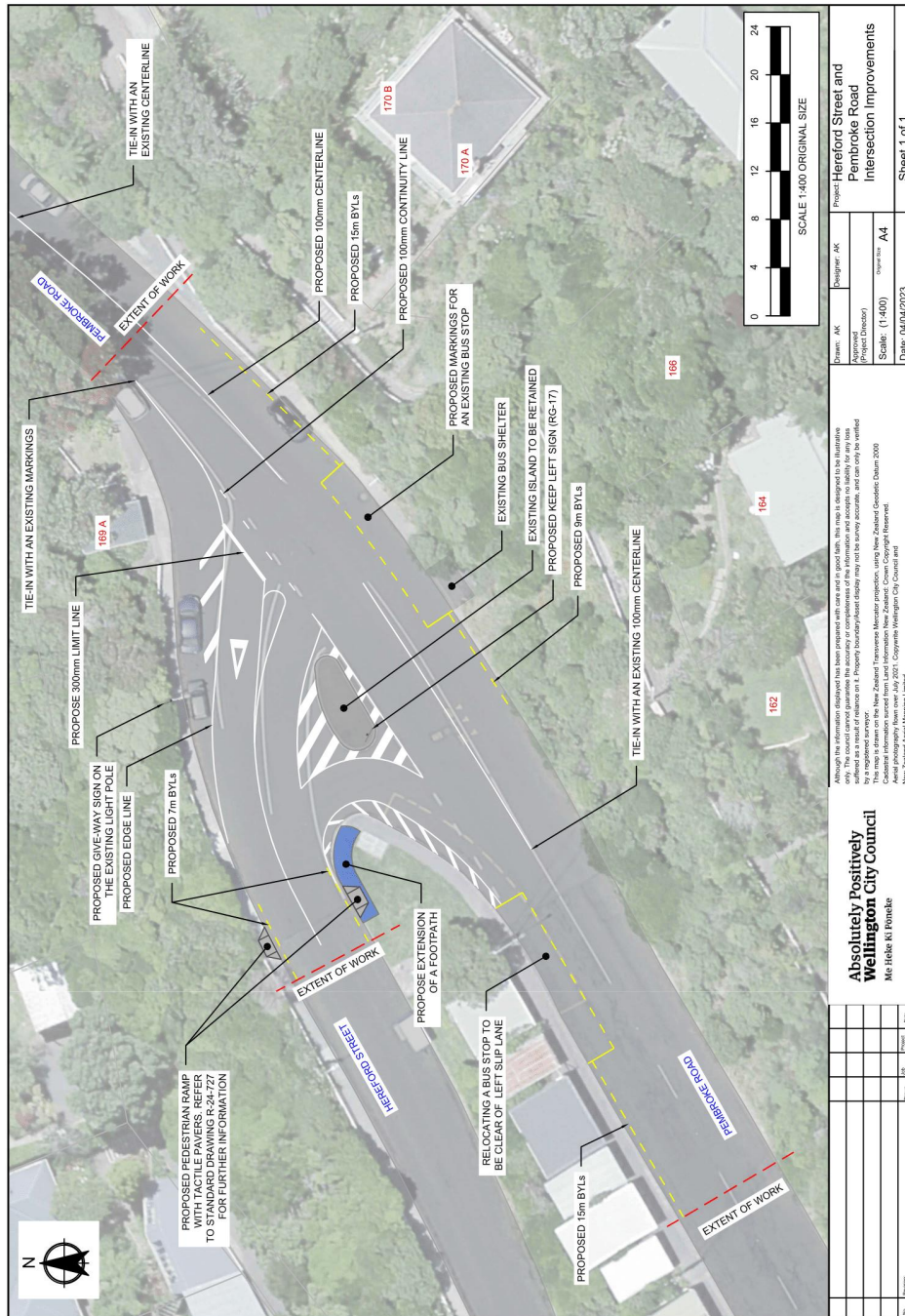
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 May 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 2 May 2023 and finishes at 5.00 pm Monday 15 May 2023. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 16 May 2023. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 22 June 2023. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR82-23 Hereford Street and Pembroke Road Intersection, Wilton - Give-Way control, new bus stop layout (#5929, #4929)



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Pembroke Road	<i>Bus Stop at All Times</i>	<i>West side, commencing 569 metres north of its intersection with Cheshire Street and extending in a northerly direction following the western kerbline for 25 metres to its intersection with Hereford Street.</i>
Pembroke Road	<i>Bus Stop at All Times</i>	<i>South side, commencing 234 metres south of its intersection with Cardigan Way and extending in a westerly direction following the southern kerbline for 15 metres.</i>

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

Column One	Column Two	Column Three
Pembroke Road	<i>Bus Stop at All Times</i>	<i>West side, commencing 569 metres north of its intersection with Cheshire Street and extending in a northerly direction following the western kerbline for 15 metres to its intersection with Hereford Street</i>
Pembroke Road	<i>Bus Stop at All Times</i>	<i>South side, commencing 234 metres south of its intersection with Cardigan way and extending in a westerly direction following the southern kerbline for 15 metres</i>

Add to Schedule C (Give Way and Stop Controls) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Hereford Street	<i>Give-Way</i>	<i>At its western approach to its intersection with Pembroke Road.</i>

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

Column One	Column Two	Column Three
Pembroke Road	<i>No Stopping, At All Times</i>	<i>North side, commencing 60.0 metres west of its intersection with Pembroke Road (Grid coordinates X= 1,747,402.721m Y= 5,429,637.889m) and extending in a western-southern direction following the northern kerbline for 15 metres.</i>

We are proposing a change in your area

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Pembroke Road	<i>No Stopping, At All Times</i>	<i>South side, commencing 218 metres south of its intersection with Cardigan way (Grid coordinates X= 1,747,606.120m Y= 5,429,677.215m) and extending in a westerly direction following the southern kerbline for 15 metres.</i>
Pembroke Road	<i>No Stopping, At All Times</i>	<i>South side, commencing 250 metres south of its intersection with Cardigan way (Grid coordinates X= 1,747,606.120m Y= 5,429,677.215m) and extending in a westerly direction following the southern kerbline for 9 metres.</i>
Hereford Street	<i>No Stopping, At All Times</i>	<i>North side, commencing 37 metres west of its intersection with Pembroke Road (Grid coordinates X= 1,747,402.721m Y= 5,429,637.889m) and extending in a western direction following the northern kerbline for 7 metres.</i>
Hereford Street	<i>No Stopping, At All Times</i>	<i>South side, commencing 34.5 metres west of its intersection with Pembroke Road (Grid coordinates X= 1,747,402.721m Y= 5,429,637.889m) and extending in a western direction following the southern kerbline for 7 metres.</i>

Prepared By: Amit Kochar **(Intermediate Transport Engineer)**

Approved By: Evandro Scherer **(Team Leader Traffic & Resolutions)**

Date: 07/06/2023

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Feedback

Name: Missa
Suburb: Wilton
Agree: Yes

Yes, it looks good. Concerning that the road rules need to be signposted in order for people to know how to use the intersection. Perhaps road rules could be a media campaign.

Officer's response:

Thank you for your feedback on TR82-23 Hereford Street and Pembroke Road Intersection, Wilton - give-way control intersection, new bus stop layout (#5929, #4929).

The proposed design follows the NZ road guidelines. We will install "Altered Intersection Ahead" sign to advise road users of these changes.

Name: Wesrtnz
Suburb: Wilton
Agree: Yes

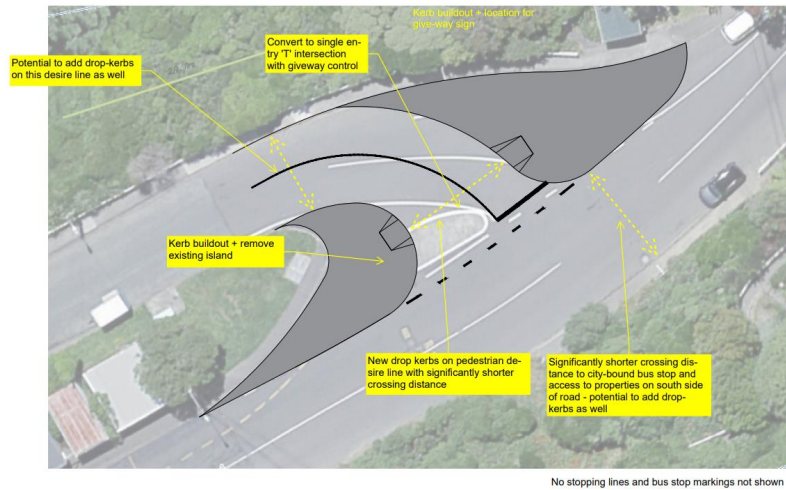
I agree with the proposed changes in principle but do not support the current design. Issues with the current design include:

- The design prioritises vehicles over pedestrians
- The pedestrian drop kerb ramps are indirect (require people to turn back on themselves) and do nothing to address the other crossing desire lines in the area (across Pembroke Road and along Pembroke Road.
- Improvements do not encourage lower speeds (this location will likely need engineering measures to ensure compliance with the future proposed 30km/h speed limit)
- Design does not discourage high-speed turns left out of Hereford Street (design shows the curve being partially eased which could be worse than existing)
- Compound curve on slip lane does not encourage good lane discipline
- The approach angle of Hereford Street where it joins Pembroke Road is too acute and should be closer to 70 degrees in accordance with best practice
- The give-way sign is too far away from the limit line (and does not comply with TCD part 4 - closer than 9m to the main road)

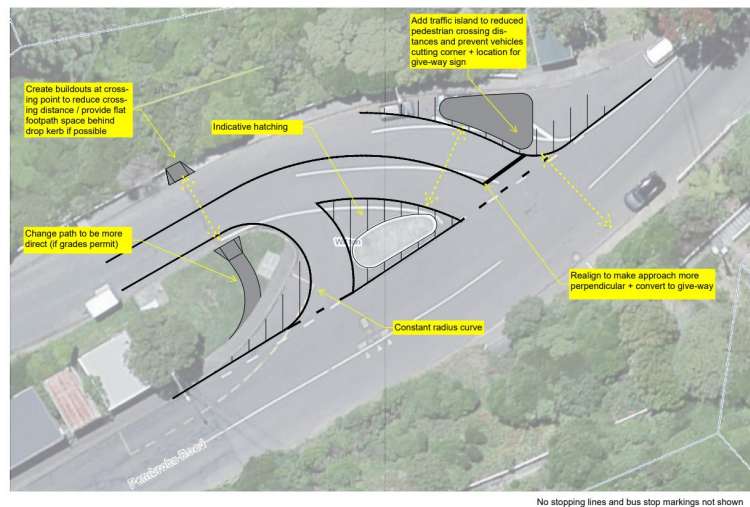
I attach some sketches showing two potential alternative layouts. The first layout is a more transformational change which I expect will be outside the current budget. The second layout builds on the current design with a number of improvements. Both layouts include annotations identifying the key features.

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Potential sketch showing revised version of current design



Update

Just letting you know (in relation to TR82-23) that an injury crash occurred at the intersection of Hereford Street and Pembroke Road this evening. Police attended.

Officer's response:

Thank you for your feedback on TR82-23 Hereford Street and Pembroke Road Intersection, Wilton - give-way control intersection, new bus stop layout (#5929, #4929).

The intention of our proposal is to implement a low-cost, short-term solution. However, we are considering major changes as a long-term plan at the intersection of Hereford Street with Pembroke Road, which are currently in our Minor Works prioritisation list. Once future works are prioritised and

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the budget is confirmed in the long-term, we will work on a new design. With regards to the following queries, please check the responses below:

- The design prioritises vehicles over pedestrians

Response: the intention of our proposal is to make the intersection safer for all road users. As part of these changes, the proposed design includes the installation of drop kerbs and make it accessible for pedestrians in the area. Once the pedestrian demand increases, we will consider further changes, such as raised crossing facilities.

- The pedestrian drop kerb ramps are indirect (require people to turn back on themselves) and do nothing to address the other crossing desire lines in the area (across Pembroke Road and along Pembroke Road).

Response: Both Hereford Street and Pembroke Road are relatively flat and provides adequate visibility in either direction at each kerb ramp.

- Improvements do not encourage lower speeds (this location will likely need engineering measures to ensure compliance with the future proposed 30km/h speed limit)

Response: With the current budget, we are implementing short-term changes by installing new pavement markings and pedestrian drop kerbs. In the long-term, this intersection will be upgraded where speed calming devices will be considered as part of the proposal.

- Design does not discourage high-speed turns left out of Hereford Street (design shows the curve being partially eased which could be worse than existing) • Compound curve on slip lane does not encourage good lane discipline • The approach angle of Hereford Street where it joins Pembroke Road is too acute and should be closer to 70 degrees in accordance with best practice • The give-way sign is too far away from the limit line (and does not comply with TCD part 4 - closer than 9m to the main road)

Response: This proposal is a short term low cost safety improvement to address a complex intersection layout to reduce road user risk. Further investigation will be conducted at the intersection as part of the Minor Works prioritisation list where additional budget will be allocated. In a perfect intersection layout, a Give-Way sign should be posted within 9m of the limit line, but due to the complex layout of the intersection, there is inadequate space within the 9m distance for the sign installation. The proposed "Give-Way" sign is located on the existing streetlight pole. The recent accident at the intersection was primarily due to careless driving.

Name: Carruthers

Suburb: Northland

Agree: No

No i do not agree. Your survey is flawed because question 13 above requires selection between Option 1, 2, or 3, which does not align with the proposed changes in TR82-23. This is not valid public consultation, and no decisions can be taken in light of the failure to consult properly.

Officer's response:

Thank you for your feedback on TR82-23 Hereford Street and Pembroke Road Intersection, Wilton - give-way control intersection, new bus stop layout (#5929, #4929).

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Name: Sara
Suburb: Karori
Agree: Yes

CVRA agrees that changes need to be made that make it safer for pedestrians and cyclists, and continue priority for buses, so that people have a safe and viable alternative choice to using private vehicles for transport. As many people as we can move safely by other means, makes it easier for those needing to drive.

CVRA therefore supports the changes included in the TR, however we think that to support these changes, education and enforcement will also be required. For example, our residents have seen cars pull out from Raroa Road onto the yellow cross-hatched area, to wait there for a gap to head south into Karori (ie. they are using it as if it was a flush median).

We also would like to make these additional suggestions:

- We note that the relocation of the bus stop shelter is “to be finalised”. An intermediate step prior to this could be to remove the Adshell advertising and install clear glass at each end to aid visibility and reduce the distraction of the bright advertising.
- The area between the bus stop and the corner of Curtis St often has a number of advertising hoardings/ billboards - a local resident counted 19 signs at the last general election- these also impede visibility and the distraction adds to the confusion. These should be removed, and this made a “no-signs” area. We agree with the removal or relocation of the handrail - it makes no sense to then have billboards in the way.
- Has consideration been given to making the end of Curtis St a “No right turn” intersection? Nearly all traffic turning right at this location is destined for Karori Road, so could use Whitehead Road as an alternative. The light sequence at Karori/Whitehead/Chaytor St intersection would need to be modified to let more cars through on the Whitehead Road signal.
- Consider reducing the posted speed limit through the intersection. (This may be picked up in the upcoming city-wide review of speed limits).
- Extend no stopping yellow lines on Curtis Street (turning from Chaytor Street) to allow more room for cars pulling into Curtis St to wait for oncoming traffic and give them time to exit the intersection.

CVRA supports the changes included in the TR, particularly the provision of the pedestrian ramps to enable safe crossing at the top of Hereford Street, repositioning of the bus stop and the installation of Give Way at the top of Hereford Street. It will be great if this can proceed as soon as possible.

Officer’s response:

Thank you for your feedback on TR82-23 Hereford Street and Pembroke Road Intersection, Wilton - give-way control intersection, new bus stop layout (#5929, #4929).

Feedback to your specific concerns raised are as below:

1. We note that the relocation of the bus stop shelter is “to be finalised”. An intermediate step prior to this could be to remove the Adshell advertising and install clear glass at each end to aid visibility and reduce the distraction of the bright advertising.

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- a. **Response:** the bus shelter at stop 4292 is a concrete bus bunker and there are plans to renew this shelter with a slimline shelter. This new shelter will be a black Metlink Style shelter and will be like the newer design shelters you may see already around the network. This new bus shelter design incorporates glass panels on the sides to increase visibility of customers waiting inside the shelter for the driver and meet safety standards. The new shelter is planned for installation in approximately October 2023.

2. The area between the bus stop and the corner of Curtis St often has a number of advertising hoardings/ billboards - a local resident counted 19 signs at the last general election- these also impede visibility and the distraction adds to the confusion. These should be removed, and this made a "no-signs" area. We agree with the removal or relocation of the handrail - it makes no sense to then have billboards in the way.

Response: Curtis Street is out of scope for this TR. However, this request was passed to the appropriate WCC team to proceed with the changes.

3. Has consideration been given to making the end of Curtis St a "No right turn" intersection? Nearly all traffic turning right at this location is destined for Karori Road, so could use Whitehead Road as an alternative. The light sequence at Karori/Whitehead/Chaytor St intersection would need to be modified to let more cars through on the Whitehead Road signal.

Response: Curtis Street was designed as an Arterial and for this reason, it can accommodate more traffic volumes than Whitehead Road (Collector). Banning the right turn would compromise traffic efficiency and cause an increase in traffic congestion along Whitehead Road. For this reason, we are unable to proceed with this change.

4. Consider reducing the posted speed limit through the intersection. (This may be picked up in the upcoming city-wide review of speed limits).

Response: Thank you for your enquiry with Wellington City Council (WCC) regarding speed reduction. Waka Kotahi NZ Transport Agency (NZTA) and WCC are working together on a plan to improve safety by reducing speeds in critical areas of the city. Lowering speed on our roads will help to minimise the severity of crashes when they occur. Lower speeds give road users a second chance to either avoid a crash or at least walk away from one if it happens.

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

Wilton will be included for speed review

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

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

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5. Extend no stopping yellow lines on Curtis Street (turning from Chaytor Street) to allow more room for cars pulling into Curtis St to wait for oncoming traffic and give them time to exit the intersection.

Response: Curtis Street is out of scope for this TR. However, I have logged a ticket to investigate this issue, refer to ticket SR-691196.

6. CVRA supports the changes included in the TR, particularly the provision of the pedestrian ramps to enable safe crossing at the top of Hereford Street, repositioning of the bus stop and the installation of Give Way at the top of Hereford Street. It will be great if this can proceed as soon as possible.

Response: Thanks for your support

Name: Ellen

Suburb:

Agree: Yes

Living Streets supports improvements to this intersection with its over width Hereford Rd exit onto Pembroke Rd. We recommend that Hereford St is significantly narrowed so that pedestrians are not exposed crossing the road for such a long distance, with the removal of the slip lane and a more right-angled T intersection design. Adequate pedestrian crossings are required at this location both from Hereford St and across Pembroke Road. This intersection deserves a build back better approach.

We note the proposed 'Keep Left' sign on the pedestrian island will be right in the middle of the pedestrian desire path and should be relocated at least.

Officer's response:

Thank you for your feedback on TR82-23 Hereford Street and Pembroke Road Intersection, Wilton - give-way control intersection, new bus stop layout (#5929, #4929).

The "Keep Left" sign will be relocated onto a mountable-kerb island as the desired pedestrian path is on the western side of intersection along Hereford Street.

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR84-23 Helston Road, Johnsonville - Formalise Bus Stop (#3400)
Location – where we propose to make the change	Helston Road – outside no.19, Johnsonville.
What we'd like to do	<ul style="list-style-type: none"> Formalise bus stop #3400 (outside no.19). Install No Stopping At All Times for buses to access the bus stop.
Why we are proposing the change	<ul style="list-style-type: none"> Greater Wellington Regional Council and Wellington City Council are proposing to formalise the existing bus stop #3400 with markings for the bus stop box and No Stopping At All Times. With the existing layout and no markings for the bus stop box, vehicles are parked within the bus stop. These parked vehicles are obstructing buses manoeuvring into the bus stop and forcing bus drivers to drop off and pick up their passengers unsafely in the live vehicular lane. These changes will be beneficial for safety as bus drivers will be able to safely access the bus stop to drop off and pick up their passengers next to the existing footpath. The bus stop and No Stopping At All Times markings will improve the sightline for drivers exiting Petherick Crescent.
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for public transport vehicles, public transport users and other road users. Net parking impact – removal of three unrestricted parking spaces. Pedestrian impact – positive for bus patrons as they will be able to board and alight the bus from the footpath at bus stop.
How this relates to the parking policy	<ul style="list-style-type: none"> Support shift in type of transport used – facilitate a shift to using active modes (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> Average monthly passenger number – Bus Stop #3400 – Boarding 440, Alighting 649. Average daily traffic count – 9,200. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 May 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on

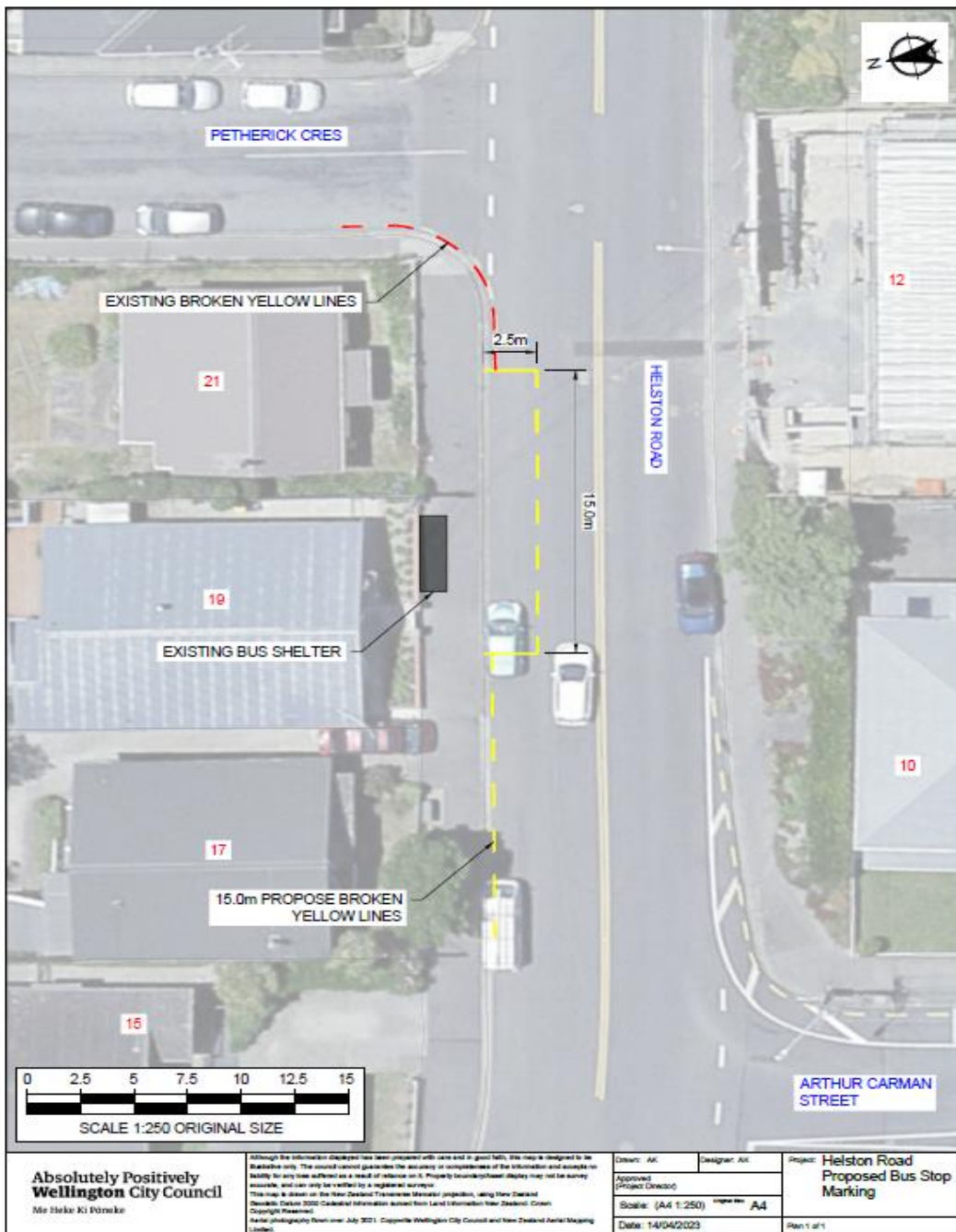
We are proposing a change in your area

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	<p>https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 2 May 2023 and finishes at 5.00 pm Monday 15 May 2023.</p> <ul style="list-style-type: none"> • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Thursday 16 May 2023. 2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 22 June 2023. 3. If approved, the proposal will be installed within the following three months.

FEEDBACK RECEIVED

Traffic Resolution Plan: TR84-23 Helston Road, Johnsonville - Formalise Bus Stop (#3400)



FEEDBACK RECEIVED

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Legal Description:

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

Column One	Column Two	Column Three
Helston Road	<i>Bus Stop At All Times</i>	<i>North side, commencing 18 metres west of its intersection with Jane Grove and extending in a westerly direction following the northern kerb line for 12 metres.</i>

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

Column One	Column Two	Column Three
Helston Road	<i>Bus Stop At All Times</i>	<i>North side, commencing 7.0 metres west of its intersection with Petherick Crescent (Grid coordinates X= 1,751,737.941m Y=5,435,071.959m) and extending in a westerly direction following the Northern kerb line for 15 metres.</i>

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

Column One	Column Two	Column Three
Helston Road	<i>No Stopping at All Times</i>	<i>North side, commencing 22.0 metres west of its intersection with Petherick Crescent (Grid coordinates X= 1,751,737.941m Y=5,435,071.959m) and extending in a westerly direction following the Northern kerb line for 15 metres</i>

Prepared By: Amit Kochar **(Intermediate Transport Engineer)**
Approved By: Evandro Scherer **(Team Leader Traffic & Resolutions)**
Date: 07/06/2023

FEEDBACK RECEIVED

Feedback

Name: Carruthers
Suburb: Northland
Agree: No

No, I do not agree. Your survey is flawed because question 17 above requires selection between Option 1, 2, or 3, which does not align with the proposed changes in TR84-23. This is not valid public consultation, and no decisions can be taken in light of the failure to consult properly. Please disregard my selection of "Option 3" above - that is only checked in light of the requirements of this flawed survey.

Officer's response:

Thank you for your feedback on TR84-23 Helston Road, Johnsonville- Formalise Bus Stop (#3400).

Name: Kieran
Suburb:
Agree: No

However, in terms of the final proposal we do not agree with the non-stopping yellow lines being placed. As we noted in our last submission this is the only place where we can safely park our car. This proposal would totally remove any parking spaces for us. This is not necessary. Our suggestion was and still is to put a resident only parking zone outside our house instead. With the moving forward of the bus stop and the formalising of the bus stop there is plenty of room for buses to stop and safely pull in. The parking zone would also ensure the space was clear most of the day.

We do not understand your comments about improving the line of sight from Petherick Crescent and how this justifies yellow lines extending back across 17 Helston Road. While this justifies yellow lines after the bus stop this is not correct and no justification for extending them all the way back past our house.

As users of public transport and private passenger transport, this is a sensible and pragmatic suggestion that will ensure the safety of bus passengers as well as ourselves.

Another suggestion is for a speed limit to be placed on Helston Road to limit and remind drivers including bus drivers of the speed they should be doing, going up and down Helston Road. The instances you refer to in the proposal about bus drivers not stopping in the bus stop, sometimes have more to do with their speed as they tend to overshoot the bus stop. This would greatly improve the safety of all those using Helston Road.

Officer's response:

Thank you for your feedback on TR84-23 Helston Road, Johnsonville - Formalise Bus Stop (#3400). 15m broken yellow line is considered as an entry taper and aligned with the bus stop guidelines.

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According to the NZ Road Code, vehicle parking on bus-stops is considered illegal. Drivers parking over any bus stop are subject to get parking fines.

With regards to the lack of parking spaces in the area, we would like to share that Wellington City Council is currently developing a Parking Management Plan (PMP) to improve parking turnover across the city. One of the objectives of the PMP is to align the plan with the principles of our Parking Policy, which supports the shift in the type of transport used – this means less reliance on private vehicles and a shift to public transport and active travel. Any scheme devised will have this objective in mind as well as considering the parking hierarchy (as per the parking policy).

The current strategy of the PMP is to first test the PMP on a small area and then progress for the delivery of the wider area (such as Johnsonville). The idea behind looking at multiple areas of a suburb, rather than individual streets, is to avoid vehicles from migrating from one neighbourhood road to another. Below is the process that WCC will be implementing:

- An area-wide parking survey
- Review of the survey and appropriate allocation of parking
- Consultation with key stakeholders
- Implementation of proposed restrictions

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

Regarding the comment associated with sight lines, with the installation of formal bus stop road marking, these broken yellow lines essentially keeps the bus stop area free of parked vehicles and increases sightlines for drivers exiting Petherick Stret. The buses that service this bus stop would be at the stop for no more than 30 seconds at a time. The broken yellow lines designating the bus stop area follow the national guidelines for bus stop road marking.

The current speed limit on Helston Road is 50km/h. No current data is available on the operating speed. However, nearby speed survey shows the operating speed to be 49km/h which is within the posted speed limit. Furthermore, Waka Kotahi NZ Transport Agency (NZTA) and WCC are working together on a plan to improve safety by reducing speeds in critical areas of the city. Lowering speed on our roads will help to minimise the severity of crashes when they occur. Lower speeds give road users a second chance to either avoid a crash or at least walk away from one if it happens.

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

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

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091)
Location – where we propose to make the change	<ul style="list-style-type: none"> • Monorgan Road (raised zebra crossing) – outside Scots College. • Raukawa Street (bus stop)– outside the Recreation Reserve.
What we'd like to do	<ul style="list-style-type: none"> • Install a new raised pedestrian zebra crossing outside Scots College, near the intersection with Raukawa Street. • Install No Stopping at All Times to improve sight visibility to the pedestrian zebra crossing. • Relocate the existing school bus stop from Monorgan Road to Raukawa Street (approximately 50m from its current location).
Why we are proposing the change	<ul style="list-style-type: none"> • On 20 August 2021 Wellington City Council (WCC) received a public petition with 85 signatures for the Council to consider a pedestrian zebra crossing to be installed on Monorgan Road, near the intersection of Monorgan Road/Raukawa Street. • WCC engineers have since undertaken surveys in the area (i.e.: pedestrian counts, speed counts, visibility checks), and the results indicated that the pedestrian zebra crossing is warranted due to the pedestrian demand and vehicle speed consideration. • The engineering investigation also indicated that the best location for the pedestrian zebra crossing would be situated north of Raukawa Street, where the pedestrian crossing desire line is. • At the proposed location of the pedestrian zebra crossing, there is an existing school bus stop #6091. This bus stop is proposed to be shifted to Raukawa Street. To ensure that school children can safely access the new bus stop, a refuge island (mountable) is proposed on Raukawa Street, near the intersection with Monorgan Road. • Council engineers met and discussed the proposal with Scots College, who supported the changes.
Impact	<ul style="list-style-type: none"> • Improves safety and accessibility for public transport vehicles and patrons and other road users. • Net parking impact – removal of five unrestricted parking spaces. • Pedestrian impact – positive for pedestrians in particular school children to safely cross Monorgan Road.
How this relates to the parking policy	<ul style="list-style-type: none"> • Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.

We are proposing a change in your area

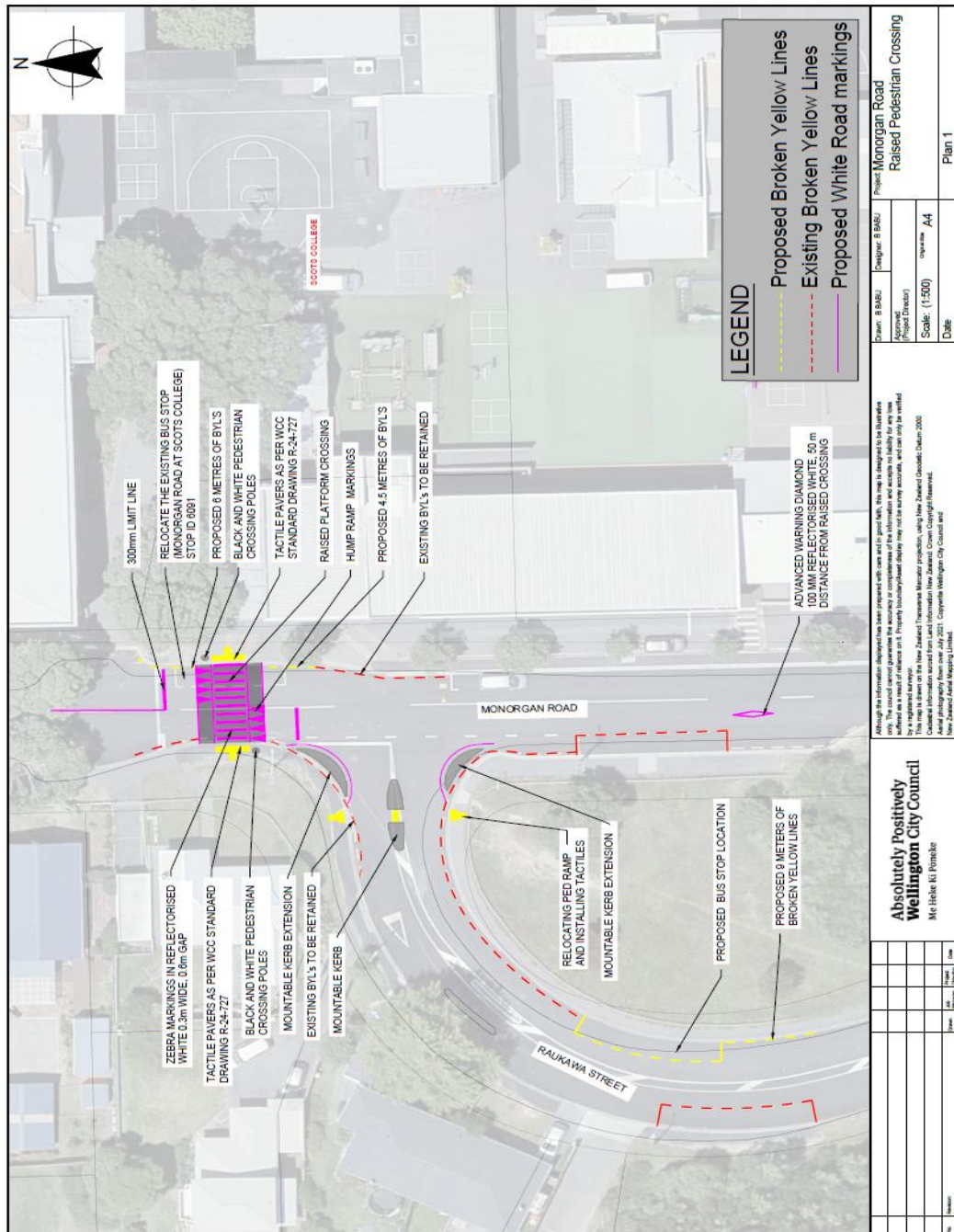
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Additional Information	<ul style="list-style-type: none"> • Average monthly passenger number – Bus Stop #6091 boarding 0, alighting 21. • Average daily traffic count – 3,100. • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 May 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 2 May 2023 and finishes at 5.00 pm Monday 15 May 2023. • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Thursday 16 May 2023. 2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 22 June 2023. 3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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Traffic Resolution Plan: TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091)



<p>Drawn: B SAGE, Designer: B SAGE Project: Monorgan Road Project Director: [Name] Scale: 1:1500 Date: [Date]</p>	
<p>Project: Monorgan Road Title: Raised Pedestrian Crossing Sheet: A4 Plan 1</p>	
<p>Although this information has been prepared with care and to good faith, the user is responsible for its use only. The council cannot guarantee the accuracy or completeness of the information and accepts no liability for any loss suffered as a result of reliance on it. Property boundaries and other information may not be shown accurately, and can only be verified by a professional surveyor. This map is drawn on the New Zealand Transverse Mercator projection, using New Zealand Geoid (Datum 2000). Creative Commons Attribution-NonCommercial-ShareAlike license. Copyright Wellington City Council and New Zealand Area Mapping Limited.</p>	
<p>Absolutely Positively Wellington City Council Me Heke Ki Pōneke</p>	

We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Monorgan Road	<i>Bus Stop At All Times</i>	<i>East side, commencing 331 metres south of its intersection with Broadway (Grid Coordinates X= 1752150.99m, Y=5423548.37m) and extending in a southerly direction following the eastern kerb line for 12 metres.</i>

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

Column One	Column Two	Column Three
Raukawa Street	<i>Bus Stop At All Times</i>	<i>South side, commencing 364 metres west of its intersection with Monorgan Road (Grid coordinates X= 1752147828.674m, Y= 5423185359.332m) and extending in a southerly direction following the western kerbline for 15 metres.</i>

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

Column One	Column Two	Column Three
Raukawa Street	<i>No Stopping At All Times</i>	<i>South side, commencing 507 metres west of its intersection with Monorgan Road (Grid coordinates X= 1752147828.674m, Y= 5423185359.332m) and extending in a southerly direction following the western kerbline for 9 metres.</i>
Monorgan Road	<i>No Stopping At All Times</i>	<i>East side, commencing 321 metres south of its intersection with Broadway (Grid Coordinates X= 1752150.99m, Y=5423548.37m) and extending in a southerly direction following the eastern kerb line for 18 metres.</i>

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

Column One	Column Two	Column Three
Monorgan Road	<i>Pedestrian Crossing</i>	<i>North side, 4 metres east of its intersection with Raukawa Street (Grid Coordinates X= 1752148974.806m Y= 423207160.876m).</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Babitha Babu (Transport Engineer)

Approved By: Evandro Scherer (Team Leader Traffic & Resolutions)

Date: 07/06/2023

FEEDBACK RECEIVED

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

Feedback

Name: Rachel
Suburb: Strathmore
Agree: Yes

I have read the proposed changes around putting in a crossing at Monorgan Road by the bottom of Ruakawa Street. I support it wholeheartedly, both as a teacher at the school, someone who lives in the area as well as the parent of a child in the junior school.
It will make this congested and busy area a lot safer for our families and those in the community.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Jane
Suburb:
Agree: Yes

Last Friday I watched an eleven year old girl narrowly escape being fatally hit by a car on the street outside Scot's college. She was desperately trying to find a break in the busy traffic outside the school and opted to run out when she saw the opportunity.

The student's vision was obscured by a parked car, and she could not see that a car was approaching quickly towards her.

To say it was a narrow escape would be an understatement I have no doubt had she been half a second faster she wouldn't be with us today.

Can I please urge the council to install a zebra crossing as quickly as possible before a young child loses their life.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091). Our transport delivery team will coordinate with the contractors the installation of crossing after the approval of TR.

Name: Mundo
Suburb: Seatoun
Agree: Yes Option 1

I support the new raised pedestrian crossing as it will make the area safer for school children getting to and from school and slow down cars in the area.

Officer's response:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Jane

Suburb:

Agree: Yes

There is a need to lower the speed limit on Monorgan road and a safety crossing. All schools in Wellington need a permanent 30km limit around them. Schools have sport and other activities beyond the school ours. A pedestrian crossing is needed on Monorgan road as cars speed & they need to be slowed down, due to the narrow road & lack of visibility.

Officer's response:

Waka Kotahi NZ Transport Agency (NZTA) and WCC are working together on a plan to improve safety by reducing speeds in critical areas of the city. Lowering speed on our roads will help to minimise the severity of crashes when they occur. Lower speeds give road users a second chance to either avoid a crash or at least walk away from one if it happens.

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

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

Name: Matthew

Suburb:

Agree: Yes

I think a crossing on Monorgan Rd is an excellent idea. I'd like to add to this suggestion. I think there should be no right turn from Monorgan Rd onto Broadway during peak times, at least, as people turning right add enormously to the traffic congestion both in the mornings and afternoons. My suggestion (from someone who does turn right!) would be for left turning only, to assist with traffic flow. Any vehicles wishing to go right or straight (onto the Quadrant) can do so by turning right at Crawford Green and heading around the block. Makes logical sense, and can help with safety of pedestrians on Monorgan Rd.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091). Broadway is a road that can accommodate high traffic volume and the right turn from Monorgan Road onto Broadway can safely

FEEDBACK RECEIVED

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

occur as these roads are wide. Furthermore, banning the turning movement would generate significant traffic and parking increase along Broadway Road with likely increase U-turning traffic, which is something we want to avoid.

Name: Michelle
Suburb:
Agree: Yes

I think a crossing on Monorgan Rd is an excellent idea. I'd like to add to this suggestion. I think there should be no right turn from Monorgan Rd onto Broadway during peak times, at least, as people turning right add enormously to the traffic congestion both in the mornings and afternoons. My suggestion (from someone who does turn right!) would be for left turning only, to assist with traffic flow. Any vehicles wishing to go right or straight (onto the Quadrant) can do so by turning right at Crawford Green and heading around the block. Makes logical sense, and can help with safety of pedestrians on Monorgan Rd.

Officer's response:

TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Jason
Suburb: Strathmore
Agree: Yes

Our two children attend Scots College Junior school and walk to and from school each day. We have not been willing to let them walk by themselves because of the high risk Monorgan Road crossing. A Zebra crossing will be a great improvement and will give us the confidence to let them walk to and from school themselves. Generally, it will provide risk reduction for the school and community and will also assist with traffic management during the chaotic drop-off and pick up times. It's a great proposal and I'd love to see it happen.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Steve
Suburb:
Agree: Yes

I have children at the school and am a local living in this area and am very supportive of the pedestrian crossing to ensure our community stays safe

Officer's response:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Debra

Suburb:

Agree: Yes

I would like to add my support to the zebra crossing suggested for Monorgan Road.

I have three children at Scots College, and I have very recently had two very close encounters with my youngest child almost being hit by speeding (frustrated) drivers. Children are so often excited and distracted when leaving school. This was with me being right beside him and grabbing him before he was run over. Anyway, just to say this is a very wise idea before something tragic happens.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Tonia

Suburb:

Agree: Yes

Thanks to the council for reviewing the safety of school children (and others) crossing the road outside Scots College. This is a dangerous piece of road for children to cross, with consistent traffic at all hours and the added impact of parents dropping and picking up children from school. The trees in the road add to the danger by making pedestrians less visible.

A pedestrian crossing will focus the children crossing the road into a single place and lessen the risk for motorists.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091). Our project team is aware of the visibility constraints caused by the trees and for this reason we have added the zebra crossing at a point where the trees do not obstruct pedestrians from the drivers' view.

Name: Mohua

Suburb:

Agree: Yes

It is essential that Monorgan Road has a designated zebra crossing as soon as possible. This is paramount for the safety of the many children and adults who cross that road regularly, one of the highest densities in Wellington.

FEEDBACK RECEIVED

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

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Gene

Suburb:

Agree: Yes

I have a child at Scots College and am in support of the proposal to put a raised zebra crossing outside Scots College to keep the children safe.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Mark

Suburb:

Agree: Yes

I would like to pledge my support for the proposed pedestrian crossing on Monorgan Rd.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Dana

Suburb:

Agree: Yes

I wanted to let you know that our family supports this project, and we think if it's not going ahead, it's only a matter of time for accidents to happen with the increased number of students at Scots.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Jodie

Suburb:

Agree: Yes

I have three kids that cross this road daily. It's dangerous.

FEEDBACK RECEIVED

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Sarah

Suburb:

Agree: Yes/No

We would like to express our full support for this plan to put a crossing outside Scots College.

As new parents to the school, we were shocked at the speeds some cars are travelling at outside a school, especially in the mornings!

We fully support the plan with 1 small exception. The island at the bottom of Raukawa Street is NOT a good idea. This road is used daily for turning around after dropping off at the school and will only cause greater congestion for car drivers and other traffic leaving the site.

Other than this point, we believe this is as positive step for the children, of all ages, who will be able to safely cross the road from the school.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091). The proposed refuge island is designed to reduce crossing distance and safely allow school children to cross the road, and walk to the new school bus stop, located on top of Raukawa Street. Without this island, there is a risk of drivers making a turning movement at the intersection, exposing school children at risk in the middle of the intersection. Therefore, the refuge island will also work as a safety protection.

Name: TJMnz

Suburb:

Agree: Yes

I have a son who attends Scots and I fully support the proposal for a raised pedestrian crossing. Even as a parent I have found crossing the road outside the college extremely difficult at peak times. I do wonder however if the crossing might be better located further to the North away from the Ruakawa Street intersection and closer to the main entrance where the highest density of students is likely to want to cross?

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091). The proposed crossing location was assessed in terms of pedestrian and driver intervisibility, future pedestrian desire lines and at a strategic point as it is close to the main school gates. Relocating the crossing further north would require changes to the pedestrian desire-line, additional parking loss and extension of the footpath.

FEEDBACK RECEIVED

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

Name: Dave
Suburb:
Agree: Yes

This will improve immeasurably the safety and well-being of pedestrians, largely students, in this neighbourhood. I am a driver and am more than comfortable with the speed reduction and obstacles this will impose for vehicles, for the sake of pedestrian safety.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Shaun
Suburb:
Agree: Yes

I support the changes proposed in TR85-23

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Tamsin
Suburb:
Agree: Yes

I think the suggested location for it is great - I am up and down this street every day and I see a lot of school kids trying to cross around here. It is a busy street and difficult to see traffic with school buses, vehicles pulling over etc so I think it will keep the children a lot safer having a designated spot to cross the road.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Annette
Suburb:
Agree: Yes

This email is in support of installing the above zebra crossing, please. We have had children at Scots College for 15 Years and, as you can imagine in that time, we have made a significant number of trips along Monorghnan Road! In support of this crossing, we note the following:

FEEDBACK RECEIVED

- Scots College has a large number of students who walk, cycle or are dropped off along Monorgan Road every day. These students are often forced to cross the road at a point where there is no designated crossing, making it extremely dangerous for them, especially with parked cars and trees lining the street. A zebra crossing would provide a safe and visible point for these students to cross the road, reducing the risk of accidents and injuries.
- Monorgan Road is always busy with traffic during peak hours. This makes it difficult for students to cross safely, as drivers may not always be able to see them in time. A zebra crossing would make it clear to drivers that they need to slow down to a stop when necessary, ensuring everyone can cross the road safely.
- We understand that the proposed crossing will be raised to force cars to slow down before passing the Junior School slipway, and also that there will be a reduced speed limit from 40kph to 30kph at all times in front of the College. Unfortunately, current driving practice on this stretch of road often sees cars speeding and overtaking on the wrong side of the road; therefore these proposed changes are even more relevant on this stretch of road. Further changes to install judder bars along the full length of the road could also be usefully considered and enacted.
- The Roll size at Scots has significantly increased over the last 3 years, as have the number of cars associated with that roll growth. This should be taken into account as a further reason in favour of this crossing.
- Kahurangi school which sits across the road from the back entrance to Scots College has had a crossing installed. There is no difference in the two situations (other than that Scots has more students) and yet only one has a crossing currently. In fact, most local schools have zebra crossing access making it seem contradictory that Scots does not.
- As a frequent driver on this road, I believe a pedestrian/zebra crossing will also result in greater safety for driving, including more certainty for drivers as to student movement and hopefully less poor driving behaviour.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Mela

Suburb:

Agree: Yes

Kia ora, I am a parent of a student at Scots College and support the proposed zebra crossing. I am in favour of measures to improve pedestrian safety and reduce vehicle speeds throughout Wellington and particularly in the roads surrounding schools.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

FEEDBACK RECEIVED

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

Name: RaSova
Suburb: Kelburn
Agree: Yes

Yes, I agree with the proposal to install a Zebra crossing on Monorgan Road. I have two children who attend Scots and this would make pick-up before/after school significantly safer.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Sally
Suburb:
Agree: Yes

As a Scots parent I'm delighted and fully support this petition, it's long overdue, so would be great to get it done asap!

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Lisa
Suburb: Hataitai
Agree: Yes

I wholeheartedly agree with the proposals. I have a student at Scots College, and I have seen how dicey it can get along that stretch of road.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Liz
Suburb:
Agree: Yes

I would like to register my support for this proposal. It is essential that children are able to cross the road safely when walking to and from school.

FEEDBACK RECEIVED

Officer's response:

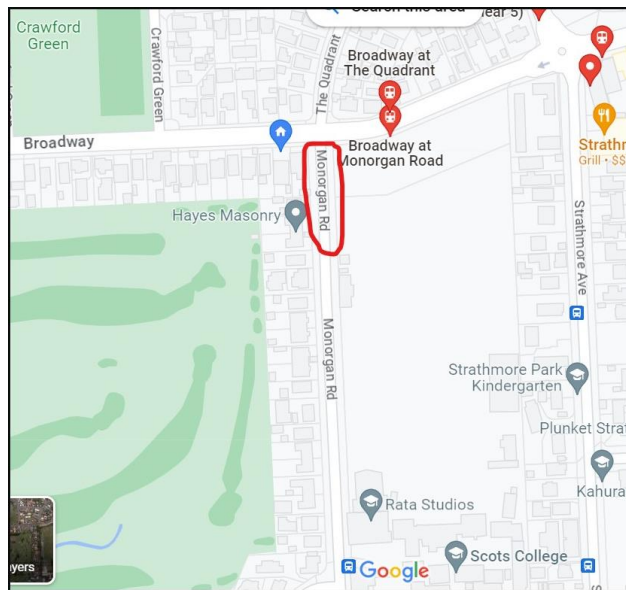
Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Liv82

Suburb:

Agree: Yes

I support this proposal, but I think the crossing should be closer to Broadway. I see the number of kids that cross the road at that intersection. There are a lot and I have seen many near misses as they try to cross because traffic is coming from so many directions. These kids are not going to bother going that far down Monorgan Road if they are continuing up Broadway (towards Kahurangi School, Seatoun etc). Traffic also moves fast coming down Monorgan towards Broadway and cars often do not stop to turn left onto Broadway. I propose that the pedestrian crossing be moved further North, closer to the Broadway intersection and that a judder bar be installed leading up to the crossing (and or the stop sign) to slow traffic down.



Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091). The proposed location of the zebra crossing meets the demand of pedestrians and improve the public transport service on Monorgan Road. Installing a zebra crossing close to Broadway would be a different proposal to be assessed to ensure there are pedestrian demands, desire lines, adequate inter visibility and a potential traffic effect along Broadway due to drivers giving priority to pedestrians at this proposed crossing location.

FEEDBACK RECEIVED

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

Name: Broadway
Suburb:
Agree: Yes

Kia ora, I am making this comment because I have 3 beautiful tamariki who cross Monorgan over 10 plus times a week. So my whanau has an invested interest in the safety of our tamariki and all the tamariki of this are who cross at Monorgan. I support this proposal, but I think the crossing should be closer to Broadway. I live on Broadway and see the high number of tamariki that cross the road at that intersection. There has been a lot of near misses as they try to cross, because traffic is coming from so many directions. Young tamariki don't have the maturity to look left look right, and again, up and down the intersection, and these tamariki are not going to bother going that far down Monorgan Road if they are continuing up Broadway (towards Kahurangi School, Seatoun etc). Traffic also moves fast coming down Monorgan towards Broadway and cars often do not stop to turn left onto Broadway. I think that the pedestrian crossing should be moved further North, closer to the Broadway intersection and that a judder bar be installed leading up to the crossing (and or the stop sign) to slow traffic down. Safety always, O hope you think seriously about this. Nga mihi

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091). The proposed location of the zebra crossing meets the demand of pedestrians and improve the public transport service on Monorgan Road. Installing a zebra crossing close to Broadway would be a different proposal to be assessed to include the pedestrian demands, desire lines, intervisibility between pedestrians and drivers and the potential traffic effect along Broadway, with drivers giving priority to pedestrians on the crossing.

Name: p4rm
Suburb: Island Bay
Agree: Yes

I agree with the proposed changes

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091).

Name: Chris
Suburb: Miramar
Agree: Yes/No

Question 5 is nonsensical, there are no "options" presented in the supporting documents. I am in general favour of the safer road crossing on Monorgan road, however I believe the investment would have a significantly higher benefit if the pedestrian crossing was located closer to the intersection of Monorgan road and Broadway. The presented solution is likely to largely benefit

FEEDBACK RECEIVED

students of Scott's college, whereas a crossing closer to Broadway would benefit students from Scott's, Kahurangi school and the general public.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091). The proposed location of the zebra crossing meets the pedestrian demand, pedestrian desire lines and improve the public transport service on Monorgan Road. Installing a zebra crossing close to Broadway would be a different proposal to assess including pedestrian and driver intervisibility, pedestrian demand and desire lines and a potential traffic effect along Broadway with drivers giving priority to pedestrians at the crossing close to the intersection.

Name: Marieke
Suburb: Miramar
Agree: Yes/No

There are no options presented in the supporting documents, so I am not sure which "option" to select for questions 5. Regarding the proposed crossing at Scots college - There are school children and the general public who walk down Broadway to go to school (including Kahurangi school) and visit the Strathmore shops. Crossing over Monorgan Road is very difficult as the traffic comes from several directions and there is no middle island to make crossing safer. Although the proposed Monorgan Road crossing provides safer crossing on Monorgan Road, it is very far from the Broadway entrance and pedestrians and other school children will be unlikely to travel this far down the road to utilise the crossing. If the crossing was shifted closer to Broadway it would function for a larger population of the public who also require the ability to safely cross Monorgan Road. I feel it is important to find a solution to safely cross for all children attending schools in the area.

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091). The proposed location of the zebra crossing meets the demand of pedestrians and improve the public transport service on Monorgan Road. Installing a zebra crossing close to Broadway would be a different proposal to check on pedestrian and driver intervisibility, pedestrian desire line and a potential traffic effect along

Broadway, with drivers giving priority to pedestrians at the crossing near the intersection – for these reasons, our preference is to keep the zebra crossing at its proposed location.

Name: Ellen
Suburb:
Agree: Yes

Living Streets supports the new raised pedestrian crossing near the entrance to Scots College. We question the rationale of moving the bus stop from outside the College on Monorgan to Raukawa St

FEEDBACK RECEIVED

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

which will then mean students from the bus will need to cross both Monorgan and Raukawa Roads to access school. Can a location slightly further along Monorgan be found?

Officer's response:

Thanks for your feedback on TR85-23 Monorgan Road, Strathmore Park – New Raised Pedestrian (Zebra) Crossing; No Stopping at All Times; Bus Stop relocation (#6091). The location for the zebra crossing was carefully analysed considering the limitations of Monorgan Road, particularly regarding visibility between pedestrians and drivers at the proposed crossing point. As a result, the location of the school bus stop had to be repositioned by approximately 50m from its current location, thus, a refuge island was added to the scope of the project so that school children can safely cross Monorgan Road and Raukawa Street to walk to the new bus stop location.

TRAFFIC RESOLUTION - ELIZABETH STREET

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee outlines details of the proposed traffic resolution issued for consultation between Monday 15 May 2023 and Sunday 28 May 2023 to make changes to parking restrictions as part of the Elizabeth Street upgrade.

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

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

Significance

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

Financial considerations

2.

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

Risk

3.

- Low Medium High Extreme

Authors	Wendy Ferguson, Project Coordinator Tommy Wilson, TR Coordinator
Authoriser	Brad Singh, Transport and Infrastructure Manager Siobhan Procter, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021:
TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes

Whakarāpopoto | Executive Summary

4. The proposed traffic resolution was issued for consultation between Monday 15 May 2023 and Sunday 28 May 2023. All feedback received during the consultation period has been included in the traffic resolution report attached to this document and, where appropriate, officers' responses have been included.
5. After reviewing the community feedback, and a further on-site consultation with residents on 31 May 2023, several tree locations were identified as requiring minor adjustments due to on-site location practicalities and constraints (see amended traffic resolution attached). This resulted in minor changes to the parking arrangement. The provision of parking spaces is outlined as per the proposed traffic resolution.
6. These changes were communicated to all residents via a letter drop on Thursday 1st June 2023.

Takenga mai | Background

7. It has been 16 years since there was any significant maintenance of the road carriageway. After inspecting the overall conditions of the area we concluded that the footpaths and some kerbs and channels were in poor condition due to damage from the trees planted in the footpath space. The footpath, kerb and channel need replacing and the existing trees are posing a risk to pedestrian accessibility, infrastructure and asset resilience in the area.
8. Once the detailed investigation was completed, a decision was made to future-proof the street to prevent the same problems recurring. This resulted in the proposed removal of twenty-two existing trees from the footpath and the planting of twenty-two new trees within the carriageway in structural tree pits. To accommodate the new trees and tree pits, the parking spaces were rearranged and this resulted in the loss of one legal parking space along the street.
9. The initial design proposal estimated a loss of twenty-one legal parking spaces. After the community meeting and receiving residents' feedback regarding the existing parking demands and constraints, including data from the parking surveys, we have amended the tree bed locations and reduced this to one legal parking space.
10. The types of trees to be removed are Fig, Olive, Japanese Camellia, Alder, and Ash trees.
11. As a result of the community feedback we have decided on the following trees for planting:
 - Large Tree – Ash
 - Medium Tree – Fruiting Olive
 - Small Tree - Michelia Yunnanensis

12. We have explored the planting of native trees, but they were found to be unsuitable for this street environment as they are mostly evergreen and will shade the houses during winter in particular.
13. The proposed tree pits will confine the root system so will not cause the same problems with damaging the footpaths for pedestrians to safely use.

Kōrerorero | Discussion

14. The traffic resolution can be found in the attachments and contains:
 - The proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently amended following public feedback,
 - all feedback received, and
 - where appropriate, Council officers' responses to the feedback.

Kōwhiringa | Options

15. Resurface the street and footpaths as is without addressing the root damage from the existing trees which will cause recurring problems with frequent maintenance and increasing costs with ongoing public safety hazards. Retaining all parking spaces as is.
16. Remove and replant trees in appropriate structural tree pits to prevent future root damage to the infrastructure and roading assets which will reduce ongoing maintenance costs. Remove one legal parking space along the street. This is the preferred option.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

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

Engagement and Consultation

18. The proposed traffic resolution was delivered to properties in the affected area on Friday 12 May 2023 and was publicly advertised in the Dominion Post on Wednesday 17 May 2023. Copies 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.
19. An online submission form was open for submissions on Kōrero Mai Let's talk, for 14 days from 9 am Monday 15 May 2023 to 5 pm Sunday 17 May 2023.
20. Some tree locations were adjusted due to on-site location practicalities and constraints and these changes were communicated to residents via a letter drop on 1 June 2023.

Implications for Māori

21. We have consulted with mana whenua and there have no issues raised about this work.

Financial implications

22. This work will be funded from our maintenance and renewals budget.

Legal considerations

23. No legal implications are envisaged with maintaining and rearranging Council assets. Parking rearrangement is being resolved through the traffic resolution process.

Risks and mitigations

24. Reputational risk – Comprehensive consultation process actioned with residents and wider stakeholders.
25. Health and Safety risk, service strikes – Underground services locating done with standovers to be organised during work.
26. Health and Safety risk, trip hazards, and infrastructure damage – Relocating and planting trees into structural tree pits/beds to minimise and control damage.
27. Green network plan tree canopy coverage – The same canopy coverage will be reinstated along the street over time as the new trees mature.
28. Parking Policy – EV and car share options were investigated but are currently out of scope for this project but can be implemented in the future if warranted.
29. FENZ access to road – The proposed changes in the traffic calming measures will promote unhindered access for the fire and emergency vehicles in the street.

Disability and accessibility impact

30. Positive – footpaths free from hazards. Better traffic flow through a reduction in traffic calming measures.

Climate Change impact and considerations

31. Positive – Harmonising the interaction between infrastructure assets and trees planting to ensure a sustainable future.

Communications Plan

A formal communication plan was instituted with the following approach prior to the traffic resolution consultation:

- A pre-consultation meeting with the residents by presenting the initial design and revising it after considering their feedback.
- A project page on Kōrero Mai | Let's Talk where we provide a submission form, information, FAQ's and any other key documents/information.
- Posted on Council's social media channels including Facebook, Twitter, and Neighbourly.
- Media release.
- Posted on Mt Vic Community Hub Facebook page to encourage public engagement.
- Officers also engaged with Mt Vic Hub and had a physical poster on their premise for more information about the proposed works.
- Engaged the Pukehīnau/Lambton Ward Councillors early so they are aware of why we need to make these changes.
- Provided clear photos showing the extent of the damage to the infrastructure assets.
- There were several letter drops to residents along Elizabeth Street.




Health and Safety Impact considered

32. Please refer to the risks and mitigation section.

Ngā mahinga e whai ake nei | Next actions

33. Work is scheduled to start in July 2023 and be complete in December 2023

Attachments

Attachment 1.	Traffic Resolutions Summary Table RPC June 2023 Elizabeth Street ↓ 	Page 181
Attachment 2.	Traffic Resolutions Legal Description RPC June 2023 Elizabeth Street ↓ 	Page 183
Attachment 3.	TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes ↓ 	Page 185

Traffic Resolutions Summary Table RPC *Month* *Year*

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR80-23 Elizabeth Street upgrade	Mount Victoria	<i>Residents Parking At All Times</i>	<i>Resident Parking At All Times</i>	Improve the amenity for users of the street. Less restrictive traffic flow, by narrowing the width of the proposed tree pits.	Resident	Removal of one parking space. Rearrange the coupon and resident parking spaces.	N/A	300	N/A	Positive. Improve ease of movement and safety, preventing trip hazards for pedestrians in particular at-risk users.	<p>This proposal is to:</p> <ul style="list-style-type: none"> • Since June 2019, Wellington City Council (WCC) received over 75 residents' complaints on multiple health and safety issues relating to this section of Elizabeth Street. These complaints include pedestrian tripping hazards due to uneven footpaths, sump blockage, root damage to the footpath and tree canopy trimming. • Make parking changes as part of the Elizabeth Street upgrade. • Reposition resident parking spaces to accommodate proposed tree pits. • Remove one parking space and reposition remaining coupon parking spaces to accommodate proposed tree pits. • After further investigation from our WCC maintenance team, it was identified that the mature trees in the footpath are also damaging Council infrastructure assets such as the drainage pipes, powerlines, kerbs, and footpaths. • To solve these issues identified by the maintenance team, WCC is proposing to remove these trees from the footpaths and proposing to plant new trees in the carriageway within specially designed tree pits to control the growth of the tree root systems and protect Council infrastructure assets. The proposed locations of the trees will also limit the interference between the new trees and overhead power lines. • Remove the existing traffic calming features and gardens. 	Yes = 5 No = 11 Yes/No = 1

Table of Traffic Resolutions Legal Description RPC June 2023 Elizabeth Street

TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes (Amended)		
<i>Delete from Schedule E (Resident Parking) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Elizabeth Street	Residents Parking At All Times	South side, commencing 38 metres east of its intersection with Austin Street (Grid coordinates X= 1,749,721.35m Y= 5,426,683.72m) and extending in a easterly direction following the southern kerb line for 45 metres
Elizabeth Street	Residents Parking At All Times	South side, commencing 24 metres west of its intersection with Austin Street (Grid coordinates X= 1,749,664.04m Y= 5,426,708.99m) and extending in a westerly direction following the southern kerb line for 9 metres
Elizabeth Street	Residents Parking At All Times	South side, commencing 38.5 meters west of its intersection with Austin Street (Grid coordinates X=1,749,650.61m Y=5,426,715.04m) and extending in a westerly direction following the southern kerb line for 35 meters
<i>Add to Schedule E (Resident Parking) of the Traffic Restrictions Schedule (Based on Amended plan)</i>		
Column One	Column Two	Column Three
Elizabeth Street	Resident Parking At All Times	South side, commencing 11 metres east of its intersection with Austin Street (Grid coordinates X= 1,749,700.21m Y= 5,426,693.12m) and extending in an easterly direction following the southern kerb line for 12 metres (2 parallel spaces)
Elizabeth Street	Resident Parking At All Times	South side, commencing 24.3 metres east of its intersection with Austin Street (Grid coordinates X= 1,749,712.28m Y= 5,426,687.79m) and extending in an easterly direction following the southern kerb line for 5 metres (1 parallel space)
Elizabeth Street	Resident Parking At All Times	South side, commencing 34.2 metres east of its intersection with Austin Street (Grid coordinates X= 1,749,721.34m Y= 5,426,683.71m) and extending in an easterly direction following the southern kerb line for 11 metres (2 parallel spaces)
Elizabeth Street	Resident Parking At All Times	South side, commencing 66.2 metres east of its intersection with Austin Street (Grid coordinates X= 1,749,750.48m Y= 5,426,670.53m) and extending in an easterly direction following the southern kerb line for 16 metres (3 parallel spaces)
Elizabeth Street	Resident Parking At All Times	South side, commencing 12 metres west of its intersection with Austin Street (Grid coordinates X= 1,749,784.65m Y= 5,426,652.40m) and extending in a northerly direction following the eastern kerb line for 7.2 metres (3 parallel spaces)

Table of Traffic Resolutions Legal Description RPC June 2023 Elizabeth Street

Elizabeth Street	<i>Resident Parking At All Times</i>	<i>South side, commencing 33.8 metres west of its intersection with Austin Street (Grid coordinates X= 1,749,650.52m Y= 5,426,714.85m) and extending in a westerly direction following the southern kerb line for 16 metres (3 parallel spaces)</i>
Elizabeth Street	<i>Resident Parking At All Times</i>	<i>South side, commencing 51 metres west of its intersection with Austin Street (Grid coordinates X= 1,749,634.84m Y= 5,426,721.90m) and extending in a westerly direction following the southern kerb line for 11 metres (2 parallel spaces)</i>
Elizabeth Street	<i>Resident Parking At All Times</i>	<i>South side, commencing 74 metres west of its intersection with Austin Street (Grid coordinates X= 1,749,613.83m Y= 5,426,731.26m) and extending in a westerly direction following the southern kerb line for 11 metres (2 parallel spaces)</i>

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes (Amended)
Location – where we propose to make the change	<ul style="list-style-type: none"> Elizabeth Street, from the intersection at Brougham Street to the cul-de-sac end of Elizabeth Street (up to no.138).
What we'd like to do	<ul style="list-style-type: none"> Make parking changes as part of the Elizabeth Street upgrade. Reposition resident parking spaces to accommodate proposed tree pits. Remove one parking space and reposition remaining coupon parking spaces to accommodate proposed tree pits.
Why we are proposing the change	<ul style="list-style-type: none"> Since June 2019, Wellington City Council (WCC) received over 75 residents' complaints on multiple health and safety issues relating to this section of Elizabeth Street. These complaints include pedestrian tripping hazards due to uneven footpaths, sump blockage, root damage to the footpath and tree canopy trimming. After further investigation from our WCC maintenance team, it was identified that the mature trees in the footpath are also damaging Council infrastructure assets such as the drainage pipes, powerlines, kerbs, and footpaths. To solve these issues identified by the maintenance team, WCC is proposing to remove these trees from the footpaths and proposing to plant new trees in the carriageway within specially designed tree pits to control the growth of the tree root systems and protect Council infrastructure assets. The proposed locations of the trees will also limit the interference between the new trees and overhead power lines. Remove the existing traffic calming features and gardens.
Impact	<ul style="list-style-type: none"> Improve the amenity for users of the street. Less restrictive traffic flow, by narrowing the width of the proposed tree pits. Pedestrian impact – positive. Improve ease of movement and safety, preventing trip hazards for pedestrians in particular at-risk users. Net parking impact – removal of one parking space. Rearrange the coupon and resident parking spaces. Infrastructure assets – positive. Greatly reduces future damage caused by the tree roots, protecting existing infrastructure assets and reducing ongoing problems and service failures caused by the tree roots and tree canopy interference.
How this relates to the parking policy	<ul style="list-style-type: none"> Support shift in type of transport used – facilitate a shift to using active modes (e.g., walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.

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	<ul style="list-style-type: none"> • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles. • Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city. • Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes.
<p>Additional Information</p>	<ul style="list-style-type: none"> • After reviewing the public feedback, and a further on-site consultation with several residents on 31 May 2023 several tree locations were identified as requiring minor adjustment due to on-site location practicalities and constraints (see amended plans below). • A legal parking space is an area designated and authorised by relevant laws, regulations, or local authorities for the purpose of parking vehicles. The total number of parking spaces (discounting broken yellow lines) is 70 in the amended plan includes 23x Residents’ Parking and 47x Coupon Parking. There is a loss of one legal parking space. • Average daily traffic count – 300. • For more information on the Elizabeth Street upgrade, you can visit Wellington City Council website Elizabeth Street upgrades Kōrero Mai Wellington City Council . • 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 15 May 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
<p>Feedback</p>	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. • Please note if you are giving feedback the consultation period opens at 9.00 am Monday 15 May 2023 and finishes at 5.00 pm Sunday 28 May 2023. • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace,

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	Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 29 May 2023.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 22 June 2023.3. If approved, the proposal will be installed within the following three months.

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Amended Traffic Resolution Plan: TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes



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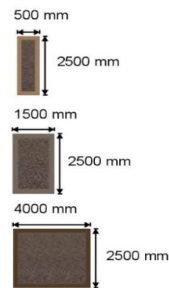
Original Traffic Resolution Plan (refer to the amendment plan): TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes



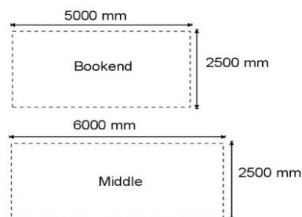
LEGEND

- Existing Tree (Retained)
- Large Tree
- Moderate Tree
- Small Tree
- Proposed Raised Intersection
- Power Line
- Existing Yellow Broken Lines

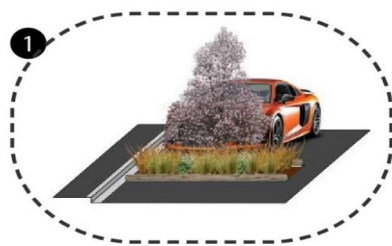
Tree and Hedge Garden Bed Sizes



Residential and Coupon Parking Space Dimensions



CALL OUT



General position of a typical tree and garden bed in relation to a parking space.

Elizabeth Street Upgrade

May 2023

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Original Traffic Resolution Plan (refer to the amendment plan): TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes



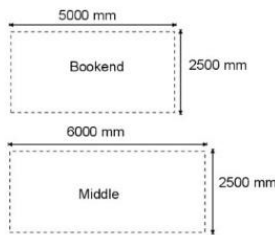
LEGEND

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Tree and Hedge Garden Bed Sizes



Residential and Coupon Parking Space Dimensions



Elizabeth Street Upgrade
 May 2023

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Legal Description:

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

Column One	Column Two	Column Three
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Elizabeth Street	<i>Residents Parking At All Times</i>	<i>South side, commencing 38.5 metres west of its intersection with Austin Street (Grid coordinates X=1,749,650.61m Y=5,426,715.04m) and extending in a westerly direction following the southern kerb line for 35 meters</i>

Add to Schedule E (Resident Parking) of the Traffic Restrictions Schedule **(Based on Amended plan)**

Elizabeth Street	<i>Resident Parking At All Times</i>	<i>South side, commencing 11 metres east of its intersection with Austin Street (Grid coordinates X= 1,749,700.21m Y= 5,426,693.12m) and extending in an easterly direction following the southern kerb line for 12 metres (2 parallel spaces)</i>
Elizabeth Street	<i>Resident Parking At All Times</i>	<i>South side, commencing 24.3 metres east of its intersection with Austin Street (Grid coordinates X= 1,749,712.28m Y= 5,426,687.79m) and extending in an easterly direction following the southern kerb line for 5 metres (1 parallel space)</i>

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Elizabeth Street	<i>Resident Parking At All Times</i>	<i>South side, commencing 34.2 metres east of its intersection with Austin Street (Grid coordinates X= 1,749,721.34m Y= 5,426,683.71m) and extending in an easterly direction following the southern kerb line for 11 metres (2 parallel spaces)</i>
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Prepared By:	Renier Ackerman	(Resurfacing Engineer)
Approved By:	Evandro Scherer	(Team Leader Traffic & Resolutions)
Date:	13/06/23	

Feedback Received

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Feedback

Name: Kathrin
Suburb: Mount Victoria
Agree: No

I can't see any major changes to the ratio of resident permit vs coupon parking areas except for small resident parking spaces instated outside 82-84 and near 104.

As discussed at the street meeting there is an overbalance of coupon parking as opposed to residents on the street who have permits and if you recall it was discussed flipping the ratio of coupon parking to resident permits to favour the resident permits.
Mainly residents park in the coupon spaces anyway so it would make more sense to make that a permanent offering, which would dissuade interlopers from parking up all day and not paying their way.

Remember this from the Parking Team at WCC: 'From properties 48/49 up to 139/140 Elizabeth Street, there are a total of 44 permits issued, 6 coupon exemption permits and 38 resident permits.' The entire street has 53 permits issued, if my memory serves me right.

And in an earlier email from me; "On an average day there are 84 cars parked on this street, as opposed to the 77 parks you say there is (we have counted them). Presently the majority of coupon parks are taken up by residents because of the lack of dedicated resident parking but even though the coupon parks provide parking for resident permits, typically they are taken up by people who drive in from the top of Hawker, Hataitai etc and park up for a day as they head into the city to work."

There is no reason why there couldn't be a resident's only zone outside 78-64 Elizabeth and still leave some existing coupon parking as marked.

If the Council is set on delivering for the residents then this should be changed. We are not a major thoroughfare for cars, just a small insular street.

I have no issues with the raised crossing at Austin St, as long as emergency services, rubbish, maintenance etc can make their way down safely and with enough room to manoeuvre.

There is still an overweighting of coupon parking zones on this street. From properties 48/49 up to 139/140 Elizabeth Street, there are a total of 44 permits issued, 6 coupon exemption permits and 38 resident permits. The entire street has 53 permits issued, and as it stands there is not nearly enough resident permitted parking zoned off. On an average day there are 84 cars parked on this street, as opposed to the 77 parks WCC say there is (we have counted them). Presently the majority of coupon parks are taken up by residents because of the lack of dedicated resident parking but even though the coupon parks provide parking for resident permits, typically they are taken up by people who drive in from the top of Hawker, Hataitai etc and park up for a day as they head into the city to work or booze or attend an event on weekends. People who can't get a park on Brougham St and Queen St quite often park on our street as well. Elizabeth St is a small, narrow, insular street and we have had to put up with years of people parking up for days, weeks and sometimes months as they go about their business in town, or to go to an event and it's not fair. There is no need to over cater to

Feedback Received

coupon parking and it should be easy to flip the ratio to accommodate 53 resident permit spots and leave the remainder as coupon parks. If tradies are working on a residence in the street, they have an existing scheme that allows them to purchase a permit to park in resident zones and any good tradie will do so. Some just swear at you and threaten to smash your windscreen with orange cones if you ask them to move (as I have personally experience). With the changes happening to Kent and Cambridge Tcs and the wholesale removal of parking on those streets, the side streets of Mt Vic are only going to get worse in an already constrained situation, and it is about time the Council listened to residents and did something we wanted for a change. Given that this is not a major thoroughfare I would think that no-one else has a right to say what happens in our street except those directly affected.

Also, at no time have I seen a counter laid on the street or someone ticking a piece of paper so I would like to know how the Council arrived at the ludicrous number of 300 cars per day that come down this street. We are not a major thoroughfare!

Officer's response:

Thank you for your feedback on TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes.

Resident parking

Residents who live with a residents parking area can apply for a permit that allows them to park in either resident parking or coupon parking spaces.

Eligible residents can apply for a maximum of:

- two resident parking permits per household, or
- one resident parking permit per household in a multi-unit dwelling (three or more units at one address)
- There is no coupon parking exemption permit limit per household.

As part of the application process, the following criteria is assessed:

- **Proof of address** – residents must provide evidence that they reside at the address. That can include a current tenancy agreement or a utility bill that shows the applicant's name and address.
- **Vehicle registration address** – the vehicle must be registered to the same address as the application
- **Vehicle ownership** – if the vehicle is not owned by the applicant, a letter must be provided from the owner confirming permission and why
- **Vehicle WOF/Rego** – the vehicle must have a current warrant of fitness and vehicle licence

Once the application is submitted, Council will provide a response within 10 working days.

Feedback Received

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Demand for parking is moderate, turnover is low and there is conflict between users.	<ol style="list-style-type: none"> 1. Increase monitoring and enforcement to ensure compliance with the scheme. 2. Reduce, relocate or remove coupon parking in zones where it conflicts with residents and apply the parking space hierarchy priorities for city fringe to reallocate the parking spaces for active transport and low carbon vehicles. 	Intervention hierarchy based on level of effect: Low to severe
Demand for parking remains moderate; turnover remains low and there is increasing conflict between users.	<ol style="list-style-type: none"> 1. Restrict permits to households where there is no off-street parking (availability of off-street parking determined by whether there is a kerb crossing to a residential address and/ or a valid encroachment license). 2. Reduce permits to households where there is no off-street parking to one permit each. 	

We also understand that space designated for Residents/Coupon parking might not be convenient to all residents, however, given that walking distances between properties and the parking spaces are at a maximum distance of 150m, we do not plan to change the Residents/Coupon parking configuration presented in this proposal.

Traffic count

Regarding the traffic count, the last count was done in 2011, see below:

Here is the last vehicle count that was done on the section between Brougham and the dead end, it is quite old:			
Street Name:	Elizabeth St		
Site ID:	1417		
Location:	50M West of Austin St, Outside #105.		
East Bound	bound traffic, travelling towards:		
West Bound	bound traffic, travelling towards:		Brougham St
Start Date:	18/08/2011	End Date:	25/08/2011
Volume Summary			
	Westbound		
5 day Average Daily Traffic Volumes	308		
7 day Average Daily Traffic Volumes	303		
Total Weekly Volume	2120		
AM- Average one hour 7-9 AM (5 Day)	22		
IM- Average one hour 10am-2pm	18		
PM- Average one hour 4-6 PM	24		
Average one hour 10am-2pm (Saturday)	23		
Average one hour 10am-2pm (Sunday)	22		

Feedback Received

Name: Glen and Andrew
Suburb: Mount Victoria
Agree: No

I would like resident parking on the 103 / 105 Elizabeth St side please. I would also like the yellow lines removed from the garage outside 105.

I am a resident at 103 Elizabeth St., and I have been for the last 12 years.

I would like some of my queries responded to please:

- * Can resident parking be on the 103 / 105 side of the street as well?
- * Can the yellow lines be removed from outside the 105 garage?
- * Can a large ash tree be planted outside the 103/105 side of our street? I do not want olive trees to be planted between 97 and 111 Elizabeth St. Can these be a different moderate sized tree or even a large tree?

I attended the street meeting and there was a backlash against olive trees - what are the other options for moderate sized trees?

- * Regarding the tree pits, can these go in the footpath, as I am worried about cars running into the garden beds when people are parking and damaging the trees.
- * How will the trees be protected whilst they are growing?
- * Can the street width be slightly widened, and the footpath be narrowed slightly to allow more space for cars to park and drive?
- * Will there be another street meeting to confirm the final plan?

Officer's response:

Thank you for your feedback on TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes.

Removing the broken yellow lines outside the garage at no. 105:

Given that, according to the NZ Road code it is illegal to park on a driveway or within 1m from the entrance of a driveway, we are unable to justify the removal of broken yellow lines (BYLs).

The removal of BYLs is likely to increase the number of requests for enforcement, which was the cause for these BYLs to be installed.

Resident parking:

Feedback Received

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Resident parking

Residents who live with a residents parking area can apply for a permit that allows them to park in either resident parking or coupon parking spaces.


Eligible residents can apply for a maximum of:

- two resident parking permits per household, or
- one resident parking permit per household in a multi-unit dwelling (three or more units at one address)
- There is no coupon parking exemption permit limit per household.

As part of the application process, the following criteria is assessed:

- **Proof of address** – residents must provide evidence that they reside at the address. That can include a current tenancy agreement or a utility bill that shows the applicant’s name and address.
- **Vehicle registration address** – the vehicle must be registered to the same address as the application
- **Vehicle ownership** – if the vehicle is not owned by the applicant, a letter must be provided from the owner confirming permission and why
- **Vehicle WOF/Rego** – the vehicle must have a current warrant of fitness and vehicle licence

Once the application is submitted, Council will provide a response within 10 working days.

Demand for parking is moderate, turnover is low and there is conflict between users.	<ol style="list-style-type: none"> 1. Increase monitoring and enforcement to ensure compliance with the scheme. 2. Reduce, relocate or remove coupon parking in zones where it conflicts with residents and apply the parking space hierarchy priorities for city fringe to reallocate the parking spaces for active transport and low carbon vehicles. 	<p>Intervention hierarchy based on level of effect: Low to severe</p> 
Demand for parking remains moderate; turnover remains low and there is increasing conflict between users.	<ol style="list-style-type: none"> 1. Restrict permits to households where there is no off-street parking (availability of off-street parking determined by whether there is a kerb crossing to a residential address and/ or a valid encroachment license). 2. Reduce permits to households where there is no off-street parking to one permit each. 	

We also understand that space designated for Residents/Coupon parking might not be convenient to all residents, however, given that walking distances between properties and the parking spaces are at a maximum distance of 150m, we do not plan to change the Residents/Coupon parking configuration presented in this proposal.

Feedback Received

Trees

After collating the residents' feedback received via the consultation process (that closed on the 5th of May 2023) about proposed replacement trees and balancing that with the needs of the infrastructure assets along the street we decided on the following trees for planting:

- Large Tree – Ash
- Medium Tree – Fruiting Olive
- Small Tree - Michelia Yunnanensis

Due to the overhead wires a large tree can't fit into the space at No.'s 103/105. The medium sized Olive will be planted here. Overhead wire constraints are the same reason behind planting Olives from No's: 97 to 111.

Trees will be planted in the carriage way with wheel stops installed on both sides to protect the trees and vehicles.

We do not generally narrow footpaths as pedestrian priority is higher than other priorities. The current location of the overhead powerline poles will also make this exceedingly difficult and expensive and our budget will not be able to absorb this cost.

Another resident meeting was deemed unnecessary after all the feedback we received regarding the trees and other issues. All the feedback was considered, and we chose the best options to balance resident expectations and the needs of the trees and our infrastructure.

Name: Barry

Suburb: Mt Victoria

Agree: Yes

I would like individual parks painted on the road.... parking spaces are very limited, and some residents or others are more than happy to take up two parking spaces. This happens all the time. Therefore, I propose that individual parking spaces are marked within the parking areas.

Officer's response:

Thank you for your feedback on TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes.

Parking space marking

It is not a Council practice to paint individual parking spaces other than for metered parking (where enforcement is possible to occur) as defining individual parking spaces following the parking dimensions set out in the District Plan does not result in an efficient utilisation of the kerbspace. At the beginning and end of a row of parallel carparks, the length of these spaces needs to be 5m long because access is available directly and in situations where reversing manoeuvre is required the length of the space is 6m.

Feedback Received

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

We had some trials to mark out individual parking spaces and found that marking each parking space does not generally produce any additional parking or maximise available spaces due to the varying sizes of vehicles. It was concluded that there is minimal benefit to outline individual car parking spaces.

Name: Angela Rothwell on behalf of Mt Victoria Residents Association

Suburb: Mt Victoria

Agree: Yes/No

Thanks for the opportunity to comment on the proposed Elizabeth St changes.

MVRA supports improvements that ensure our pipe networks work well and that trip hazards on footpaths are at a minimum. We support the approach to build back better while routine maintenance tasks are undertaken and appreciate the opportunity to meet on site and talk with staff. We particularly appreciate how willing WCC staff were to modify the design to better meet local needs.

We support the raised intersection platform on Austin and Elizabeth St provided it aids pedestrians crossing the west side, which is very awkward currently due to its slope.

We support use of native trees and plants in street plantings. We recommend that tall trees such as Rewarewa (*Knightsia excelsa*), Te kouka (*Cordyline australis*), and appropriate Wellington *Pseudopanax* species be used, with kowhai and coprosma or similar species for lower growing trees.

We do not support planting weedy species like Ash (identified on Weedbusters) or Magnolia which already lifts footpath in other areas. Fig trees in the area currently never produce a crop as people pull the fruit off before it is ripe, and we would expect the same with feijoa. Mt Victoria has a large number of olive trees that are not maintained by WCC and therefore too tall to harvest, others that can be reached are harvested by Mt Victoria Residents Association and others, and we do not need more.

We note that Elizabeth and Queen Streets are the only two streets in our neighbourhood that have the existing, effective traffic calming measures in place, and they both have street tree plantings whereas some Mt Victoria streets have neither. We are interested in the plans to provide this high service level for other streets in Mt Victoria.

Officer's response:

Thank you for your feedback on TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes.

We take note of your comments on the raised intersection.

Trees

After collating the feedback received via the consultation process (that closed on the 5th of May 2023) about replacement trees and balancing that with the needs of the infrastructure in the street we decided on the following trees for planting:

Feedback Received

- Large Tree – Ash
- Medium Tree – Fruiting Olive
- Small Tree - Michelia Yunnanensis

Traffic calming

Traffic calming measures are implemented on a street-by-street basis. The street has been designed for its local access function. Streets are inspected on a routine basis by Council staff and if there are identified changes in traffic or safety risks then we will initiate additional assessment to address these issues.

Further investigation is also conducted based on local knowledge from resident input, enquiries and feedback.

The Elizabeth Street renewal project will be used as a case study for streets with similar issues in the future.

Name: Lets use our common sense

Suburb: Mt Victoria

Agree: No

I agree with make parking changes as part of the Elizabeth Street upgrade, but I do not agree with proposed gardens and tree pits. I have lived in Elizabeth Street for 45 years and I was not in agreement with the WCC planting large trees and tree pits in the street when they did so some 35 - 40 years ago. Its caused chaos/mess/disruption/breakage to pavements and roads and additional cost to rate payers ever since. The larger trees that were planted some 35-40 years ago by WCC outside 66, 80 and 82 Elizabeth Street cast shadow and restrict sunlight into the homes. Goodness knows what damage the roots have done over the years or what I see from your proposal that you want to plant a large tree outside my bedroom window which faces south and is cold and can get damp. This will further restrict afternoon sunlight (which is the only sunlight I get in that room). The government aim of implementing the Healthy Homes initiative was to create warm dry healthy homes for all New Zealanders. If a large tree is deliberately planted outside of my home, then we are going backwards on what the aim is. I would like for us to apply our common sense and cease to create the issues that larger trees bring. I object to having a large tree planted directly outside my home which will caste shadow and restrict sunlight further.

Officer's response:

Thank you for your feedback on TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes.

Tree shade

- The number of trees planted along the street is governed by our green network plan and the need to keep or improve the current canopy coverage.

Feedback Received

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

- Planting locations are determined by the location of underground assets and overhead services.
- The proposed trees will be planted at approximately 2 metres tall.
- They will take between 10 and 20 years to mature therefore there won't any shading issues in the beginning.
- These trees are deciduous and will allow plenty of sun in the winter and only cast shade in the summer.
- The angle at which the sun shines on your southern window and the interaction with the tree will have a very limited shading effect on your property in summer.

On 15 January 2024 the sun will start shining on your window from 4pm to 9pm. A fully matured tree will cast shade on your window between 6pm and 9pm. This is in the middle of summer where the shade will be the most prominent.

After careful consideration of the above points, we expect the shading impact to be minor.

Name: Jemima
Suburb: Mt Victoria
Agree: Yes

Please ensure it is possible for pedestrians to safely cross Elizabeth St when walking along the West side of Austin St

Officer's response:

Thank you for your feedback on TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes.

Raised intersection

The raised intersection will receive pedestrian ramps on all sides to enhance the safety of pedestrians.

Name: Mark
Suburb: Mt Victoria
Agree: No

As a local resident I fully support the proposed Elizabeth Street upgrades having experienced the issues described on the WCC website first hand over since 2016, except for one aspect in relation to removing 21 on-street car parks. Mount Victoria, and specifically Elizabeth St (and surrounding streets like Queen St for example) already have extremely limited on-street parking. The limited on-street parking is due to the age of the majority of housing stock given a large portion we build in the 1800s when modern modes of transportation (such as cars did not exist). Moreover, given set-back rules in the District Plan and the majority of the housing stock being built close to road frontage and very limited side the ability for owners to create off-street parking is not realistic. Further, the

number of cars per residents dwelling has increased over the years meaning this put further pressure on the already limited resident parking spaces and parking spaces generally (especially given a large number of residents park in non-resident parking spaces given they are fully occupied). Therefore, I do not support the proposal removal of 21 car parking spaces as part of the proposed Elizabeth Street upgrades. While I do support the prioritisation of pedestrians access other step should be taken to increase residential parking in Elizabeth St as well as surrounding streets as any reduction in parking in Elizabeth St will 'knock-on' to other surrounding streets such as Queen St, for example. Steps I recommend WCC are: 1) limit the number of residential parking permits to 1 per household; and 2) removed all coupon and other forms of non-residential parking from Elizabeth St and Queen St. All remaining parking in these streets should be reserved for residential parking only (which would be limited to 1 permit 1 per household. I am very happy to talk though any of the above points, and if there is any public hearing to beheld, I request to speak / present in person on the above points.

Officer's response:

Thank you for your feedback on TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes.

Prior to the community meeting held on the 27th of April our initial design proposal would have had to remove a total of 21 coupon car parks. After receiving feedback from residents regarding existing parking constraints, as well as parking surveys being undertaken, we have managed to reduce the number of car parks being lost to one car park only.

Resident Parking

Residents who live with a residents parking area can apply for a permit that allows them to park in either resident parking or coupon parking spaces.

Eligible residents can apply for a maximum of:

- two resident parking permits per household, or
- one resident parking permit per household in a multi-unit dwelling (three or more units at one address)
- There is no coupon parking exemption permit limit per household.

As part of the application process, the following criteria is assessed:

- **Proof of address** – residents must provide evidence that they reside at the address. That can include a current tenancy agreement or a utility bill that shows the applicant's name and address.
- **Vehicle registration address** – the vehicle must be registered to the same address as the application
- **Vehicle ownership** – if the vehicle is not owned by the applicant, a letter must be provided from the owner confirming permission and why
- **Vehicle WOF/Rego** – the vehicle must have a current warrant of fitness and vehicle licence

Once the application is submitted, Council will provide a response within 10 working days.

Feedback Received

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

Demand for parking is moderate, turnover is low and there is conflict between users.	<ol style="list-style-type: none"> 1. Increase monitoring and enforcement to ensure compliance with the scheme. 2. Reduce, relocate or remove coupon parking in zones where it conflicts with residents and apply the parking space hierarchy priorities for city fringe to reallocate the parking spaces for active transport and low carbon vehicles. 	Intervention hierarchy based on level of effect: Low to severe
Demand for parking remains moderate; turnover remains low and there is increasing conflict between users.	<ol style="list-style-type: none"> 1. Restrict permits to households where there is no off-street parking (availability of off-street parking determined by whether there is a kerb crossing to a residential address and/ or a valid encroachment license). 2. Reduce permits to households where there is no off-street parking to one permit each. 	

Name: Ruby
Suburb: Mt Victoria
Agree: Yes

No comment

Officer's response:

Thank you for your feedback on TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes.

Name: E Street Res 2023
Suburb: Mt Victoria
Agree: No

The leaves from all the existing trees are already an issue. The new proposal with planned greater density of deciduous tree planting in Elizabeth Street is going to create even more problems .. blocked drains .. slippery unsafe footpaths .. blocking sunlight

Officer's response:

Thank you for your feedback on TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes.

Cleaning

These issues have been considered and discussed with the Council street cleaning unit. The cleaning intervals will be increased to address any blockage problems. Residents are welcome to log a call with Council call centre if they see that the leaves are dropping too much and present problems.

Name: MtVictraffic
Suburb: Mt Victoria
Agree: No

Feedback Received

I am very pleased the work is being done but feel the multiple interruptions of planters and the narrowing of the road will create bottlenecks and difficulties for Fenz and other large trucks and vehicles. I haven't done a survey, but a lot of the residents are older home owners and having the availability of MORE parks not fewer would help them. I support the council encouraging more bikes and pedestrian ways in the right place but NOT in this narrow one lane (mostly) road.

Officer's response:

Thank you for your feedback on TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes.

Emergency vehicle access

We met with FENZ on site and discussed ways to improve the access for their trucks which we have incorporated into our design. The road width will not be narrowed, and the traffic flow will be improved from the current situation.

The street dimensions will retain all the kerbside parking except for the removal of one legal parking space to accommodate the proposed tree planting.

Name: Mt Vic Local

Suburb: Mt Victoria

Agree: No

The number of resident permits outweigh the coupon parking allocation and preference should be given to residents on such a small, narrow road. More times than not the coupon parks are taken by residents anyway. The Council needs to give more thought to how many permits are dishd out to this street when the capacity is currently not there or flip the ratio in favour of residents. Sometimes we are forced to park streets away from our homes and/or compete for parks with people who do not have permits, or don't pay for a coupon and park up all day whilst at work in the city or attending an event. I also would like to know where the 300 a day car count came from as for as long as I have lived here, and walked my dogs daily, I have never seen that many cars come down Elizabeth St, between Austin and Brougham. Maybe between Brougham and Kent? From memory there was a road counter installed outside Clyde Quay School on Elizabeth so to say that is relevant to the one way stretch is false. I don't have an issue with the raised pedestrian crossing as long as emergency vehicles etc can get into the street. If this Council is so hellbent on getting people to use public transport, then by making this street predominantly resident only parking it will dissuade those individuals who like to use it as a private carpark for their comings and goings to the detriment of those of us who pay a small fortune for a permit and do the right thing.

Officer's response:

Thank you for your feedback on TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes.

Resident parking

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Residents who live with a residents parking area can apply for a permit that allows them to park in either resident parking or coupon parking spaces.

Eligible residents can apply for a maximum of:

- two resident parking permits per household, or
- one resident parking permit per household in a multi-unit dwelling (three or more units at one address)
- There is no coupon parking exemption permit limit per household.

As part of the application process, the following criteria is assessed:

- **Proof of address** – residents must provide evidence that they reside at the address. That can include a current tenancy agreement or a utility bill that shows the applicant’s name and address.
- **Vehicle registration address** – the vehicle must be registered to the same address as the application
- **Vehicle ownership** – if the vehicle is not owned by the applicant, a letter must be provided from the owner confirming permission and why
- **Vehicle WOF/Rego** – the vehicle must have a current warrant of fitness and vehicle licence

Once the application is submitted, Council will provide a response within 10 working days.

Demand for parking is moderate, turnover is low and there is conflict between users.	1. Increase monitoring and enforcement to ensure compliance with the scheme. 2. Reduce, relocate or remove coupon parking in zones where it conflicts with residents and apply the parking space hierarchy priorities for city fringe to reallocate the parking spaces for active transport and low carbon vehicles.	Intervention hierarchy based on level of effect: Low to severe ↓
Demand for parking remains moderate; turnover remains low and there is increasing conflict between users.	1. Restrict permits to households where there is no off-street parking (availability of off-street parking determined by whether there is a kerb crossing to a residential address and/ or a valid encroachment license). 2. Reduce permits to households where there is no off-street parking to one permit each.	

We also understand that space designated for Residents/Coupon parking might not be convenient to all residents, however, given that walking distances between properties and the parking spaces are at a maximum distance of 150m, we do not plan to change the Residents/Coupon parking configuration presented in this proposal.

Traffic count

Regarding the traffic count, the last count was done in 2011, see below:

Feedback Received

Here is the last vehicle count that was done on the section between Brougham and the dead end, it is quite old:

Street Name:	Elizabeth St		
Site ID:	1417		
Location:	50M West of Austin St, Outside #105.		
East Bound	bound traffic, travelling towards:		
West Bound	bound traffic, travelling towards:		Brougham St
Start Date:	18/08/2011	End Date:	25/08/2011
Volume Summary			
	Westbound		
5 day Average Daily Traffic Volumes	308		
7 day Average Daily Traffic Volumes	303		
Total Weekly Volume	2120		
AM- Average one hour 7-9 AM (5 Day)	22		
IM- Average one hour 10am-2pm	18		
PM- Average one hour 4-6 PM	24		
Average one hour 10am-2pm (Saturday)	23		
Average one hour 10am-2pm (Sunday)	22		

Emergency vehicle access

We met with FENZ on site and discussed ways to improve the access for their trucks which we have incorporated into our design.

Name: Judi and cheryl

Suburb: Mt Victoria

Agree: No

We are long-term residents of Elizabeth Street who have contributed to earlier submissions on the proposed plan for Elizabeth Street upgrade in particular in regard to the removal of the current trees and the species identified as suitable for replacing them.

In response to the invitation to give feedback on the plan as it impacts on traffic flow and vehicle use in the street for residents, we wish to get clarification on the following proposed changes:

Parking allocation

- We note that in the most recent draft only one coupon parking space will be lost. However, we seek clarification that there is **NO** loss of ANY TYPE of parking space (i.e., coupon or resident) apart from this one space.
- Since the draft TR plan showing coupon and resident parking is very difficult to read (the colours are hardly discernible and the scale doesn't help) we would like to see **TWO** separate plans; one that shows **current** parking spaces and another that shows the spaces **after the upgrade**. We ask that the spaces are **numbered**, and the coupon and resident spaces are distinguished by **contrasting** colours.
- We also request that you provide us with the **lineal meterage** for parking currently and after the upgrade from the Brougham St intersection to the cul-de-sac end of Elizabeth St.
- We note that the TR plan distributed last week fails to show **dotted yellow lines** at the

Feedback Received

Austin St/Elizabeth St intersection. Please reinstate the lines in the plan.

- We are very concerned about the **difficulty of manoeuvring** into and out of spaces that are only 5 metres long, as in the case of the bookend spaces. We note that the usual allowance for a parallel parking space is 6.1 metres. In order to manoeuvre in and out of a space that butts up against a garden, the vehicle requires at least as much, if not more, space to achieve the required angle for parking, especially when there are cars parked on the other side of the road.
- We are also concerned about **maintaining optimal visibility** for parking and emerging from parking spaces. We note that both the preferred species for small and medium trees have many branches and are basically bush-like unless pruned and trained from the outset to have a clean trunk. The existing kowhai is currently in a state that would obscure the vision if planted on the road as proposed.
- Currently there is a sizeable, raised traffic calming feature (at # 64) that extends out to the edge of the gutter. The height and length of the bump means **a full car space is lost to parking** except for vehicles such as SUVs. We note there is no mention of this traffic calming feature in the current plan.

Traffic flow

- We note that a positive impact on a less restrictive traffic flow is intended. However, by our calculations the proposal will have the **opposite effect**. The existing road is 6.9 metres excluding gutters. The tree pits with garden beds are to extend out onto the road at 2.5 metres. Where the trees are planted on either side of the road, as shown in the plan, only 1.9 metres will be left for cars and, just as importantly larger vehicles servicing the residents, to navigate. As a matter of fact, as we were measuring the road, the recycling collector informed us that that vehicle required a minimum 2.4 metres to navigate a street. What about the concern of the fire service or larger removal vehicles?

In summary, we request assurance that the proposed design meets current road design and vehicle manoeuvring allowances and specifically request the following:

- 1) Confirmation that apart from the one coupon space there is **NO** loss of ANY TYPE of parking space throughout the two sections of Elizabeth St proposed for the upgrade.
- 2) TWO separate plans in a readable scale (1:500 minimum) with coupon and resident spaces numbered and easily identified in contrasting colours; one that shows current parking spaces and another that shows the spaces after the upgrade.
- 3) The LINEAL METERAGE for parking currently and planned.
- 4) Correction of the next iteration of the TR plan to include the DOTTED YELLOW LINES at the Austin St/Elizabeth St intersection.
- 5) A separate plan that shows the PLACEMENT OF THE GARDENS and how they relate to the car parks and the carriage way.

Feedback Received

- 6) A reconsideration of the planned LENGTH OF THE BOOKEND parking space.
- 7) A complete remodeling of the CURRENT TRAFFIC BUMP (outside # 64) to allow for a parking space alongside it.
- 8) An assurance that small, medium and large trees will be of an 'ADVANCED GRADE' when planted with a clean trunk and clear of side branches.
- 9) Likewise, an assurance that the KOWHAI, to be retained, is trimmed and trained BEFORE replanting to create a clear trunk, removing side branches and thus allowing views underneath for safe parking and exiting from parks.
- 10) We would like to be involved in the maintenance programme for the trees by acting as A REFERENCE GROUP with Council over the next FIVE years.
- 11) While not directly pertaining to the TR plan but certainly important to the final upgrade project, we note that the old Saturn Cable lines are still hanging in coils from the power poles (see power pole outside #62 which will be even more visible once the tree is removed). While overhead lines are an eyesore, the removal of redundant cables would be an additional improvement and as such should be included in the plan.

Officer's response:

Thank you for your feedback on TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes.

We confirm only one legal parking space will be lost over the entirety of the street.

See a layout plan similar to your request below:

Feedback Received

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 Me Heke Ki Pōneke

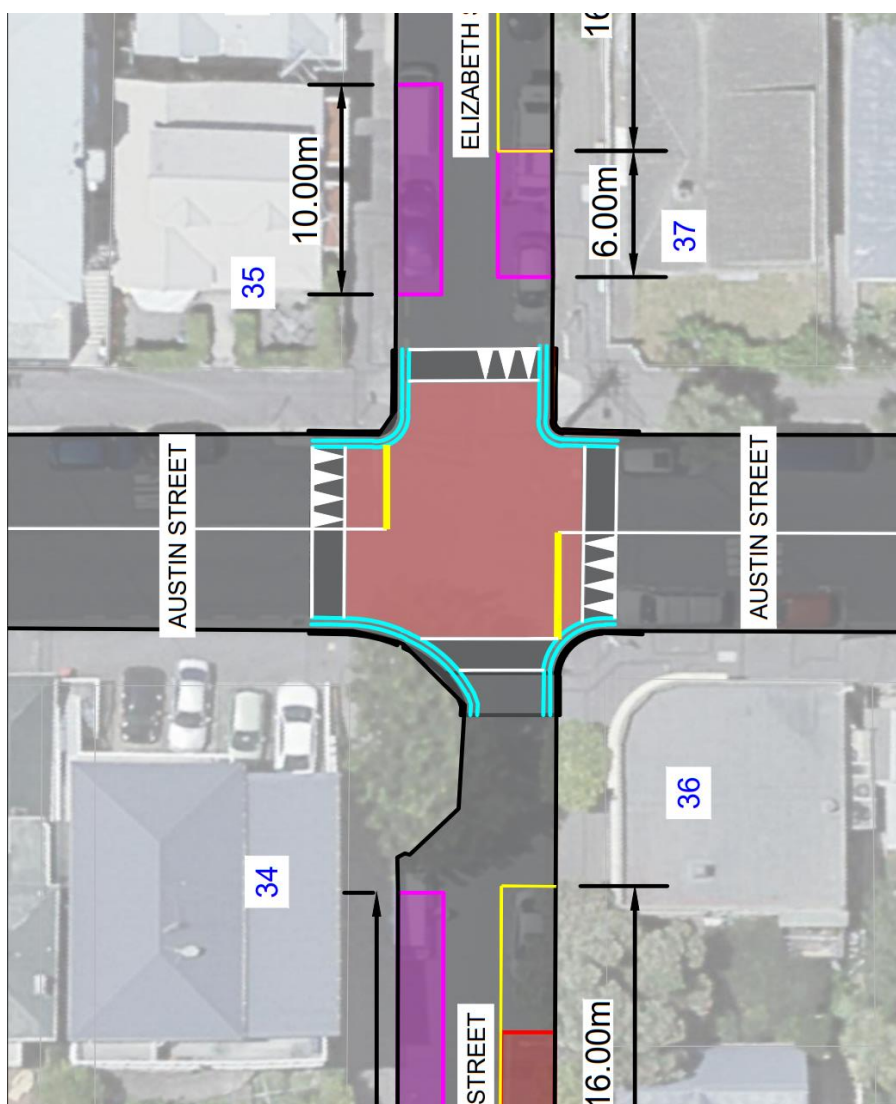


Raised intersection and broken yellow lines:

Feedback Received

The Land Transport (Road User) Rule states that one cannot park on, or closer than 6 metres to, an intersection. Drivers who choose to park within 6 metres of an intersection will receive a parking infringement and potentially have their vehicles towed.

We will update the existing broken yellow lines to reflect this. Thank you for pointing out the omission on the design.



Revised garden shapes:

After a site walkover and measure up it was decided to change the shape of the tree gardens to triangular shape from the initial proposed rectangular shape. See the image below for reference:

Feedback Received

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



Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

This is primarily a maintenance project with urban design aspects. We will implement the most practical solution, as we are responsible for all roading maintenance projects. There will be site adjustments as necessary to ensure we comply with our project goals and commitments.

The 6 metre and 5 metre parking lengths for the middle and end parking spaces respectively are in line with the current arrangement on the street.

The speed hump opposite number 91 will have the sides modified to facilitate parking next to it.

We confirm that the tree sizes for the medium to large trees will be 1.8m and taller while the smaller trees are as close to 1.8m tall as possible. These trees will also be appropriately trimmed by a registered arborist directly after planting.

Should the trees need trimming, at any time, then you are welcome to log a call to Council call centre. A representative from the tree team will investigate and action the necessary trimming.

Please take some photos and log a call to Council call centre regarding the Saturn power cables or email your query and details to info@wcc.govt.nz. This will enable the correct Council department to respond to it. Our Fixit telephone app makes it easier to log a ticket and you are welcome to try it out as well.

Name: Jonno
Suburb: Mt Victoria
Agree: Yes

Thanks for listening and revising the solution based on the feedback.

Officer's response:

Thank you for your feedback on TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes.

Name: Tracy
Suburb: Mt Victoria
Agree: No

I think the new trees should be NZ native.

Officer's response:

Thank you for your feedback on TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes.

Trees

We have explored the planting of native trees, but we found them to be unsuitable for this street as they are evergreen and will continue to cast plenty of shade over houses in the winter, which is not ideal.

Feedback Received

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

Name: L19
Suburb: Mt Victoria
Agree: Yes

No comment.

Officer's response:

Thank you for your feedback on TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes.

Name: Pauline and Ian
Suburb: Mt Victoria
Agree: No

We are long-term residents of Elizabeth Street who have contributed to earlier submissions on the proposed plan for Elizabeth Street upgrade.

When the road is upgraded, we would like to ensure that the road alongside our vehicle crossing is re-cambered to allow cars to drive out without scraping on the road. You can see on the attached photos that many cars have bottomed out on the way out of our drive, and it would be great if the camber was less steep here to prevent this happening. Ian has spoken to Renier about this and he has assured us it will be rectified - but we would like written confirmation if possible that this work will be included in the traffic upgrade.



In response to the invitation to give feedback on the plan generally as it impacts on traffic flow

Feedback Received

and vehicle use in the street for residents, we wish to get clarification on the following proposed changes:

- We would like to see TWO separate plans; one that shows CURRENT parking spaces and another that shows the spaces AFTER THE UPGRADE. We ask that the spaces are NUMBERED, and the coupon and resident spaces are distinguished by CONTRASTING colours. The draft TR plan is very difficult to read.
- As there are currently no “marked out” individual parking spaces on the road it would be helpful if you could provide us with the LINEAL METERAGE for parking CURRENTLY and AFTER THE UPGRADE from the Brougham St intersection to the cul-de-sac end of Elizabeth St. This allows us to compare the actual current amount of parking with what is proposed.
- When turning in to Elizabeth St from Austin St there are frequently cars parked beyond the yellow lines, making the turning in very tight I am not sure how this can be dealt with but it is a problem.
- The proposed plan is intended to provide a less restrictive traffic flow. However, by our calculations the proposal could have the opposite effect. The existing road is 6.9 metres excluding gutters The tree pits with garden beds are to extend out onto the road at 2.5 metres. Where the trees (large, moderate and small) are planted on either side of the road, as shown in the plan, only 1.9 metres will be left for cars and, just as importantly larger vehicles servicing the residents, to navigate. When we were measuring the road, the recycling collector informed us that that vehicle required a minimum 2.4 metres to navigate a street. What about the concern of the fire service or larger removal vehicles?
- We believe there will be difficulty manoeuvring into and out of spaces that are only 5 metres long; in the case of bookend spaces that butt up against a garden extending out 2.5 metres. We note that the usual allowance for a parallel parking space is 6.1 metres. In order to manoeuvre in and out of a space that is up against a garden, the vehicle requires at least as much, if not more, space to achieve the required angle for entering the park. We question if these 5m spaces will actually be viable to use in reality. If it's possible to show a 5m bookend park alongside another park on a plan, but in reality, what is intended to be 2 parks may only end up being able to accommodate 1 car because of the difficulty in manoeuvring in and out - thereby reducing the number of actual parks compared to the number suggested on a plan.
- Currently there is a sizeable raised traffic hump that extends out to the edge of the gutter. outside number 64. The height and length of the hump effectively means a full car space is lost to parking except for vehicles such as SUVs. We note there is no mention of this traffic calming feature in the current plan (see attached photo). If this hump is to remain, can it please be re- designed to allow cars to park on either side of it i.e., does the hump have to extend as far as the gutter or can it just be a hump centrally in the road?
- We support the garden beds and low level planting below the trees but question if they should all extend out 2.5m as indicated on the proposed plan.
- We hope that all the new trees will be at least 3m high as we question how it will be possible to park alongside a tree that is any less than this height as cars require a clear height of at least 1.6- 2m depending on the car. We understand that the garden beds will vary in width (0.5m, 1.5m and 4m are indicated on the plan) but the 0.5m wide planters will not allow any width of foliage at low level if a car is to park up close to them.

Feedback Received

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

- We would like to be involved in the maintenance programme for the trees by acting as a reference group with Council over the next FIVE years.
- While not directly pertaining to the TR plan but certainly important to the final upgrade project, we note that the old Saturn Cable lines are still hanging in coils from the power poles. While overhead lines are an eyesore, the removal of redundant cables would be an additional improvement and as such should be included in the plan.
- We would welcome the opportunity to present our feedback on the planned upgrade of Elizabeth St in person.

Officer's response:

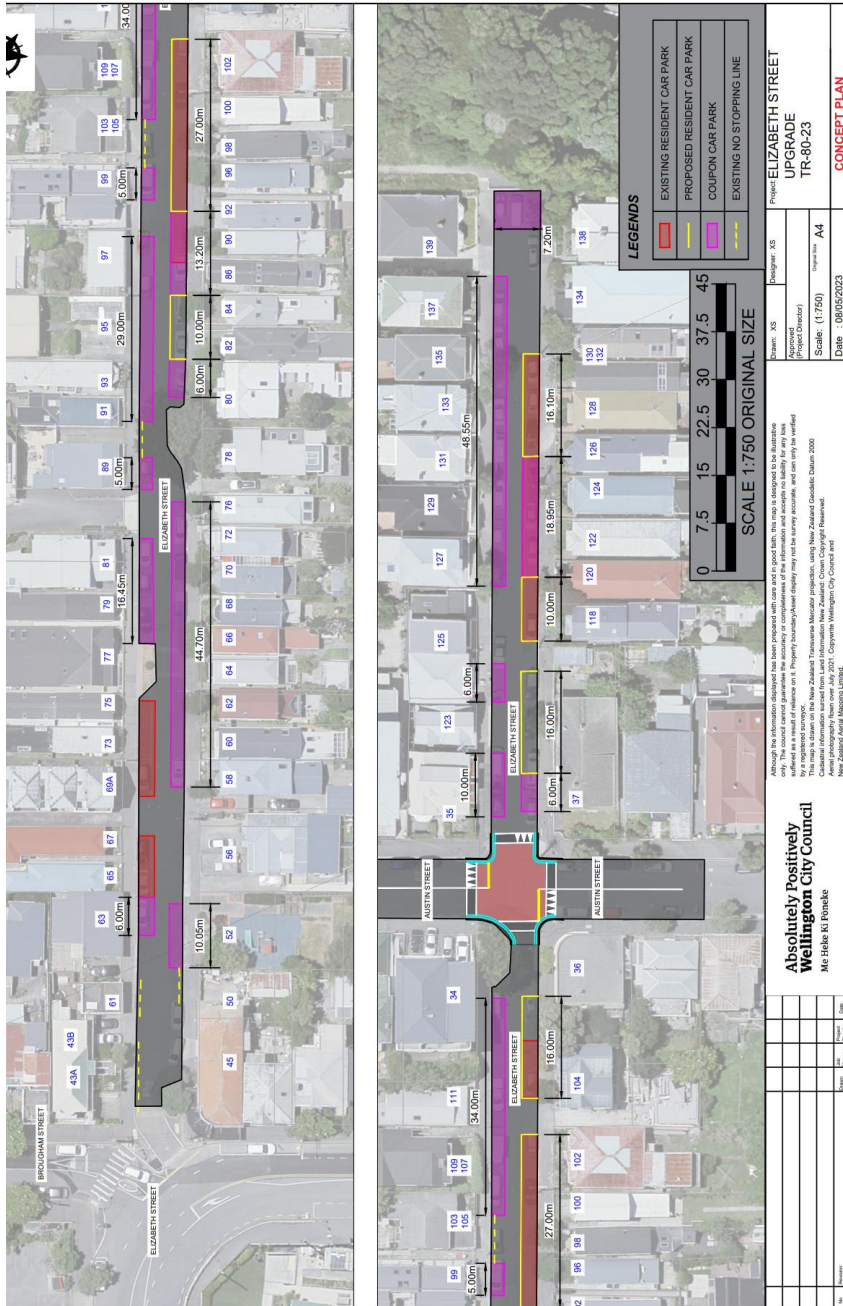
Thank you for your feedback on TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes.

Road camber

We can confirm that the camber of the road will be flattened and the vehicle scraping issue in front of your driveway will be assessed to ensure that the levels and gradient transitions comply with Council specifications.

See a layout plan similar to your request below:

Feedback Received

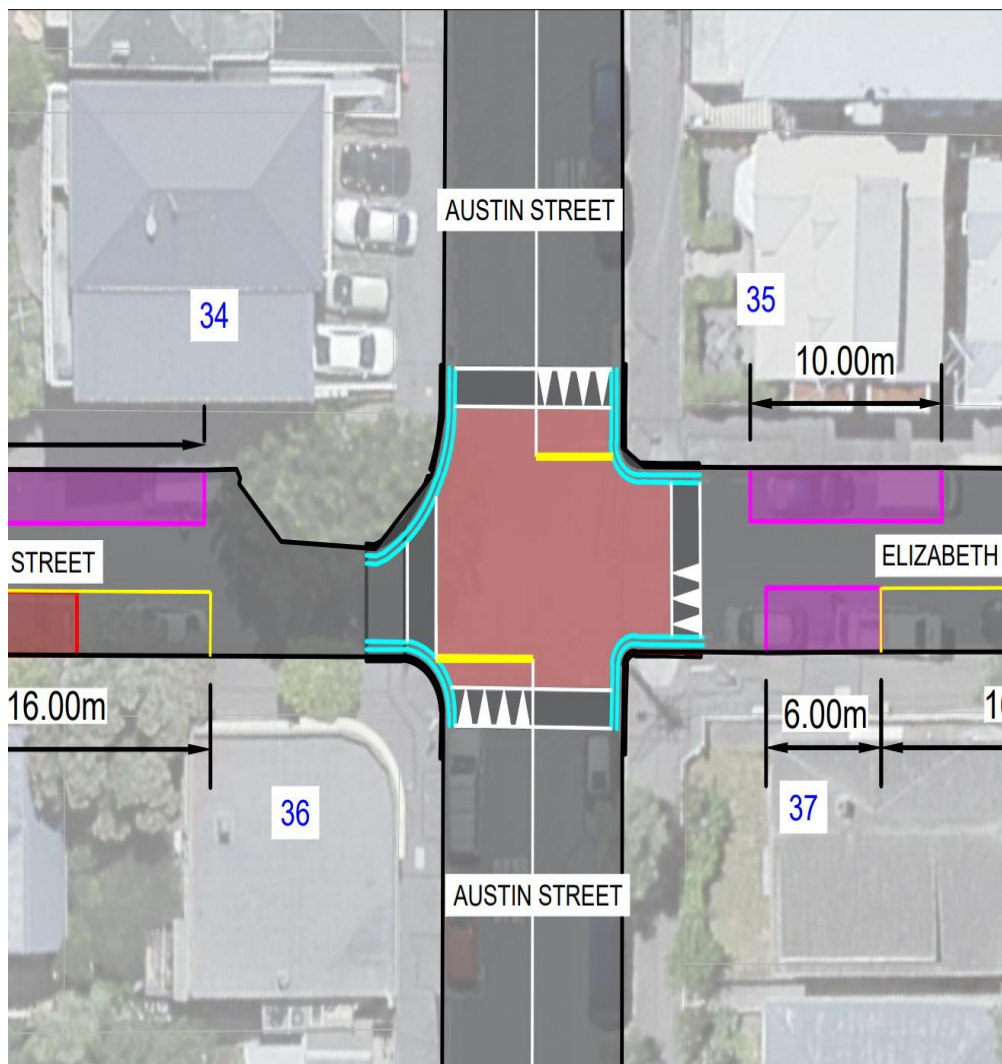


Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Raised intersection and broken yellow lines:

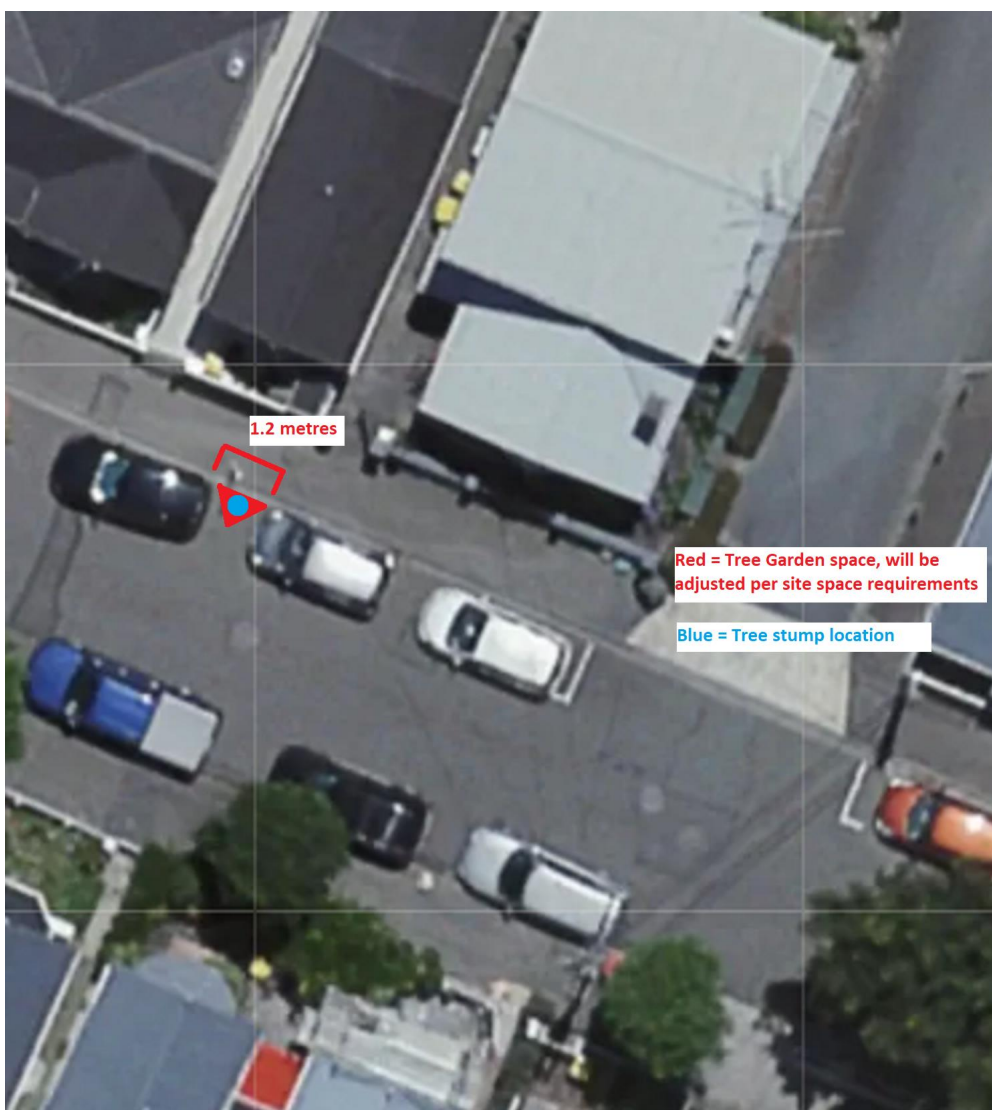
The Land Transport (Road User) Rule states that one cannot park on, or closer than 6 metres to, an intersection. Drivers who choose to park within 6 metres of an intersection will receive a parking infringement and potentially have their vehicles towed. We will update the existing broken yellow lines to reflect this. Thank you for pointing out the omission on the design.



Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Revised garden shapes:



After a site walkover and measure up it was decided to change the shape of the tree gardens to triangular shape from the initial proposed rectangular shape. See the image below for reference: This is primarily a maintenance project with urban design aspects. We will implement the most practical solution at the end of the day, as we do with all maintenance projects. This will mean there will be some on site adjustments to ensure we comply with our project goals and commitments.

The 6 metre and 5 metre parking lengths for the middle and end parking spaces respectively are in line with the current arrangement on the street.

Feedback Received

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

The speed hump opposite number 91 will have the sides modified to facilitate parking next to it.

We confirm that the tree sizes for the medium to large trees will be 1.8m and taller while the smaller trees are as close to 1.8m tall as possible. These trees will also be appropriately trimmed by a registered arborist directly after planting.

Should the trees need trimming, at any time, then you are welcome to log a call to Council call centre. A representative from the tree team will investigate and action the necessary trimming.

Please take some photos and log a call to Council call centre regarding the Saturn power cables or email your query and details to info@wcc.govt.nz. This will enable the correct Council department to respond to it. Our Fixit telephone app makes it easier to log a ticket and you are welcome to try it out as well.

Name: Black
Suburb: Mt Victoria
Agree: No

While I understand that this is the traffic resolution and not about the concept plan, a plan has been provided as part of the traffic resolution. From this plan it is unclear exactly what is planned for where. For example, the location of the garden beds. Until the information provided is clear as to the concept design, I am opposed to the removal of any carparks, all of which are needed in the street.

Officer's response:

Thank you for your feedback on TR80-23 Elizabeth Street, Mount Victoria – resident and coupon parking changes.

Please see a draft concept plan below with a good general location of garden beds. Note that there will be some minor changes on site where we will have to move the trees a few metres up or down the street to ensure the most practical location is utilised.

Feedback Received

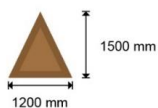
Revised garden shapes:



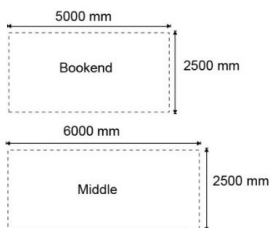
LEGEND

- Existing Tree (Retained)
- Large Tree
- Moderate Tree
- Small Tree
- Proposed Raised Intersection
- Power Line
- Existing Yellow Broken Lines

Tree Bed Sizes

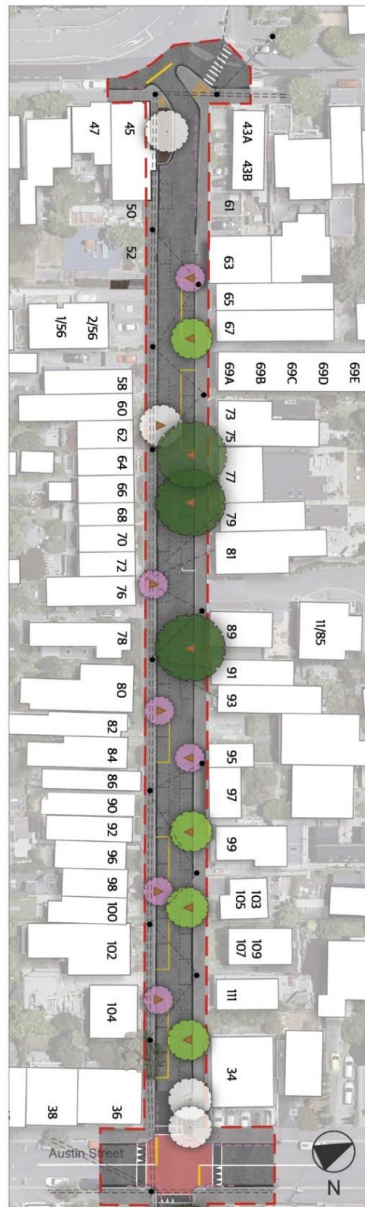


Residential and Coupon Parking Space Dimensions



Feedback Received

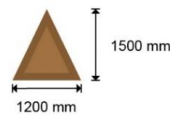
Absolutely Positively Wellington City Council
 Me Heke Ki Pōneke



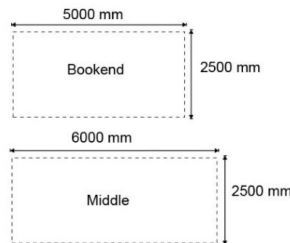
LEGEND

- Existing Tree (Retained)
- Large Tree
- Moderate Tree
- Small Tree
- Proposed Raised Intersection
- Power Line
- Existing Yellow Broken Lines

Tree Bed Sizes



Residential and Coupon Parking Space Dimensions



Elizabeth Street Upgrade
 May 2023

Absolutely Positively Wellington City Council
 Me Heke Ki Pōneke

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

After a site walkover and measure up it was decided to change the shape of the tree gardens to triangular shape from the initial proposed rectangular shape. See the image below for reference:



Feedback Received

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

This is primarily a maintenance project with urban design aspects. We will implement the most practical solution, as we are responsible for all roading maintenance projects. There will be site adjustments as necessary to ensure we comply with our project goals and commitments.

NEW COMMUNITY RECREATION LEASES: ISLAND BAY TENNIS AND SQUASH CLUB, NETBALL WELLINGTON CENTRE, KILBIRNIE TENNIS CLUB

Kōrero taunaki | Summary of considerations

Purpose

- This report requests Koata Hātepe | Regulatory Processes Committee:
 - Approve a new ground lease for Island Bay Tennis and Squash Club on reserve land, subject to public consultation; and
 - Refer two new ground leases for Netball Wellington Centre and Kilbirnie Tennis Club on Wellington Town Belt land to Te Kaunihera o Pōneke | Council for final approval, following completed public consultation.

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

- In 2003, a new lease for Island Bay Tennis and Squash Club was approved
- In May 2023, public consultation for new leases for Netball Wellington Centre and Kilbirnie Tennis Club was approved

Significance

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

2. Financial considerations

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

3. Risk

- Low
 Medium
 High
 Extreme

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

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information;
- 2) Approve a new ground lease for Island Bay Tennis and Squash Club for 10 years with one right of renewal for 10 years with subleases for Brooklyn Northern United football club and the Island Bay Services Club, subject to the outcome of public consultation; and;
- 3) Refer new ground leases for Netball Wellington Centre and Kilbirnie Tennis Club to Te Kaunihera o Pōneke | Council for final approval, as required under the Wellington Town Belt Act 2016.

Whakarāpopoto | Executive Summary

4. The Leases Policy for Community and Recreation Groups (Leases Policy) sets out the Council's role in granting leases on Council-owned land and/or buildings on Town Belt or reserve land.
5. This paper requests Koata Hātepe | Regulatory Processes Committee approval for the next step in the leasing process under the Leases Policy for the following organisations:
 - Island Bay Tennis and Squash Club Incorporated at 2 The Parade Island Bay (IBTSC). IBTSC's ground lease expired in December 2022. Officers recommend a term of 10 + 10, the standard tenure under the Leases Policy, with subleases to Brooklyn Northern United football club (BNU) and the Island Bay Services Club (Services Club);
 - Netball Wellington Centre Incorporated at Hataitai Park, Ruahine Street (NWC). NWC's ground lease expires in June 2023. In May, officers recommended a new 10 + 10 lease to Koata Hātepe | Regulatory Processes Committee and have now completed public consultation.
 - Kilbirnie Tennis Club Incorporated at 14 Crawford Road, Kilbirnie (KTC). KTC's ground lease also expires in June 2023. Officers also recommended a 10 + 10 lease for this organisation to Koata Hātepe | Regulatory Processes Committee in May and have completed public consultation.

Takenga mai | Background

Island Bay Tennis and Squash Club (IBSTC)

6. IBTSC have been based at 2 The Parade since 1930. The leased area comprises of upstairs and downstairs clubrooms, changing rooms, 3 squash courts, and 3 tennis courts. IBTSC offers interclub tennis and squash, coaching, and casual court hire for non-members. IBTSC has 337 members.
7. The clubrooms are utilised year round, primarily by tennis in the summer time and squash in the winter time. The clubrooms and courts are used approximately 90 hours per week.

8. IBTSC also have two notable partnerships for use of the building:
- BNU are based at the upstairs clubrooms during the winter football season. BNU has 337 members, and the club's home ground is the neighbouring Wakefield Park. In exchange for the use of the clubrooms, BNU contributes to IBTSC through volunteer labour maintaining the clubrooms and financially through clubroom bar & kitchen takings.
 - The Services Club is an incorporated society established following WWII, and have been based at the IBTSC clubrooms since 1971. The purpose of the Services Club as outlined in their constitution is a social and sports club. The Services Club occupy part of the downstairs clubrooms. The Services Club has 140 members, and membership is open to anyone over 20 years old. The Services Club activities include interclub snooker, darts, and golf, and socialising at the clubrooms. The Services Club contributes to IBTSC through volunteer labour and financial contributions, paying 25% of the building outgoings and funding improvements such as the changing rooms refurbishment.
9. In the proposed new lease, officers will document these partnerships as subleases.

Netball Wellington Centre (NWC) and Kilbirnie Tennis Club (KTC)

10. On 11 May 2023 Koata Hātepe | Regulatory Processes Committee approved the next step of the lease process for NWC and KTC, public consultation.
11. No submissions were received during the public consultation period.
12. Pursuant to the Wellington Town Belt Act 2016 and the Terms of Reference and Delegations of Wellington City Council 2022-2025, Koata Hātepe | Regulatory Processes Committee is required to refer leases on Town Belt to Te Kaunihera o Pōneke | Council for final approval.
13. Officers request that Koata Hātepe | Regulatory Processes Committee recommend that Te Kaunihera o Pōneke | Council approve the leases for NWC and KTC as outlined in the 11 May 2023 report (attached as Appendix 2 of this paper).

Kōrerorero | Discussion

Island Bay Tennis and Squash Club

Legislative compliance

11. IBTSC's use of the premises for recreation aligns with the purpose of the land as a recreation reserve under the Reserves Act 1977. However, officers have worked closely with IBTSC to remedy one area of non-compliance, being the operation of three gaming machines at the premises by the Services Club. Gaming machines are prohibited in the reserve management plan for the land, the Suburban Reserves Management Plan 2015.
12. The gaming machines are situated within the Services Club area of the downstairs clubrooms and are only used by members of the Services Club. The Services Club holds a licence issued by the Department for Internal Affairs (DIA) for the operation of class 4 gaming machines, and have provided officers with copies of their DIA audit documents.
13. Under DIA regulations, the Services Club is required to distribute net gaming machine proceeds following their "authorised purpose statement." The Services Club's

authorised purpose statement allows for distributions to sporting organisations, local charities, schools, welfare assistance to members, and Services Club facilities and activities. Authorised purposes must not cover the Services Club bar facilities.

14. The Services Club have provided officers with their gaming net proceeds distribution records between 2018 to 2023. During this period, the Services Club has distributed the following sums:

- \$21,605 for Services Club facilities and activities;
- \$200 to IBTSC; and
- \$3,100 to other community organisations, including Mary Potter Hospice and grassroots sports.

15. The Services Club initially requested 10 years to transition out of operating the gaming machines at the premises. However, officers and the Services Club have agreed to a shorter transition period, with the removal of the gaming machines due by 31 December 2024. This period will allow the Services Club time to adapt to funding club facilities and activities without net gaming proceeds.

Lease Policy compliance

15. 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*

IBTSC offers a recreational activity – competitive and social tennis and squash for the community.

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

IBTSC 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*

IBTSC was established in 1930 and has 337 members. The club is led by a committee of nine.

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*

IBTSC have submitted information to officers' satisfaction to confirm they are in a financial position to maintain their leased area to a suitable standard. IBTSC have healthy cash reserves relative to the purpose of their organisation to deliver community tennis and squash.

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

IBTSC's leased area is used for 90 hours per week by tennis and squash members, casual court hire by non-members, and by BNU and the Services Club.

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

Tennis and squash are recreation activities and therefore a legitimate fit for recreation reserve land. As set out above, gaming machines are not a legitimate fit for recreation reserve land and this activity must terminate before 31 December 2024.

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

IBTSC's application is supported by Tennis Central and Squash Wellington, the regional governing bodies for the Club.

Officers are satisfied that the proposed lease for IBTSC and subleases meets the Lease Policy.

Netball Wellington Centre and Kilbirnie Tennis Club

18. Koata Hātepe | Regulatory Processes Committee approved public consultation for a new lease for NWC and KTC on 11 May 2023.
19. Public consultation was carried out between 12 May and 12 June 2023 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 Post on 12 May 2023;
 - Letters sent to the Hataitai and Kilbirnie Lyall Bay Rongotai Residents' Associations.
 - A letter was sent to the Port Nicholson Block Settlement Trust, further to prior notification of the community recreation lease forward programme;
 - A notice inviting feedback on the proposed leases was also published on the "Have Your Say" section of the Council website.
20. Officers received no feedback from the public consultation period.
21. Based on this outcome, officers request that Koata Hātepe | Regulatory Processes Committee recommends that Te Kaunihera o Pōneke | Council approves the new ground leases for Netball Wellington Centre and Kilbirnie Tennis Club as outlined in the paper presented on 11 May 2023.

Kōwhiringa | Options

Island Bay Tennis and Squash Club

Koata Hātepe | Regulatory Processes Committee has the following options:

16. Approve a new ground lease for IBTSC for 10 + 10 years including subleases for BNU and the Services Club, subject to public consultation (recommended); or
17. Reject officers' proposal to commence public consultation for IBTSC and subleases, thereby ending the Lease Policy process (not recommended).

Netball Wellington Centre and Kilbirnie Tennis Club

Koata Hātepe | Regulatory Processes Committee has the following options:

18. Refer new ground leases for NWC and KTC to Te Kaunihera o Pōneke | Council for final approval (recommended); or
19. Do not refer new ground leases for NWC and KTC to Te Kaunihera o Pōneke | Council for final approval, ending the lease process (not recommended).

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

20. The proposed leases align with the Leases Policy and relevant reserve management plans.

Engagement and Consultation

21. The approval process for new leases for existing lessees is assessed as low significance per the Significance and Engagement Policy
22. The public consultation process pursuant to the Lease Policy is outlined further in the "Kōrerorero | Discussion" section of this paper.

Implications for Māori

23. The proposed leases areas are located near a number of areas of cultural significance to Taranaki Whānui as identified in the Draft District Plan. These sites are:
 - Te Ranga a Hiwi precinct along the Hataitai Town Belt ridgeline, near NWC and KTC; and
 - Tapu Te Ranga Marae land in Island Bay.

However, there are no specified sites of significance in the immediate vicinity of any proposed leased spaces. Mana whenua are aware that the proposed leases are scheduled for review, further to prior notification of the community recreation lease forward programme.

Financial implications

24. There are no significant financial implications for Council for new ground leases for IBTSC, NWC and KTC.

Legal considerations

25. The proposed leases are consistent with the Reserves Act 1977 and the Wellington Town Belt Act 2016.

Risks and mitigations

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

Disability and accessibility impact

27. None of the proposed lessees' buildings are currently totally accessible for people with disabilities. This has been identified by the lessees and by Council in the Community

Facility Network Plan, and Council officers will work closely with lessees to consider implementing accessibility options.

Climate Change impact and considerations

28. The proposed leases are for the continuation of an existing activity. There are no specific climate change impacts or considerations.

Communications Plan

29. Proposed leases are publicly notified following the Lease Policy.



Health and Safety Impact considered

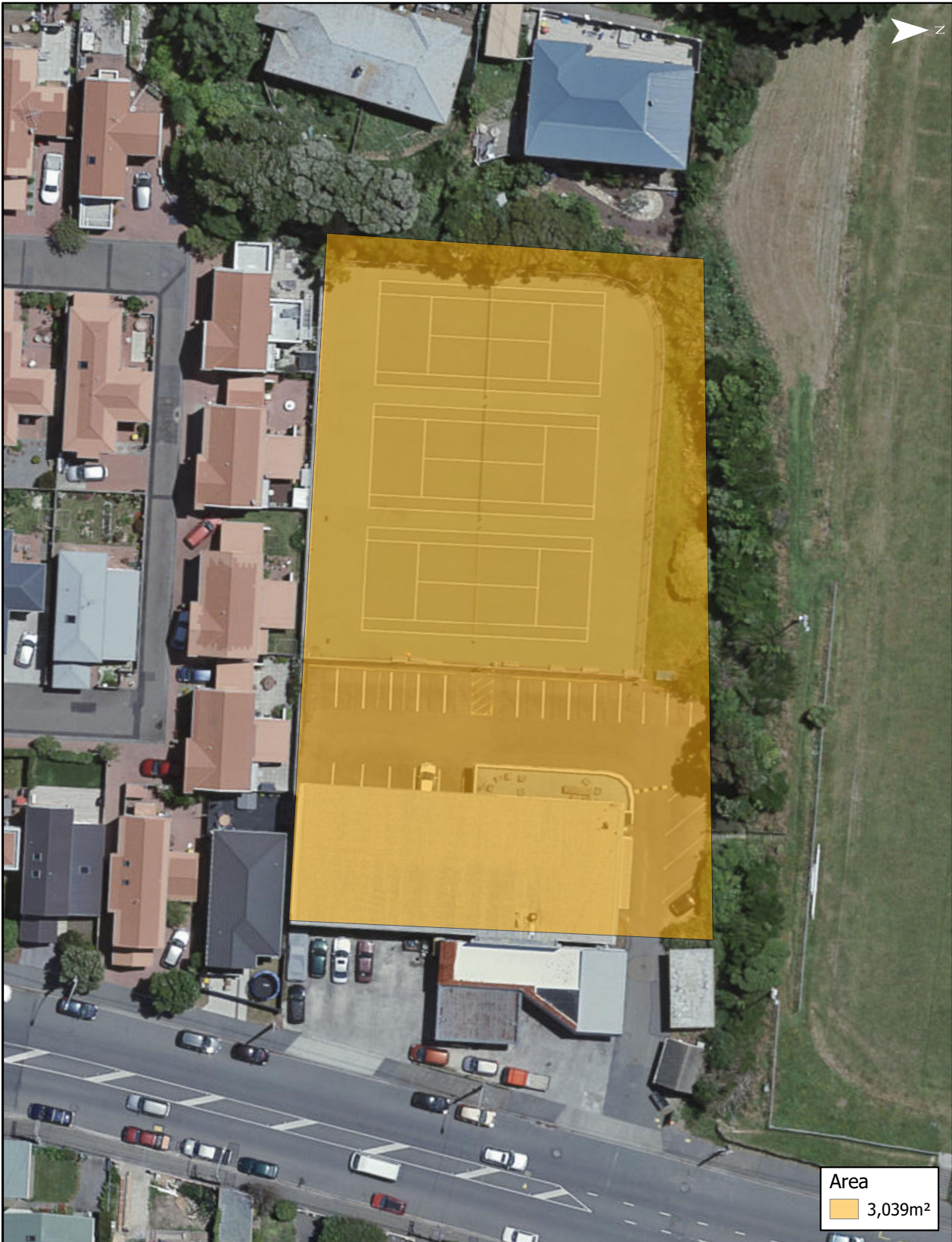
30. An agreed health and safety plan will be a requirement under proposed new leases.

Ngā mahinga e whai ake nei | Next actions

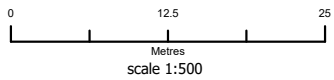
31. Following Committee approval, officers will commence public consultation on the proposed lease for IBTSC and the subleases for BNU and the Services Club;
32. Committee's recommendation regarding the leases for NWC and KTC will be referred to Te Kaunihera o Pōneke | Council for approval; and
33. If Te Kaunihera o Pōneke | Council approves the leases for NWC and KTC, lease documentation will be negotiated, drafted, and signed.

Attachments

Attachment 1.	Island Bay Tennis & Squash Club - map of leased area ↓ 	Page 232
Attachment 2.	Koata Hātepe Regulatory Processes Committee 11 May 2023 report ↓ 	Page 233



Area
3,039m²



Island Bay Tennis and Squash Club
The Parade

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.

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

ORIGINAL MAP SIZE: A4
AUTHOR: Joya15
DATE: 29/05/2023

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

Path: Z:\Open_spaces_and_environment\Parks_GIS_Start(Sy)\Leases\Leases.aprx

NEW LEASES IN THE EASTERN SUBURBS: WORSER BAY LIFE SAVING CLUB, PLAYCENTRE AOTEAROA, NETBALL WELLINGTON CENTRE, AND KILBIRNIE TENNIS CLUB

Kōrero taunaki | Summary of considerations

Purpose

1. This report requests Koata Hātepe | Regulatory Processes Committee:
 - Approve two new premises leases on reserve land, subject to public consultation, and
 - Approve officers commence public consultation on two new ground leases on Wellington Town Belt land.
2. The proposed premises leases are:
 - Worsler Bay Life Saving Club at 323 Massey Road, Scorching Bay, for a term of 5 years plus one renewal term of 10 years
 - Playcentre Aotearoa at 23 Crawford Green, Miramar, for a term of 5 years plus one renewal term of 5 years
3. The proposed ground leases are:
 - Netball Wellington Centre Incorporated at Hataitai Park, Ruahine Street, for a term of 10 years plus one renewal term of 10 years
 - Kilbirnie Tennis Club Incorporated at 14 Crawford Road, Kilbirnie, for a term of 10 years plus one renewal term of 10 years

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

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

- Council approved a ground lease for Worsler Bay Life Saving Club at 251 Marine Parade, Seatoun in 2008;
- Council approved a premises lease for Playcentre Aotearoa in 1989;
- Council approved a ground lease for Netball Wellington Centre in 2013; and
- Council approved a ground lease for Kilbirnie Tennis Club

KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE
11 MAY 2023

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Incorporated in 2013.

Significance

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

The proposed new leases support existing activities, and are aligned with the relevant legislation and reserve management plans.

Financial considerations

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

4.

Risk

Low Medium High Extreme

5.

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

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information;
- 2) Approve the following new premises leases on reserve land, subject to the outcome of public consultation:
 - a. Worsler Bay Life Saving Club Incorporated at 323 Massey Road, Scorching Bay, for 5 years with one renewal term of 10 years;
 - b. Playcentre Aotearoa Incorporated at 23 Crawford Green, for 5 years with one renewal term of 5 years.
- 3) Note that pursuant to the Reserves Act 1977, if no sustained public objections are received officers will progress negotiating a deed of lease with the premises lessees.
- 4) Agree that officers commence public consultation for the following ground leases on Wellington Town Belt land:
 - a. Netball Wellington Centre Incorporated at Hataitai Park, Ruahine Street, for 10 years with one renewal term of 10 years
 - b. Kilbirnie Tennis Club Incorporated at 14 Crawford Road, Kilbirnie, for 10 years with one renewal term of 10 years
- 5) Note that pursuant to the Wellington Town Belt Act 2016, officers will report back to Koata Hātepe | Regulatory Processes Committee on the outcome of public consultation for the ground leases. If no sustained objections are received, officers will recommend that Koata Hātepe | Regulatory Processes Committee refer the new leases to Council for final approval.

Whakarāpopoto | Executive Summary

6. The Leases Policy for Community and Recreation Groups (Leases Policy) sets out the Council's role in granting ground leases (club-owned buildings) and premises leases (WCC-owned buildings) on Town Belt and reserve land.
 - This paper requests Committee approval for the next step in the leasing process under the Leases Policy for the following organisations:
 - Worsler Bay Life Saving Club Incorporated at 323 Massey Road, Scorching Bay. Officers recommend a 5 + 10 premises lease at the Scorching Bay clubrooms on recreation reserve land.
 - Playcentre Aotearoa at 23 Crawford Green, Miramar. Officers recommend a 5 + 5 premises lease for this building on local purpose reserve.
 - Netball Wellington Centre Incorporated at Hataitai Park, Ruahine Street. Officers recommend a term of 10 + 10, the maximum on Wellington Town Belt land.
 - Kilbirnie Tennis Club Incorporated at 14 Crawford Road, Kilbirnie. Officers recommend a term of 10 + 10. This lease is also on Wellington Town Belt land.
8. **Worsler Bay Life Saving Club (WBLSC)**

WBLSC have patrolled Scorching Bay during the summer since the late 1970s, however their home base is at the club-owned hall at 251 Marine Parade, Seatoun.

**KOATA HĀTEPE | REGULATORY
PROCESSES COMMITTEE**
11 MAY 2023

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

In 2022 the vacant Scorching Bay clubrooms were renovated, and officers called for expressions of interest to lease the premises, and WBSLC was the successful applicant.

The lease at Scorching Bay clubrooms will offer WBLSC a sheltered space to patrol the beach in inclement weather, space to treat people who have been rescued, and a place to securely store their inflatable rescue boat. Officers recommend a tenure of 5 + 10 for Scorching Bay clubrooms to align with their Marine Parade lease (due for expiry 2028).

9. Playcentre Aotearoa (PA)

PA have been based at Miramar since the building was constructed by Council in 1989. In January 2022, the lease expired. PA provides sessions for children 4 days a week catering for 24 children (the centre is licenced for up to 30 children to be enrolled). This is a relatively smaller childcare centre, and on this basis officers recommend a lease term of 5 + 5, noting that the centre has prioritised increasing enrollments in the last few years.

10. Netball Wellington Centre (NWC)

NWC have been based at Hataitai Park since 1971. NWC's lease is due for expiry in June 2023. NWC coordinate tournament netball for the Wellington region on the neighbouring Council netball courts, and NWC's pavilion supports this by providing a canteen, changing rooms, and umpire room. The pavilion building also services other codes at Hataitai Park, providing office space for Wellington Softball Association (WSA) and storing equipment for the sandcourt next door. The new lease will include a sublease for WSA. Officers are satisfied as to NWC's activities and recommend the standard tenure under the Lease Policy and maximum tenure on Town Belt, 10 + 10.

11. Kilbirnie Tennis Club (KTC)

KTC have been based at 14 Crawford Road since 1933. KTC's lease is also due for expiry in June 2023. The leased area comprises of a small pavilion and 5 tennis courts. The club offers interclub tennis, coaching, and casual court hire for non-members. Officers are satisfied as to the club's activities and recommend a 10 + 10 lease.

Kōrerorero | Discussion

12. Officers assess applications for new leases against relevant legislation and the Lease Policy.

Legislative Compliance

13. WBLSC and PA are on reserve land, and use must be consistent with the Reserves Act 1977. Scorching Bay clubrooms are on recreation reserve land, and the proposed lease for surf life saving activities is consistent with this reserve classification. Crawford Green is on local purpose reserve, and childcare is consistent with this reserve classification.
14. NWC and KTC are on Wellington Town Belt land, and as such must be consistent with the Wellington Town Belt Act 2016. The proposed leases for netball and tennis are consistent with the status of the Wellington Town Belt as a public recreation ground.

Lease Policy compliance

15. The Lease Policy sets out criteria for assessing new lease application. The proposed leases have been assessed against these criteria as detailed below:
16. **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.*
 - NWC, KTC, and WBSLC offer recreational activities for members – netball, tennis, and surf lifesaving.
 - PA early childhood centres are run cooperatively by parents and whānau to support children learning and developing through play.
 - All proposed lessees make their buildings available for community events when not in use by their organisation.
17. **Organisational structure:** *The group must be an incorporated society or trust.*
 - NWC, KTC, and WBSLC are incorporated societies. PA is a charitable trust.
18. **Membership:** *The group must be sustainable in terms of membership and/or users of the service for the term of the lease.*
 - WBSLC was established in 1912 and has 130 members. The club is led by a committee of seven. Senior membership is increasing.
 - PA's Miramar branch was established in 1988. The centre is led by an employee of PA and supported by a parents committee. The number of children enrolled is increasing.
 - NWC was established in 1930 and offers competitive and social tournaments for over 4000 netballers in the Wellington region. The organisation is led by a committee of 11. Rates of participation have remained stable throughout the last few years.
 - KTC was established in 1933 and has 273 members. Membership has overall increased in the last five years and the club is the second largest in Wellington. The club is led by a committee of seven.
19. **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*
 - All proposed lessees have submitted information to officers' satisfaction to confirm they are in a financial position to maintain their leased areas to a suitable standard. The clubs have healthy cash reserves relative to the purpose of their organisation to deliver their community activities.
20. **Utilisation:** *The land and/or buildings must be utilised to the fullest extent practicable.*
 - All organisations make their leased space available to hire for community events, when not utilised by their organisation.
21. **Community demand:** *There must be demonstrated support and need within the community for the activity.*

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- All organisations have experienced stable or increasing membership over the last few years despite the covid environment.

Early Childhood Centres Policy

22. In addition to the Lease Policy, leases for early childhood centres like Miramar Playcentre must also be consistent with Council's Early Childhood Centres Policy (ECC Policy) criteria for provision of buildings. This largely overlaps with the Lease Policy assessment criteria, and is set out below:
23. *The organisation must be a community-based provider and be eligible for Ministry support.*
 - PA's Miramar centre receives Ministry of Education subsidies
24. *Priority will be given to services that will make full use of any land/buildings.*
 - The centre is used 4 sessions per week and available for community events (e.g. children's birthday parties) during the weekends.
25. *There must be a demonstrated need for the proposed service and no feasible alternative for provision.*
 - The centre was purpose built by Council for PA, and demand is increasing. The nearest alternative Playcentre for parents is Hataitai.
26. *The organisation must be sustainable and able to evidence good governance.*
 - The centre is led by an employee of PA plus a parents committee. The centre benefits from PA head office financial support and capability.

Officers are satisfied that the proposed lease for PA at Crawford Green meets the ECC Policy criteria.

Kōwhiringa | Options

27. Koata Hātepe | Regulatory Processes Committee has the following options:
28. Support officers' proposal to commence the next steps in the lease process, being:
 - Public consultation for new ground leases for NWC and KTC on Wellington Town Belt land for 10 + 10 years; and
 - Approve new premises lease for WBLSC for 5 + 10 years and PA for 5 + 5 years, subject to public consultation (recommended).
29. Reject officers' proposal to commence public consultation for these organisations, thereby ending the Lease Policy process (not recommended).

for decision-making

Alignment with Council's strategies and policies

30. The proposed leases are consistent with the Lease Policy, the Early Childhood Centres Policy, the Wellington Town Belt Management Plan 2018, and the Suburban Reserve Management Plan 2015.

Engagement and Consultation

31. The approval of community recreation leases are assessed as "low significance" per the Significance and Engagement Policy. If the recommendations in this report are supported, officers will begin public consultation as per the Leases Policy and legislative requirements, including:
 - Letters to mana whenua
 - Letters to relevant residents' groups
 - Notice on WCC website "Have Your Say"
 - Notice in The Post
32. 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

33. The proposed leases areas are located near a number of areas of cultural significance to Taranaki Whānui as identified in the Draft District Plan. These sites are:
 - Te Ranga a Hiwi precinct along the Hataitai Town Belt ridgeline, near Hataitai Park and Kilbirnie Tennis Club;
 - Mataki-kai-poinga | Watts Peninsula precinct, near Scorching Bay; and
 - Taroto Kura, a wāhi tawhito near Crawford Green.

However, there are no specified sites of significance in the immediate vicinity of any proposed leased spaces. Mana whenua are aware that new leases for these organisations were scheduled for review through a regular mana whenua hui, and mana whenua will be formally consulted on the new leases pursuant to the Leases Policy.

Financial implications

34. There are no significant financial implications for Council:
 - WBLSC and PA will lease Council buildings, and maintenance and renewals of these spaces will be recovered from additional fees charged to the lessees.
 - NWC and KTC own their buildings, and they are responsible for all maintenance and renewals.

Legal considerations

35. The proposed leases are consistent with the Wellington Town Belt Act 2016 and the Reserves Act 1977.

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Risks and mitigations

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

Disability and accessibility impact

37. None of these buildings are currently totally accessible for people with disabilities. This has been identified by the lessees and by Council in the Community Facility Network Plan, and Council officers will work closely with clubs that own their buildings to consider implementing accessibility options.

Climate Change impact and considerations

38. The proposed leases are the continuation of an existing activity. There are no specific climate change impacts or considerations.

Communications Plan

39. As above, the proposed leases will be publicly notified as per Council's Leases Policy and the relevant legislation.





Health and Safety Impact considered

40. An agreed health and safety plan will be a requirement for all organisations under the proposed new leases.

Ngā mahinga e whai ake nei | Next actions

41. Following Committee approval, officers will undertake the following next steps:
- Public consultation of the proposed leases for WBLSC, PA, NWC, and KTC;
 - If no sustained objections are received for the leases for WBLSC and PA, then lease documentation will be negotiated, drafted, and signed;
 - The outcome of consultation for the proposed leases for NWC and KTC will be reported back to Koata Hātepe | Regulatory Processes Committee, and if no sustained objections are received then officers will request that Committee refers the proposed leases to Council for final approval;
 - If Council approves the leases for NWC and KTC, the lease documents will be negotiated, drafted and signed.

Attachments

Attachment 1.	Proposed leased area for Playcentre Aotearoa, Crawford Green ↓ 	Page 96
Attachment 2.	Proposed leased area for Kilbirnie Tennis Club, Crawford Road ↓ 	Page 97
Attachment 3.	Proposed leased area for Worsler Bay Life Saving Club, Scorching Bay ↓ 	Page 98
Attachment 4.	Proposed leased area for Netball Wellington Centre, Hataitai Park ↓ 	Page 99

PROPOSED ROAD CLOSURES

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee outlines the details of proposed road closures subject to the conditions listed in the proposed Road Closure Impact Reports.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy

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

- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Relevant Previous decisions

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

Significance

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

Financial considerations

2.

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

Risk

3.

- Low Medium High Extreme

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

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Agrees to close Harrison Street from number 14 to number 30 to vehicles and cyclists (including motorised scooters), on Saturday 11 November 2023, 10.00am to 10.30pm for the Brooklyn Community Festival.
- 3) Note that the rain day for the Brooklyn Community Festival event is Saturday 18 November 2023, with the road closure required being 10.00am to 10.30pm.
- 4) Agrees to close the following roads to vehicles and cyclists (including motorised scooters) on Sunday 25 June 2023 6.00am to 1.00pm to enable the running of the Gazley Volkswagen Wellington Marathon.
 - a) Seaward lane closures 2 lanes; Westpac Stadium lights, south along Waterloo Quay 6.00am to 11.30am.
 - b) Customhouse Quay, Jervois Quay to Cable Street two lanes will be closed between 6.00am to 11.30am, reducing to one lane until 1.00pm.
 - c) This is for outward section of all races using two of the three lanes on Jervois Quay, when it will gradually funnel down to one lane at Cable Street. Residents, business owners, Te Papa visitors and market goers will have controlled access).
 - d) Seaward lane closures; Waterloo Quay from Westpac Stadium traffic lights south along Waterloo Quay to intersection with Whitmore Street. Lane closure would be in place between 6.00am to 1.00pm.
 - e) Cable Street to Oriental Parade 6.00am to 1.00pm.
 - f) Oriental Parade to Evans Bay parade, between Cable Street and Cobham Drive, full road closure would be in place between 6.00am to 1.00pm
 - g) Landward lane for normal westbound traffic would be open from approximately 6.00am to 1.00pm. Residents and business owners will have controlled access.
 - h) Shelly Bay Road, from Miramar Avenue to south end of Shelly Bay, 7.00am to 12.00pm. Residents will have controlled access.
 - i) Waterfront access from Herd Street through Chaffers marina, Frank Kitts, Queens Wharf to Bluebridge Ferry Terminal Between 9.00am to 1.00pm.
 - j) Marshalls will help residents access Herd Street from 7.30am to 1.00pm.

Whakarāpopoto | Executive Summary

4. This paper recommends for approval a proposed road closures to facilitate Brooklyn Community Festival to be held November 2023 and Gazley Volkswagen Wellington Marathon on 25 June 2023.
5. This would involve closing the roads listed in the impact reports to vehicles and cyclists (including motorised scooters) for both events.

Takenga mai | Background

6. The Council receives numerous requests throughout the year for public roads to be closed for public and private events. In order for the closures to have an effect under Schedule 10 of the Local Government Act 1974, Council approval is required.
7. The authority to approve requests for road closures is made under Schedule 10, clause 11e, of the Local Government Act 1974 and the Transport Vehicular Traffic road closure regulation 1965. This authority is delegated to the Regulatory Processes Committee.

Kōrerorero | Discussion

8. This report has been prepared in accordance with the procedures that were approved by the Committee on 15 December 2010. In summary these are:
 - An event organiser applies for a road closure when proposed events require one.
 - Council officers receive proposals and assess the merits and need for a road closure.
 - Together with the event organiser, council officers ensure consultation with affected stakeholders is carried out and a communication plan is formulated.
 - Any objections are followed up and resolved as far as practical.
 - The event organiser works together with council officers who modify any plan in response to public submissions and prepare an impact report for committee.
 - Council officers recommend any conditions that should apply to the approval.
 - The Committee deliberates on the proposed road closure.
 - Council officer notifies the event organiser of the committee's decision.

Kōwhiringa | Options

9. Option 1: Agree to the temporary road closures.
Option 2: Do not agree to the temporary road closures.
10. Option 2 requires officers to reconsult with affected stakeholders as well as a Council traffic engineer as to the viability of the changes from a safety and movement perspective.
11. Reconsulting and undertaking an assessment of the changes by a traffic engineer would also need to take place if amendments are made to these proposed road closures.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

12. The City Events team has assessed the proposed events and confirm that they support the Council's aspiration to maintain "a dynamic city heart and thriving suburban centres" which is an outcome from the Economic Wellbeing Strategy.

Engagement and Consultation

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

Details are part of the Impact Reports, members of the Public will be advised of the road closures prior to the event via:

- Advanced roadside event signage
- Media releases
- Council website
- Council social media channels

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

Implications for Māori

15. There are no Te Tiriti O Waitangi implications.

Financial implications

16. Not Applicable

Legal considerations

17. Not Applicable

Risks and mitigations

18. All safety risks for the road closure are managed by way of the Traffic Management Plan.

Disability and accessibility impact

19. Council along with event organisers do look across the event with an accessibility lens to ensure all can participate. This is done by way of a Traffic Management Plan.

Climate Change impact and considerations

20. Each event organiser is required to add their consideration to their road closure impact report.

Communications Plan

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




Health and Safety Impact considered

22. 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

23. 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, run the event, and clear the site. Council officers will monitor the impact of the closures and debrief with the organisers following the conclusion of each event.

Attachments

Attachment 1.	Brooklyn Community Impact ↓ 	Page 248
Attachment 2.	Brooklyn Advert ↓ 	Page 251
Attachment 3.	Brooklyn Community Map ↓ 	Page 252
Attachment 4.	Gazley Volkswagen Wellington Marathon Impact ↓ 	Page 253

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

***BROOKLYN COMMUNITY FESTIVAL
SATURDAY 11 NOVEMBER 2023 10.00AM TO 10.30PM RAIN DAY 18 NOVEMBER
2023 10.00AM TO 10.30PM***

1. Description of Event

Two Todman (Re-New Communities Trust) are partnering with the Brooklyn Community Centre (BCC) to revive the Brooklyn Community Festival. The original festival was held on Cleveland Street, but due to increased public transport volumes this is no longer possible. The new festival will take place on Harrison Street, spilling into the forecourt and playground of BCC. The organisers have recognised that many community festivals in Wellington are similar, therefore as a point of difference The Brooklyn Community Festival is proposed to be held in the late afternoon and early evening. Beginning at 3pm, live music will be on offer for families as well as bouncy castles, an outdoor movie and affordable dinner options. Organisers have already secured Anika Moa to perform her 'songs for bubbas'. At 6pm the festival will change gear with music and entertainment for adults. Harrison Street will transform into an outdoor restaurant space with local business and dining establishments asked to bring their best. Well-known Wellington musicians will play until 10pm in a festive environment with both alcoholic and non-alcoholic beverages on offer.

The proposed road closures to vehicles and cyclists, are as follows: Brooklyn Community Festival: Saturday 11 November 2023, 10.00am to 10.30pm, (rain day Saturday 18th November 2023 10.00am to 10.30pm)

- **Harrison Street (14 to the end number 30)**

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

Sustainability/Climate Change

Brooklyn community Festival will seek to run a sustainable event by mitigating waste and proactively lowering potential carbon emissions. Organisers plan to:

1. Work with local volunteers to establish a comprehensive waste system sorting into recycling, rubbish and compost. A dedicated team will be managing this throughout the day, as well as sorting and disposing of materials appropriately at the close of the day.
2. Minimise waste from stallholders by ensuring all stalls are serving food in compostable takeaway materials and providing nearby compost bins where these can be disposed of.
3. Working with Friends of Owhiro stream, Friends of Cental park, Gum Tree Gully, and Brooklyn Community Gardens to ensure that compostable materials are used for earth-care projects in the surrounding areas.

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2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 13 May 2023
- Social Media, Thursday 18 May 2023
- Twitter, Thursday 18 May 2023
- Facebook, Thursday 18 May 2023
- Have your say, Thursday 18 May 2023

This is a new smaller community event revived from the Brooklyn Festival.

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

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: [Local Government Act 1974, Section 342, Schedule 10, clause 11\(e\)](#)

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

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from 10.00am to 10.30pm on Saturday 11 November 2023 (rain day 18 November 2023, 10.00am to 10.30pm).
- 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.

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- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Brooklyn Community Festival on Saturday 11 November 2023 10.00am to 10.30pm (rain day Saturday 18 November 2023 10.00am to 10.30pm) subject to an alcohol license being obtained.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

Attachments

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

Maria Taumaa

Prepared By
Maria Taumaa
Street Activities Coordinator

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 22 June 2023 to consider the following temporary road closure for Events.

Kilbirnie Christmas Parade Sunday 3 December 2023 6.00am to Midday

Road Closure

Bay Road (between Rongotai Road and Coutts Street)
Mahora Street (South of entrance to Pak Save carpark)
Rolling Parade (Mahora Street, Rongotai Road, Bay Road, Coutts Street)

**Brooklyn Community Festival Saturday 11 November 2023
Rain Day Saturday 18 November 2023 10.00am to 10.30pm**

Road Closure

Harrison Street (no 14 to the end)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 26 May 2023. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email Street.activities@wcc.govt.nz.

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

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PO Box 2199, Wellington 6140
Wellington.govt.nz

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Event Name: Brooklyn Community Festival From: 11/11/2023 10:00:00 am Until: 11/11/2023 10:30:00 pm
Event Type: Road Closure
Event Details: Rain Day Saturday 18th November 2023
Road Closure

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

GAZLEY VOLKSWAGEN WELLINGTON MARATHON 6AM TO 1PM SUNDAY 25 JUNE 2023

1. Description of Event

This event has been part of the Wellington City events calendar for many years and has been run over this route since 2003 when the event shifted to the current Sky Stadium venue. The Wellington Marathon has grown to more than 4000 participants. It is now a member of the “Big Five” marathon events, alongside the Auckland, Queenstown, Rotorua and Christchurch. The event attracts more than 2000 visitors every year, while locally it is the Wellington region’s major winter festival. Due to covid 19 this event was not held in 2020, and 2021.

In 2023, the event will follow the same route with the same controls as in previous events, the full application for All roading controls including course description, course planning and event’s background and benefits to Wellington.

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

The proposed road closures to vehicles and cyclists, are as follows: Gazley Volkswagen Wellington Marathon: 6am to 1pm Sunday 25 June 2023.

- Seaward Lane Closures 2 Lanes - (Westpac Stadium lights, south along Waterloo Quay 6am to 11.30)
- Customhouse Quay, Jervois Quay to Cable Street (Two lanes will be closed between 6am to 11.30am, reducing to one lane until 1pm)
- NB This is for outward section of all races using two of the three lanes on Jervois Quay, when it will gradually funnel down to one lane at Cable Street. (Residents, business owners, Te Papa visitors and market goers will have controlled access).
- Seaward Lane Closures (Waterloo Quay from Westpac Stadium traffic lights south along Waterloo Quay to intersection with Whitmore Street Lane closure would be in place between 6am to 1pm.
- Cable Street to Oriental Parade 6am to 1pm
- Oriental Parade to Evans Bay parade (between Cable Street and Cobham Drive) full road closure would be in place between 6am to 1.00pm
- Landward lane for normal westbound traffic would be open from approximately 6am to 1.00pm
- (Residents and Business owners will have controlled access)
- Shelly Bay Road (from Miramar Avenue to South end of Shelly Bay 7am to 12.pm.
- Residents will have controlled access.
- Marshalls will help residents access Herd Street from 7.30am to 1.00pm
- Controlled Waterfront Access from Herd Street through Chaffers marina, Frank Kitts, Queens Wharf to Bluebridge Ferry Terminal Between 9am to 1pm.
- Traffic Management will manage any variable required for the changed route.
- Please refer to the map attachment for further detail.

Residents and Businesses will have controlled but limited access during the period of the closure (ie when judged safe times to do so by Traffic Management company Staff.

REGULATORY PROCESSES COMMITTEE

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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

As an event that promotes human-powered endeavour the Wellington Marathon is a relevant community occasion, meeting increasingly important social objectives such as health and well-being community goodwill and climate change. Organisationally the event involves the wider community in such ways as utilising local service providers as much as possible and donating more than \$20,000 to local community groups and charities in exchange for 200-plus volunteers required.

Organisers meet climate-change objectives by the promotion of human powered endeavour and initiatives such as the use of recyclable and compostable consumables, following the Greater Wellington event waste minimisations guidelines, staging the event close to regional public transport networks, promoting those transport networks, not providing waste-heavy participants goodie bags, and providing clean-up crews to leave the course "as we found it".

2. Events Directorate Support

The annual sporting and community event is supported by the City Events team.

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 17 June 2023
- Social Media, Monday 20 June 2023
- Twitter, Monday 20 June 2023
- Facebook, 20 June 2023
- Have your say, 20 June 2023

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

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: [Local Government Act 1974, Section 342, Schedule 10, clause 11\(e\)](#)

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

Traffic Impact

REGULATORY PROCESSES COMMITTEE

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Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from 6.00am to 1.00pm on Sunday 25 June 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.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

Attachments

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

Maria Taumaa

Prepared By

Maria Taumaa

Street Activities Coordinator

REGULATORY PROCESSES COMMITTEE

NAME FOR PRIVATE RIGHT-OF-WAY IN JOHNSONVILLE

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee recommends a name for a new private right-of-way to be developed off Hindmarsh Street in Johnsonville.

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

No relevant previous decisions that pertain to the decision being considered in this paper have been identified.

Significance

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

The criteria that apply, as set out in the Council's Significance and Engagement Policy (June 2018), are:

Importance to Wellington City: Legislative requirements in relation to addressing for wayfinding are met by the recommendation here. The recommended name will contribute to the wellbeing of the residents, local community, and the visibility of te reo Māori in Wellington. It will also contribute to stories about native fauna in Wellington.

Community interest: Targeted engagement with pertinent stakeholders was undertaken.

Consistency with existing policy: The recommendation is consistent with the provisions of Council's Naming Policy: Te Māpihi Maurea (the Policy).

Impact on Council's capacity and capability: This has been assessed as minor.

Financial considerations

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

2. There are no financial implications of note.

Risk

| Low | Medium | High | Extreme

3. The risk from naming this private right-of-way is nil. Not naming it could increase the risk of harm to people and/or property if an adverse event occurs. Emergency services may struggle to locate a property if addresses are not able to be assigned to the new properties at the right-of-way to facilitate wayfinding.

Authors	Carline Thomas, Land & Customer Information Advisor Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Nadia Webster, Manager Data & Insights James Roberts, Chief Digital Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information; and
- 2) Agree to name the private right-of-way being developed off Hindmarsh Street in Johnsonville, **Te Ara Tauhou**, as shown on F Plan 3127.

Whakarāpopoto | Executive Summary

4. This report recommends the name **Te Ara Tauhou** for the private right-of-way (ROW) being developed off Hindmarsh Street in Johnsonville (F Plan 3127 refers).
5. Naming the right-of-way will enable addresses to be assigned in accord with relevant policies, standards, and legislation. Crucially, naming will facilitate wayfinding.

Takenga mai | Background

6. **Tauhou** was originally suggested by the Johnsonville Community Association for a private ROW in a different part of Johnsonville, however another name was approved for that particular ROW.
7. Councillors sitting on the Regulatory Processes Committee at the time endorsed the use of **Tauhou** for a more significant location, such as a road overlooking the harbour or airport. This was because of the definition of **Tauhou** ('new arrival' or 'stranger'), noted in Paragraph 11 below.

Kōrerorero | Discussion

8. Council's Naming Policy: Te Māpihi Maurea applies to the process of naming roads and ROWs in Wellington. The Australia/New Zealand Addressing Standard AS/NZS 4819:2011 also applies as the names of roads and ROWs are part of a property address.
9. A private ROW accessed off Hindmarsh Street in Johnsonville is being developed by Kainga Ora. They have requested this ROW be named.
10. Kainga Ora see **Tauhou** as appropriate for this site because it references the new journeys that may begin for their clients in the housing being built here. **Te Ara** means 'the way' or 'the path'.
11. **Tauhou** is a te reo Māori name for the New Zealand native bird also known as a silvereye or waxeye. New Zealand Birds Online notes the tauhou migrated to New Zealand from Australia during the 1850s. **Tauhou** means 'new arrival' or 'stranger'.
12. Kainga Ora advised that Ngāti Toa have mana whenua at this site. Consultation with both Ngāti Toa and Taranaki Whānui was led by Kainga Ora. **Te Ara Tauhou** has been endorsed by Ngāti Toa. Taranaki Whānui have not advised any objection to this name.
13. The Johnsonville Community Association have advised they would prefer **Tauhou** to be reserved for "a more impactful visitor facing location". Whilst acknowledging and respecting this preference, **Tauhou** can be viewed as an appropriate choice for this ROW because (additional to the symbolism of the name), it overlooks the south entry and exit from the motorway from and into Johnsonville. Additionally, there may be few opportunities to name a ROW in Johnsonville that has an aspect that is impactful.

Therefore, this new ROW represents opportunity to use the name **Tauhou** in a meaningful manner.

14. Greater Wellington Regional Council (GWRC) maintains a register of road names in the region and provides a check of names for uniqueness in the region on behalf of councils in the Greater Wellington region. **Tauhou** has been reserved for use in Wellington.
15. The provisions of Section 10 of the Local Government Act 2002, particularly S10(1)(b) in respect of the promotion of the social well-being of the community are met by the name **Te Ara Tauhou**. It also meets the provisions of relevant legislation, policies, and standards. These include Council's Tūpiki Ora: Māori Strategy and Te Tauihu: Te Reo Māori Policy. This name would contribute to the visibility and use of te reo Māori in Wellington. It advances the principles represented through each of these documents and promotes the taonga that is te reo Māori.

Kōwhiringa | Options

16. Options available to the Regulatory Processes Committee are to:
17. Approve **Te Ara Tauhou** for the private ROW shown on F Plan 3127; or
18. Reject this name. This will necessitate a motion rejecting the recommended name. Consultation will resume if this option is selected.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

19. Paragraphs 1, 8 and 15 above, and paragraphs 20, 21, 22, 24, 25, and 33 below, outline the alignment of the recommended name with Council strategies and policies.

Engagement and Consultation

20. This matter sits in the middle of the International Association of Public Participation (IAP2) Spectrum as shown in Council's Significance and Engagement Policy. This Policy guides that stakeholders should be involved "throughout the process to ensure that public concerns and aspirations are consistently understood and considered" (p. 171). The engagement undertaken here has sought to ensure that the decision to recommend the name **Te Ara Tauhou** has had "regard to the views of the community and those affected by the decision" (p. 171).
21. Stakeholders consulted in this matter were the site owner, Ngāti Toa, Taranaki Whānui, the Johnsonville Community Association, and the Greater Wellington Regional Council. The 'Principles of Consultation', 6(a) to (e), outlined on page 172 of Council's Significance and Engagement Policy, were followed during the consultation. Principle 6(f) will be followed post-decision.

Implications for Māori

22. Ngāti Toa and Taranaki Whānui were consulted with regards to the recommended name. The provisions of Council's Tūpiki Ora: Māori Strategy and Te Tauihu: Te Reo Māori Policy, in respect of the principles represented through each of these documents, are met by the name **Te Ara Tauhou**. It will promote the taonga that is te reo Māori

through greater awareness of te reo in Wellington. Te reo Māori names of native fauna in Aotearoa New Zealand will be advanced through the use of this name.

Financial implications

23. No financial implications have been identified that are pertinent to this matter.

Legal considerations

24. Allocation of street names is a statutory function of Council under Section 319A of the Local Government Act 1974. Naming roads and ROWs permits the allocation of addresses according to the Local Government Act 1974 (S319(b)) and the Addressing Standard AS/NZS 4819:2011.
25. Addresses facilitate wayfinding for visitors to an area. To the extent that this enables community well-being by reducing the risk presented by the possibility of a fatal delay in attending an emergency event, the naming of roads and ROWs meets the provisions of Section 10(1)(b) of the Local Government Act 2002.

Risks and mitigations

26. This proposal is rated as low risk on Council's risk framework. There is a low possibility that a high-risk event could occur if naming is delayed or departs from the guidelines in the Policy. Emergency services could struggle to quickly locate the site if an accident occurs, including when construction workers or builders are on site.

Disability and accessibility impact

27. No impacts in respect of disability or accessibility have been identified, other than that naming this ROW will enable wayfinding for visitors to an area. This will assist caregivers and emergency services to readily locate the home of anyone with a disability living in this ROW.

Climate Change impact and considerations

28. No impacts or considerations in respect of climate change have been identified.

Communications Plan

29. An extensive notification list includes Land Information New Zealand, Fire Emergency New Zealand (FENZ), New Zealand Post, and courier services.
30. Stakeholders will be contacted to advise the Committee's decision and provided with a link to the minutes of the meeting once this is available.

Health and Safety Impact considered

31. Health and safety for residents and the general public will be facilitated by naming this private ROW. Visitors to the area, including emergency services, will be able to readily locate their destination.

Ngā mahinga e whai ake nei | Next actions

32. Should the recommendation of this report be endorsed, addresses will be allocated to the new properties being accessed via this ROW.
33. Kainga Ora have advised they will ensure the appropriate signage showing the name of this private ROW is clearly displayed. Address numbers allocated to the properties

accessed via the ROW will be displayed, as per Clause 16 of Council's Public Places Bylaw 2022.

34. Relevant parties to whom the name will be notified include Land Information New Zealand, FENZ, and New Zealand Post, as well as stakeholders previously identified in this report, at paragraph 21.
35. Should the Committee reject the recommendation here, then consultation will recommence as appropriate.

Attachments

Attachment 1. F Plan 3127 [↓](#) 

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F Plan 3127
Te Ara Tauhou
22 June 2023



Private
Right-of-
Way to be
named

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
- 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

Not applicable.

Financial considerations

2.

Nil

Budgetary provision in Annual Plan / Long-term Plan

Unbudgeted \$X

Risk

3.

Low

Medium

High

Extreme

Author	Marcella Freeman, Democracy Advisor
Authoriser	Siobhan Procter, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.

Whakarāpopoto | Executive Summary4. This report lists the dates of previous committee meetings and the items discussed at those meetings.

5. 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).

6. All actions will be included in the subsequent monthly updates but completed actions will only appear once.

Takenga mai | Background

7. 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.

8. 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.

9. The Koata Hātepe | Regulatory Processes Committee fulfills the functions of the Pūroro Hātepe | Regulatory Processes Committee of the 2019-2022 triennium.

10. 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

11. Of the 38 resolutions of the Koata Hātepe | Regulatory Processes Committee, meeting on May 11 2023:

- 19 are in progress
- 19 are complete

12. 51 in progress actions were carried forward from the last action tracking report. Of these:

- 38 are still in progress
- 13 have been completed

13. Further detail is provided in Attachment One.

Attachments

Attachment 1. [Actions Tracking](#)  

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Date	ID	Title	Clau	Clause	Status	Comment
8/09/2021	558	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	Completed	Eastern Ward Councillors have be briefed as to the outcome of this action. The organisation is no longer functioning in practical terms, and the member clubs are pursuing separate leases. Officers are remediating deferred maintenance on the clubrooms. Note that community facility provision in Miramar will be further investigated under the draft Community Facility Network Plan.
10/11/2021	561	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.
7/09/2022	1235	2.1 Proposed Road Closures	2	Domestic Cricket	Completed	
8/10/2022	421	2.4 Proposed Road Stopping - Land Adjoining 28 Hapua Street, Hataitai	2	2) Recommend to Council that it: a. Declare the approximately 25m2 (subject to survey) of unformed legal road land in Hapua Street (the Land), adjoining 28 Hapua Street (being Lot 1 DP 449440, held on ROT 569671), is not required for a public work and is surplus to Council's operational requirements. b. Agree to dispose of the Land. c. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matter, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale of exchange, imposing any reasonable covenants, and anything else necessary.	In progress	6/6/23 - Public Notice period open until 19 June.
14/12/2022	1091	2.2 New ground lease for Victoria Bowling Club	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	In progress	Meeting with club to finalise terms of the lease
14/12/2022	1103	2.4 Proposed Road Stopping - Land Adjoining 76 Orangi Kaupapa Road, Northland	2	2) Recommend to Council that it: a. Declare the 239m2 (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 subject to Council first approaching Taranaki Whānui ki te Upoko o te Ika, and then Ngāti Toa, to gauge their interest in the land proposed for disposal. 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.	In progress	13/06/2023. Now at Step 6 of the road stopping process (Survey and Legal). Surveyor instructed, and waiting for WCC Legal team to provide legal estimate.
14/12/2022	1104	2.4 Proposed Road Stopping - Land Adjoining 76 Orangi Kaupapa Road, Northland	3	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.	In progress	13/06/2023. Now at Step 6 of the road stopping process (Survey and Legal). Surveyor instructed, and waiting for WCC Legal team to provide legal estimate.
14/12/2022	1136	2.6 Aro Valley Connection Walk, Bike and Bus Improvements - Traffic Resolution Approval	8	Investigate the correcting of the name Epuni Street to Te Puni Street as part of Aro Valley transformations in the future.	In progress	

16/02/2023	1247 2.2 Proposed Road Closures	2	<p>d. Gazley Volkswagen Wellington Marathon Sunday 25 June 2023 6.00 am to 1.00 pm</p> <ul style="list-style-type: none"> • Seaward lane closures 2 Lanes – Westpac stadium traffic lights, south along Waterloo Quay 6.00 am to 10.00 am. • Customhouse Quay, Jervis 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. o This is for outward section of all races using two of the three lanes on Jervis Quay, when it will gradually funnel down to one lane at Cable Street. o Residents, business owners, Te Papa visitors and market goers will have controlled access. • Seaward lane closures Waterloo Quay from Hinemoa Street traffic lights south along Waterloo Quay to intersection with Whitmore Street. Lane closure would be in place between 6.00 am to 1.00 pm. • Cable Street to Oriental Parade 6.00 am to 10.00 am. • Oriental Parade to Evans Bay parade (between Cable Street and Cobham Drive (full road closure would be in place between 6.00 am to 12.00 pm). o Landward lane for normal westbound traffic would be open from approximately 6.00 am to 11.00 am (residents and business owners will have controlled access). • Shelly Bay Road between Miramar Avenue and Scorching Bay. o 7.00 am to 11.30 am (residents and business owners will have controlled access). • Road Closure ends north of Scorching Bay so public can access playground and car parking are unaffected. Marshals will help residents access Herd Street from 7.30 am to 11.30 am. • Controlled waterfront access from Herd Street through Chaffers Marina, Frank Kitts Park, Queens Wharf to Bluebridge ferry terminal between 9.00 am to 1.00 pm. Traffic management will manage any variations required (this is for the return journey only). 	In progress	its not the 25 June 2023
16/02/2023	1251 2.4 New Leases For Existing Lessees: Miramar Tennis Club Incorporated, Churton Park Tennis and Recreational Club Incorporated, Johnsonville Tennis Club Incorporated	2	Agree to grant a new ten year ground lease with one right of renewal for ten years to the existing lease holder Miramar Tennis Club Incorporated pursuant to the Wellington City Council Lease Policy for Community and Recreation Groups and the Reserves Act 1977.	In progress	Draft new lease with club for review. Public notification complete with no submissions.
16/02/2023	1252 2.4 New Leases For Existing Lessees: Miramar Tennis Club Incorporated, Churton Park Tennis and Recreational Club Incorporated, Johnsonville Tennis Club Incorporated	3	Agree to grant a new ten year ground lease with one right of renewal for ten years to the existing lease holder Churton Park Tennis and Recreational Club Incorporated pursuant to the Wellington City Council Leases Policy for Community and Recreation Groups and the Reserves Act 1977.	In progress	Draft new lease with club for review. Public notification complete with no submissions.
16/02/2023	1254 2.4 New Leases For Existing Lessees: Miramar Tennis Club Incorporated, Churton Park Tennis and Recreational Club Incorporated, Johnsonville Tennis Club Incorporated	4	Agree to grant a new five year ground lease with one right of renewal for five years to the existing lease holder Johnsonville Tennis Club Incorporated pursuant to the Wellington City Council Leases Policy for Community and Recreation Groups and the Reserves Act 1977.	In progress	Draft new lease with club for review. Public notification complete with no sustained objections.
6/04/2023	1452 2.2 Proposed Road closures	3	Note that any amendments to the proposed recommendations may require further consultation with affected parties as well as verification from a Council traffic engineer that the amendment is not likely to result in an unsafe outcome for the public or an unreasonable impact on peoples' movement within, and around the event.	Completed	
6/04/2023	1454 2.4 New Ground Lease - Johnsonville Rugby Football Club Incorporated	2	2. Agree to grant a new ten-year ground lease with one right of renewal for ten years to the existing lease holder Johnsonville Rugby Football Club Incorporated pursuant to the Wellington City Council Lease Policy and the Reserves Act 1977.	In progress	Public consultation complete. Draft new lease with club for review.
6/04/2023	1455 2.4 New Ground Lease - Johnsonville Rugby Football Club Incorporated	3a	Note that approval to grant leases on Reserve land is conditional on: a. Public notification as required under section 119 and 120 of the Reserves Act 1977.	In progress	Public consultation complete. Draft new lease with club for review.
6/04/2023	1456 2.4 New Ground Lease - Johnsonville Rugby Football Club Incorporated	3b	3. Note that approval to grant leases on Reserve land is conditional on: b. No sustained objections resulting from the above notification	In progress	Public consultation complete. Draft new lease with club for review.
6/04/2023	1457 2.4 New Ground Lease - Johnsonville Rugby Football Club Incorporated	4	Agree that legal and advertising costs are met by the lessee (where applicable)	In progress	Public consultation complete. Draft new lease with club for review.
4/05/2023	851 2.2 Traffic Resolutions	2k	TR141-22 Tirangi Road, Rongotai – New Bus Stop Layout (#7345 & #6345)	Completed	Partially completed. Contractors should finalise this work by mid-June.
4/05/2023	854 2.2 Traffic Resolutions	2n	TR144-22 Waitoa Road, Hataitai - New layout for Bus Stop (#7535)	Completed	Refer to comment from line 852
4/05/2023	1133 2.6 Aro Valley Connection Walk, Bike and Bus Improvements - Traffic Resolution Approval	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.	In progress	The Traffic Resolution for Raroa Road is scheduled for the August 2023 RPC round
11/05/2023	1559 2.1 Traffic Resolutions	1	Receive the information	Completed	
11/05/2023	1567 2.2 Proposed Road Closure	1	Receive the information.	Completed	

11/05/2023	1568	2.2 Proposed Road Closure	2	Agree to close the following roads for the event listed below to vehicles and cyclists including motorised scooters, subject to the conditions listed in the proposed Road closure Impact Reports: Vosseler Shield 27 May 2023 8.00am to 4.00pm Road Closure • Alexander Road (north of SPCA entrance to south of Lookout Road)	Completed	
11/05/2023	1569	2.2 Proposed Road Closure	3	Note that any amendments to the proposed recommendations may require further consultation with affected parties as well as verification from a Council traffic engineer that the amendment is not likely to result in an unsafe outcome for the public or an unreasonable impact on people's movement within, and around the event.	Completed	
11/05/2023	1570	2.3 New leases in the Eastern Suburbs: Worsler Bay Life Saving Club, Playcentre Aotearoa, Netball Wellington Centre, and Kilbirnie Tennis Club	1	Receive the information	Completed	
11/05/2023	1571	2.3 New leases in the Eastern Suburbs: Worsler Bay Life Saving Club, Playcentre Aotearoa, Netball Wellington Centre, and Kilbirnie Tennis Club	2a	Approve the following new premises leases on reserve land, subject to the outcome of public consultation: a. Worsler Bay Life Saving Club Incorporated at 323 Massey Road, Scorching Bay, for 5 years with one renewal term of 10 years;	In progress	Public consultation completed between 12 May - 12 June. No responses received. Officers to draft and negotiate lease document with club.
11/05/2023	1572	2.3 New leases in the Eastern Suburbs: Worsler Bay Life Saving Club, Playcentre Aotearoa, Netball Wellington Centre, and Kilbirnie Tennis Club	2b	Approve the following new premises leases on reserve land, subject to the outcome of public consultation: ... b. Playcentre Aotearoa Incorporated at 23 Crawford Green, for 5 years with one renewal term of 5 years	In progress	Public consultation completed between 12 May - 12 June. No responses received. Officers to draft and negotiate lease document with club.
11/05/2023	1573	2.3 New leases in the Eastern Suburbs: Worsler Bay Life Saving Club, Playcentre Aotearoa, Netball Wellington Centre, and Kilbirnie Tennis Club	3	Note that pursuant to the Reserves Act 1977, if no sustained public objections are received officers will progress negotiating a deed of lease with the premises lessees.	Completed	
11/05/2023	1574	2.3 New leases in the Eastern Suburbs: Worsler Bay Life Saving Club, Playcentre Aotearoa, Netball Wellington Centre, and Kilbirnie Tennis Club	4a	Agree that officers commence public consultation for the following ground leases on Wellington Town Belt land: a. Netball Wellington Centre Incorporated at Hataitai Park, Ruahine Street, for 10 years with one renewal term of 10 years	In progress	Public consultation completed between 12 May - 12 June. No responses received. Officers to draft and negotiate lease document with club.
11/05/2023	1575	2.3 New leases in the Eastern Suburbs: Worsler Bay Life Saving Club, Playcentre Aotearoa, Netball Wellington Centre, and Kilbirnie Tennis Club	4b	Agree that officers commence public consultation for the following ground leases on Wellington Town Belt land: ... b. Kilbirnie Tennis Club Incorporated at 14 Crawford Road, Kilbirnie, for 10 years with one renewal term of 10 years	In progress	Public consultation completed between 12 May - 12 June. No responses received. Officers to draft and negotiate lease document with club.
11/05/2023	1576	2.3 New leases in the Eastern Suburbs: Worsler Bay Life Saving Club, Playcentre Aotearoa, Netball Wellington Centre, and Kilbirnie Tennis Club	5	Note that pursuant to the Wellington Town Belt Act 2016, officers will report back to Koata Hātepe Regulatory Processes Committee on the outcome of public consultation for the ground leases. If no sustained objections are received, officers will recommend that Koata Hātepe Regulatory Processes Committee refer the new leases to Council for final approval.	Completed	
11/05/2023	1577	2.4 Thorndon Connections walk, bike and bus improvements - traffic resolution approval	1	Receives the information.	In progress	
11/05/2023	1578	2.4 Thorndon Connections walk, bike and bus improvements - traffic resolution approval	2	Notes the submissions	In progress	
11/05/2023	1579	2.4 Thorndon Connections walk, bike and bus improvements - traffic resolution approval	3	Note the summary of submissions, and responses to themes and design feedback shown in Attachments 1 and 2.	Completed	
11/05/2023	1580	2.4 Thorndon Connections walk, bike and bus improvements - traffic resolution approval	4a	Agree to make the following changes to the Thorndon Connections traffic resolution: a) Remove the separated bike lane on the southern side of Aitken Street, leaving the existing angled parking. Additionally remove the one way restriction on Kate Sheppard Place. This also removes the proposed section of shared path on the corner of Aitken Street and Molesworth Street.	Completed	
11/05/2023	1581	2.4 Thorndon Connections walk, bike and bus improvements - traffic resolution approval	4c	Agree to make the following changes to the Thorndon Connections traffic resolution: ... Alter the proposal for a two way bike lane on Molesworth Street to a one way bike lane only on the right hand side of Molesworth Street between Lambton Quay and Aitken Street.	Completed	

11/05/2023	1582	2.4	Thorndon Connections walk, bike and bus improvements - traffic resolution approval	4d	4. Agree to make the following changes to the Thorndon Connections traffic resolution: ... Retain bus stop 5112 outside the Wellington Cathedral.	Completed	
11/05/2023	1583	2.4	Thorndon Connections walk, bike and bus improvements - traffic resolution approval	4e	Agrees to make the following changes to the Thorndon Connections traffic resolution: ... Alter one of the proposed additional diplomatic parks outside 72 Pipitea Street to be retained as a P120	Completed	
11/05/2023	1584	2.4	Thorndon Connections walk, bike and bus improvements - traffic resolution approval	4f	Agree to make the following changes to the Thorndon Connections traffic resolution: ... Maintain the current length of motorbike parking on the northern side of Aitken Street	Completed	
11/05/2023	1585	2.4	Thorndon Connections walk, bike and bus improvements - traffic resolution approval	5	Agree to proceed with a separate traffic resolution process that seeks to convert 11 coupon parks on Hawkestone Street to P120 short stay parks	In progress	Additional traffic resolution coming to August RPC meeting
11/05/2023	1586	2.4	Thorndon Connections walk, bike and bus improvements - traffic resolution approval	6	Agree to set a permanent speed limit of 30 km/h on Tinakori Road between 235 Tinakori Road and 26 Glenmore Street, coming into force when design changes are installed in late 2023, pending Waka Kotahi approval.	In progress	
11/05/2023	1587	2.4	Thorndon Connections walk, bike and bus improvements - traffic resolution approval	7	Adopt the Traffic Resolution set out in Attachment 3, incorporating the changes set out in recommendation 4.	In progress	
11/05/2023	1588	2.4	Thorndon Connections walk, bike and bus improvements - traffic resolution approval	8	Instruct officers to report back to the Kōrau Tūāpapa Environment and Infrastructure Committee on the benefits and impacts of the new bike lanes including on traffic, residents and businesses within 6 months of installation being completed.	In progress	Will be undertaken within 6 months of installation
11/05/2023	1589	2.4	Thorndon Connections walk, bike and bus improvements - traffic resolution approval	9	Instruct officers to engage with Foodstuffs on additional potential changes to improve safety and accessibility to New World Supermarket's entrances.	In progress	A further meeting with Foodstuffs and the Mayor has occurred and Foodstuffs have indicated they will reach out for further design conversations around their Thorndon New World entrances.
11/05/2023	1590	2.4	Thorndon Connections walk, bike and bus improvements - traffic resolution approval	10	Instruct officers to investigate further options to improve pedestrian safety and accessibility to businesses across Molesworth St.	In progress	This will be progressed through the pedestrian minor improvements programme
11/05/2023	1591	2.5	Kilbirnie Connections walk, bike and bus improvements - traffic resolution approval	1	Receive the information.	In progress	
11/05/2023	1592	2.5	Kilbirnie Connections walk, bike and bus improvements - traffic resolution approval	2	Note the submissions.	In progress	
11/05/2023	1593	2.5	Kilbirnie Connections walk, bike and bus improvements - traffic resolution approval	3	Note the summary of submissions, and responses to themes and design feedback shown in Attachments 1 and 2.	In progress	
11/05/2023	1594	2.5	Kilbirnie Connections walk, bike and bus improvements - traffic resolution approval	4a	Agree to make the following changes to the Kilbirnie Connections traffic resolution: a) Alter the proposed separated bike lanes to painted buffered cycle lanes on Onepu Rd between Wha St and Lyall Parade, retaining over 50 carparks along this section.	Completed	
11/05/2023	1595	2.5	Kilbirnie Connections walk, bike and bus improvements - traffic resolution approval	4b	4. Agree to make the following changes to the Kilbirnie Connections traffic resolution: ... b) Retain bus stop 6327 in its existing location near the Onepu Rd/Coutts St intersection, minorly altered to improve accessibility, rather than moving it to the proposed location outside the Salvation Army.	Completed	
11/05/2023	1596	2.5	Kilbirnie Connections walk, bike and bus improvements - traffic resolution approval	4c	Agree to make the following changes to the Kilbirnie Connections traffic resolution: ... c) Amend the P30 Loading Zone outside 46 Onepu Rd to a P60 Loading Zone in response to feedback from the nearby business.	Completed	
11/05/2023	1597	2.5	Kilbirnie Connections walk, bike and bus improvements - traffic resolution approval	5	Agree to set a permanent speed limit of 30 km/h on Tacy street, Kemp Street and Lyall Parade between Tirangi Road and the Queens Drive roundabout, coming into force when design changes are installed in late 2023, pending Waka Kotahi approval.	In progress	
11/05/2023	1598	2.5	Kilbirnie Connections walk, bike and bus improvements - traffic resolution approval	6	Note that officers will continue to progress a short-term low traffic neighbourhood trial on Freyberg Street but will not be progressing trials on Ross or Yule St based on community feedback.	In progress	Low traffic neighbourhood trial planned for Term 4 this year. Initial meetings with the schools underway in mid June.
11/05/2023	1599	2.5	Kilbirnie Connections walk, bike and bus improvements - traffic resolution approval	6a	Note that officers will continue to monitor the parking situations on Onepu Rd and Coutts Street.	In progress	

11/05/2023	1600	2.5	Kilbirnie Connections walk, bike and bus improvements - traffic resolution approval	7	Note that based on feedback a new approach to the installation of bus stop platforms will be taken to enable design and construction improvements.	Completed	
11/05/2023	1601	2.5	Kilbirnie Connections walk, bike and bus improvements - traffic resolution approval	8	Adopt the Traffic Resolution set out in Attachment 3, incorporating the changes set out in recommendation 4.	In progress	
11/05/2023	1602	2.6	Forward Programme	1	Receive the information	Completed	
11/05/2023	1603	2.7	Actions Tracking	1	Receive the information.	Completed	
6/06/2023	1445	2.1	Traffic Resolutions	2w	TR57-23 Miramar North Road, Miramar - new layout for Bus Stops (#7244, #6244)	Completed	Instructions sent to contractors - 21/04/23 Completed 28/05/23
6/06/2023	1562	2.1	Traffic Resolutions	2c	TR71-23 Westchester Drive, Churton Park - Formalise Bus Stop (#3218)	Completed	Instructions sent to contractors - 26/05/23 Completed - 01/06/23
6/06/2023	1564	2.1	Traffic Resolutions	2e	TR74-23 Intersections of Chesterton Street /Chapman Street and Chesterton Street / Burgess Road, Johnsonville – No Stopping At All Times	Completed	
9/06/2023	562	2.1	Traffic Resolutions	2d	TR05-22 Bay Road, Kilbirnie – Relocation of mobility parking, new loading zone	In progress	[09/06/203] On-hold. There has been a change in the layout of the road which resulted in changes from the WCC Urban Design team. The
9/06/2023	563	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	[09/06/23] Partially completed. The works on Harris Street are completed. However, the Transport Delivery team still needs to make
9/06/2023	564	2.1	Traffic Resolutions	2p	TR18-22 Drummond Street, Mount Cook – Car share parking spaces	In progress	[09/06/23] The completion of this TR is pending due to demolition work being planned in the area, which will utilize the parking space. Further updates will be provided in the coming months.
9/06/2023	1427	2.1	Traffic Resolutions	2e	TR32-23 Flers Street, Karori - No Stopping At All Times	Completed	Instructions sent to contractor - 21/04/23 23-05-23 Contractor update - visited site multiple times, however cars in the way and unable to complete works. Will re-visit site to complete. 09-06-23 Update - Engineer site visit scheduled 12-06-23. Status update - Completed as per site visit.
9/06/2023	1433	2.1	Traffic Resolutions	2k	TR41-23 Karepa Street, Brooklyn – No Stopping At All Times; Bus Stop markings (#6765, #6767, #7766, #7767)	In progress	[09/06/23] This TR is part of a bigger project and won't likely to be before March 2024
9/06/2023	1438	2.1	Traffic Resolutions	2p	TR49-23 Rongotai Road, Kilbirnie – mid-block zebra crossing	In progress	[09/06/23] work is a small portion of the intersection upgrades which will take place in the new financial year.
9/06/2023	1561	2.1	Traffic Resolutions	2b	TR69-23 Collins Avenue, Tawa – Pedestrian Zebra crossing relocation; No Stopping At All Times	In progress	[09-06-23] Pending. These works are pending the completion and update from Wellington Water regarding stormwater.
9/06/2023	1563	2.1	Traffic Resolutions	2d	TR73-23 Ghuznee Street, Te Aro – P10 Time Limited parking; new Loading Zone configuration	In progress	[09/06/23] Pending. WCC is engaging with the business outside no.58 who might install a parklet. The completion of the works is expected to
12/06/2023	414	2.2	Traffic Resolutions	2v	TR131-22 – Aitken Street, Pipitea – Proposed P5 Loading zone.	In progress	[12/06/23] Pending. The P5 will be installed with the completion of the new Archives building.
12/06/2023	560	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	[12/06/23] Pending - the completion of this TR requires the implementation of the Parking Management Plan in the area.
12/06/2023	600	2.4	Traffic Resolutions	2o	TR68-22 Kelburn Parade, Kelburn – Bus Stop Parking Changes	In progress	[12/06/23] Pending – A site visit was made 18 May 2023. As university building is still in progress, the TR cannot yet be installed.
12/06/2023	852	2.2	Traffic Resolutions	2l	TR142-22 Waitoa Road, Hataitai - New layout for Bus Stop (#6535)	In progress	12/06/23 Update - TR has been completed however pending to install bike racks as per the condition of the TR approval. Currently under review between the cycle and the transport engineering team.
12/06/2023	860	2.2	Traffic Resolutions	2t	TR151-22 Endeavour Street and Yule Street– Intersection Layout and Control Changes	In progress	On Hold, Claire Pascoe has requested we temporarily place the Minor Works project for Endeavour/Yules on hold so her team can conduct further investigations into low traffic neighborhood areas and determine next steps for trialing a cul-de-sacs setup. 12/06/23 Update - TR no longer on hold and pending completion.
12/06/2023	1423	2.1	Traffic Resolutions	2a	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: a) TR18-23 Kent Terrace and Cambridge Terrace, Wellington Central - full time bus lanes, with the bus lane operating from 7:00am to 7:00pm, 7 days a week, and no stopping at all times on Kent Terrace.	In progress	[12/06/23] Followed up with the project team and have advised the contractors have received the instructions but planned to install after the FIFA women's world cup mid to late August.
12/06/2023	1424	2.1	Traffic Resolutions	2b	TR29-23 Frankmoore Avenue, Johnsonville – Time limited parking; mobility parking changes	In progress	[12/06/23] Engineer site check confirmed the majority of works have been completed. Contractors have been followed up by engineer to complete works. WCC is waiting for the completion of the works.
12/06/2023	1428	2.1	Traffic Resolutions	2f	TR33-23 Victoria Street, Te Aro – Loading Zone, At All Times	Completed	Instructions sent to contractors - 17/04/23. Checked status, completed 30-05-23.

12/06/2023	1429	2.1 Traffic Resolutions	2g	TR34-23 Nevay Road, Miramar - No Stopping At All Times	Completed	Instructions sent to contractors - 17/04/23. Checked status, completed 22-05-23
12/06/2023	1430	2.1 Traffic Resolutions	2h	TR36-23 Strathmore Avenue, Strathmore – time limited parking	Completed	Instructions sent to contractors - 17/04/23. Checked status, completed 01-06-23.
12/06/2023	1439	2.1 Traffic Resolutions	2q	TR50-23 Daniell Street, Newtown – change to time restrictions	In progress	[12/06/23] The instructions were sent to the contractors. WCC is waiting for the completion of the works.
12/06/2023	1440	2.1 Traffic Resolutions	2r	TR51-23 Maupuia Road, Maupuia – formalise Bus Stops (#6252, #7252)	Completed	Instructions sent to contractors - 14/04/23. Checked status 12-06-23, completed via site check.
12/06/2023	1441	2.1 Traffic Resolutions	2s	TR52-23 Ballance Street, Wellington Central – P10 loading zone	In progress	[12/06/23] The instructions were sent to the contractors. WCC is waiting for the completion of the works.
12/06/2023	1442	2.1 Traffic Resolutions	2t	TR53-23 Bay Road, Kilbirnie – time limited mobility parking	In progress	[12/06/23] The instructions were sent to the contractors. WCC is waiting for the completion of the works.
12/06/2023	1444	2.1 Traffic Resolutions	2v	TR56-23 Owen Street, Newtown – P10 time limited parking	In progress	[12/06/23] The instructions were sent to the contractors. WCC is waiting for the completion of the works.
12/06/2023	1447	2.1 Traffic Resolutions	2z	TR60-23 Cable Street and Oriental Parade intersection, Wellington Central - proposed shared path	In progress	[12/06/23] Followed up with project team and works are currently in progress. WCC is waiting for the completion of the works.
12/06/2023	1560	2.1 Traffic Resolutions	2a	TR67-23 Evans Bay Parade, Hataitai – P180 mobility parking	In progress	[12/06/23] The instructions were sent to the contractors. WCC is waiting for the completion of the works.
12/06/2023	1565	2.1 Traffic Resolutions	2f	TR75-23 Alfred Street, Mount Cook – P120 Time Limited parking	In progress	[12/06/23] Following up with engineer, instructions have been scheduled to be sent to contractors 14-06-23.
12/06/2023	1566	2.1 Traffic Resolutions	2g	TR76-23 Melksham Drive, Churton Park – new bus stop	Completed	Instructions sent to contractors - 26/05/23. Checked status, 12-06-23 Completed.
13/06/2023	1425	2.1 Traffic Resolutions	2c	TR30-23 Adelaide Road, Newtown - new layout for Bus Stop (#6418)	Completed	12-06-23 Update - Site visit scheduled 13-06-23, will update. Status - Completed via Engineer site check. 13-06-23.
13/06/2023	1431	2.1 Traffic Resolutions	2i	TR37-23 Townsend Road, Miramar – improvement to Bus Stops (#6283, #7283)	In progress	[13/06/23] The instructions were sent to the contractors. WCC is waiting for the completion of the works.
13/06/2023	1432	2.1 Traffic Resolutions	2j	TR38-23 Newlands Road, Newlands – No Stopping At All Times; new Bus Stop marking (#3548, #3602)	In progress	[13/06/23] The instructions were sent to the contractors. WCC is waiting for the completion of the works.
14/06/2023	1426	2.1 Traffic Resolutions	2d	TR31-23 Cuba Street, Te Aro – mobility parking and loading zone change	In progress	[14/06/23] The completion of the works scheduled for the next month.

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

Financial considerations

1.

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

Risk

2.

- Low Medium High Extreme

Author	Marcella Freeman, Democracy Advisor
Authoriser	Siobhan Procter, Chief Infrastructure Officer

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. Rātū Tuesday 8 Here-turi-kōkā August
 - LGWM Thorndon Quay Traffic Resolutions - Oral hearings
 - Brooklyn Hill Permanent Improvements - Oral hearings
5. Rāpare Thursday 24 Here-turi-kōkā August
 - Brooklyn Hill Permanent Improvements (Chief Planning Officer)
 - Decision: LGWM Thorndon Quay Traffic Resolutions
 - New Lease Request - Wyncourt Tennis Club Incorporated

Attachments

Nil