

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

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

9:30 am Rāpare, 8 Hereturikōkā 2024

9:30 am Thursday, 8 August 2024

Ngake (16.09), Level 16, Tahiwī

113 The Terrace

Pōneke | Wellington



MEMBERSHIP

Mayor Whanau
Councillor Abdurahman
Councillor Calvert
Councillor Chung
Councillor Free (Chair)
Pouiwi Kelly
Councillor McNulty (Deputy Chair)
Councillor Rogers

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 04-499-4444, 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 hui with a karakia.

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

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

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the hui, 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 19 June 2024 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 hui:

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 hui.

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 hui 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 hui 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 hui 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 hui setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the hui 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 04 499 4444 and asking to speak to Democracy Services.

2. General Business

THORNDON QUAY PEDESTRIAN CROSSINGS

Kōrero taunaki | Summary of considerations

Purpose

1. Due to ongoing feedback from stakeholders and a change in the New Zealand Transport Agency (NZTA) funding approach this report asks the committee to consider the pedestrian crossing options for the Thorndon Quay improvement project.
2. As this decision is centred around a traffic resolution under the committees of reference the decision must be considered by the Koata Hātepe | Regulatory Processes Committee.

Strategic alignment

3. The most relevant community outcomes, strategic approaches, and priorities from the 2024 Long Term Plan include 'Urban Form - A liveable and accessible, compact city', 'Making our city accessible and inclusive for all', and 'Transform our transport system to move more people with fewer vehicles'.

Relevant previous decisions

4. **24 June 2021 Planning and Environment Committee**
The Planning and Environment Committee approved [TR53-21 Thorndon Quay – Pipitea](#). This enabled safety upgrades to Thorndon Quay by changing angle parking to parallel parking and implemented safety improvements for people travelling through the area.
5. **24 February 2022 Council meeting** Council approved the [Thorndon Quay Hutt Road Single-Stage Business Case \(SSBC\)](#) confirming that Option 4A is the preferred option and noted that this option would proceed to detailed design.
6. **24 August 2022 Infrastructure Committee** The Infrastructure Committee approved [TR 133-22 for a roundabout on Aotea Quay](#) to create better facilities for freight and ferry terminal traffic at the entrance to the container terminal to provide a more direct route than using Hutt Road.
29 June 2023 Council meeting Council approved additional funding for the [Let's Get Wellington Moving Golden Mile and Thorndon Quay/Hutt Road projects](#).
7. **24 August 2023 Regulatory Processes Committee** The Regulatory Processes Committee approved [TR 26-23](#) to prioritise bus journeys at peak times and upgrade cycling and walking facilities on Thorndon Quay. The approval of TR 26-23 included approving new raised signalised pedestrian crossing tables.

Significance

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

Financial considerations

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

9. The preferred option would require Council to fund the loss of NZTA funding (capital revenue) of approximately \$312,500 through debt. The other options present potential savings of \$125,000 and \$625,000 against project budget respectively.

Risk

Low Medium High Extreme

10. The recommended option presents no additional risk to Council. The other two options pose increased safety risk to road users.

Authors	Brad Singh, Transport and Infrastructure Manager Rebecca Adams, Chief Advisor to CIO Elizabeth Steel, Chief Advisor Strategy and Governance
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
2. Direct officers to proceed with the approved design, maintaining the raised pedestrian crossings in adherence to the New Zealand Transport Agency’s guidelines and maintaining the existing status of the pre-construction Safe System Audit results which resulted in no “Significant” or “Serious” safety risks being identified.

Whakarāpopoto | Executive Summary

11. Thorndon Quay is one of the most important commuter routes in Wellington. On weekdays, approximately 10,000 people travel the route by bus, 1,300 by bike, and 9,000 by car. It is the busiest bus route outside of the city centre.
12. The number of pedestrian, cyclist, and micro mobility trips is expected to increase from 2026 with the opening of Te Ara Tupua, the NZTA project to create a walking and cycling link and improve transport resilience between Wellington and Lower Hutt.
13. The Thorndon Quay project seeks to improve the connection of the northern suburbs to the city along this route, making it safer and easier for more people to walk, bike, scoot, or use public transport. The project started construction in late 2023 under the Let’s Get Wellington Moving programme and transferred to Council for delivery in March 2024.
14. The Koata Hātepe | Regulatory Processes Committee approved the Traffic Resolution giving effect to the design on 24 August 2023. The Committee’s approval included five signalised crossings on raised safety platforms.

15. Raised platforms were included in the approved design because under current NZTA guidelines they provide the safest style of crossing available for the particular conditions of Thorndon Quay. As a result of their inclusion, the Safe System Audit of the design concluded there were no serious or significant safety risks.
16. Despite this there has been ongoing feedback from stakeholders including Fire and Emergency New Zealand and business on Thorndon Quay around the necessity and impact of raised safety platforms in the corridor.
17. NZTA advised on 30 July 2024 that it will no longer be funding Raised Safety Platforms as a result of the change in the GPS for Land Transport. This applies not only to projects in design or development, but also to projects in the construction phase, such as Thorndon Quay.
18. Due to this feedback and change in funding status further consideration of the inclusion of raised safety platforms in the Thorndon Quay design is warranted.
19. NZTA currently does not have a plan or timeline for review of the safety guidelines. In our communication with NZTA, it was noted that NZTA investment decisions are made based on the current funding policies (i.e. GPS), while a guideline promotes a best practice approach to planning, designing, managing, and maintaining infrastructure and networks.
20. The assumption in the adopted 2024-34 LTP was that NZTA funding would be received for raised safety platforms.
21. Officers have identified three options for continuing the project:
 - Option One - Continue with the current design and fund the raised pedestrian crossing. (Preferred)
 - Option Two - Maintain signalised crossings but do not include the raised platforms.
 - Option Three - Remove one of the crossings entirely
22. The total approved budget of the Thorndon Quay project is \$45.8m and is due to be complete by June 2025.

Options Overview

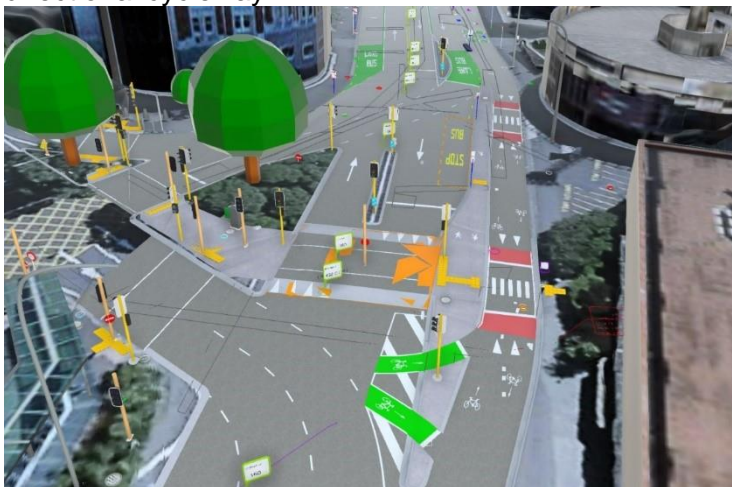
Options	Impact on construction	Cost impact	Risk	Comments
Continue with current design (preferred)	No impact	+\$312,500	Low safety risk	Complies with all current specifications and guidance requirements from NZTA.
Retain signalised crossings and remove all raised asphalt platforms.	5 days gained on construction program	-\$625,000	Five of the crossings would not align with current NZTA guidelines. Council will carry any associated safety risk due to departure from guidance and standards. There is insufficient road width to employ alternative safe system measures such as pedestrian refuges. Initial indications from an independent safety auditor is that a NZTA Safe System Audit would likely classify these crossings as a serious safety risk requiring modification. If that is the case, the recommended modification given the limited options could be a raised safety platform.	This option would save the time and cost of five asphalted raised platforms. If raised platforms were added retrospectively then there would be extra cost and time to install.
Remove the entire crossing at Gun City (signals, platform, road marking)	1 day gain on construction program	-\$125,000	Construction of ducting on this site is almost complete and will be buried in place if the crossing does not go ahead. This option removes the only safe crossing area of a four-lane road for ferry passengers to access the Northbound bus stop. The closest alternative safe crossing spots would be Kaiwharawhara or Tinakori Rd 700-m and 500-m away, respectively.	This option would save the time and cost of one asphalted raised platform and the installation of signals.

Takenga mai | Background

Overview

23. Thorndon Quay is one of the most important commuter routes in Wellington. Each weekday approximately 10,000 people travel this route by bus, making it the busiest bus route outside of the city centre. About 1,300 people travel this route by bike each workday. It is projected that the number of cyclists will grow from 1,300 per day to 4000 cyclists a day by 2036. With the expected growth in the uptake of cycling, walking and public transport over the next 20 years, improvements are needed along the Thorndon Quay commuter corridor. The current posted speed on Thorndon Road is 50km/hr.
24. As a result of this project, Thorndon Quay will effectively become a four-lane road with an additional cycleway.
25. NZTA's Te Ara Tupua project will provide a critical walking and cycling connection between Wellington and Hutt Valley. When operational in 2026, it is expected to result in a step change in the demand on the Thorndon Quay corridor. Forecasts for the project indicate, during the opening year on an average weekday, there will be:
 - 450 additional pedestrian trips per day
 - 600 additional cyclist trips per day
 - 100 additional mobility device user trips (e.g. e-scooters, etc. per day in total)
26. The Thorndon Quay Hutt Road project was initiated by Let's Get Wellington Moving (LGWM) to address this growth and comprised three stages of works within the Aotea Quay, Thorndon Quay, and Hutt Road corridors.
27. When LGWM was dissolved, it was agreed that further work on the project would be led by Wellington City Council. The Thorndon Quay project was already in construction when it transferred to Wellington City Council.
28. As a result of the 2024-34 Long-Term Plan process, the scope of the project was reduced to remove work on Hutt Road.
29. The Thorndon Quay design, including detailed pavement design, drainage and signalling was included in Council reviews in June 2022 (30 percent design) and October 2022 (70 percent design), the public engagements in November and December 2022 and the review of the 100 percent designs in December 2022.
30. The installation of the raised pedestrian crossings was included in the consultation as part of the traffic resolution process and approved by the Regulatory Processes Committee on 24 August 2023.
31. The outcome of the decision-making process resulted in a design with six crossing changes including five raised platforms.
32. A raised safety platform is essentially a flat-topped traffic calming device. They are designed to reduce vehicle speeds to a level where drivers have sufficient time to react and prevent crashes if a mistake occurs.
33. Each platform is carefully designed to suit its specific location, reducing vehicle speeds to levels appropriate for the context, typically 30km/h in areas with pedestrians and 50 km/h where pedestrians are not present.
34. They are less abrupt for drivers compared to traditional speed humps and have less adverse effects on vehicle wear and tear due to the nature of their design.
35. The six crossing changes included in the agreed designs are:

- Mulgrave St intersection – upgrade to signals needed to accommodate bi-directional cycleway.



- Outside Pipitea Marae – upgrade existing crossing to be raised safety platform. 55-59 Thorndon Quay
- Outside Co. Kids – upgrade existing crossing to be raised safety platform. 170 Thorndon Quay
- Outside Bordeaux Bakery – upgrade existing crossing to be raised safety platform. 220 Thorndon Quay
- Outside Hirepool – new raised safety platform crossing. 243 Thorndon Quay
- Gun City – new raised safety platform crossing. 87 Hutt Road

Stakeholder interaction

36. Council has regular (four to six weekly) meetings with Fire and Emergency New Zealand (FENZ) to discuss all our street change projects. Council also has regular meetings with Metlink, New Zealand Police and Wellington Free Ambulance to discuss WCC/emergency service business as well as street changes.
37. Alongside these meetings Council has specifically requested feedback from Metlink, Wellington Free Ambulance and FENZ, on any raised safety platforms or speed humps that are causing concern.
38. Metlink are key partners on Council's street change projects. Beyond regular meetings Metlink staff are part of cross agency project teams and on project advisory panels. Where possible without putting pedestrian safety at risk designs are installed that allow easy transition over or around traffic calming features in order to support bus efficiency.
39. Wellington Free Ambulance is in the process of gathering response time data to cross reference with Council bike lane installation information. At this stage we have not received the data.
40. However, a recent study of traffic calming and effective response speeds prepared for FENZ indicates that there is no statistically significant difference in effective response speeds before and after traffic calming interventions were put in place.
41. FENZ is a key stakeholder in the Thorndon Quay Project. Whilst FENZ does not have a statutory function or power to approve road layouts, plans have been specifically designed to be compliant with the Firefighting Operations Emergency Vehicle Access

Guide – F5-02GD, this includes the dimensions and position of the cycle separators, and the height of the raised pedestrian crossings.

42. The design for the Thorndon Quay Project, like any other involving raised platforms, was available for FENZ input. The project team at LGWM communicated via email with FENZ prior to engagement starting and sent a further reminder whilst engagement was open. As part of this communication, they asked if FENZ would like a meeting with the project team but did not receive any responses.
43. In emergency situations (flashing lights on), emergency vehicles are allowed to use special vehicle lanes (including bus and bike lanes) to avoid traffic congestion.

Kōrerorero | Discussion

44. Under the NZTA One Network Framework, a tool to bring transport and land use together, Thorndon Quay is considered an Urban Connector, with a movement rating of M1 and a place rating of P3. This classification guides the recommended crossing options and is based on factors including street function, road layout, pedestrian and vehicle volumes and composition, and vehicle speeds.

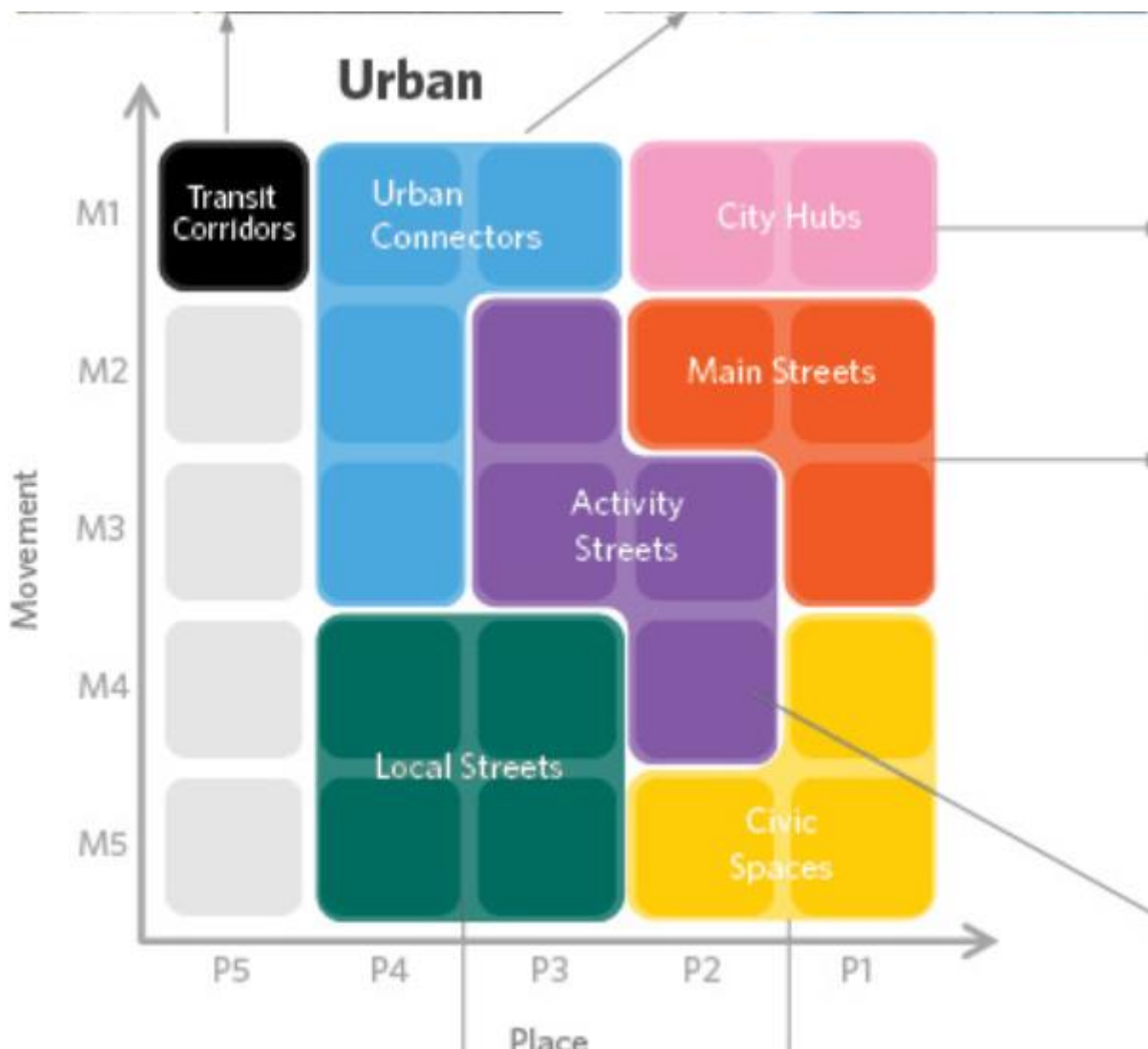


Figure 1: One Network Framework place/movement guide

45. There are three potential crossing treatments considered appropriate for an Urban Connector, Signalised Crossings, Raised Signalised Crossings and Median Refuges.

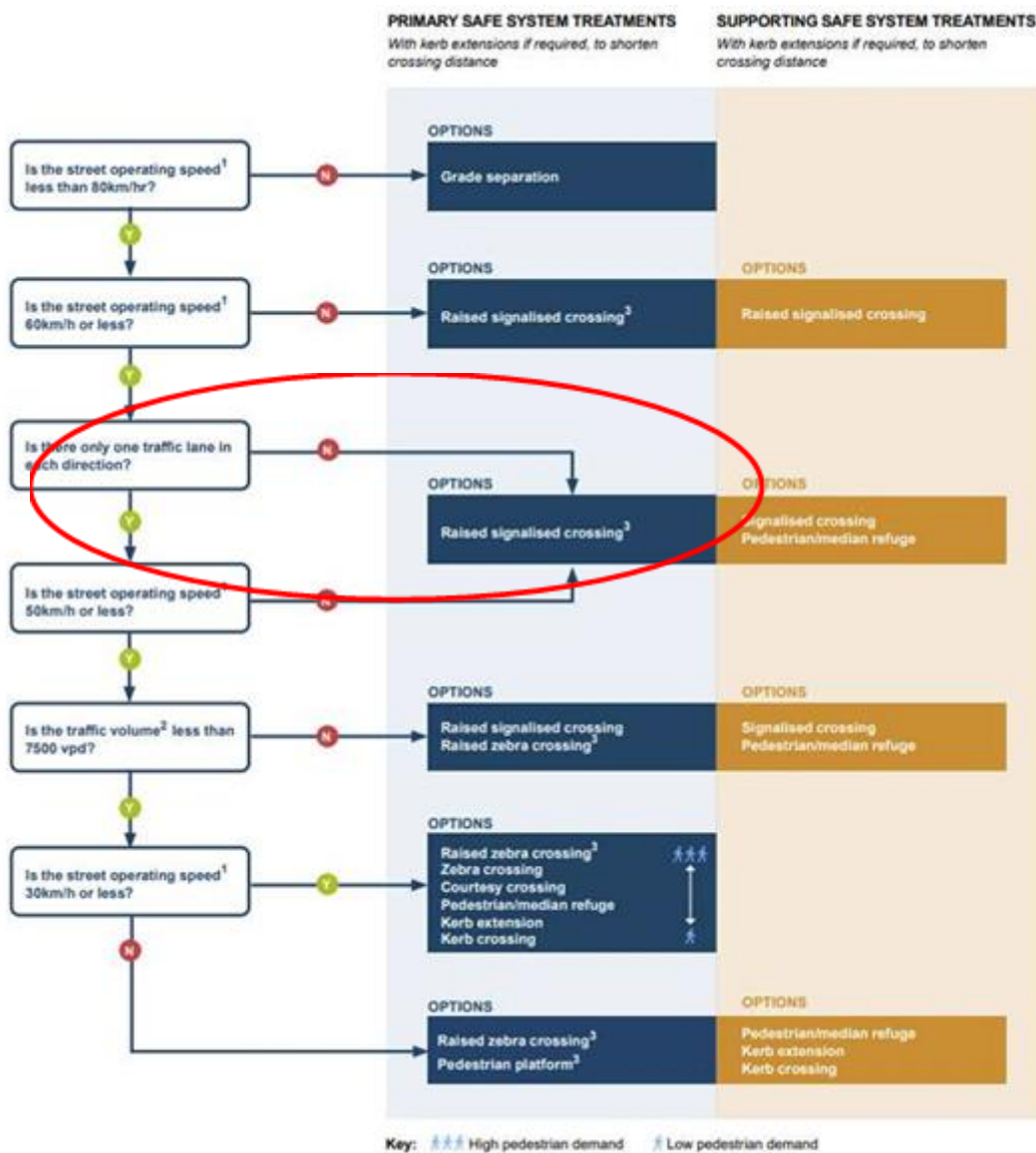


Figure 2: The Pedestrian crossing selection guidance note- NZTA April 29 2024

46. Analysis of the crossing sites against the [NZTA Pedestrian Crossing Selection Guidance Note](#) led to the identification of Signalised Raised Platforms as the appropriate treatment for five locations and on this basis were included in the design.
47. Deciding factors in the analysis are the need for pedestrians to cross four lanes of traffic with an average speed above 40km/h. The addition of the raised platform is to slow down the speed to 30km/h at the point of crossing.
48. The sixth crossing, at Mulgrave Street, has multiple pedestrian refuges, and pedestrians cross only two lanes at time. In addition, the average speed at this location is already 30km/h, therefore no raised platform was necessary at this location.

49. The Thorndon Quay design has gone through a robust safety audit and approval process and has been endorsed and signed off by independent engineers and endorsed by Council, NZTA and Metlink.
50. The detailed design for the Thorndon Quay improvements, including the raised pedestrian crossings, was developed by Aurecon, WSP and Stantec, and audited for safety by AECOM's Principal Safety Engineer. Safe System Audits were undertaken at the 30% and 100% design stages and were completed by a Senior Associate from Traffic Planning Consultants Ltd.
51. The primary Safe System treatment for pedestrians crossing a four-lane road, without a central pedestrian refuge, is a signalised raised safety platform, per NZTA guidance. Thorndon Quay's new layout does not have enough space to accommodate the minimum width of a pedestrian refuge.
52. Indications from preliminary conversations with a traffic safety auditor are that a Safe System Audit of a design without raised safety platform would result in a "serious" or "significant" safety rating.
53. The Sustainable Transport Hierarchy was introduced in 2015 under the Urban Growth Plan in 2015 and readopted in June 2021. The Transport Hierarchy prioritises movement by walking, biking, and public transport, so that our city's streets work better for people.

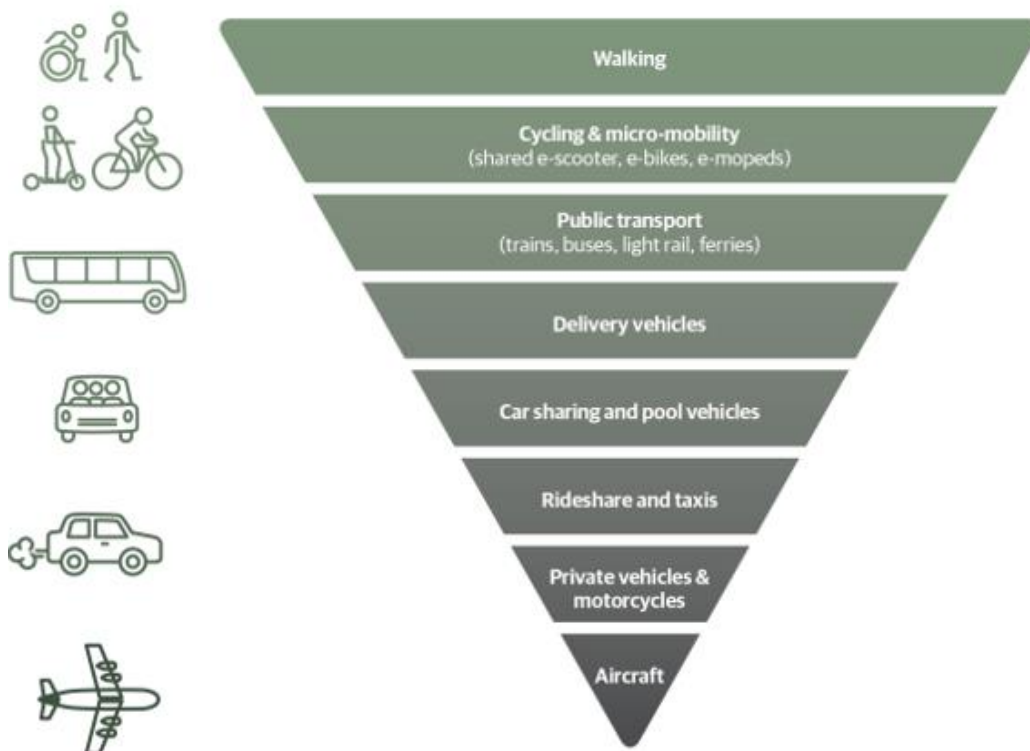


Figure 3: WCC Sustainable Transport Hierarchy

54. The TQHR Single Stage Business Case (SSBC) was informed by the WCC Sustainable Transport Hierarchy and identified objectives based on a series of problem

statements. These were developed by the LGWM project team with input from the three partners.

55. The LGWM Single Stage Business Case identified five problem statements related to Thorndon Quay corridor including ‘high and growing traffic volumes combined with high speeds increases the likelihood and severity of crashes’.

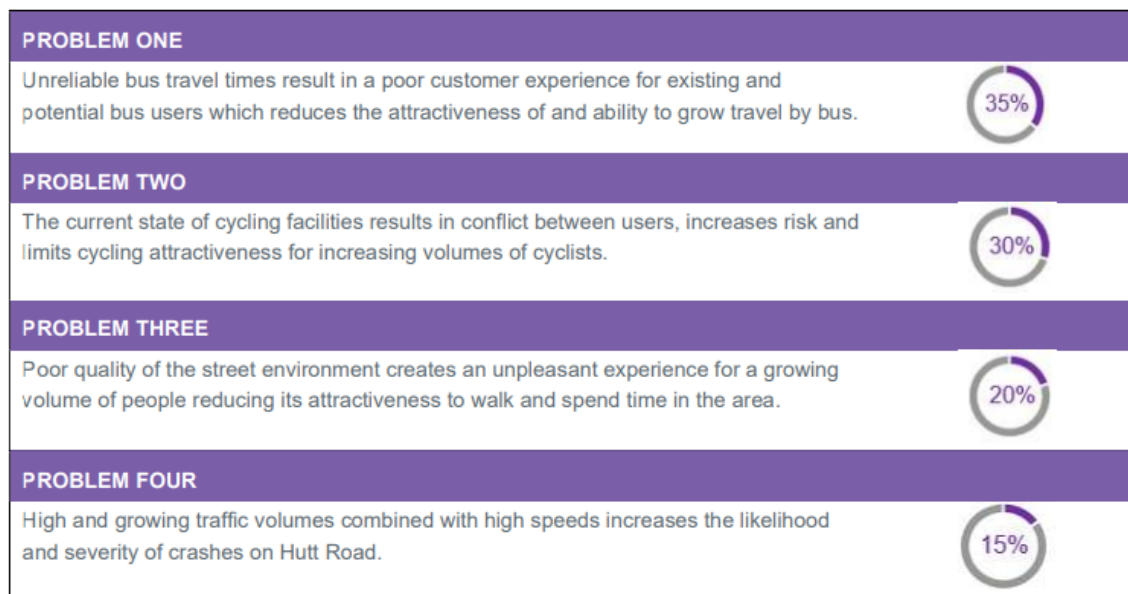


Figure 4: Thorndon Quay Hutt Road Single Stage Business Case Problem Statements (weighted)

56. To address these problems, the single stage business case, which included the proposed design (at 30% complete), was approved by Council in February 2022.
57. Five crossing locations were identified as part of the design, three were existing crossings to be upgraded, and two new locations were identified, specifically in areas frequented by more vulnerable users such as children and the visually impaired. It was proposed that the existing pedestrian crossing at Davis Street be moved to make it more visible.
58. The new crossing site at Gun City is designed to provide access to the closest bus stop to the Interisland Ferry. It is also within the transition zone from the 60km/h Hutt Road zone to the 50km/h Thorndon Quay Zone. The crossing will assist with reducing the overall speed of that section.
59. Raised safety platforms make getting across roads easier for everyone – but especially children, elderly people and anyone with mobility challenges. Crossing at footpath level is better for people in wheelchairs or with other mobility aids, and makes life easier for people with prams, shopping and young children too. In cases where crossings are not raised, wheelchair users may need to mount or descend the curb backwards, impacting visibility of and for the wheelchair user.
60. Crossing locations are also intended to make it easier and safer for people to get to and from bus stops.

61. Bus stops are concentrated around the crossings, so on most occasions, busses will already be slowing. If there are no passengers to pick up, buses can travel easily at 30km/h over the raised safety platforms and continue with their journey. The exception is the crossing opposite Bordeaux Bakery. The Bus stop was removed here at the request of Metlink.
62. Factors for analysis included street function, pedestrian volumes and composition, pedestrian desire lines, vehicle speeds, vehicles volumes and composition and road layout and allocation.
63. Thorndon Quay's raised platforms are designed to allow all vehicles (including heavy vehicles) to travel over them at a constant speed of 30km/h and have a smooth and gradual entry and exit.
64. The platforms are 75mm high and Officers have confirmed with Metlink that they have not experienced scraping issues with the 75mm high platforms. Reports of damage in the past have been in relation to Watts Profile platforms which are 100mm in height.
65. Bus stops are concentrated around the raised safety platforms. Busses will have to slow down for bus stops on most occasions. When there are no passengers to pick up, they can travel safely at 30km/h over the platforms and continue with their journey.
66. The location and positioning of the crossing signals have also been designed to allow for oversized vehicles.
67. The cost of installing a raised safety platform for this project is approximately \$125,000 per crossing for the raised elements only. The cost to install other crossing infrastructure (signal poles, road marking, drainage and underground works) is approximately \$300,000.
68. The majority of the construction time is associated with the signals and underground cabling works. The installation of the raised asphalt platform can be completed in one day in ideal conditions.
69. Work on the signal poles and underground works is already underway. As at 29 July 2024, construction progress is as follows:
 - Outside Pipitea Marae – Signal poles and underground works 100% complete, only raised platform to be done.
 - Outside Co. Kids – Work has not yet begun.
 - Outside Bordeaux Bakery – Signal poles and underground works 40% complete, raised platform to be done.
 - Outside Hirepool – Signal poles and underground works 100% complete, only raised platform to be done.
 - Outside Gun City – Signal poles and underground works 30% complete, raised platform to be done.

Kōwhiringa | Options

70. Three options have been developed for consideration. The options are focused on the removal of the raised platforms and the associated costs. The surrounding signal poles and underground works were not included because these need to be installed at the crossings irrespective of a raised platform.

Option 1 – Status quo continue with current design Raised Pedestrian Platforms funded by WCC (Preferred)

71. The continuation of the approved work programme would have no time implications. However given the recent NZTA advice received on 30 July 2024, Council will need to fund the loss of NZTA funding (capital revenue) of approximately \$312,500 through debt.
72. This option minimises the safety risk to road users and would receive an acceptable Safe System Audit rating.

Option 2 – Do not raise any crossings

73. This option offers a potential saving of \$625,000 against the existing project budget and five days of construction time but this saving may not be achieved if further safety mitigations are required as outlined below.
74. Under this option, the crossings would not meet current NZTA guidelines.
75. We have been advised by an independent auditor that a Safe System Audit following completion of the project construction will classify these crossings as a 'serious' or 'significant' safety risk, requiring mitigation. These would be new risks identified which were not present when the detailed design was audited.
76. Given there is not sufficient road space for the minimum required width of a pedestrian refuge, it is likely that proceeding with this option would be against road safety best practice as demonstrated by the Safe System approach. It is likely that a raised platform would be recommended by the Safe System auditors.
77. If, for whatever reason, it is decided to install raised safety platforms after the completion of the project this will incur a cost of roughly \$1,140,000 (\$228,000 per platform) and take approximately three days.

Option 3 – Entirely remove the crossing outside Gun City

78. This option offers a potential saving of \$125,000 against the existing project budget and one day of construction time.
79. Construction of signal poles and underground works is already 30% complete on this site.
80. If this crossing is removed then people wanting to travel between the ferry and the northbound bus stop on Thorndon Quay would need to travel to either Kaiwharawhara or Tinakori Rd (700 m and 500 m away, respectively) to safely cross the road.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

81. The design for Thorndon Quay aligns with our Sustainable Transport Hierarchy and supports Te Atakura First to Zero by encouraging walking, biking and use of public transport. The Thorndon Quay design also aligns with the Spatial Plan (2021) which states that a well-connected walking and biking network is key to accommodating more people in the city without adding to car congestion or putting pressure on our bus services.

Engagement and Consultation

82. The design was approved by the Regulatory Processes Committee in August 2023. The installation of the raised pedestrian crossings was shown in the plans and consulted on as part of the traffic resolution process. This provided the opportunity for anyone with an interest to submit on the proposed design.
83. Between 7 November and 9 December 2022, LGWM consulted on the proposed detailed design for Thorndon Quay. The proposed detailed design included, installing bus lanes in both directions to improve bus travel times and reliability during peak hours, increasing the number of mobility car parks, introducing a two-way cycleway and raised safety platforms.
84. 1,305 submissions were received from both organisations and individuals. This feedback came from:
 - 813 online comments
 - 427 online surveys
 - 60 submissions via a paper form or email.
 - A Social Pinpoint interactive map, which received 6,951 total visits¹.
85. The 2023 Thorndon Quay engagement report prepared for Council by LGWM identified three key themes in the feedback about walking in the area, in which crossings were mentioned twice.
 - Add/move pedestrian crossings.
 - Dangers of mixing walking and cycling
 - General pedestrian safety (crossing, unsafe area, lack of lighting, etc).
86. Feedback from the Traffic Resolution consultation, including the design feedback was presented to the Regulatory Processes Committee on 24 August 2023. The Traffic Resolution was approved at this meeting, enabling construction to start on Thorndon Quay in September 2023.

Māori Impact Statement

87. Mana Whenua are a key project partner. They have historic and territorial rights over the land, and a special cultural and spiritual relationship with the environment. An Iwi Partnerships Working Group was established to help the LGWM programme appropriately consider Mana Whenua perspectives and support broader Iwi engagement.
88. The iwi partnerships group gifted the project names for the Thorndon Quay project – Haukawakawa (Thorndon Quay)

-
89. During engagement in November and December 2022 the team shared the designs with Pipitea Marae board and Palmerston North Māori Reserve Trust (PNMRT).
 90. Note that the Pipitea Marae functions not only as a marae for Wellington's urban Maori, but also as a busy function and event centre, regularly hosting large numbers of people, including elderly and children.

Financial implications

91. These are detailed in the options section.

Legal considerations

92. The decision in this paper is rated medium significance. As such, Council is required to ensure that its decision-making processes promote compliance with requirements for decision-making under s 76(1) of the Local Government Act 2002. Briefly, these relate to the identification and assessment of reasonably practicable options, alignment with Council policies and consideration of the views and preferences of people likely to be affected or have an interest in the matter.
93. The recent Court of Appeal decision relates to the decision of the Planning and Environment Committee on 24 June 2021 to change the angled parks on Thorndon Quay to parallel parks. The road layout design that is the subject of this paper relates to the subsequent decision made by the Regulatory Processes Committee on 24 August 2023.
94. The subsequent decision by this Committee was the culmination of an extensive process to design changes to the Thorndon Quay transport corridor, as described in the paper seeking approval of TR26-23. The process undertaken is consistent with the Court of Appeal's decision. In particular:
 - The Single Stage Business Case (SSBC) for this work was submitted to Council for consideration at its 24 February 2022 meeting. The SSBC included details of both the long-list and short-list of options. The long list was narrowed to four core options that were considered reasonably practicable, with two sub options identified for each core option. Council confirmed the preferred option to take through to detailed design.
 - The four core options and sub-options were also set out in the paper to the Regulatory Processes Committee seeking approval of TR26-23, along with the criteria that had been used to narrow the long-list of options. TR26-23 gives effect to the detailed design of Council's confirmed option.
95. There has also been an extensive process to obtain community feedback, from public engagement in 2020 to identify a long-list of improvement ideas and define objectives, through to formal consultation in November and December 2022 on the detailed design, and consultation in August 2023 on the Traffic Resolution. These engagement and consultation activities have provided the opportunity for interested or affected people to provide their views on the signalised crossings, along with the rest of the design.

Risks and mitigations

96. A signalised raised safety platform is the highest level of safety treatment for a priority crossing.
97. Changes to the design of the crossings represent a departure from NZTA guidance and standards.
98. We have been advised by an independent auditor that a Safe System Audit after completion of the project will classify these crossings as a serious safety risk requiring mitigation. Given there is not sufficient road space for the minimum required width of a pedestrian refuge, it is likely a raised platform would be the appropriate mitigation.
99. Installing a raised platform after the completion of the project would incur a cost of roughly \$1,140,000 (\$228,000 per platform) and take approximately three days.

Disability and accessibility impact

100. A full independent accessibility audit was carried out by 'Barrier Free' in March 2023 and included a site visit. Minor amendments to the designs were made based on this audit relating, particularly for Tactile Ground Surface Indicator placement, footpath widths in specific locations and the position of dropped kerbs.
101. Accessibility groups were also invited to engage with the project team during the design process, and the project team engaged with WCC Advisory Groups, including the Accessibility Advisory Group, on 1 December 2022.
102. Changing the designs so that the crossings are no longer at the same height as the footpath will make the crossings less accessible to people using mobility devices such as wheelchairs, as well as vulnerable or disabled pedestrians.

Climate Change impact and considerations

103. Improvements to the transport network that encourage the use of public transport and active modes will contribute to reducing greenhouse gas emissions.
104. The changes along the Thorndon Quay will help to achieve the Council's goal of becoming a net-zero carbon city by 2050.

Communications Plan

105. N/A

Health and Safety Impact considered

106. Health and Safety implications of each option are detailed above.

Ngā mahinga e whai ake nei | Next actions

107. Should the recommended option be accepted, Officers will continue to proceed per the current construction programme with a target completion date of all works by June 2025.

Attachments

Nil

TRAFFIC RESOLUTIONS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee outlines details of the twenty proposed traffic resolutions issued for consultation between Friday 21 June and Friday 5 July 2024.

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include: Urban Form - A liveable and accessible, compact city; Transform our transport system to move more people with fewer vehicles.

Significance

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

Financial considerations

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

Risk

Low Medium High Extreme

Author	Sophie Dobbs, 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. TR75-24 Ohiro Road, Brooklyn – Formalise Bus Stops No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times (Amended)
 - b. TR77-24 Highbury Road, Highbury – Install New Bus Stop (#5946) and Formalise Bus Stop (#4946)
 - c. TR78-24 Abbott Street & Aplin Terrace, Ngaio – No Stopping At All Times
 - d. TR80-24 Imran Terrace, Khandallah – No Stopping At All Times
 - e. TR81-24 Punjab Street, Khandallah – Formalise Bus Stop (#4412 & 5412)
 - f. TR82-24 Waiteata Road, Kelburn – No Stopping At All Times and Resident Parking
 - g. TR83-24 Onepu Road, Lyall Bay – No Stopping At All Times
 - h. TR85-24 Tyne Street, Island Bay – No Stopping At All Times
 - i. TR86-24 Aotea Quay, Pipitea – Speed Change
 - j. TR87-24 Frederick Street, Te Aro – Metered Parking
 - k. TR88-24 Lady Elizabeth Lane, Pipitea – Metered Parking, Loading Zone (Amended)
 - l. TR90-24 Kenya Street, Ngaio – No Stopping At All Times
 - m. TR91-24 Frank Kitts Underground Carpark, Wellington Central – Metered Parking
 - n. TR92-24 Kingsford Smith Street, Rongotai – P120 Time Limited Parking and No Stopping At All Times
 - o. TR93-24 The Terrace, Te Aro – Resident Parking
 - p. TR94-24 Wexford Road, Miramar – P20 Time Limited Parking
 - q. TR95-24 Salamanca Road, Kelburn (Club Kelburn Carpark) – P90 Time Limited Parking
 - r. TR96-24 Adams Terrace, Te Aro – Proposed P30 Time Limited Parking Restriction
 - s. TR97-24 Happy Valley Road, Owhiro Bay – P10 Drop-Off and Pick-Up, No Stopping At All Times
 - t. TR98-24 Kilbirnie Crescent, Kilbirnie – Authorised Only Parking; P120

Whakarāpopoto | Executive Summary

4. Twenty-two traffic resolutions were available for submission on the Kōrero Mai Let's Talk platform from Friday 21 June to Friday 5 July 2024. All input received throughout the consultation period has been incorporated into the traffic resolutions reports provided in this document, along with relevant responses from officers.
5. After reviewing feedback, twenty resolutions are being recommended for approval (refer to recommendations).
6. TR75-24 Ohiro Road Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times was amended post consultation. Officers propose to reduce the number of No Stopping Road Markings near the intersection with Borlase Street on Ohiro Road. This will retain two unrestricted car parks on either side of the intersection – please see amended plan sheet 2 in attachment 3.
7. TR88-24 Lady Elizabeth Lane, Pipitea – Metered Parking, Loading Zone, was amended post consultation. Based on feedback from local businesses, Officers propose to retain the P15 Time Limited Parking in Plan 3 Opposite Shed 13, Lady Elizabeth Lane – please see amended plan 3 in attachment 13.
8. TR79-24 Everest Street, Khandallah – Formalise Bus Stop (#5420 & #4420), was deferred following feedback for further consultation and investigation.
9. TR84-24 Sutherland Road, Lyall Bay – No Stopping At All Times, was deferred following feedback for further consultation and investigation.

Takenga mai | Background

10. On 21 June 2024, 22 traffic resolutions were publicly announced in The Post. Copies were distributed to properties within the impacted area, and electronic versions were forwarded to local Ward Councillors, residents' associations, and business associations. Additionally, electronic copies were accessible on the Wellington City Council website.

Kōrerorero | Discussion

11. 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

12. The attached Traffic Resolutions Summary Table RPC August 2024 outlines the options reviewed and the resultant proposed changes which are detailed in the attached Traffic Resolutions.
13. The proposed changes were developed using WCC Standard Operating Procedures which are aligned to national NZTA Standards as well as good engineering practice.

-
14. Options considered post consultation are outlined further in the Officers responses to feedback as well as reflected in the Traffic Resolutions Summary Table.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

15. 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

16. On Friday 21 June 2024, twenty-two traffic resolutions in the Dominion Post were publicly announced. Copies were distributed to properties within the impacted area, and electronic versions were forwarded to local Ward Councillors, residents' associations, and business associations. Additionally, electronic copies were accessible on the Wellington City Council website.
17. The Kōrero Mai Let's Talk platform hosted an online submission form for a period of 14 days, from 9am on Friday, 21 June 2024, to 5pm Friday, 5 July 2024, allowing submissions during this timeframe.

Māori Impact Statement

18. Not applicable.

Financial implications

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

Legal considerations

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

Risks and mitigations

21. None identified.

Disability and accessibility impact

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

Climate Change impact and considerations

23. We need to move more people with fewer vehicles in Wellington, especially at peak travel times. We are looking at way 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

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




















Health and Safety Impact considered

25. 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

26. If approved, the proposals will be installed within six months.

Attachments

Attachment 1.	Traffic Resolutions Summary Table RPC August 2024 ↓ 	Page 31
Attachment 2.	Traffic Resolutions Legal Description RPC August 2024 ↓ 	Page 45
Attachment 3.	TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times (Amended) ↓ 	Page 64
Attachment 4.	TR77-24 Highbury Road, Highbury - Install New Bus Stop (#5496) and Formalise Bus Stop (#4946) ↓ 	Page 114
Attachment 5.	TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times ↓ 	Page 120
Attachment 6.	TR80-24 Imran Terrace, Khandallah - No Stopping At All Times ↓ 	Page 160
Attachment 7.	TR81-24 Punjab Street, Khandallah - Formalise Bus Stop (#4412 & #5412) ↓ 	Page 170
Attachment 8.	TR82-24 Waiteata Road, Kelburn - No Stopping At All Times and Resident Parking ↓ 	Page 175
Attachment 9.	TR83-24 Onepu Road, Lyall Bay - No Stopping At All Times ↓ 	Page 182
Attachment 10.	TR85-24 Tyne Street, Island Bay - No Stopping At All Times ↓ 	Page 190
Attachment 11.	TR86-24 Aotea Quay, Pipitea - Speed Change ↓ 	Page 194
Attachment 12.	TR87-24 Frederick Street, Te Aro - Metered Parking ↓ 	Page 199
Attachment 13.	TR88-24 Lady Elizabeth Lane, Pipitea - Metered Parking, Loading Zone (Amended) ↓ 	Page 204
Attachment 14.	TR90-24 Kenya Street, Ngaio - No Stopping At All Times ↓ 	Page 217
Attachment 15.	TR91-24 Frank Kitts Underground Carpark, Wellington Central - Metered Parking ↓ 	Page 221
Attachment 16.	TR92-24 Kingsford Smith Street, Rongotai - P120 Time Limited Parking and No Stopping At All Times ↓ 	Page 228
Attachment 17.	TR93-24 The Terrace, Te Aro - Resident Parking ↓ 	Page 234
Attachment 18.	TR94-24 Wexford Road, Miramar - P20 Time Limited Parking ↓ 	Page 240
Attachment 19.	TR95-24 Salamanca Road, Kelburn (Club Kelburn Carpark) - P90 Time Limited Parking ↓ 	Page 245
Attachment 20.	TR96-24 Adams Terrace, Te Aro - Proposed P30 Time Limited Parking Restriction, NSAAT ↓ 	Page 250
Attachment 21.	TR97-24 Happy Valley Road, Owhiro Bay - P10 Drop-Off and Pick-Up, No Stopping At All Times ↓ 	Page 255
Attachment 22.	TR98-24 Kilbirnie Crescent, Kilbirnie - Authorised Only Parking; P120 ↓ 	Page 260

Traffic Resolutions Summary Table RPC August 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Options Considered	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
									Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR75-24	Ohiro Road, Brooklyn	Non restricted parking	No Stopping At All Times Remove Bus Stop Formalise Bus Stops	Support shift in type of transport used – facilitate a shift to using active 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 moves 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.	Wellington City Council (WCC) have received few requests from public regarding the illegal parking on Ohiro Road. There are currently ongoing issues with parked vehicles blocking footpath and vehicle entrances as well as issues with parking on Bus stops.	Option 1: Do nothing. This option retains the existing parking layouts and restrictions and does not resolve the issues raised by the public. Option 2: Formalise parking on the footpath. This option is against the Council's parking policy to ban vehicle parking (fully or partially) on the footpath. Option 3: Formalise bus stops only. This option does not address safety issues raised by the public. Option 4: Widening the road to provide parking. This option is not viable for the whole length of Ohiro Road due to cost constraints, but we are considering	Formalising 136 legal parking spaces.		7,787	N/A	Improves bus service Provides legal parking spaces. Improves pedestrian accessibility.	Install No Stopping At All Times road markings on Ohiro road. Remove Bus Stop No. #6791 from 271 Ohiro road and install and formalise Bus stop #6791 to 283 Ohiro Road by installing No Stopping At All Times road markings. Formalise Bus Stops (#6792, #7792, #6793, #7793, #6794 and #7794) by installing No Stopping at All Times road markings. (Amendment – post consultation, officers propose to reduce the number of No Stopping Road Markings near the intersection with Borlase Street on Ohiro Road. This will retain two unrestricted car parks on either	Yes = 1 No = 19

Traffic Resolutions Summary Table RPC August 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Options Considered	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
									Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
						formalising parking on the berm areas on the Western side.						side of the intersection – please see amended plan sheet 2).	
TR77-24	Highbury Road, Highbury	Unrestricted parking	Install Bus Stop	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.	Council have received request to install No Stopping At All Times Road markings so that bus stops #4946 and #5946 are both clearly marked as bus stops so that private vehicles do not park within the bus stops and create issues for busses to access each bus stop.	Option 1: Do nothing. This option retains the existing parking layouts and restrictions and does not resolve the issues raised by the public and GWRC.	Removal of eight unrestricted parking spaces		No data	#5946 – 630 #4946 – 249	Improves bus service.	Install Bus Stop #5946 and Formalise Bus Stop #4946 by installing adequate road markings.	Yes = 0 No = 0
TR78-24	Abbott Street & Aplin Terrace, Ngaio	Unrestricted Parking	No Stopping At All Times	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.	Council have received request from a concerned citizen that Abbott Street being too narrow to allow vehicles to park on each side of the road and allow safe passage for emergency services to drive along Abbott Street.	Option 1: Do nothing. This option retains the existing parking layouts and restrictions and does not resolve the issues raised by the public. Option 2: Make road one way. This option does not address accessibility issue as the road is too narrow for parking on both sides and will cause issues with traffic flows.	Removal of 33 unrestricted parking spaces		Abbott Street - 1,060 Aplin Terrace - 551		Improves safety and accessibility for all road users but in particular emergency services.	Install No Stopping At All Times (Broken Yellow Lines) outside No. 1-41 Abbott Street and No. 1-31 Aplin Terrace	Yes = 13 No = 10 Yes/No = 1

Traffic Resolutions Summary Table RPC August 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Options Considered	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
									Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
						<p>Option 3: Install Broken Yellow Lines on one side of the road instead of alternating sides. This option is not recommended as alternating sides acts as a traffic calming measure to slow vehicles down in a residential area.</p>							
TR80-24	Imran Terrace, Khandallah	Unrestricted Parking	No Stopping At All Times	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.	Originally council received a report from a resident in the area that vehicles were parking near 12 and 14 Imran Terrace in a manner that was creating visibility concerns and may also impact the ability for emergency services to access locations further down Imran Terrace.	<p>Option 1: Do nothing. This option retains the existing parking layouts and restrictions and does not resolve the issues raised by the public.</p> <p>Option 2: Install additional Broken Yellow Lines. This is out of scope for this traffic resolution, but we will investigate it after monitoring the proposed installation of Broken Yellow Lines.</p>	Removal of 31 unrestricted parking spaces		173 (2009 data)		Improves safety and accessibility for all vehicles but in particular emergency services.	Install No Stopping At All Times (Broken Yellow Lines) outside No. 1 to No. 20	Yes= 0 No= 2 Yes/No= 0

Traffic Resolutions Summary Table RPC August 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Options Considered	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
									Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR81-24	Punjab Street, Khandallah	Unrestricted Parking	Formalise Bus Stop	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.	Council have received request from a member of the public to install No Stopping At All Times Road markings to indicate bus stops #4412 and #5122.	<p>Option 1: Do nothing. Reason: This option retains the existing parking layouts and restrictions and does not resolve the issues raised by the public.</p> <p>Option 2: Formalise one bus stop only. This option does not address safety for passengers and accessibility for busses.</p>	Removal of five unrestricted parking spaces		1,207 (2013 data)	#4412 – 419 #5412 – 436	Improves bus service.	Formalise Bus Stop #3218 by installing adequate road markings.	Yes= 0 No= 1 Yes/No=
TR82-24	Waiteata Road, Kelburn	Unrestricted Parking	No Stopping At All Times & Resident Parking	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.	Council have received safety and accessibility concerns from Fire and Emergency New Zealand (FENZ) due to the narrow width restricting access for emergency vehicles when cars are parked on one side of the road. This raises a significant health and safety concern, especially given that Waiteata Road acts as sole vehicles access for several university facilities.	<p>Option 1: Do nothing. This option retains the existing parking layouts and restrictions and does not resolve the issues raised by the public and FENZ.</p>	Removal of five coupon parking spaces & converting to resident parking	Estimated loss of \$2457 owing to removal of coupon parking	1970 (2023)		Improves accessibility for Fire and Emergency vehicles. Improves parking availability for residents.	Install 25 metres of No Stopping At All Times (Broken Yellow Lines) opposite no. 3. Convert 11 metres of coupon parking to resident parking opposite no. 3 (two spaces). Install 5 metres of No Stopping At All Times opposite no. 5. Convert 16 metres of coupon parking to resident parking outside	Yes = 1 No = 2

Traffic Resolutions Summary Table RPC August 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Options Considered	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
									Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
												no. 14 and 16 (two spaces).	
TR83-24	Onepu Road, Lyall Bay	Unrestricted Parking	Add short stay parking restrictions	Support business well-being – ensure parking management in this area supports economic activity.	Council have received a request from the landlord and a business owner at 226 Onepu Road to install P60 7am-7pm parking in front of the two businesses in this location.	Option 1: Do nothing. This option retains the existing parking layouts and restrictions and does not resolve the issues raised by the public and businesses.	Two additional P60 parks		5860 (5% heavy)			Install 2 P60 parks outside #226 Onepu Road	Yes = 11 No = 0
TR85-24	Tyne Street, Island Bay	Unrestricted Parking	No Stopping At All Times (BYL)	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.	Council received a request from 16 residents who agreed and signed a request for action form to install broken yellow lines along the southern side of Tyne Street with five residents against the proposal.	Option 1: Do nothing. This option retains the existing parking layouts and restrictions and does not resolve the issues raised by the public. Option 2: Extend Broken Yellow Lines from the intersection onwards by removing an additional carpark outside no. 3. This option is not supported because the road width in this location is wide enough for parking on	Removal of 15 unrestricted parks		170 (estimate)		Improves safety and accessibility for all road users including emergency vehicles.	Install No Stopping At All Times (Broken Yellow Lines) on the south side of Tyne Street between Nos. 3-21	Yes = 1 No = 6 Yes/No = 1

Traffic Resolutions Summary Table RPC August 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Options Considered	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
									Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
						both sides of the road and can allow FENZ access. Option 3: 50% support is required for the proposal to proceed. This option is not supported as we are addressing safety and accessibility issues for the whole neighbourhood.							
TR86-24	Aotea Quay, Pipitea	Speed	Speed Change	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.	Wellington City Council (WCC) as part of the Thorndon Quay Hutt Road (TQHR) has replaced the signalised intersection at the CT yard along Aotea Quay with a 24m diameter metered roundabout which was approved in the Pūrora Waihangā Infrastructure Committee 24 August 2022. The diameter of the roundabout was limited by the site constraints, which in turn limits the design speed.	Option 1: Do nothing and retain 70kmph. This option is not supported due to the recent construction of the new roundabout which has been designed for a speed limit of 50kmph due to site constraints.	N/A		30,109 (2022)		Improves driver safety. Improves safer turning movements at the roundabout.	Change the posted speed limit from 70 to 50 kilometres per hour	Yes = 0 No = 0
TR87-24	Frederick Street, Te Aro	No Stopping At All Times	Metered Parking	Support business wellbeing – ensure parking management and pricing controls support economic activity in the central	Due to a new development at no. 42 to 44 Frederick, previous vehicle crossings with No Stopping At All Times have been reinstated as	Option 1: Do nothing by retaining the Broken Yellow Lines. This does not match the	Install 3 Parking Spaces	Revenue gain of \$5190	1053 (2021)		Improves the viability of business wellness.	Install 19 metres of Metered Parking (Three parking spaces)	Yes = 0 No = 0

Traffic Resolutions Summary Table RPC August 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Options Considered	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
									Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
				city, suburban centres and mobile trades and services.	standard kerb and channel and on-street parking spaces installed.	new kerb layout.					Improves parking availability.		
TR88-24	Lady Elizabeth Lane	Time Limited Parking	Metered Parking, Mobility Parking	Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.	Council propose the parking changes on Lady Elizabeth Lane in order to bring consistency with the surrounding on-street street parking in the CBD. This will ensure there is ample parking for the people who visit the waterfront and its businesses. The proposed changes will also improve efficiency for our enforcement teams by having longer time limits.	<p>Option 1: Do nothing. This option retains the existing time limited parking and restrictions which is not consistent with the surrounding on street parking in the CBD.</p> <p>Option 2: To provide loading zone near Shed 13 from businesses feedback. We have amended the plan to retain two P15 parks in this location.</p>	Convert 15 Time Limited Parking Spaces to 15 Metered Parking Spaces (1 mobility). Convert 1 Time Limited to 1 P15 Loading Zone	Original revenue gain: \$197,100 Amended revenue gain: \$173,912			<p>Improves the viability of business wellness.</p> <p>Improves parking availability and turnover.</p>	<p>Convert P120 Time Limited Parking to Metered Parking outside nos. 6 and 8 Lady Elizabeth Lane</p> <p>Convert P120 Mobility Parking to Metered Mobility Parking outside no. 8 Lady Elizabeth Lane</p> <p>Convert P15 Time Limited Parking to Metered Parking outside nos. 16 to 24 Lady Elizabeth Lane</p> <p>Convert P15 Time Limited Parking to P15 Loading Zone outside no. 24 Lady Elizabeth Lane</p> <p>Convert P15 Time Limited Parking to Metred Parking opposite Shed 11 and Shed 13,</p>	Yes = 0 No = 2

Traffic Resolutions Summary Table RPC August 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Options Considered	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
									Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
												Lady Elizabeth Lane (Amendment – post consultation, officers propose to retail the P15 Time Limited Parking Opposite Shed 13, Lady Elizabeth Lane, based on feedback from local businesses)	
TR90-24	Kenya Street, Ngaio	Unrestricted Parking	No Stopping At All Times	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.	Council have received safety concerns from Ngaio residents about cars parked on the corner of Kenya Street outside No.68.	Option 1: Do nothing. This option retains the existing parking layouts and does not resolve the safety issues raised by the public.	Removal of 5 unrestricted parking spaces		7537		Improves safety and accessibility for road users (drivers and cyclists) on Kenya Street. Improves bus service. Improves driver visibility for those exiting Trelissick Cres.	Install No Stopping At All Times (Broken Yellow Lines)	Yes = 2 No = 2
TR91-24	Frank Kitts Underground Carpark, Wellington Central	Metered Parking	Reopening of carpark & Extended Metered Parking	Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.	In 2021 a Traffic resolution was approved TR48-21 for metered parking. However, this was not implemented as the carpark was closed post the approval of this traffic resolution. Council is now proposing to re-open the carpark and extend the maximum metre	Option 1: Do nothing. This option restricts the use of the parking area and does not provide additional carparks within the CBD.		Estimated \$424k per annum (based on 80% occupancy)			Improves safety and accessibility for vehicles and pedestrians using the Wellington Waterfront. Improved efficiency and enforcement – providing consistency to	Reopen the Frank Kitts Underground Carpark with P840 (14 hours) metred parking. Install two new P840 metered mobility parking spaces.	Yes = 0 No = 1

Traffic Resolutions Summary Table RPC August 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Options Considered	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
									Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
					time from P240 to P840 (14 Hours).						<p>enforcement operations with current on-street practices whilst creating less confusion when customers are seeking answers to their parking and infringement queries.</p> <p>Pedestrian impact – positive by restricting the area of illegally and unmanaged parking and vehicle driving on the waterfront to the designated parking areas.</p>	<p>Confirm the authorised vehicles only parking area as per Rowing club lease.</p> <p>Introduce an hourly metered rate of \$5 per hour Monday – Friday with a daily maximum charge of \$20.00 and \$3 per hour Saturday-Sunday with a daily maximum charge of \$12.00.</p> <p>Metered operating hours apply from 6am-8pm Monday-Friday and 8am-8pm Saturday-Sunday</p> <p>This carpark will be gated and closed daily at 8.30pm. Gates will reopen daily at 5.30am</p>	
TR92-24	Kingsford Smith Street, Rongotai	Time Limited Parking & No Stopping At All Times	Time Limited Parking & No Stopping At All Times	Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban	Recent commercial development at 70 Kingsford Street has relocated the vehicle crossing further south. Previously, P120 Time Limited Parking was	Option 1: Do nothing is not an option as the existing parking layout would restrict access to the	Remove one P10 Time Limited park		3093 (2024)		Improve viability of business wellbeing Improves parking turnover.	Install 13 metres of No Stopping At All Times across the new vehicle crossing at 70	Yes = 0 No = 0

Traffic Resolutions Summary Table RPC August 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Options Considered	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
									Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
				centres and mobile trades and services.	situated where the new vehicle crossing is now located.	new development.	Loss of one unrestricted park					Kingsford Smith Street Remove 8.5 metres of No Stopping At All Times Relocate 5 x P120 Time Limited Parking to the north of the new vehicle crossing Formalise removal of 1 x P10 Time Limited Parking	
TR93-24	The Terrace, Te Aro	Resident Parking	Relocate Resident Parking	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.	A new vehicle crossing at 295 The Terrace has been installed and the previous vehicle crossing is being made redundant.	Option 1: Do nothing is not an option as the existing parking layout would restrict access to the new off-street car pad.			14,252 (2023)		Ensures access for vehicle crossing while maintaining existing on street parking availability.	Relocate Resident Parking outside 295 The Terrace	Yes = 0 No = 0
TR94-24	Wexford Road, Miramar	Unrestricted Parking	P20 Time Limited Parking	Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.	Council have received a request from a local business to provide time limited parking to promote parking turnover and enable customers to park near their business.	Option 1: Do nothing. This option retains the existing parking layouts and restrictions and does not resolve the issues raised by the public and businesses.			1456 (2020)		Improves viability of business wellbeing Improves parking availability.	Install 2 x P20 Time Limited Parking, Monday to Sunday, 8:00am – 2:00pm	Yes = 2 No = 0

Traffic Resolutions Summary Table RPC August 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Options Considered	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
									Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR95-24	Salamanca Road, Kelburn	Time Restricted Parking	Time Limited Parking	<p>Prioritising short stay parking over all day commuter parking. Aligns with Parking management tools for Council parks, and sports, recreation and other community facilities.</p> <p>Support business and community wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.</p>	<p>In 2022, we completed a traffic resolution for the carparking area, which included establishing P180 time-restricted parking to reduce the number of vehicles parking and commuting to the University and city. Council collaborated with Club Kelburn and Parking Services, following the parking policy, to determine the initial P180 time frame.</p>	<p>Option 1: Do nothing. This option retains the existing parking restrictions and does not resolve the issues raised by the parking services team on their ability to enforce this parking area.</p>	Reducing time limit from P180 to P90				Improves accessibility for users of the Wellington Town Belt and associated facilities in the precinct like Club Kelburn, Kelburn Croquet Club and the Tennis Courts.	Converting 40 x P180 time restricted parking spaces to P90 restricted parking within the carpark located by Club Kelburn.	Yes = 0 No = 0
TR96-24	Adams Terrace, Te Aro	Coupon Parking	Time Limited Parking NSAAT	<p>Support safe movement – facilitates the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</p> <p>Support city place-making, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, and community building.</p>	<p>Council have received requests from residents to have short term parking in this area of Aro Valley for residents and trades people to drop off and deliver goods.</p>	<p>Option 1: Do nothing. This option retains the existing parking layouts and restrictions and does not resolve the issues raised by the public.</p>	Convert one coupon parking space to a P30 parking space		520		<p>Improves the viability of business wellbeing.</p> <p>Improves safety and accessibility for people who do not have off-street parking nearby.</p> <p>Improves parking availability.</p>	<p>Convert on Coupon parking space to a P30, 8am – 6pm time limited parking restriction beside 182 Aro Street, on Adams Terrace.</p> <p>Install No Stopping At All Times lines around the corners of Aro Street and Adams Terrace.</p>	Yes = 0 No = 0
TR97-24	Happy Valley Road, Owhiro Bay	Unrestricted Parking	Time Limited Parking	<p>Support safe movement – facilitate the safe</p>	<p>We have received a request to install a pickup and drop off</p>	<p>Option 1: Do nothing. This option</p>	Removal of 4 unrestricted		5884	#7149 - 3 #6149 – 42	Improves the accessibility for dependants to	Install No Stopping At All Times, Time	Yes = 0 No = 0

Traffic Resolutions Summary Table RPC August 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Options Considered	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
									Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
			NSAAT	and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.	Zone located outside of Owhiro Bay School.	retains the existing parking layouts and restrictions and does not resolve the issues raised by the school.	parking spaces for bus tapers. Convert 4 unrestricted parks into 4 P10 during peak school traffic				be picked up closer to the school by improving parking turnover during pick up and drop times. Ensures that buses will have the adequate space to enter and exit both bus stops unimpeded by parked vehicles.	Limited Parking Pick up and Drop off Zone	
TR98-24	Kilbirnie Crescent, Kilbirnie	Authorised Only Parking	Relocate Authorised Only Parking	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 city place-making, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.	We are proposing to relocate four staff parking spaces closer to the entrances of the Kilbirnie Recreation Centre and the Ruth Gotlieb (Kilbirnie) Library as a result of recommendations from a safety assessment report.	Option 1: Do nothing. This option retains the existing parking layouts and restrictions and does not resolve the safety issues raised by both the Kilbirnie Recreation Centre and the Library.	No impact, just relocating parks		N/A		Improves safety and accessibility for staff arriving in darker lighting. Pedestrian impact – positive. Staff will have closer parking to entrances, so it will be safer for them.	Relocate four staff parking spaces	Yes = 0 No = 0

Traffic Resolutions Summary Table RPC August 2024

A)	TR75-24 Ohiro Road, Brooklyn – Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794, and #7794, No Stopping At All Times)		
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Ohiro Road	No Stopping At All Times	East side, commencing 21 metres south of its intersection with McKinley Cres (Grid coordinates X=1747601460.000m Y=5425713060.000) and extending in a Southerly direction following the eastern kerb line for 51.5 metres.
	Ohiro Road	No Stopping At All Times	East side, commencing 92 metres south of its intersection with McKinley Cres (Grid coordinates X=1747601460.000m Y=5425713060.000) and extending in a Southerly direction following the eastern kerb line for 22.0 metres.
	Ohiro Road	No Stopping At All Times	East side, commencing north of its intersection with Taft Street (Grid coordinates X=1747552482.660 m Y=5425486280.316m) and extending in a Northerly direction following the eastern kerb line for 114.0 metres.
	Ohiro Road	No Stopping At All Times	East side, commencing 140 meters south of its intersection with Taft Street (Grid coordinates X=1747554360.000 m Y=5425475780.000m) and extending in a Southerly direction following the eastern kerb line for 31 metres.
	Ohiro Road	No Stopping At All Times	East side, commencing north of its intersection with Borlase Street (Grid coordinates X=1747496355.154m Y=5425144591.942m) and extending in a northerly direction following the eastern kerb line for 15 metres.
	Ohiro Road	No Stopping At All Times	East side, commencing south of its intersection with Borlase Street (Grid coordinates X=1747492091.573m Y=5425139487.197m) and extending in a Southerly direction following the eastern kerb line for 11 metres.
	Ohiro Road	No Stopping At All Times	East side, commencing 55 meters south of its intersection with Borlase Street (Grid coordinates X=1747492091.573m Y=5425139487.197m) and extending in a Southerly direction following the eastern kerb line for 28 metres.
	Ohiro Road	No Stopping At All Times	East side, commencing 98 meters south of its intersection with Borlase Street (Grid coordinates X=1747492091.573m Y=5425139487.197m) and extending in a Southerly direction following the eastern

			kerb line for 9 metres.
	Ohiro Road	No Stopping At All Times	East side, commencing north of its intersection with Stock Street (Grid coordinates X=1747416269.585m Y=5424860886.991m) and extending in a Northerly direction following the eastern kerb line for 56 metres.
	Ohiro Road	No Stopping At All Times	East side, commencing south of its intersection with Stock Street (Grid coordinates X=1747414649.476m Y=5424852152.063m) and extending in a southerly direction following the eastern kerb line for 168 metres.
	Ohiro Road	No Stopping At All Times	East side, commencing north of its intersection with R.Kai Way (Grid coordinates X=1747402282.974m Y=5424645957.493m) and extending in a northerly direction following the eastern kerb line for 11 metres.
	Ohiro Road	No Stopping At All Times	East side, commencing 5 meters south of its intersection with R.Kai Way (Grid coordinates X=1747402282.974m Y=5424645957.493m) and extending in a southerly direction following the eastern kerb line for 249 metres.
	Ohiro Road	No Stopping At All Times	East side, commencing 380 meters south of its intersection with R.Kai Way (Grid coordinates X=1747402282.974m Y=5424645957.493m) and extending in a southerly direction following the eastern kerb line for 37 metres.
	Ohiro Road	No Stopping At All Times	East side, commencing 433 meters south of its intersection with R.Kai Way (Grid coordinates X=1747402282.974m Y=5424645957.493m) and extending in a southerly direction following the eastern kerb line for 47 metres.
	Ohiro Road	No Stopping At All Times	East side, commencing 433 meters south of its intersection with R.Kai Way (Grid coordinates X=1747402282.974m Y=5424645957.493m) and extending in a southerly direction following the eastern kerb line for 47 metres.
	Ohiro Road	No Stopping At All Times	West side, commencing 15 metres south of its intersection with Reuben Avenue (Grid coordinates X=1747559099.714m Y=5425601326.720m) and extending in a Southerly direction following the western kerb line for 75 metres.
	Ohiro Road	No Stopping At All Times	West side, commencing south of its intersection with Kopiko Way

			(Grid coordinates X=1747543699.465m Y=5425474995.956m) and extending in a Southerly direction following the western kerb line for 16.5 metres.
	Ohiro Road	No Stopping At All Times	West side, commencing 24 meters south of its intersection with Kopiko Way (Grid coordinates X=1747543699.465m Y=5425474995.956m) and extending in a Southerly direction following the western kerb line for 31 metres.
	Ohiro Road	No Stopping At All Times	West side, commencing north of its intersection with Tike Tike Way (Grid coordinates X=1747517458.409m Y=5425324891.671m) and extending in a northerly direction following the western kerb line for 82 metres.
	Ohiro Road	No Stopping At All Times	West side, commencing 5 meters south of its intersection with Tike Tike Way (Grid coordinates X=1747514784.261m Y=5425314513.529m) and extending in a Southerly direction following the western kerb line for 267 metres.
	Ohiro Road	No Stopping At All Times	West side, commencing 287 meters south of its intersection with Tike Tike Way (Grid coordinates X=1747514784.261m Y=5425314513.529m) and extending in a Southerly direction following the western kerb line for 229 metres.
	Ohiro Road	No Stopping At All Times	West side, commencing 538 meters south of its intersection with Tike Tike Way (Grid coordinates X=1747514784.261m Y=5425314513.529m) and extending in a Southerly direction following the western kerb line for 57 metres.
	Ohiro Road	No Stopping At All Times	West side, commencing 605 meters south of its intersection with Tike Tike Way (Grid coordinates X=1747514784.261m Y=5425314513.529m) and extending in a Southerly direction following the western kerb line for 9 metres.
	Ohiro Road	No Stopping At All Times	West side, commencing 629 meters south of its intersection with Tike Tike Way (Grid coordinates X=1747514784.261m Y=5425314513.529m) and extending in a Southerly direction following the western kerb line for 9 metres.
	Ohiro Road	No Stopping At All Times	West side, commencing 852 meters north of its intersection with Landfill Road (Grid coordinates X=1747130715.629m Y=5423384771.534m) and extending in a northerly direction following the western

			kerb line for 438 metres.
	Ohiro Road	No Stopping At All Times	West side, commencing 419 metres north of its intersection with Landfill Road (Grid coordinates X=1747130715.629m Y=5423384771.534m) and extending in a northerly direction following the western kerb line for 418 metres.
<i>Add to Schedule B (Class Restricted) of the Traffic Restricted Schedule</i>			
	Column One	Column Two	Column Three
	Ohiro Road	Bus Stop, At All Times	East side, commencing 125 metres south of its intersection with Taft Street (Grid coordinates X=1747554348.495m Y=5425475782.318m)
	Ohiro Road	Bus Stop, At All Times	West side, commencing 55 metres south of its intersection with Kopiko Way (Grid coordinates X=1747543699.465m Y=5425474995.956m)
	Ohiro Road	Bus Stop, At All Times	East side, commencing 83 metres south of its intersection with Borlase Street (Grid coordinates X=1747489845.882m Y=5425140343.452m)
	Ohiro Road	Bus Stop, At All Times	West side, commencing 272 metres south of its intersection with Tike Tike Way (Grid coordinates X=1747514784.261m Y=5425314513.529m)
	Ohiro Road	Bus Stop, At All Times	East side, commencing 11 metres north of its intersection with R.Kai Way (Grid coordinates X=1747402396.326m Y=5424657303.460m)
	Ohiro Road	Bus Stop, At All Times	West side, commencing 615 metres south of its intersection with Tike Tike Way (Grid coordinates X=1747514784.261m Y=5425314513.529m)
	Ohiro Road	Bus Stop, At All Times	East side, commencing 418 metres south of its intersection with R.Kai Way (Grid coordinates X=1747402282.974m Y=5424645957.493m)
	Ohiro Road	Bus Stop, At All Times	West side, commencing 837 metres north of its intersection with Landfill Road (Grid coordinates X=1747130715.629m Y=5423384771.534m)
B)	TR77-24 Highbury Road, Highbury – Install New Bus Stop (#5946) and formalise Bus Stop (#4946)		
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Highbury Road	Bus Stop, At All Times	East side, commencing 10 metres west of its intersection with Disley Street (Grid coordinates X=1,746,946.58 Y=5,427,298.27) and extending in a south westerly direction following the eastern kerb line for 15.0 metres.

<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Highbury Road	<i>No Stopping At All Times</i>	<i>East side, commencing 9 metres east of its intersection with Disley Street (Grid coordinates X=1,746,946.58 Y=5,427,298.27) and extending in a south westerly direction following the eastern kerb line for 8.0 metres.</i>
Highbury Road	<i>No Stopping At All Times</i>	<i>East side, commencing 22 metres southwest of its intersection with Disley Street (Grid coordinates X=1,746,946.58 Y=5,427,298.27) and extending in a south westerly direction following the eastern kerb line for 9.0 metres.</i>
Highbury Road	<i>No Stopping At All Times</i>	<i>West side, commencing 19 metres west of its intersection with Disley Street (Grid coordinates X=1,746,946.58 Y=5,427,298.27) and extending in a south westerly direction following the western kerb line for 15.0 metres.</i>
Highbury Road	<i>No Stopping At All Times</i>	<i>West side, commencing 3.0 metres west of its intersection with Disley Street (Grid coordinates X=1,746,946.58 Y=5,427,298.27) and extending in a south westerly direction following the western kerb line for 15.0 metres.</i>
Highbury Road	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Disley Street (Grid coordinates X=1,746,946.58 Y=5,427,298.27) and extending in a south westerly direction following the western kerb line for 3.0 metres.</i>
Disley Street	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Highbury Road (Grid coordinates X=1,746,946.58 Y=5,427,298.27) and extending in a northerly direction following the western kerb line for 5.0 metres.</i>
Disley Street	<i>No Stopping At All Times</i>	<i>East side, commencing at its intersection with Highbury Road (Grid coordinates X=1,746,954.82 Y=5,427,303.76) and extending in a northerly direction following the eastern kerb line for 8.0 metres.</i>
C)	TR78-24 Abbott Street & Aplin Terrace, Ngaio – No Stopping At All Times	
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Crofton Road	<i>No Stopping At All Times</i>	<i>East side, commencing 113 metres from its intersection with Ottawa Road (Grid coordinates x=1,748,565.95, y=5,431,915.50) and extending in an</i>

			southerly direction following the eastern kerb line for 8.0 metres.
	Abbott Street	No Stopping At All Times	South side, commencing 20.0 metres from its intersection with Crofton Road (Grid coordinates x=1,748,585.83, y=5,431,791.36) and extending in an south westerly direction following the southern kerb line for 43.0 metres.
	Abbott Street	No Stopping At All Times	Commencing at its intersection with Crofton Road (Grid coordinates x=1,748,585.83, y=5,431,791.36) and extending in a north easterly direction following the northern kerb line for 44.0 metres.
	Abbott Street	No Stopping At All Times	Commencing at its intersection with Imlay Crescent (Grid coordinates x=1,748,688.47 y=5,431,884.47) and extending in a south westerly direction following the southern kerb line for 7.0 metres.
	Abbott Street	No Stopping At All Times	North side, commencing 86.0 metres from its intersection with Aplin Terrace (Grid coordinates x=1,748,843.60 y=5,432,038.74) and extending in a south westerly direction following the northern kerb line for 34.0 metres.
	Abbott Street	No Stopping At All Times	East side, commencing 61.0 metres from its intersection with Aplin Terrace (Grid coordinates x=1,748,843.60 y=5,432,038.74) and extending in a south westerly direction following the eastern kerb line for 17.0 metres.
	Abbott Street	No Stopping At All Times	East side, commencing 52.0 metres from its intersection with Aplin Terrace (Grid coordinates x=1,748,843.60 y=5,432,038.74) and extending in a south westerly direction following the eastern kerb line for 6.0 metres.
	Aplin Terrace	No Stopping At All Times	South side, commencing 80.0 metres from its intersection with Abbott Street (Grid coordinates x=1,748,840.81 y=5,432,037.24) and extending in an easterly direction following the southern kerb line for 9.0 metres.
	Aplin Terrace	No Stopping At All Times	Western side, commencing 123 metres from its intersection with Bombay Street (Grid coordinates x=1,749,043.65 y=5,431,888.25) and extending in an northerly direction following the western kerb line for 24.0 metres.

	Aplin Terrace	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 110 metres from its intersection with Bombay Street (Grid coordinates x=1,749,043.65 y=5,431,888.25) and extending in an northerly direction following the eastern kerb line for 4.0 metres.</i>
	Aplin Terrace	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 92.0 metres from its intersection with Bombay Street (Grid coordinates x=1,749,043.65 y=5,431,888.25) and extending in an northerly direction following the eastern kerb line for 10.0 metres.</i>
	Aplin Terrace	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 73.0 metres from its intersection with Bombay Street (Grid coordinates x=1,749,043.65 y=5,431,888.25) and extending in an northerly direction following the eastern kerb line for 5.0 metres.</i>
	Aplin Terrace	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 58.0 metres from its intersection with Bombay Street (Grid coordinates x=1,749,043.65 y=5,431,888.25) and extending in an northerly direction following the eastern kerb line for 6.0 metres.</i>
	Aplin Terrace	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 58.0 metres from its intersection with Bombay Street (Grid coordinates x=1,749,043.65 y=5,431,888.25) and extending in an northerly direction following the eastern kerb line for 6.0 metres.</i>
	Aplin Terrace	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 43.0 metres from its intersection with Bombay Street (Grid coordinates x=1,749,043.65 y=5,431,888.25) and extending in an northerly direction following the eastern kerb line for 11.0 metres.</i>
	Aplin Terrace	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 20.0 metres from its intersection with Bombay Street (Grid coordinates x=1,749,043.65 y=5,431,888.25) and extending in an northerly direction following the eastern kerb line for 15.0 metres.</i>
	Aplin Terrace	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 9.0 metres from its intersection with Bombay Street (Grid coordinates x=1,749,043.65 y=5,431,888.25) and extending in an northerly direction following the eastern kerb line for 8.0 metres.</i>
D)	TR80-24 Imran Terrace, Khandallah – No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three

	<i>Imran Terrace</i>	<i>No Stopping At All Times</i>	<i>West side, commencing 223 metres from its intersection with Rangoon Street (Grid coordinates x=1,750,842.93 y=5,432,741.13) and extending in a southerly direction following the western kerb line for 45 metres.</i>
	<i>Imran Terrace</i>	<i>No Stopping At All Times</i>	<i>East side, commencing 183 metres from its intersection with Rangoon Street (Grid coordinates x=1,750,842.93 y=5,432,741.13) and extending in a southerly direction following the eastern kerb line for 21 metres.</i>
	<i>Imran Terrace</i>	<i>No Stopping At All Times</i>	<i>West side, commencing 138 metres from its intersection with Rangoon Street (Grid coordinates x=1,750,842.93 y=5,432,741.13) and extending in a southerly direction following the western kerb line for 8 metres.</i>
	<i>Imran Terrace</i>	<i>No Stopping At All Times</i>	<i>North side, commencing 93 metres from its intersection with Rangoon Street (Grid coordinates x=1,750,842.93 y=5,432,741.13) and extending in an eastern direction following the northern kerb line for 23 metres.</i>
	<i>Imran Terrace</i>	<i>No Stopping At All Times</i>	<i>West side, commencing 93 metres from its intersection with Rangoon Street (Grid coordinates x=1,750,842.93 y=5,432,741.13) and extending in a southerly direction following the western kerb line for 25 metres.</i>
	<i>Imran Terrace</i>	<i>No Stopping At All Times</i>	<i>West side, commencing 61 metres from its intersection with Rangoon Street (Grid coordinates x=1,750,842.93 y=5,432,741.13) and extending in a southerly direction following the western kerb line for 59 metres.</i>
	<i>Imran Terrace</i>	<i>No Stopping At All Times</i>	<i>East side, commencing 42 metres from its intersection with Rangoon Street (Grid coordinates x=1,750,842.93 y=5,432,741.13) and extending in a southerly direction following the eastern kerb line for 18 metres.</i>
E)	TR81-24 Punjab Street, Khandallah – Formalise Bus Stop (#4412 & #5412)		
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Punjab Street</i>	<i>Bus Stop, At All Times</i>	<i>North side, commencing 72.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42</i>

			Y=5,431,756.64) and extending in a westerly direction for 15.0 meters.
	Punjab Street	Bus Stop, At All Times	South side, commencing 70.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction for 15.0 metres.
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Punjab Street	No Stopping At All Times	North side, commencing 42.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the northern kerb line for 15.0 metres.
	Punjab Street	No Stopping At All Times	North side, commencing 57.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the northern kerb line for 15.0 metres.
	Punjab Street	No Stopping At All Times	North side, commencing 72.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the northern kerb line for 9.0 metres.
	Punjab Street	No Stopping At All Times	South side, commencing 70.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the southern kerb line for 9.0 metres.
	Punjab Street	No Stopping At All Times	South side, commencing 79.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the southern kerb line for 15.0 metres.
	Punjab Street	No Stopping At All Times	South side, commencing 94.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the southern kerb line for 15.0 metres.
F)	TR82-24 Waiteata Road, Kelburn – No Stopping At All Times & Resident Parking		
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Waiteata Road	No Stopping, At All Times	North side, commencing 15.5 metres west of its intersection with McKenzie street (Grid coordinates X=1,748,236.48m,

			Y=5,427,610.23) and extending in a westerly direction following the northern kerb line for 15 metres.
	Waiteata Road	No Stopping, At All Times	North side, commencing 49.5 metres west of its intersection with McKenzie street (Grid coordinates X=1,748,236.48m, Y=5,427,610.23) and extending in a westerly direction following the northern kerb line for 10 metres.
	Waiteata Road	No Stopping, At All Times	West side, commencing 75 metres southwest of its intersection with McKenzie street (Grid coordinates X=1,748,236.48m, Y=5,427,610.23) and extending in a southerly direction following the western kerb line for 5 metres.
<i>Add to Schedule D (Resident Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Waiteata Road	Resident Parking, At All Times	North side, commencing 59.5 metres west of its intersection with McKenzie street (Grid coordinates X=1,748,236.48m, Y=5,427,610.23) and extending in a westerly direction following the northern kerb line for 11 metres.
	Waiteata Road	Resident Parking, At All Times	West side, commencing 135 metres southwest of its intersection with McKenzie street (Grid coordinates X=1,748,236.48m, Y=5,427,610.23) and extending in a southerly direction following the western kerb line for 17.5 metres.
G)	TR83-24 Onepu Road, Lyall Bay – No Stopping At All Times		
<i>Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Onepu Road	P60, Monday to Sunday, 7am to 7pm	West side, commencing 29 metres north of its intersection with Lyall Parade (Grid Coordinates X=1750233.342m, Y=5423151.357m) and extending in a northerly direction following the western kerb line for 10 metres.
<i>Deleted from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Onepu Road	No Stopping, At All Times	West side, commencing at its intersection with Lyall Parade (Grid Coordinates X=1750233.342m, Y=5423151.357m) and extending in a northerly direction following the western kerb line for 49 metres.
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Onepu Road	No Stopping, At All Times	West side, commencing at its intersection with Lyall Parade (Grid Coordinates

			X=1750233.342m, Y=5423151.357m) and extending in a northerly direction following the western kerb line for 29 metres.
H)	TR85-24 Tyne Street, Island Bay – No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Tyne Street	No Stopping At All Times	South side, commencing 17 metres from the intersection with Beach Street (Grid coordinates X=1,747,938.37 m, Y=5,421,362.15) and extending in a westerly direction for 105 metres following the southern kerb line.
I)	TR86-24 Aotea Quay, Pipitea – Speed Change		
	<i>Proposed speed limits for road sections on Aotea Quay</i>		
	Column One	Column Two	Column Three
	Aotea Quay	50km/h	From the intersection with Waterloo Quay (Grid coordinates X=1,7496,736.61m Y=5,429,337.31m) and extending in a Northerly direction following the western kerb line for 914 metres to its intersection with (AOTEA QUAY-NORTH) Overbridge 1st Abut and (AOTEA QUAY-SOUTH) Overbridge 1st Abut
	(AOTEA QUAY-NORTH) Overbridge 1st Abut -> Overbridge 2nd Abut	50km/h	From the intersection with Hutt Road (Grid coordinates X=1,749,574.50m Y=5,430,482.30m) and extending in a Southerly direction following the western kerb line for 271.1 metres
	(AOTEA QUAY-SOUTH) Overbridge 1st Abut -> Overbridge 2nd Abut	50km/h	From the intersection with Hutt Road (Grid coordinates X=1,749,554.34m Y=5,430,421.30m) and extending in a southerly direction following the eastern kerb line for 177.7 metres
	(AOTEA QUAY-SLIP) Aotea Quay	50km/h	From the intersection with SH1 Onramp (Grid coordinates X=1,749,503.33m Y=5,430,245.11m) and extending in a southerly direction following the western kerb line for 116 metres
J)	TR87-24 Frederick Street, Te Aro – Metered Parking		
	<i>Remove from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Frederick Street	No Stopping, At All Times	Northeast side, commencing 34.5 metres southeast of its intersection with Taranaki Street (Grid Coordinates X=2658798.015701 m, Y=5988565.512014 m) and extending in a south-easterly direction following the kerb line for 29 metres.
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		

	Column One	Column Two	Column Three
	Frederick Street	<i>No Stopping, At All Times</i>	<i>North side, commencing 53.5 metres east of its intersection with Frederick Street (Grid coordinates X=1,748,775.95m Y=5,426,853.10m) and extending in an easterly direction following the northern kerb line for 10 metres.</i>
	<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Frederick Street	<i>Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm</i>	<i>North side, commencing 34.5 metres east of its intersection with Frederick Street (Grid coordinates X=1,748,775.95m Y=5,426,853.10m) and extending in an easterly direction following the northern kerb line for 19 metres.</i>
K)	TR88-24 Lady Elizabeth Lane, Pipitea – Metered Parking, Metered Mobility Parking, P15 Loading Zone		
	<i>Remove from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Lady Elizabeth Lane	<i>P120 Monday - Sunday 8am-6pm</i>	<i>West side, commencing 56 metres south east of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 32 metres</i>
	Lady Elizabeth Lane	<i>P120 Monday - Sunday 8am-6pm</i>	<i>West side, commencing 102 metres south east of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 6 metres</i>
	Lady Elizabeth Lane	<i>P15, At All Times</i>	<i>East Side, commencing 37 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 12 metres</i>
	Lady Elizabeth Lane	<i>P15, At All Times</i>	<i>East Side, commencing 22 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 12 metres</i>
	<i>Remove from Schedule B (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three

	Lady Elizabeth Lane	Mobility Park, At All Times, P120 Maximum, Monday to Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only	Extending 6.4 metres by 2 metres within the (Grid Coordinates X=1,749,090.93m Y=5,428,521.98m, X=1,749,089.60m Y=5,428,520.18m, X=1,749,084.49m Y=5,428,524.04m, X=1,749,085.70m Y=5,428,525.69m)
<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Lady Elizabeth Lane	Mobility Parking, At All Times, Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	Extending 6.4 metres by 2 metres within the (Grid Coordinates X=1,749,090.93m Y=5,428,521.98m, X=1,749,089.60m Y=5,428,520.18m, X=1,749,084.49m Y=5,428,524.04m, X=1,749,085.70m Y=5,428,525.69m)
	Lady Elizabeth Lane	Loading Zone P15 Max, Goods Vehicles and Authorised Vehicles Only	West side, commencing 185 metres south of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 5 metres.
<u>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Lady Elizabeth Lane	Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	West side, commencing 134 metres south of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 6.5 metres.
	Lady Elizabeth Lane	Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	West side, commencing 147 metres south of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 6.5 metres.
	Lady Elizabeth Lane	Metered Parking	West side, commencing 169 metres south of its intersection with Waterloo

		Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 16 metres.
	Lady Elizabeth Lane	Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	West side, commencing 56 metres south of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 32 metres.
	Lady Elizabeth Lane	Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	West side, commencing 102 metres south of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 6 metres.
	Lady Elizabeth Lane	Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	East Side, commencing 22 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 12 metres.
	Lady Elizabeth Lane	Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	East Side, commencing 37 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 13 metres.
L)	TR90-24 Kenya Street, Ngaio – No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kenya Street	No Stopping At All Times	West side, commencing from its intersection with Trelissick Crescent (Grid coordinates x= 1,748,384.32m, y=5,431,331.66m) and extending in a

			northerly direction following the western kerb line for 37 metres.
M)	TR91-24 Frank Kitts Underground Carpark, Wellington Central – Metered Parking		
	<i>Remove from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Frank Kitts Under Ground Carpark	Authorised vehicles only, At All Times	Refer to attached map boundary of Rowing Club parking area. (Hatched blue Area) (Figure 1).
	<i>Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Frank Kitts Under Ground Carpark	Metered Parking, P240 Maximum, Metered parking Monday – Friday 6am-8pm, Saturday – Sunday 8am-8pm,	See attached plan (Figure 1)
	Frank Kitts Under Ground Carpark	Metered Mobility Parking, P240 Maximum, Metered parking Monday – Friday 6am-8pm, Saturday – Sunday 8am-8pm	See attached plan (Area outlined in yellow) (Figure 1)
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Frank Kitts Under Ground Carpark	Authorised vehicles only, 4pm – 8am	Refer to attached map boundary of Rowing Club parking area. (Hatched blue Area) (Figure 2)
	Frank Kitts Under Ground Carpark	Mobility Parking, At All Times, Metred P840 Maximum, Monday – Friday 6am-8pm, Saturday - Sunday 8am-8pm	See attached plan (Area outlined in yellow) (Figure 2)
	<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Frank Kitts Under Ground Carpark	Metered Parking, P840 Maximum, Metered parking Monday – Friday 6am-8pm, Saturday - Sunday 8am-8pm	See attached plan (Figure 2)
N)	TR92-24 Kingsford Smith Street, Rongotai – P120 Time Limited Parking and No Stopping At All Times		
	<i>Remove from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kingsford Smith Street	P120, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 25.5 metres north of its intersection with Lyall Parade (Grid Coordinates x=1750644.9 m,

			y= 5423271.6 m), extending in a northerly direction following the western kerblines for 27.5 metres.
	Kingsford Smith Street	P10, 12:00pm-8:00pm, Monday to Sunday	West side, commencing 61.0 metres north of its intersection with Lyall Parade (Grid coordinates x=1750644.9 m, y=5423271.6 m), extending in a northerly direction following the western kerblines for 2.7 metres (1 angle car park).
<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Kingsford Smith Street	P120	West side, commencing 25.5 metres north of its intersection with Lyall Parade (Grid coordinates x=1750644.9 m, y=5423271.6 m), extending in a northerly direction following the western kerblines for 13 metres.
	Kingsford Smith Street	P120	West side, commencing 52.5 metres north of its intersection with Lyall Parade (Grid coordinates x=1750644.9 m, y=5423271.6 m), extending in a northerly direction following the western kerblines for 14 metres.
<i>Remove from Schedule D (No Stopping At All Times) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Kingsford Smith Street	No Stopping, At All Times	West side, commencing 52.5 metres north of its intersection with Lyall Parade (Grid coordinates x=1750644.9 m, y=5423271.6 m), extending in a northerly direction following the western kerblines for 8.5 metres.
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Kingsford Smith Street	No Stopping, At All Times	West side, commencing 38.5 metres north of its intersection with Lyall Parade (Grid coordinates x=1750644.9 m, y=5423271.6 m), extending in a northerly direction following the western kerblines for 14 metres.
O)	TR93-24 The Terrace, Te Aro – Resident Parking		
<i>Remove from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	The Terrace	No Stopping, At All Times	East side, commencing 83 metres south of its intersection with Macdonald Crescent (Grid Coordinates X=2658330.437289 m, Y=5989174.543488 m) and extending in a southerly direction following the kerblines to its intersection with Ghuznee Street for 29 metres.

<u>Remove from Schedule E (Resident Parking) of the Traffic Restrictions Schedule</u>		
Column One	Column Two	Column Three
The Terrace	Resident Parking, Monday to Friday 8:00am - 6:00pm, Displaying an Authorised Resident Vehicle Parking Permit Only	East side, commencing 29 metres south of its intersection with Macdonald Crescent (Grid Coordinates X=2658330.437289 m, Y=5989174.543488 m) and extending in a southerly direction following the kerbline for 54 metres.
<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
Column One	Column Two	Column Three
The Terrace	No Stopping, At All Times	East side, commencing 84 metres south of its intersection with Macdonald Crescent (Grid Coordinates X=1,748,308.68m, Y=5,427,462.29m) and extending in a southerly direction following the kerbline to its intersection with Ghuznee Street for 28 metres.
<u>Add to Schedule E (Resident Parking) of the Traffic Restrictions Schedule</u>		
Column One	Column Two	Column Three
The Terrace	Resident Parking, Monday to Friday 8:00am - 6:00pm, Displaying an Authorised Resident Vehicle Parking Permit Only	East side, commencing 29 metres south of its intersection with Macdonald Crescent (Grid Coordinates X=1,748,308.68m, Y=5,427,462.29m) and extending in a southerly direction following the kerbline for 10 metres.
The Terrace	Resident Parking, Monday to Friday 8:00am - 6:00pm, Displaying an Authorised Resident Vehicle Parking Permit Only	East side, commencing 48 metres south of its intersection with Macdonald Crescent (Grid Coordinates X=1,748,308.68m, Y=5,427,462.29m) and extending in a southerly direction following the kerbline for 17 metres.
The Terrace	Resident Parking, Monday to Friday 8:00am - 6:00pm, Displaying an Authorised Resident Vehicle Parking Permit Only	East side, commencing 745 metres south of its intersection with Macdonald Crescent (Grid Coordinates X=1,748,308.68m, Y=5,427,462.29m) and extending in a southerly direction following the kerbline for 110 metres.
P)	TR94-24 Wexford Road, Miramar – P20 Time Limited Parking	
<u>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</u>		
Column One	Column Two	Column Three
Wexford Street	P20 Monday – Sunday 8:00am – 2:00pm	North side, commencing 10 metres west of its intersection with Southampton Street (Grid coordinates X=1,751,791.86m Y=5,424,182.71m) and extending in a westerly direction following the northern kerb line for 11 metres.
Q)	TR95-24 Salamanca Road, Kelburn (Club Kelburn Carpark) – P90 Time Limited Parking	

<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Club Kelburn Carpark	<i>P180, Monday to Friday 8:00am – 6:00pm</i>	40 Parking spaces within Club Kelburn carpark, refer to attached plan (blue)
<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Club Kelburn Carpark	<i>P90, Monday to Friday 8:00am – 6:00pm</i>	40 Parking spaces within Club Kelburn carpark, refer to attached plan (black)
R)	TR96-24 Adams Terrace, Te Aro – Proposed P30 Time Limited Parking Restrictions, No Stopping At All Times	
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Adams Terrace	<i>No Stopping At All Times</i>	<i>East side, commencing from its intersection with Aro Street (Grid coordinates X=1,747,608.29m Y=5,427,049.90m) and extending in an Northerly direction following the Eastern kerb line for 6 metres.</i>
<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Adams Terrace	<i>P30 8:00am – 6:00pm (Monday – Friday)</i>	<i>West side, commencing 8.8 metres north of its intersection with Aro Street (Grid coordinates X=1,747,598.22m Y=5,427,056.48m) and extending in an Northerly direction following the Western kerb line for 6 metres.</i>
S)	TR97-24 Happy Valley Road, Owhiro Bay – P10 Drop Off and Pick Up, No Stopping At All Times	
<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Happy Valley Road	<i>Time Limited Parking, P10 8:30am-9:15am and 2:45pm-3:15pm during school terms</i>	<i>East side, commencing 518 metres south of its intersection with Murchison street (Grid coordinates X=1,747,062.38 Y=5,422,691.94) and extending in an southerly direction following the eastern kerb line for 22 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Happy Valley Road	<i>No Stopping At All Times</i>	<i>East side, commencing 540 metres south of its intersection with Murchison street (Grid coordinates X=1,747,062.38 Y=5,422,691.94) and extending in an southerly direction following the eastern kerb line for 16.0 metres.</i>
Happy Valley Road	<i>No Stopping At All Times</i>	<i>West side, commencing 540 metres south of its intersection with Murchison street (Grid coordinates X=1,747,062.38 Y=5,422,691.94) and extending in an</i>

			southerly direction following the western kerb line for 9.0 metres.
	Happy Valley Road	No Stopping At All Times	West side, commencing 560 metres south of its intersection with Murchison street (Grid coordinates X=1,747,062.38 Y=5,422,691.94) and extending in an southerly direction following the western kerb line for 8.0 metres.
T)	TR98-24 Kilbirnie Crescent, Kilbirnie – Authorised Only Parking P120		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kilbirnie Park	P120 Maximum, Monday to Friday 8:00am – 6:00pm	2 Parking spaces, refer to attached plan (yellow)
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kilbirnie Park	Authorised Vehicles Only At All Times	2 Parking spaces, refer to attached plan (red)
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kilbirnie Park	P120 Maximum, Monday to Friday 8:00am – 6:00pm	2 Parking spaces, refer to attached plan (red)
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kilbirnie Park	Authorised Vehicles Only At All Times	2 Parking spaces, refer to attached plan (yellow)

We are proposing a change in your area

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

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times (Amended))
Location – where we propose to make the change	<p>Ohiro Road, Brooklyn –</p> <ul style="list-style-type: none"> Outside house No. 283-289 (Bus stop #6791) Outside house No. 264-270 (Bus stop #7791) Outside house No. 327-335 (Bus stop #6792) Outside house No. 326-338 (Bus stop #7792) Outside house No. 379A-381 (Bus stop #6793) Outside house No. 362-364 (Bus stop #7793) Outside house No. 449-457A (Bus stop #6794) Outside house No. 414- 422 (Bus stop #7794)
What we'd like to do	<ul style="list-style-type: none"> Install No Stopping At All Times road markings on Ohiro Road Remove Bus Stop No. #6791 from 271 Ohiro road and install and formalise Bus Stop #6791 to 283 Ohiro Road by installing No Stopping At All Times road markings. Formalise Bus Stops (#6792, #7792, #6793, #7793, #6794 and #7794) by installing No Stopping at All Times road markings. (Amendment – post consultation, officers propose to reduce the number of No Stopping Road Markings near the intersection with Borlase Street on Ohiro Road. This will retain two unrestricted car parks on either side of the intersection – please see amended plan sheet 2)
Why we are proposing the change	<ul style="list-style-type: none"> Wellington City Council (WCC) have received few requests from public regarding the illegal parking on Ohiro Road. There are currently ongoing issues with parked vehicles blocking footpath and vehicle entrances as well as issues with parking on Bus Stops. To improve safety and accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along the Ohiro Road from 219 to 507 Ohiro Road as per the attached plans. We have received requests from Greater Wellington Regional Council (GWRC) to formalise bus stop (#6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794) by installing a bus stop box and No Stopping At All Times road markings for entry and exit taper to meet NZTA standards. The Proposed changes will allow for buses to Pull in and exit bus stop properly thereby improving the experience for passengers. Metlink buses are designed to be accessible for various types of users, however for this to be maximised, buses must be able to negotiate around bus stops properly and get close to the footpath making it easy

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	<p>for passengers to enter and exit the bus, especially those who may be disabled or elderly.</p> <ul style="list-style-type: none"> We have done a pre-engagement with residents regarding the proposed changes and have made a few additional changes to the plan below as per the comments from public. To provide 5 additional parking spaces, engineers propose to move Bus Stop No. #6791 54 meters to the south of its current position from outside 269 Ohiro Road to outside 287 Ohiro Road.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves bus service. Provide 136 legal Parking spaces. <p>Pedestrian impact</p> <ul style="list-style-type: none"> Improve pedestrian 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 (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 moves to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes
Additional Information	<ul style="list-style-type: none"> Average monthly passenger number - Average daily traffic count – 7,787 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 Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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,

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	<p>downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <ul style="list-style-type: none"> • Please note if you are giving feedback the consultation period opens at 9.00 am Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Monday 8 July 2024. 2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024. 3. If approved, the proposal will be installed within the following three months.

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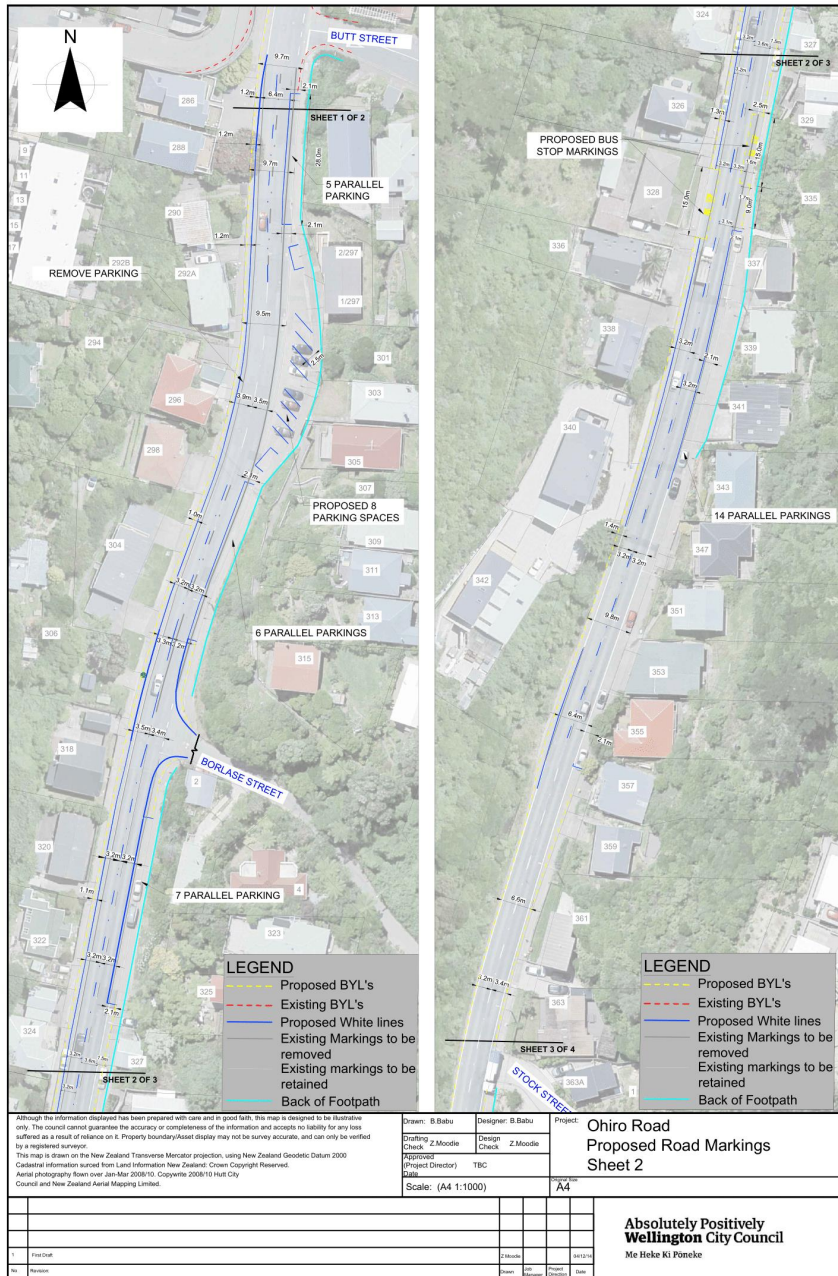
Traffic Resolution Plan: TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times



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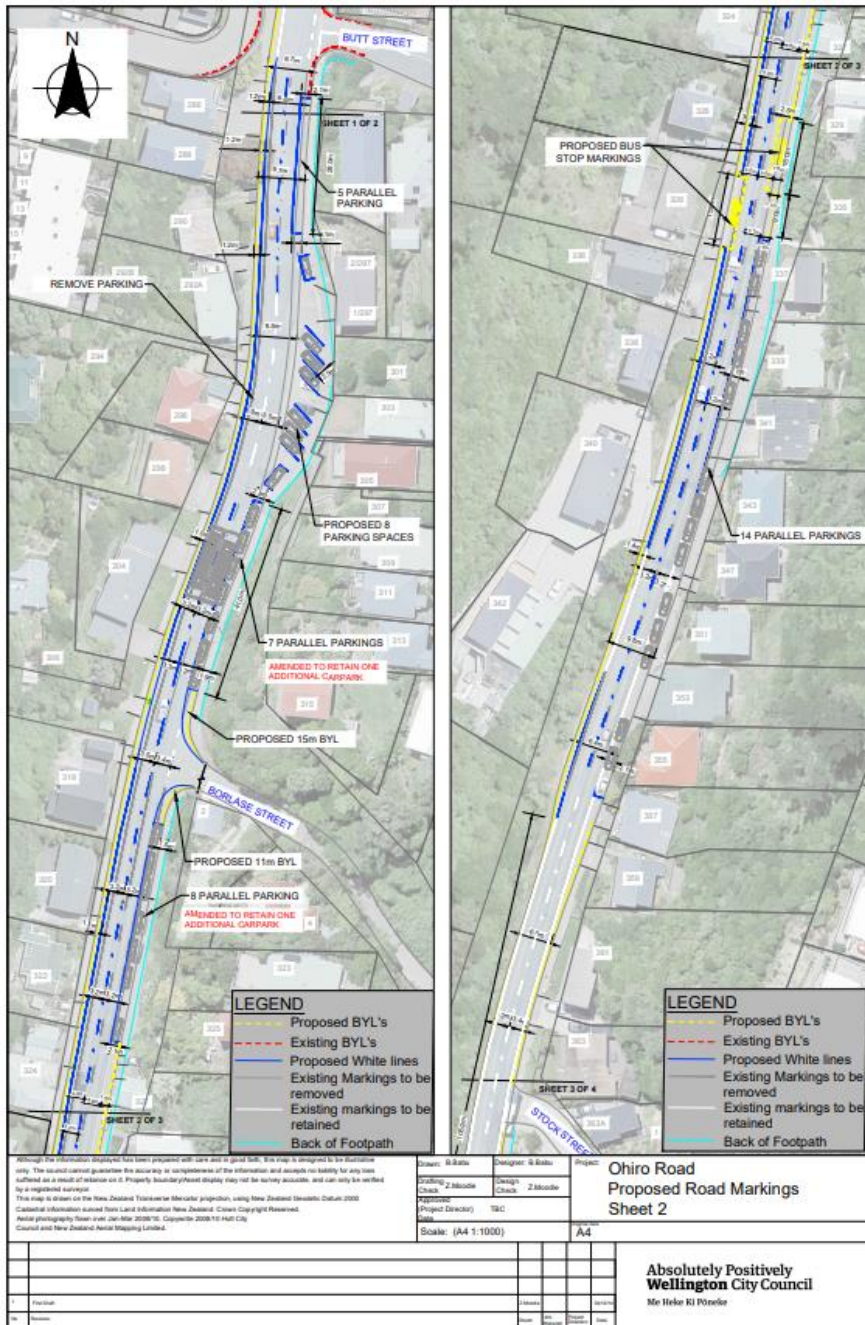
Original Plan 2 - Traffic Resolution Plan: TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times



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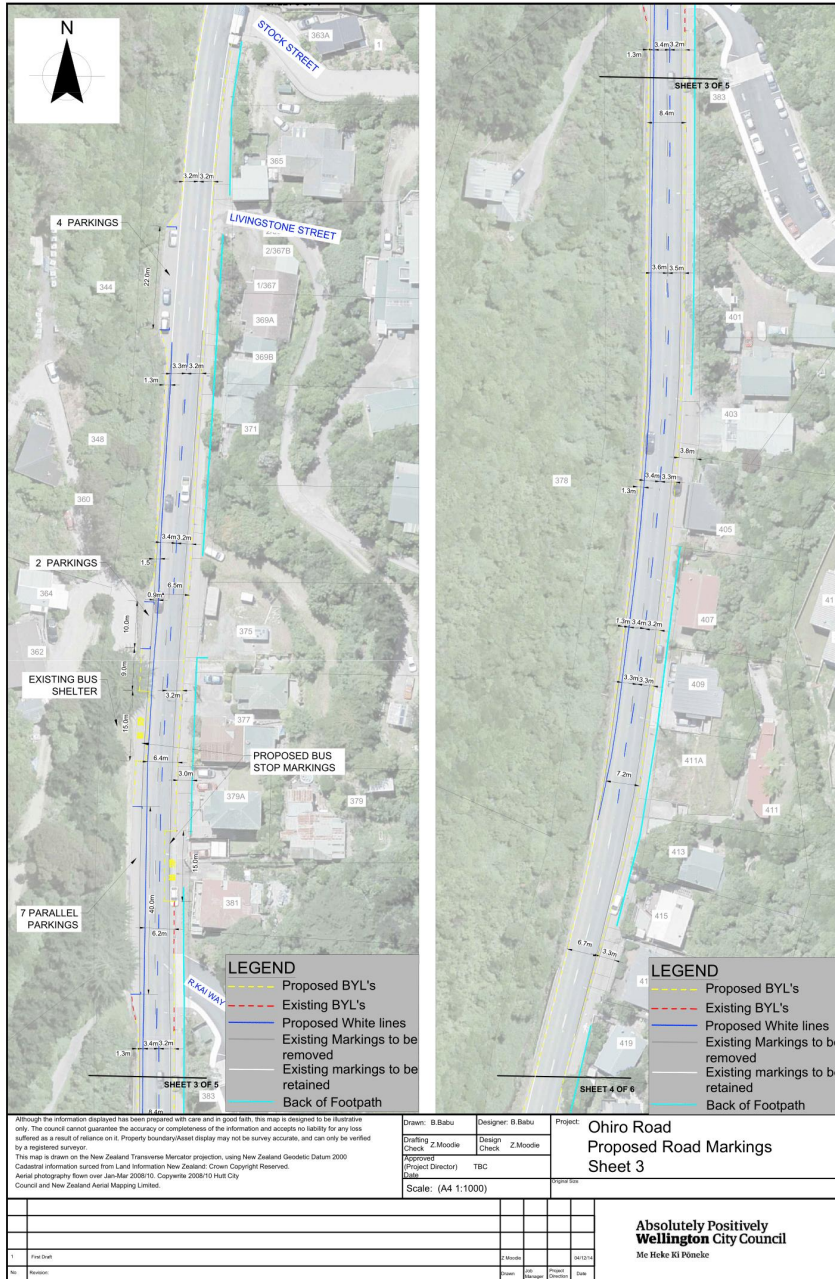
Amended Plan 2 - Traffic Resolution Plan: TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times



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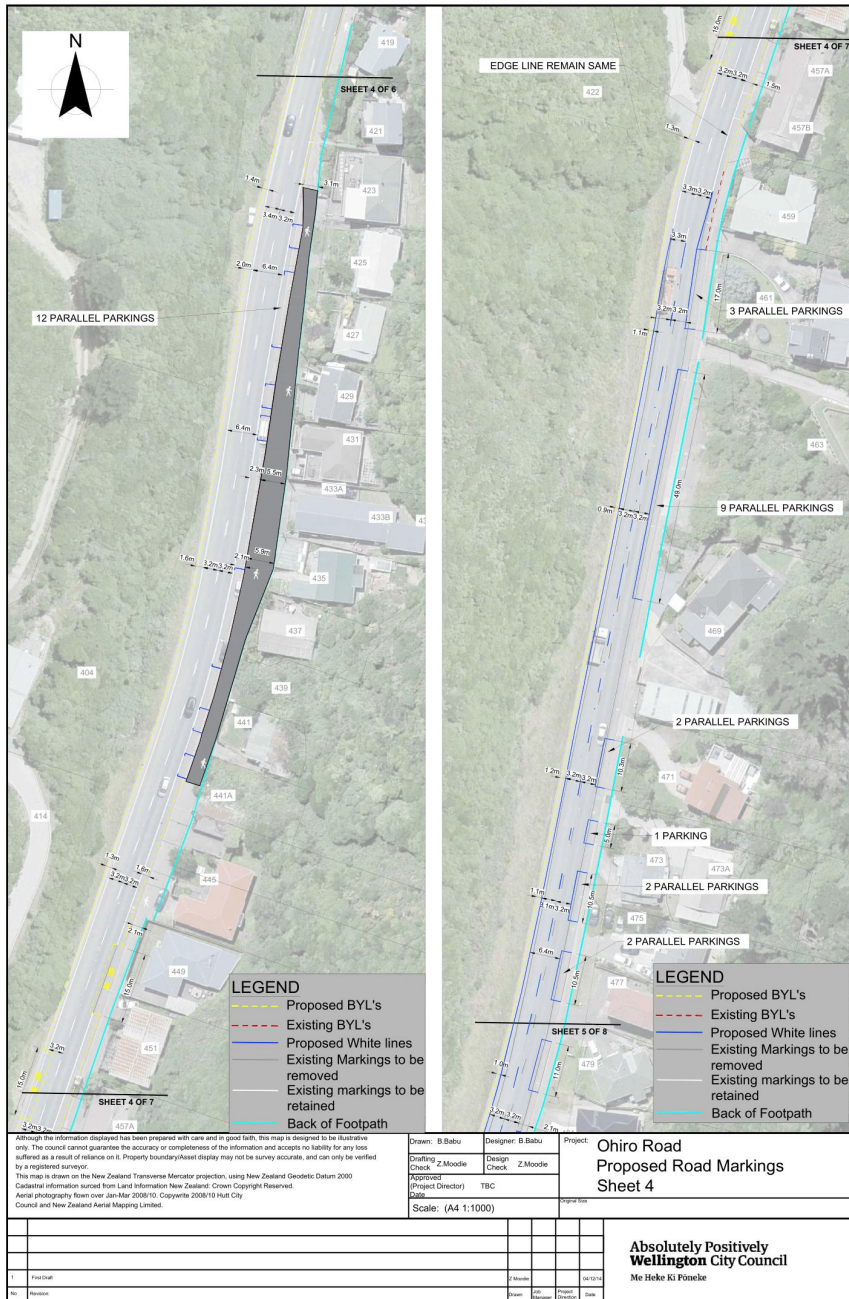
Traffic Resolution Plan: TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times



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Traffic Resolution Plan: TR75-24 Ohio Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times



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Traffic Resolution Plan: TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, 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
Ohiro Road	No Stopping At All Times	East side, commencing 21 metres south of its intersection with McKinley Cres (Grid coordinates X= 1747601460.000m Y= 5425713060.000) and extending in a Southerly direction following the eastern kerb line for 51.5 metres.
Ohiro Road	No Stopping At All Times	East side, commencing 92 metres south of its intersection with McKinley Cres (Grid coordinates X= 1747601460.000m Y= 5425713060.000) and extending in a Southerly direction following the eastern kerb line for 22.0 metres.
Ohiro Road	No Stopping At All Times	East side, commencing north of its intersection with Taft Street (Grid coordinates X= 1747552482.660 m Y=5425486280.316m) and extending in a Northerly direction following the eastern kerb line for 114.0 metres.
Ohiro Road	No Stopping At All Times	East side, commencing 140 meters south of its intersection with Taft Street (Grid coordinates X= 1747554360.000 m Y= 5425475780.000m) and extending in a Southerly direction following the eastern kerb line for 31 metres.
Ohiro Road	No Stopping At All Times	East side, commencing north of its intersection with Borlase Street (Grid coordinates X= 1747496355.154m Y= 5425144591.942m) and extending in a northerly direction following the eastern kerb line for 15 metres.
Ohiro Road	No Stopping At All Times	East side, commencing south of its intersection with Borlase Street (Grid coordinates X= 1747492091.573m Y= 5425139487.197m) and extending in a Southerly direction following the eastern kerb line for 11 metres.
Ohiro Road	No Stopping At All Times	East side, commencing 55 meters south of its intersection with Borlase Street (Grid coordinates X= 1747492091.573m Y= 5425139487.197m) and extending in a Southerly direction following the eastern

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		<i>kerb line for 28 metres.</i>
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 98 meters south of its intersection with Borlase Street (Grid coordinates X= 1747492091.573m Y= 5425139487.197m) and extending in a Southerly direction following the eastern kerb line for 9 metres.</i>
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing North of its intersection with Stock Street (Grid coordinates X= 1747416269.585m Y= 5424860886.991m) and extending in a Northerly direction following the eastern kerb line for 56 metres.</i>
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing south of its intersection with Stock Street (Grid coordinates X= 1747414649.476m Y= 5424852152.063m) and extending in a southerly direction following the eastern kerb line for 168 metres.</i>
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing north of its intersection with R.Kai Way (Grid coordinates X= 1747402282.974m Y= 5424645957.493m) and extending in a northerly direction following the eastern kerb line for 11 metres.</i>
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 5 meters south of its intersection with R.Kai Way (Grid coordinates X= 1747402282.974m Y= 5424645957.493m) and extending in a southerly direction following the eastern kerb line for 249 metres.</i>
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 380 meters south of its intersection with R.Kai Way (Grid coordinates X= 1747402282.974m Y= 5424645957.493m) and extending in a southerly direction following the eastern kerb line for 37 metres.</i>
Ohiro Road	<i>No Stopping At All Times</i>	<i>East side, commencing 433 meters south of its intersection with R.Kai Way (Grid coordinates X= 1747402282.974m Y= 5424645957.493m) and extending in a southerly direction following the eastern kerb line for 47 metres.</i>

We are proposing a change in your area

Ohiro Road	No Stopping At All Times	East side, commencing 433 meters south of its intersection with R.Kai Way (Grid coordinates X= 1747402282.974m Y= 5424645957.493m) and extending in a southerly direction following the eastern kerb line for 47 metres.
Ohiro Road	No Stopping At All Times	West side, commencing 15 metres south of its intersection with Reuben Avenue (Grid coordinates X= 1747559099.714m Y= 5425601326.720m) and extending in a Southerly direction following the western kerb line for 75 metres.
Ohiro Road	No Stopping At All Times	West side, commencing south of its intersection with Kopiko way (Grid coordinates X= 1747543699.465m Y= 5425474995.956m) and extending in a Southerly direction following the western kerb line for 16.5 metres.
Ohiro Road	No Stopping At All Times	West side, commencing 24 meters south of its intersection with Kopiko way (Grid coordinates X= 1747543699.465m Y= 5425474995.956m) and extending in a Southerly direction following the western kerb line for 31 metres.
Ohiro Road	No Stopping At All Times	West side, commencing north of its intersection with Tike Tike Way (Grid coordinates X= 1747517458.409m Y= 5425324891.671m) and extending in a northerly direction following the western kerb line for 82 metres.
Ohiro Road	No Stopping At All Times	West side, commencing 5 meters south of its intersection with Tike Tike way (Grid coordinates X= 1747514784.261m Y= 5425314513.529m) and extending in a Southerly direction following the western kerb line for 267 metres.
Ohiro Road	No Stopping At All Times	West side, commencing 287 meters south of its intersection with Tike Tike way (Grid coordinates X= 1747514784.261m Y= 5425314513.529m) and extending in a Southerly direction following the western kerb line for 229 metres.

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Ohiro Road	No Stopping At All Times	West side, commencing 538 meters south of its intersection with Tike Tike way (Grid coordinates X= 1747514784.261m Y= 5425314513.529m) and extending in a Southerly direction following the western kerb line for 57 metres.
Ohiro Road	No Stopping At All Times	West side, commencing 605 meters south of its intersection with Tike Tike way (Grid coordinates X= 1747514784.261m Y= 5425314513.529m) and extending in a Southerly direction following the western kerb line for 9 metres.
Ohiro Road	No Stopping At All Times	West side, commencing 629 meters south of its intersection with Tike Tike way (Grid coordinates X= 1747514784.261m Y= 5425314513.529m) and extending in a Southerly direction following the western kerb line for 9 metres.
Ohiro Road	No Stopping At All Times	West side, commencing 852 meters north of its intersection with Landfill road (Grid coordinates X= 1747130715.629m Y= 5423384771.534m) and extending in a northerly direction following the western kerb line for 438 metres.
Ohiro Road	No Stopping At All Times	West side, commencing 419 meters north of its intersection with Landfill road (Grid coordinates X= 1747130715.629m Y= 5423384771.534m) and extending in a northerly direction following the western kerb line for 418 metres.

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

Column One	Column Two	Column Three
Ohiro Road	Bus Stop, At All Times	East side, commencing 125 metres south of its intersection with Taft Street (Grid coordinates X= 1747554348.495m Y= 5425475782.318m)
Ohiro Road	Bus Stop, At All Times	West side, commencing 55 metres south of its intersection with Kopiko way (Grid coordinates X=1747543699.465m Y=5425474995.956m)
Ohiro Road	Bus Stop, At All Times	East side, commencing 83 metres south of its intersection with Borlase Street (Grid coordinates X= 1747489845.882m Y=5425140343.452m)

We are proposing a change in your area

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Ohiro Road	<i>Bus Stop, At All Times</i>	<i>West side, commencing 272 metres south of its intersection with Tike Tike Way (Grid coordinates X= 1747514784.261m Y=5425314513.529m)</i>
Ohiro Road	<i>Bus Stop, At All Times</i>	<i>East side, commencing 11 metres north of its intersection with R.Kai Way (Grid coordinates X= 1747402396.326m Y=5424657303.460m)</i>
Ohiro Road	<i>Bus Stop, At All Times</i>	<i>West side, commencing 615 metres south of its intersection with Tike Tike Way (Grid coordinates X= 1747514784.261m Y=5425314513.529m)</i>
Ohiro Road	<i>Bus Stop, At All Times</i>	<i>East side, commencing 418 metres south of its intersection with R.Kai Way (Grid coordinates X= 1747402282.974m Y= 5424645957.493m)</i>
Ohiro Road	<i>Bus Stop, At All Times</i>	<i>West side, commencing 837 metres north of its intersection with Landfill road (Grid coordinates X= 1747130715.629m Y= 5423384771.534m)</i>

Prepared By:

Babitha Babu

(Intermediate Transport Engineer)

Approved By:

Kate Gourdie

(TL Traffic & Resolutions)

Approved Date:

29/5/2024

Feedback Received

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Feedback

Name: Chris

Suburb:

Agree: No

The proposed changes highlighted in the Mail Drop this week are incredibly concerning as a resident of Ohiro road.

Ohiro road has a single side available to park on for great lengths as I'm sure you're aware, yet your proposal seeks to take even more residential parking away from the rates payers in this area. Public transport does not suit many busy family households with multiple commitments across the city. Ohiro road has a huge amount of traffic from locals, people using the landfill services, or simply people visiting the coast.

Taking parks away from the residents of Ohiro road in favour of broken yellow lines is ludicrous and absolutely unacceptable, I can only imagine the proposal was written by someone who doesn't live in the area.

We need to be able to park our vehicles down our long, often dark road.

Any proposal such as this does not serve the residents of Ohiro road, and with citing dangerous parking on footpaths as a reason I'd ask you to count how many people actually walk this road, it's a far cry from many.

I cannot support this and as a rates payer on this affected stretch, am vocally opposed to it.

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times. We understand your concerns, particularly regarding the implementation of broken yellow lines (BYLs).

Currently, Ohiro Road between 217 and 509 have only a few official parking spaces, along with a road shoulder on either side in some sections which is currently used for parking. However, these shoulders are not wide enough as parking bay for an average car to park without encroaching on the footpath or into the carriageway lane, which poses safety issues on this major road with high volume of traffic and large heavy vehicles such as trucks.

Our proposal aims to address this by reallocating the shoulder to allow sufficient width for parking without compromising minimum lane widths. BYL's will only be implemented in sections of the road where the shoulder is not wide enough for safe parking or in front of driveways. In addition, this proposal is to improve existing parking conditions to provide clear separation between pedestrians and vehicles.

Feedback Received

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We believe this approach will improve safety for all road users while still providing adequate parking where safe and feasible. We appreciate your input and are committed to finding solutions that balance the needs of residents with the overall safety and functionality of the road.

Feedback

Name: Anna

Suburb:

Agree: Yes

I am a resident in the affected area and agree with the suggested changes, especially to improve accessibility of the footpath on Ohiro Road between McKinley Crescent and Taft Street (where there has been a lot of cars parking across the footpath) and to formalise the bus stops so busses can pull over and cars can clearly see where they are not allowed to park.

I also support the moving of bus stop #6791 further south on Ohiro Road. I do recognise that the changes, especially between McKinley and Taft where there will be no designated car parks on the East side of the road, may be frustrating for some residents who are used to parking on the road outside their homes. However, safe parking is only really possible if cars go over the footpath, which makes it much less usable for pedestrians.

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times. We appreciate your ongoing support.

Feedback

Name: Andrew

Suburb: Brooklyn

Agree: No

Kia ora, [Redacted] I live on Ohiro road. I'm deeply concerned by this proposal. I'm [Redacted] with no off street parking. Due to my early starts I cannot use public transport and alternatives would be prohibitively expensive.

The proposal itself will create a greater negative impact on the quality of life for people of Brooklyn and along Ohiro road than positive. People that park on the footpath are less and less these days and they get parking tickets anyway. The bus services are infrequent at best. My son tried to use them for school, but they made him late, so now he prefers to walk.

So the council's proposal to absolutely destroy parking options and drastically change the quality of life for residents is outrageous, considering the improvements to transport will be marginal at best. What am I supposed to do? move away? change jobs? How about ticketing any offenders and putting clear markings and signage around the bus stops instead of spending millions.

Feedback Received

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Let's not forget the council approved residential developments like the Brooklyn terraces (most dwellings have multiple bedrooms and only 1 park). So in many ways the council is responsible for creating the problem. Where is the accountability? The cure is far worse than the disease. I think it's a terrible idea. Kind regards

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times. We understand your concerns regarding the lack of off-street parking and restricting the existing shoulder with broken yellow lines (BYL's).

The issue is that the existing shoulders on either side of the road are not wide enough for an average car to park, leading to vehicles partially parking on the footpath or carriageway. Currently, there are no restrictions preventing this, and as a result, the number of complaints about footpath parking has doubled in 2023 compared to 2022. The Parking Services team is addressing this through an educational and complaint-based approach.

Our proposal aims to address this by reallocating the shoulder to allow sufficient width for parking without compromising minimum lane widths. BYLs will only be implemented in sections of the road where the shoulder is not wide enough for safe parking or in front of driveways. In addition, this proposal is to improve existing parking conditions to provide clear separation between pedestrians and vehicles.

Our view is that this approach will improve safety for all road users while still providing adequate parking that meets the current parking demand. We appreciate your input and are committed to finding solutions that balance the needs of residents with the overall safety and functionality of the road.

Feedback

Name: Melissa

Suburb:

Agree: No

[Redacted] Without on street parking I would lose all assistance and become more isolated than I already am.

My support systems is crucial to me and WCC has caused me so much worry and stress with this inhumane proposal.

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times

Feedback Received

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We understand the concerns you have raised regarding the proposed changes, especially in light of your specific needs and the challenges you face with parking and accessibility.

Our proposal aims to improve safety and accessibility on Ohiro Road by ensuring that on-street parking is legal and does not compromise pedestrian or traffic safety.

We have reviewed all feedback and considered possible optimisation to the plan to better accommodate the needs of residents.

To ensure that vehicles can park without causing undue obstruction or safety concerns, Council Parking Services will engage with drivers to educate considerate parking and causing public safety risks.

Feedback

Name: Niven

Suburb:

Agree: No

We received papers last week advising us of the proposed changes to the road, residents parking and bus stop positions.

I also note that there was no corresponding address email given to formally register our complaint.

Our property is on Ohiro Road and in this new scheme you are proposing 2x parking spaces outside our property.

This won't work as we have a three car garage and require enough room to pull in off the road and to drive in and out of the garage safely, which is difficult enough on this road as it is!

One parking space outside our gate would be acceptable but no more.

Also I note you've had complaints regarding your bus stop positions? There are no designated bus stop markings on the road, just a random bus sign attached to lamp posts?

We have not had any council staff approach us for feedback so would be interested in knowing how you carried out your survey of the area.

If you want to improve safety, your existing bus stop going down Brooklyn Hill outside the grass field has been placed on a corner?

I would like to know who you have in your department that is coming up with these ridiculous planning decisions?

As a designer myself, surely a bus stop placed on the straight length of road not only allows safe passing but gives alighting passengers a better view of traffic flow from both directions.

Feedback Received

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I await your response and would appreciate further discussion on the matter.

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times.

The proposed parking spaces shouldn't block your driveway, these spaces would be positioned well away from the driveway as standard practice. If these parking spaces were causing inconvenience in your case, we would require more information from you to investigate further.

For the bus stops, we are in the process of formalising and relocating several bus stops to improve parking availability. Greater Wellington Regional Council have also requested that these bus stops are clearly marked with entry and exit tapers to meet NZTA standards. These changes to the bus stops are ensure that buses can get in and out of the bus stop unobstructed by parked vehicles, overall improving passenger safety.

If the bus stop you mentioned on the corner falls within the project scope (between 217 Ohiro Road and 509 Ohiro Road), please provide more details so we can address your concern.

Our parking demand and off-street parking surveys (for the purpose of this project a private driveway or a garage space is considered available for an off-street parking) were conducted manually, ensuring an accurate understanding of current parking supply and usage.

In our view, this approach will improve safety for all road users while still providing adequate parking that meets the current demand. We appreciate your input and are committed to finding solutions that balance the needs of residents with the overall safety and functionality of the road.

Feedback

Name: Ailsa

Suburb:

Agree: No

I am writing regarding the consultation on TR75-24 Ohiro Road.

I am very confused about what is happening with the parking between Taft Street and Butt Street. The wording indicates that you are planning to remove ALL parking from 219 to 507 Ohiro Road, which includes this area. I do not think it is clear that some parks are remaining – or have I misunderstood, and they are not?

If car parks are going to be removed between Taft and Butt Street, I am strongly against this. It seems unreasonable to lose car parks in this stretch as it is wide enough to accommodate parked cars safely. This area is heavily used not just for parking but also for deliveries and other vehicles to stop. I work from home and overlook the road, so I see many cars, vans, and even large trucks pull over here. Some stay for a few minutes, while others for an hour or two. For example, a dog walking company frequently stops here for 3-10 minutes. Where would this business stop if parking is

Feedback Received

removed? Do you expect them to park at the shops and walk down to the house, then walk back with a van full of dogs waiting for 20 minutes? Or are they supposed to pick up the dogs on a bike?

Additionally, formalizing bus stop #7791 seems excessive. Many bus stops are only busy during peak times. Why not implement a 'clearway' during peak hours? When I caught the 29 bus from Island Bay I was the only passenger the entire way, I suspect this is not uncommon outside peak hours.

Removal of other cars parks is also damming to this area (beyond Borlase Street). Another option is to remove car parks on one side of the road, preferably the northbound side, which is also better for cyclists. The Wellington City Council (WCC) does not seem to consider the needs of its ratepayers fairly, many residents will have no other place to park, and for some, finding a car park could mean a long walk and will make other areas even more congested. This will only drive people away from the area. I recently read an article stating that landlords in Aro Valley are struggling to find tenants due to the lack of parking, despite its proximity and accessibility to the city for walking and cycling. You are at risk of making another part of the city unappealing.

Parking on Ohiro Road became worse when the Brooklyn Terraces development was built. Why did the council not ensure that the developer provide adequate off-street parking? Why should the residents suffer due to WCC's oversight? Is the WCC going to reinstate that new developments need to have adequate parking to make more room on the roads to try and fix the problem or are you going to just blame cars?

Using data collected over just two days as justification for this decision is questionable, especially as the numbers seemed to be dropping. I suspect most complaints came from one individual who marks bad parking with chalk and likely calls in complaints frequently. It might even be the person who set up a parking lot at [Redacted] Ohiro Road to drum up business! Why punish everyone for the actions of a few?

What has the council done to encourage better parking? Have you tried better signage or a blitz on parking fines, like daily checks for a month? Targeting problem areas/offenders instead of implementing a blanket no-parking rule for a large stretch of road seems more reasonable. Consider organizing a "dump day" to encourage residents to clear their garages for parking, perhaps offering half-price at the dump with proof of address. Inform residents that some insurance companies offer reduced premiums for garage parking. As far as I know there was a leaflet drop, maybe last year, that said they were going to start fining people, but that is all. Why do you have to go to the nuclear option, in a nuclear free country!

The wording in the parking policy neglects to acknowledge that it is people who use the cars parked on roads. The wording dehumanises what a car is - they are not just rubbish on the side of the road. These vehicles represent freedom, opportunity (especially work vehicles) and access for many, especially in isolated areas. The policy's second bullet point forgets that the movements of goods have to have a destination and now more the ever that is likely to be a person's residents, what's the point of having 'movement of goods' if there is no way to deliver them. Deliveries today can be large and time-consuming. And where will a plumber park when attending a callout in this stretch of road?

This end of Ohiro Road is somewhat isolated and removing car parking will hinder social connections at the home. In a time when face-to-face interactions are crucial for mental health, the WCC seems to have overlooked residents' mental well-being in their considerations.

Feedback Received

Absolutely Positively
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Thank you for your time. I hope you prioritise residents' opinions over those of lobby groups not directly affected. I am unsure of the Brooklyn Association's stance, but hope you put more weight on those directly impacted.

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times).

Currently, Ohiro Road between 217 and 509 have only a few legal parking spaces, with a shoulder on either side in some sections which is currently used for kerbside parking. However, these shoulders are not wide enough for an average car to park safely without encroaching over the footpath or into the carriageway, which poses safety issues on this major road with high traffic volumes and heavy vehicles such as trucks.

Our proposal aims to address this issue by reallocating the shoulder to allow sufficient width for kerbside parking without compromising minimum traffic lane widths. Broken yellow lines (BYL's) will only be implemented in sections of the road where the shoulder is not wide enough for safe kerbside parking or in front of driveways. In total, we are proposing 131 parking spaces that are 2.1 meters wide, though some sections of the road will have fewer parking spaces compared to others. In addition, this proposal is to improve the parking layout to provide clear separation between pedestrians and cars.

Regarding the bus stops, their locations have been chosen to minimise the impact on parking, particularly where there are narrow shoulders and in areas where entry and exit tapers are in front of driveways. The bus stops are currently serviced by routes 29 and 39. Route 29 operates every half hour during the week and hourly on weekends, making it impractical to have a clearway only during peak hours. Formalising these bus stops are essential to ensure that these bus stop locations are available for buses to alight and board passengers safely instead of from the traffic lane due to parked vehicles.

We believe this approach will improve safety for all road users while still providing adequate parking that meets the current demand. We appreciate your input and are committed to finding solutions that balance the needs of residents with the overall community safety and functionality of the road.

Feedback

Name: Justine
Suburb:
Agree: No

I am totally opposed to the proposed changes to the Ohiro Road markings.
As a long term resident in the area I know that many properties do not have off street parking and the parking on the nearby roads is already hard to get at night.

Feedback Received

In our house [Redacted] we need to be able to do drop offs and pickups outside our house as well as support people and delivery vehicles need to stop nearby.
The proposal removes all nearby parking and replaces it with yellow lines - no stopping at all times. This will make life very difficult for us and there are no problems at all with the status quo parking and traffic around here.

The comms sent out recently were very misleading, the plans were impossible to read due to low resolution print and did not mention the main change which is removing hundreds of car parking spots.

The timing could not be worse to spend money on these changes which make it harder to live around here with rates rises, job losses and water leaks everywhere.
Please can this project and keep our rates increase down.

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times).

We appreciate the concerns you have raised regarding the proposed changes, especially in view of your family's needs and the challenges you face with parking and accessibility.

Our proposal aims to improve overall safety and accessibility on Ohiro Road by ensuring that kerbside parking is legal and does not compromise pedestrian and traffic safety.

To ensure that vehicles can park and people can perform necessary work without causing undue obstruction or safety concerns, Parking Services will engage with the drivers if they are seen stopping over broken yellow lines.

Regarding your concerns about communication, we apologise for any confusion caused by the materials you received. We will take your feedback to improve the clarity of the consultation documents and our communications.

Feedback

Name: Ariane24

Suburb:

Agree: No

I am a homeowner and resident on Ohiro Road and feel that myself and my wider family would be negatively impacted by the proposed changes. In particular, I am opposed to the proposal to implement No Stopping At All Times as outlined in TR75-24 Plan

The reasons for opposing the proposed changes are outlined below:

- It is not clear under the proposed changes to yellow lines, where the council anticipates kerbside rubbish and recycling to be collected from for residents along Ohiro Road (from

Feedback Received

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

McKinley Street south). If there are impacts to kerbside rubbish and recycling then this should be highlighted to residents so that they can provide feedback.

- As it is, the availability of accessible on street parking is already very limited. The proposal would limit parking availability even further, with the closest parking to our property likely to be on Taft Street. Taft Street is a very steep street and is not the safest option for my in-laws and elderly parents, one of whom in particular has a physical disability. The 5 additional parking spaces proposed are likely to be highly sought after with limited availability, given the extent of yellow parking lines being proposed.
- The lack of parking will impact the accessibility to our home, for visitors, guests, family and couriers. The proposed changes would be particularly inconvenient for those only needing to park for a short amount of time (e.g. picking something up or dropping something off). The lack of parking nearby will likely have a negative impact on the market value of the impacted properties.
- The gate to our off-street parking on our property is a very heavy, manual gate. For security reasons, we do not always leave the gate open when we leave the property. Yellow lines would force us to drive significantly further up the road to find a free park, walk back to open the gate, then walk back to the car again so that we can park in our off-street parking.
- I have lived on Ohiro road when raising a newborn and requiring a pushchair. I can only recall one instance of a car blocking the entire footpath (they were parked very obnoxiously). In general, there are enough open driveways and open car pads along Ohiro road (south of Cleveland St) that allow pedestrians to "pull over" if needed, in order to allow an oncoming pushchair through, for example.
- The numbers of parking complaints to the council Parking Team was significantly reduced (by 58%) in 2023 compared to 2022 and is at a level that I don't think justifies the proposed changes. It would seem that the number of parking infringements issued in 2022 has been a good deterrent.
- I currently have two school aged children who walk to school along Ohiro Road. One of the biggest safety issues is, in my opinion, not from parking issues, but the large trucks that drive at speed down Ohiro road. This issue may be reduced in coming years, depending on what happens with the Happy Valley landfill.

In light of the above, I would like to see from Wellington City Council, the following:

- Given the lack of parking available in the area, leniency and discretion from Parking Officers for cars parked with one wheel on the footpath, provided they have allowed enough room for pedestrians.
- Further information provided to residents impacted by the proposal, relating to impacts for kerbside rubbish and recycling collection.
- Information relating to what other options have been considered by the Council. For example, did the council consider reducing the width of the footpath in some areas. The footpath is quite wide at certain points and could potentially be reduced in width, retaining pushchair and wheelchair accessibility, while also increasing the width of the road to allow for safer on street car parking.

Feedback Received

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times.

Currently, Ohiro Road between 217 and 509 have only a few legal parking spaces, with a shoulder on either side in some sections which is currently used for kerbside parking. However, these shoulders are not wide enough for an average car to safely park without encroaching onto the footpath or intrude into the carriageway traffic lane, which poses safety issues on this major road with high traffic volumes and heavy vehicles such as trucks.

Our proposal aims to address this issue by reallocating the shoulder to allow sufficient width for kerbside parking without compromising minimum traffic lane widths. Broken yellow lines will only be implemented in sections of the road where the shoulder is not wide enough for safe parking or in front of driveways. Although it may seem like parking is being removed, our objective is to retain and provide legal parking spaces that meet safe standard width requirements while restricting parking on narrow shoulders where it is unsafe to park without causing public safety risks. In addition, this proposal is to improve parking layout to provide clear separation between pedestrians and vehicles.

The number of complaints about footpath parking has doubled in 2023 compared to 2022. The Wellington City Council's Parking Policy introduced in 2020 specified that parking on the footpath partially or fully is illegal and therefore parking tickets could be issued for this offence. This policy was developed to ensure the safety and accessibility of footpaths for pedestrians, including those with disabilities, parents with prams, and the elderly. Ohiro Road currently has a footpath on only one side in most sections, and a narrow footpath in some areas, any vehicles parked over the footpath would cause significant safety concerns for other users.

The Parking Services team is addressing the above issue through an educational and complaint-based approach at this stage. This means that instead of immediately issuing fines, the team is working to inform and educate the public about the new regulations and the reasons behind them. They are responding to complaints and providing warnings and information to offenders, aiming to increase compliance through understanding and cooperation.

To ensure that vehicles can park and people can perform necessary work without causing undue obstruction or safety concerns, Parking Services adopts an educational approach. This means they will engage with drivers if they are seen stopping on broken yellow lines. For loading and unloading purposes, trade vehicles such as those used by plumbers or maintenance workers are considered in a similar manner.

The rubbish collection wouldn't be affected by this proposal with the installation of BYLs and changes outlined in this traffic resolution.

This proposal on the whole will improve safety for all road users while still providing adequate parking that meets the current demand. We appreciate your input and are committed to finding solutions that balance the needs of residents with the overall safety and functionality of the road.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Geneveine

Suburb: Brooklyn

Agree: No

I am writing to oppose a section of proposed changes on Ohiro Road, Brooklyn. In particular changes proposed on sheet 3 of 5, as outlined by the Wellington City Council (WCC). While I understand the concerns regarding illegal parking and accessibility issues, I believe the proposed changes may address these issues, it will create other issues.

Firstly, the proposal to restrict parking near bus stops may exacerbate parking issues elsewhere on Ohiro Road. Residents and visitors already face challenges finding parking spaces, and further restrictions could lead to increased congestion and inconvenience. As a resident of Rúa Kai Way, there is allocated parking which limits one park per household and does not allow for visitor parking, or multiple vehicles if you reside in a multiple vehicle household. There is some visitor parking available however it is extremely scarce.

Secondly, the rationale of improving bus stop accessibility for passengers, particularly those with disabilities or elderly, is indeed crucial. While this submission is not in relation to buses, the frequency in which buses run along Ohiro road does not justify the scale of the proposed changes. It's important to consider alternative solutions that do not involve eliminating parking spaces entirely. For example, improving signage and enforcement of existing parking regulations could help alleviate the problem.

I request WCC to reconsider the proposed changes to Ohiro Road parking restrictions. Instead, I encourage the council to explore more balanced solutions that prioritize accessibility without disproportionately impacting local residents' ability to park near their homes.

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times. We acknowledge your concerns regarding the proposed bus stop layouts and the lack of available on-street parking spaces as a consequence.

Ohiro Road between 217 and 509 have only a few legal parking spaces, with a shoulder on either side in some sections which is currently used for kerbside parking. However, these shoulders are not wide enough for an average car to park safely without encroaching onto the footpath or into the carriageway traffic lane, which poses safety issues on this major road with high traffic volumes and heavy vehicles such as trucks.

Our proposal aims to address this issue by reallocating the shoulder to allow sufficient width for kerbside parking without compromising minimum traffic lane widths. Broken yellow lines (BYL's) will only be implemented in sections of the road where the shoulder is not wide enough for safe parking or in front of driveways. Although it may seem like parking is being removed, our objective is to retain and provide legal parking spaces that meet safe standard parking width requirements while

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

restricting parking on narrow shoulders where it is unsafe. In addition, this proposal is to improve the parking layout to provide clear separation between pedestrians and vehicles.

We recognise the concern about the parking issues near bus stops. The primary goal of these changes is to ensure the safety and accessibility of bus stops for all passengers, including those with disabilities and the elderly. The Wellington City Council's Parking Policy 2020 deems parking on footpaths illegal to ensure pedestrian safety and accessibility. Ohiro Road currently has a footpath on only one side in most sections, and a narrow footpath in some areas, any vehicles parked on the footpath would cause significant safety concerns for pedestrians.

We acknowledge that the bus service frequency on Ohiro Road may not seem to justify the scale of the proposed changes, it is important to consider and plan for the future growth and the potential increase in bus usage. Improving the safety and accessibility of bus stops is a proactive measure to encourage public transport use and ensure the infrastructure can handle future demand.

Our aim is to balance the needs of all road users, ensuring community safety and accessibility while minimising inconvenience to residents.

Feedback

Name: Julia

Suburb:

Agree: No

To whom it may concern,
I object to the proposed changes to parking on Ohiro Road.

The significant removal of parking spaces will negatively impact many aspects of life on Ohiro Road, for both drivers and non-drivers, including but not limited to residents being able to park near their homes, delivery of goods, trades people ability to work in the area, taxi services, and visitors of the people who live on and around Ohiro Road.

I'm not sure where you expect current Ohiro Road parkers to park if these ill-thought-out changes are implemented.

Your proposal is very unpopular and should be binned.

Kindly

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times. We acknowledge your concerns regarding the potential negative impacts on residents, tradespeople, delivery services, and visitors.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Ohiro Road between 217 and 509 have only a few legal parking spaces, with a shoulder on either side in some sections which is currently used for kerbside parking. However, these shoulders are not wide enough for an average car to park safely without encroaching over the footpath or intruding into the carriageway traffic lane, which poses safety issues on this major road with high traffic volumes and heavy vehicles such as trucks.

Our proposal aims to address this issue by reallocating the shoulder to allow safe sufficient width for parking without compromising minimum traffic lane widths. Broken yellow lines (BYL's) will only be implemented in sections of the road where the shoulder is not wide enough for safe kerbside parking or in front of driveways. Although it may seem like kerbside parking is being removed, our objective is to retain and provide legal parking spaces that meet safe standard parking width requirements while restricting parking on narrow shoulders where it is unsafe and compromises public safety. In addition, this proposal is to improve the parking layout to provide clear separation between pedestrians and cars.

The number of complaints about footpath parking has doubled in 2023 compared to 2022. According to the Wellington City Council's Parking Policy 2020, parking on the footpath became illegal (partially or fully). This policy was developed to ensure the safety and accessibility of footpaths for pedestrians, including those with disabilities, parents with prams, and the elderly. Ohiro Road currently has a footpath on only one side in most sections, and a narrow footpath in some areas, any vehicles parked on the footpath would cause significant safety concerns for other users.

The Parking Services team is addressing this issue through an educational and complaint-based approach at this stage. This means that instead of immediately issuing fines, the team is working to inform and educate the public about the new regulations and the reasons behind them. They are responding to complaints and providing warnings and information to offenders, aiming to increase compliance through understanding and cooperation.

To ensure that vehicles can perform necessary work without causing undue obstruction or safety concerns, Parking Services often engage with drivers if they are seen stopping on BYLs. For loading and unloading purposes, for example trade vehicles such as those used by plumbers or maintenance workers are considered in a similar manner.

We recognise the importance of balancing the needs of all road users. While the changes may seem drastic, they are designed to improve community safety and accessibility for everyone. Our aim is to balance the needs of all road users, ensuring safety and accessibility while minimising inconvenience to residents.

Feedback

Name: Lisa on Behalf of St Bernard's School
Suburb: Brooklyn
Agree: No

Good afternoon,

Feedback Received

This morning we received a letter through the post from one of our neighbour (no name or address supplied) The letter was regarding feedback about proposed removal of parking spaces on Ohiro Rd and the impact that is likely to have on parking spaces on Taft St which is already heavily loaded with vehicles each day.

In the letter it also stated that Kaingi Ora apartments are to be built on the old St Bernard's Church site.

These two items concern us as a school. Our parents need to be able to drop their children off safely and close to the school.

We were wondering if we could please get some information about the apartments. Will they have parking spaces or garages included? Will they be inhabited by families? Is it possible for us to see the plans? Please can we get an idea of a time when the building work will commence.

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times. We acknowledge your concerns regarding the changes on Ohiro Road and the proposed new apartments at the old St Bernard's Church site.

Our proposal aims to address the current parking concerns on Ohiro Road by providing legal parking spaces. We are proposing to reallocate the shoulder to allow sufficient width for kerbside parking without compromising minimum traffic lane widths. Broken yellow lines will only be implemented in sections of the road where the shoulder is not wide enough for safe parking or in front of driveways. Although it may seem like parking is being removed, our objective is to retain and provide legal parking spaces that meet standard width requirements while restricting parking on narrow shoulders where it is unsafe and compromises public safety. In addition, this proposal is to improve the parking layout to provide clear separation between pedestrians and cars.

Regarding the Kainga Ora apartments, you can contact the Council Consents team planning@wcc.govt.nz for any plans or further information if they are publicly available.

Our aim is to balance the needs of all road users, ensuring safety and accessibility while minimising inconvenience to residents.

Feedback

Name: Joe

Suburb:

Agree: No

I live between Reuben Ave and Taft St in an area where broken yellow lines are proposed to be added.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

It is unfortunate that the plans supplied from WCC were printed so badly they were almost unreadable, and the feedback period is very short.

My feedback for you to consider is, I oppose the proposal for these reasons:

1. Delivery vehicles stop outside all day and night as well as Ubers servicing 20-30 properties, it will be illegal for them to stop at all in this area with the broken yellow lines proposed and the few remaining car parks will be always full.
2. Moving the traffic lane east towards the footpath will make the footpath more dangerous and I will drive my child to school rather than let them walk alone that close to the traffic flow as they currently do.
3. The bus stops nearby work nicely and are hardly used as the #29 buses take an unusual route, but the main Brooklyn #7 bus stops are only five minutes' walk away.
4. Many of the residents chose to live in this area as they need a vehicle or have visitors with vehicles.

Thank you for asking for our feedback,
I hope you consider it before increasing our rates.

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times.

Our proposal aims to address the current parking concerns on Ohiro Road by providing legal parking spaces. We are proposing to reallocate the shoulder to allow sufficient width for kerbside parking without compromising minimum traffic lane widths. Broken yellow lines (BYL's) will only be implemented in sections of the road where the shoulder is not wide enough for safe parking or in front of driveways. Although it may seem like parking is being removed, our objective is to retain and provide legal parking spaces that meet safe standard parking width requirements while restricting parking on narrow shoulders where it is unsafe to do so without compromising public safety. In addition, this proposal is to improve the parking layout to provide clear separation between pedestrians and cars so that pedestrians are not forced to walk on the carriageway where the footpath is obstructed by parked vehicles.

The primary goal of legalising the bus stops is to ensure the safety and accessibility of bus stops for all passengers, including those with disabilities and the elderly. We acknowledge that the bus frequency on Ohiro Road may not seem to justify the scale of the proposed changes, it is important to consider and plan for the future growth and the potential increase in bus usage. Improving the safety and accessibility of bus stops is a proactive measure to encourage public transport use and ensure the infrastructure can handle future demand.

To ensure that vehicles can park and people perform necessary work without causing undue obstruction or safety concerns, Parking Services adopts an educational approach. This means they will often engage with drivers if they are seen stopping on BYLs. For loading and unloading purposes, for example trade vehicles such as those used by plumbers or maintenance workers are considered in a similar manner.

Feedback Received

Our aim is to balance the needs of all road users, ensuring community safety and accessibility while minimising inconvenience to residents.

Feedback

Name: Caleb

Suburb:

Agree: No

I am writing to provide feedback on the proposed installation of No Stopping At All Times (broken yellow lines) along Ohiro Road, from 219 to 507 Ohiro Road. I currently reside in the Rua Kai Way complex.

The Metlink bus network in this part of Wellington does not currently support the lifestyle of many residents, particularly younger individuals. For instance, I frequently travel to the Ākau Tangi Sports Centre in Kilbirnie for sports commitments. On a Saturday morning, it would take me an hour to reach Kilbirnie, including a 22-minute walk up to Brooklyn Village. Returning home on a Thursday evening would also take around an hour. If the buses connect on time, I can catch the 29 bus home, but if they do not, I face a 22-minute walk in the dark from Brooklyn Village to Rua Kai Way. This situation is particularly challenging for those with accessibility issues. Earlier this year, I had an injury that made walking 1.5 km up a hill impossible.

Many young families in our complex have one or two cars due to work commitments, school drop-offs, and other activities. The proposed parking restrictions would place a significant strain on these families. The current bus timetable mainly accommodates those working standard daytime jobs in the CBD. However, the 39 bus has been very inconsistent during the two years we have lived here. Additionally, staying late in the city or traveling to other suburbs for work or activities often requires significantly more time compared to driving.

I am concerned that these changes will further disadvantage those who cannot afford to live in a household with just one 'couple' or by themselves, or those working irregular hours. In our household, there are three residents with three cars. While this may not be a typical situation, the bus timetable does not accommodate shift work schedules with early starts or late finishes. For example, my partner works [Redacted] and often has 12-hour shifts. After a shift, he only has 12 hours to get home, eat, and sleep. The bus timetable does not allow him to maximise his rest time. In conclusion, while we understand the intention behind the proposed changes, they would greatly impact the daily lives of many residents. We urge the council to reconsider the parking restrictions and explore alternative solutions that would better accommodate the diverse needs of the community.

Thank you for considering this feedback. If you have any further questions, please do not hesitate to contact me.

Officer Response:

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times. We acknowledge your concerns regarding the current bus services and the lack of available on-street parking spaces.

Ohiro Road between 217 and 509 have only a few legal parking spaces, with a shoulder on either side in some sections which is currently used for kerbside parking. However, these shoulders are not currently wide enough for an average car to park safely without encroaching onto the footpath or into the carriageway traffic lane, which poses safety issues on this major road with high traffic volumes and heavy vehicles such as trucks.

Our proposal aims to address this issue by reallocating the shoulder to allow sufficient width for kerbside parking without compromising minimum traffic lane widths. Broken yellow lines (BYL's) will only be implemented in sections of the road where the shoulder is not wide enough for safe kerbside parking or in front of driveways. Although it may seem like parking is being removed, our objective is to retain and provide legal parking spaces that meet safe standard parking width requirements while restricting parking on narrow shoulders where it is unsafe to park without causing public safety risks. In addition, this proposal is to improve the parking layout to provide clear separation between pedestrians and cars.

The primary goal of legalising the bus stops is to ensure the safety and accessibility of bus stops for all passengers, including those with disabilities and the elderly. Improving the safety and accessibility of bus stops is a proactive measure to encourage public transport use and ensure the infrastructure can handle future demand.

Our aim is to balance the needs of all road users, ensuring public safety and accessibility while minimising inconvenience to residents.

Feedback

Name: Becs
Suburb: Brooklyn
Agree: No

Overall, I am supportive of some aspects of the proposal, and NOT supportive of other aspects of the proposal. My first overall comment is that it would have been useful to see a summary of submissions (or similar) on the November 2023 'pre-engagement' to see what the overall feedback from this was, and how it has been taken into account to inform these proposed changes. The latest material mentions pre-engagement with residents and that a few additional changes have been made, but these seem relatively small tweaks rather than anything substantial. It isn't clear whether there was support or not for the changes consulted on in November 2023, but nonetheless the changes are being progressed.

I am supportive of the proposal to create 12 parallel parks in the section between 421-451 Ōhiro Rd where there is a wide footpath, so there is space for separate carparking and footpath on the east side of the road (Sheet 4) I am NOT supportive of putting yellow lines on the west side of the road in

Feedback Received

this section. I think that it is unlikely the 12 parallel parks on the east side of the road will be sufficient for the households in this area (let alone if they have visitors). Can you please reconsider this decision. It would also have been useful to know what feedback was received on this proposal from the November pre-engagement. Even though some households in this section have off-street parking, some do not (or not enough).

Moreover, some space that might be considered off-street parking is actually too small for most regular sized cars to fit in, which in practice reduces the available off-street parking in this area. There is nowhere else nearby to park (e.g. no side streets, nor anywhere else further up or further down Ōhiro Road), so there is literally nowhere else to park nearby if it will no longer be possible to park on the west side of the road. Many households and their visitors regularly use the west side of the road to park currently.

- Saturday 29 June 3.30pm 21 cars were parked on the side of the road and/or footpath area between 421-451 Ōhiro Road (east and west side), NOT including cars parked in off-street parking spaces.
- Sunday 30 June 1.30pm 19 cars were parked on the side of the road and/or footpath area between 421-451 Ōhiro Road (east and west side), NOT including cars parked in off-street parking spaces.

Moreover, based on the proposal, there is no roadside parking on either the east or west side of the road from Rua Kai Way/ 383 Ōhiro Road all the way to 421 Ōhiro Road. A number of households in this stretch appear to have no or limited off-street parking. Some currently park cars in the stretch from 421 – 451 Ōhiro Road. It is likely some of these household will also be competing for the 12 parallel parks in the section 421-451 Ōhiro Road. Is a possible compromise to consider creating some additional legal car parks on the west side of wider sections of the road in this area, and installing yellow lines in stretches of the west side of the road that are definitely too narrow for any car parking (e.g. due to there being a steep bank or Ōwhiro Stream right next to the road).

It appears that there would likely be space for some additional legal car parks on the west side of the road in the section from 423-451 Ōhiro Road heading further southwards, that would be in addition to the 12 parks proposed on the east side of the road in this section. Final comment, if it is still decided to go ahead with putting yellow lines of the west side of the road in this section, could you wait to do this until after the work to put the 12 parallel parks on the east side of the road is complete, so residents can use the west side of the road to park while the work on the east side of the road is being completed. It would not be workable to have both sides of the road with no parking, given there is nowhere else to park nearby. Thank you.

Officer Response:

[Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops \(No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times](#)

[Regarding your concern about the November 2023 pre-engagement, we acknowledge the importance of transparency in the Council decision-making process. The pre-engagement feedback indicated some opposition from the residents. The primary concern was the need for more parking to meet the current demand, other concerns included relocation of the bus stops, and the need for legalising the bus stop locations. To further understand the community feedback, we conducted parking surveys on the demand and off-street parking to assess the current situation accurately.](#)

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Based on the parking survey results, we increased the number of proposed legal parking spaces from 110 to 131.

Ohiro Road between 217 and 509 have only a few legal parking spaces, with a shoulder on either side in some sections which is currently used for kerbside parking. However, these shoulders are not wide enough for an average car to safely park without encroaching onto the footpath or into the carriageway traffic lane, which poses safety issues on this major road with high traffic volumes and heavy vehicles such as trucks.

Our proposal aims to address this issue by reallocating the shoulder to allow sufficient width for parking without compromising minimum traffic lane widths. Broken yellow lines (BYL's) will only be implemented in sections of the road where the shoulder is not wide enough for safe kerbside parking or in front of driveways. Although it may seem like parking is being removed, our objective is to retain and provide legal parking spaces that meet safe standard parking width requirements while restricting parking on narrow shoulders where it is unsafe to park without affecting public safety. In addition, this proposal is to improve the parking layout to provide clear separation between pedestrians and cars.

We acknowledge your support for the creation of 12 parallel parks between 421-451 Ohiro Road where there is a wide footpath. If the proposed changes are approved by Council, we will ensure that the 12 parking spaces on the eastern side are available to the community prior to implementing the BYLs on the western side.

Our aim is to balance the needs of all road users, ensuring community safety and accessibility while minimising inconvenience to residents.

Feedback

Name: Casimir
Suburb:
Agree: No

I do not support this traffic resolution. It is again unfortunate there has been no genuine engagement with the community on this issue.

The council needs to address the issue. There is no adequate parking on Ohiro road. Rather than pretending the issue doesn't exist and enforcing no parking. It just moves the problem elsewhere.

Rate payers would like a solution to the parking issue. This needs to be planned for and discussed. As I am sure that the last consultation mentioned. But for some reason not widely distributed or shared.

Fix the problem, rather than just deciding what the solution is.

Also aim to fix the issues with public transport first!!!!!!

Feedback Received

The bus along Ohiro road is not reliable and is cancelled constantly.

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times. We understand your concerns about parking on Ohiro Road and the reliability of public transport.

The aim of our proposal is to improve public safety and accessibility while balancing the needs of all road users. Currently, the painted shoulders on Ohiro Road are not wide enough to safely accommodate parked cars without encroaching onto the footpath or into the carriageway traffic lane.

Our proposal aims to address this issue by reallocating the shoulder to allow sufficient width for kerbside parking without compromising minimum traffic lane widths. Broken yellow lines (BYL's) will only be implemented in sections of the road where the shoulder is not wide enough for safe kerbside parking or in front of driveways. Although it may seem like parking is being removed, our objective is to retain and provide legal parking spaces that meet safe standard width requirements while restricting parking on narrow shoulders where it is unsafe to park without impacting on other users. In addition, this proposal is to improve the parking layout to provide clear separation between pedestrians and cars.

Regarding public transport, while we acknowledge that the bus frequency on Ohiro Road may not seem to justify the scale of the proposed changes, it is important to consider and plan for the future growth and the potential increase in bus usage. Improving the safety and accessibility of bus stops is a proactive measure to encourage public transport use and ensure the infrastructure can handle future demand.

We will forward your concerns regarding the reliability of public transport to the Greater Wellington Regional Council. Our aim is to balance the needs of all road users, ensuring public safety and accessibility while minimising inconvenience to residents.

Feedback

Name: John

Suburb:

Agree: No

Kia ora koutou Koata Hatepe committee,

My household is opposed to these changes which are unnecessary and unwanted by the local residents.

My [Redacted] comes in and picks up and drops off my young children at home two days a week, she cannot walk far at all and currently parks outside our house in an area proposed to have broken yellow lines. She causes no issue at all for pedestrians or traffic doing this and will no longer be able

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

to do it and see her grandchildren if the changes go ahead. This will not be good for the children or my Mums wellbeing, as well as costing me a few hours of work each week.

We have 3 adults in our house with two cars (which are needed). One garage which has 5 bikes in it including 2 which get charged in there so we cannot fit a car in there and we need to park the cars somewhere close by as we have for 15 years.

I ride from Ohiro road and back from the city 5 days a week and have no problems at all sharing the road with the traffic as it is.

I really hope you consider this feedback from people who live here and know the reality which no changes is are required to the current road layout.

Nāku iti noa, nā

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times

Ohiro Road between 217 and 509 have only a few legal parking spaces, with a shoulder on either side in some sections which is currently used for parking. However, these shoulders are not wide enough for an average car to safely park without encroaching over the footpath or into the carriageway traffic lane, which poses safety issues on this major road with high traffic volumes and heavy vehicles.

Our proposal aims to address this by reallocating the shoulder to allow sufficient width for kerbside parking without compromising minimum traffic lane widths. Broken yellow lines (BYL's) will only be implemented in sections of the road where the shoulder is not wide enough for safe kerbside parking or in front of driveways. In addition, this proposal is to improve parking layout to provide clear separation between pedestrians and cars.

We recognise the importance of balancing the needs of all road users. While the changes may seem drastic, they are designed to improve safety and accessibility for everyone. Our aim is to balance the needs of all road users, ensuring community safety and accessibility while minimising inconvenience to residents.

Feedback

Name: Elizabeth

Suburb:

Agree: No

I would be very adversely affected by these changes especially the no stopping proposal. [Redacted]
I have a Total Mobility card and we no longer have a car.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

My husband has needed a district nurse to visit him. How could she do this without parking outside?

My son takes me shopping once a week but if he is unable to stop outside my house how can he deliver my groceries? Getting them delivered by a shop would pose the same problem.

I frequently need to get a taxi; how can they collect me or bring me home without stopping.

Will no visitors or helpers be able to come to my house or an ambulance if I need one?

I can get a 29 bus near where I live but you propose moving the bus stop further away and I cannot walk very far.

What happens if I need work on my house, which we cannot do, if tradesmen are unable to stop outside.

I think this is a very bad proposal and I hope someone can see sense and amend this as I am sure I am not the only one who is a longtime resident who would be badly affected, and I can see no advantages to it.

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times.

We understand and appreciate the concerns you have raised regarding the impact of the proposed changes on your daily life.

Our proposal aims to improve public safety and accessibility on Ohiro Road by ensuring that parking is legal placed and does not compromise pedestrian and traffic safety due to parking inconsiderately. However, we recognise that there are specific situations, such as yours, where the proposed changes may cause concerns.

To ensure that vehicles can park and people can perform necessary work without causing undue obstruction or safety concerns, Parking Services adopts an educational approach. This means they will often engage with drivers if they are seen stopping on broken yellow lines. For loading and unloading purposes, for example trade vehicles such as those used by plumbers or maintenance workers are considered by Parking Services. Similarly, Emergency vehicles, such as ambulances, fire trucks, and police cars, are allowed to stop on broken yellow lines as the situation demands.

Our aim is to balance the needs of all road users, ensuring community safety and accessibility while minimising inconvenience to residents.

Feedback

Name: Rose

Suburb:

Feedback Received

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

Agree: No

I am writing in opposition to the proposed "improvements" to Ohiro Road specifically changes to road markings which will mean the elimination of around 200 carparking spaces making a large swathe of the road "no stopping at all times".

This will have a devastating impact on residents, many of whom are elderly, young families, professionals who require a vehicle for their work or people who require vehicle access to support their special mobility needs.

I understand and agree with enlarging the space around bus stops to facilitate bus entry and exit and enable them to get close enough to the kerb to lower the bus for mobility passengers.

However the removal of carparks and designation of the zone from McKinley Cres to Jamiesons Towing as "no stopping at all times" is totally unacceptable for the following reasons:

There seems to be a lack of understanding at Council of the geographical realities of living in Wellington emerging in plans like these. Take for example the fact that people living on the west side of Ohiro Road between 252 and have nowhere to park on their side of the road - except for 3-4 spaces - because their houses are atop a cliff. There are more than 3 households up there.

I have a friend who has been [Redacted] but is now able to take her son to school in Happy Valley - she lives on the [Redacted] and obviously relies on being able to use the parks in that area of Ohiro Road as part of her recovery and caring for her family.

There is very little alternative parking in the area on side streets and there is increasing demand on these few parks - and of course, residents of those side streets need their own parks!

We need parking near or preferably in front of houses to pick up and drop off people, especially folks like my elderly parents, whom I live with and whom require to be driven to facilities such as supermarkets as they are not able to drive or use public transport for such activities which require that they walk and carry stuff.

I am a professional who frequently needs to load and unload my car with gear for work and professional development courses, therefore I need a space to park my car for work in addition to supporting my elderly parents.

Tradespeople must have places to park their vehicle in order to service the many residential properties on this stretch of road. This would include landlords who maintain their own property, I personally know one who owns [Redacted] and he often needs to stop outside his houses while undertaking this work.

There are many other families with young children on this street who need on-street parking to help manage the logistics of life.

An essential part of our quality of life includes having space for our visitors to park.

We need delivery drivers, couriers, ubers etc to be able to stop without fear of ticketing etc.

Feedback Received

Apparently, the Plan includes widening the road and narrowing the pavement - how exactly is this beneficial to residents and pedestrians? On narrow stretches of the road cars have been ticketed for "parking on the pavement" when they have just 2 wheels on the lip of the kerb to avoid sideswiping while considering pedestrian accessibility, Narrowing the pavement AND making the roadside both no stopping and wider makes no sense in this regard.

It is our will as residents and ratepayers that the plans to implement no stopping on Ohiro Road, except around bus stops, be scrapped.

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times. We understand your concerns regarding the potential negative impacts on residents, tradespeople, delivery services, and visitors.

Currently, Ohiro Road between 217 and 509 have only a few legal parking spaces with painted shoulder on either side in some sections which is currently used for parking. However, these painted shoulders are not wide enough for an average car to park safely without encroaching onto the footpath or intruding into the carriageway traffic lane, which poses safety issues on this major road with high traffic volumes and heavy vehicles such as trucks.

Our proposal aims to address this by reallocating the shoulder to allow sufficient width for kerbside parking without compromising minimum traffic lane widths. Broken yellow lines (BYL's) will only be implemented in sections of the road where the shoulder is not wide enough for safe kerbside parking or in front of driveways. In total, we are proposing 131 parking spaces that are 2.1 meters wide, though some sections of the road will have fewer parking spaces than others. In addition, this proposal is to improve the parking layout to provide clear separation between pedestrians and vehicles.

The number of complaints about footpath parking has doubled in 2023 compared to 2022. The Wellington City Council's Parking Policy 2020 deems parking on footpaths (partially or fully) as illegal to ensure pedestrian safety and unobstructed accessibility. This policy was developed to ensure the public safety and accessibility of the footpaths for pedestrians, including those with disabilities, parents with prams, and the elderly. Ohiro Road currently has a footpath on only one side in most sections, and a narrow footpath in some areas, any vehicles parked over the footpath would cause significant safety concerns for other users.

The Parking Services team is addressing this issue through an educational and complaint-based approach at this stage. This means that instead of immediately issuing fines, the team is working to inform and educate the public about the new regulations and the reasons behind them. They are responding to complaints and providing warnings and information to offenders, aiming to increase compliance through understanding and cooperation.

To ensure that vehicles can park for people to perform necessary work without causing undue obstruction or safety concerns, Parking Services often engage with drivers if they are seen stopping

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

on BYLs. For loading and unloading purposes, for example trade vehicles such as those used by plumbers or maintenance workers are considered by Parking Services.

We recognise the importance of balancing the needs of all road users. While the changes may seem drastic, they are designed to improve safety and accessibility for everyone. Our aim is to balance the needs of all road users, ensuring public safety and accessibility while minimising inconvenience to residents.

Feedback

Name: Holmes
Suburb:
Agree: No

The supplied drawings were difficult to read, but from what I could see I do not agree with the changes.

99.99% of vehicles that park (partly) on the footpath do this leaving at least 1m for pedestrians but getting out of the traffic lane.

This is a common sense approach and all WCC parking wardens I have talked to in the area agree this is ok.

The 33 complaints (over 2 years) this proposal is based on would be the .01% who park blocking the footpath or across a driveway or garage, these people will still do that with the changes and result in the same number of complaints.

If you are looking to do something positive for walkers and cyclists, stop the Beam/Flamingo type scooters blocking footpaths and slow the trucks down to 50kph in the area.

Do not use speed bumps, that would knock debris out of the trucks and create worse problems.

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times).

Our proposal aims to address the parking problem by reallocating the shoulder to allow sufficient width for parking without compromising safe minimum traffic lane widths. Broken yellow lines will only be implemented in sections of the road where the existing shoulder is not wide enough for safe parking or in front of driveways. Although it may seem like parking is being removed, our objective is to retain and provide legal parking spaces that meet standard parking width requirements while restricting parking on narrow shoulders where it is unsafe resulting in vehicles parking over footpath or encroaching into the traffic lane. In addition, this proposal is to improve the parking layout by providing clear separation between pedestrians and cars.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

The number of complaints about footpath parking has doubled in 2023 compared to 2022. The Wellington City Council's Parking Policy 2020 deems parking on footpaths illegal to ensure pedestrian safety and accessibility. This policy was developed to ensure the safety and accessibility of footpaths for pedestrians, including those with disabilities, parents with prams, and the elderly. Considering that Ohiro Road currently has a footpath on only one side in most sections, and a narrow footpath in some areas, any vehicles parked on the footpath would cause significant safety concerns for other users in particular at risk pedestrians.

The Parking Services team is addressing this parking issue through an educational and complaint-based approach at this stage. This means that instead of immediately issuing fines, the team is working to inform and educate the public about the new regulations and the reasons behind them. They will be responding to complaints and providing warnings and information to offenders, aiming to increase compliance through understanding and cooperation.

We will raise the safety concerns regarding the e-scooters riding and blocking the footpath with the appropriate companies. Our aim is to balance the needs of all road users, ensuring overall safety and accessibility while minimising inconvenience to residents.

Feedback

Name: Ayla

Suburb:

Agree: No

We acknowledge your proposed changes for Ohiro Road, Brooklyn, including the implementation of no-stop lines along 200-500 Ohiro Road. While we understand the intention behind creating a more pedestrian-friendly inner city for Wellington, we strongly disagree with the proposal. Removing parking in the suburbs without providing alternative solutions will create significant issues for its residents.

The proposal lacks sufficient alternative options for residential parking, which is unfair to residents without access to driveways or garages. This will marginalize people's options and potentially affect them negatively.

However, we do support the implementation of yellow boxes at each bus stop on Ohiro Road to facilitate better access for bus drivers. The argument that there are sufficient public transport options for residents along Ohiro Road is inaccurate. Public transport is frequent only during peak hours and offers limited options otherwise.

If this proposal proceeds, we strongly recommend offering alternative solutions for residents living along Ohiro Road, Brooklyn, as the need for car parking will not diminish simply because yellow lines are added.

Officer Response:

Feedback Received

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

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times

Our proposal aims to address this parking issue by reallocating the shoulder to allow sufficient width for parking without compromising minimum safe traffic lane widths. Broken yellow lines (BYL's) will only be implemented in sections of the road where the shoulder is not wide enough for safe kerbside parking or in front of driveways. Although it may seem like existing parking spaces are being removed, our objective is to retain and provide legal parking spaces that meet safe standard parking width requirements while restricting parking on narrow shoulders where it is unsafe for both pedestrians and travelling public. In addition, this proposal is to improve parking layout by providing clear separation between pedestrians and vehicles.

Please note that a total of 131 car parks are being proposed following multiple parking demand surveys and off-street parking surveys, overall this would meet the current parking demand, however, there are few sections of the road with higher parking demand than others.

Our aim is to balance the needs of all road users, ensuring overall safety and accessibility while minimising inconvenience to residents.

Feedback

Name: Caitlin

Suburb:

Agree: No

We acknowledge your proposed changes for Ohiro Road, Brooklyn, including the implementation of no-stopping lines between 219-507 Ohiro Road. While we understand the intention behind creating a more pedestrian-friendly inner city for Wellington, we strongly disagree with the proposal. Removing parking along Ohiro Road without providing alternative solutions will create significant issues for its residents.

If the main reason for this proposal is a few requests from the public concerning blocked footpaths or driveways, we suggest ticketing the few cars that are causing these issues, instead of a blanket yellow-line solution.

The proposal lacks sufficient alternative options for residential parking, which is unfair to residents without access to off-street parking. This proposal will eliminate convenient access to people's houses and make it difficult for visitors.

However, we do support the implementation of yellow boxes at each bus stop on Ohiro Road to facilitate better access for bus drivers. The argument that there are sufficient public transport options for residents along Ohiro Road is inaccurate. Public transport is only frequent during peak hours and offers limited options otherwise.

If this proposal proceeds, we strongly recommend offering alternative solutions for residents living along Ohiro Road, Brooklyn, as the need for car parking will not diminish simply because yellow lines are added.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times

Currently, Ohiro Road between 217 and 509 have only a few legal parking spaces, with a shoulder on either side in some sections which is currently used by the residents for kerbside parking. However, these shoulders are not wide enough for an average car to safely park without encroaching onto the footpath or into the carriageway, which poses safety issues on this major road with high traffic volumes and heavy vehicles such as trucks.

Our proposal aims to address this unsafe kerbside parking by reallocating the shoulder to allow sufficient width for parking without compromising minimum traffic lane widths. Broken yellow lines (BYL's) will only be implemented in sections of the road where the shoulder is not wide enough for safe parking or in front of driveways. In total, we are proposing 131 parking spaces which are 2.1 metres wide. It is acknowledged that there are some sections of the road which will have more parking demands than available parking spaces compared to others. This proposal also aims to improve the parking layout by providing a clear separation between pedestrians and cars.

The number of complaints about footpath parking in this location has doubled in 2023 compared to 2022. The Wellington City Council's Parking Policy 2020 deems parking on footpaths illegal to ensure pedestrian safety and accessibility. This policy was developed to ensure the safety and accessibility of footpaths for pedestrians, including those with disabilities, parents with prams, and the elderly. Ohiro Road currently has a footpath on the eastern side in most sections, and a narrow footpath in some areas, any vehicles parked over the footpath would cause significant safety concerns for other users in particular vulnerable pedestrians.

The Parking Services team is addressing this change of parking behaviour and new parking layout through an educational and complaint-based approach at this stage. This means that instead of immediately issuing fines, the team is working to inform and educate the public about the new regulations and the reasons behind them. They will be responding to complaints and providing warnings and information to offenders, aiming to increase compliance through understanding and cooperation.

We recognise the importance of balancing the needs of all road users. While the changes may seem drastic, they are designed to improve public safety and accessibility for everyone. Our aim is to balance the needs of all road users, ensuring overall safety and accessibility while minimising inconvenience to residents.

Feedback

Name: Miria

Suburb:

Agree: No

Tēnā koutou,

Feedback Received

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

We acknowledge your proposed changes for Ohiro Road, Brooklyn, including the implementation of no-stop lines along 200-500 Ohiro Road. While we understand the intention behind creating a more pedestrian-friendly inner city for Wellington, we strongly disagree with the proposal. Removing parking in the suburbs without providing alternative solutions will create significant issues for its residents.

The proposal lacks sufficient alternative options for residential parking, which is unfair to residents without access to driveways or garages. This will marginalize people's options and potentially affect them negatively.

However, we do support the implementation of yellow boxes at each bus stop on Ohiro Road to facilitate better access for bus drivers. The argument that there are sufficient public transport options for residents along Ohiro Road is inaccurate. Public transport is frequent only during peak hours and offers limited options otherwise.

If this proposal proceeds, we strongly recommend offering alternative solutions for residents living along Ohiro Road, Brooklyn, including those living in townhouse complexes with existing restricted parking spaces.

Thank you for considering this submission.

Ngā mihi,

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times

Our proposal aims to address the current parking concerns on Ohiro Road by providing legal parking spaces. We are proposing to remove/reduce the shoulder on the uphill/northbound direction, allowing sufficient width for parking on the downhill direction without compromising lane widths. Broken Yellow Lines (BYLs) will only be implemented along sections of the road where the shoulder is not wide enough for safe kerbside parking or in front of driveways.

Although it may seem like kerbside parking spaces are being removed, our objective is to retain and provide legal parking spaces that meet safe standard parking width requirements while restricting on-street parking on narrow shoulders where it is unsafe. In practice, users should not and cannot park in these areas regardless. Please note that a total of 131 car parks are being proposed following multiple parking demand surveys and off-street parking surveys, overall this parking supply would meet the current parking demand, however, there are few sections of the road where there are higher parking demands than others.

Our aim is to balance the needs of all road users, ensuring public safety and accessibility while minimising inconvenience to residents.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Wellingtonianish
Suburb: Brooklyn
Agree: No

This plan goes too far in removing parks in some areas with space and will clutter the already narrow side streets with unsafe parking. There are parts of the street that do need to have yellow lines, as cars either have to park half on the footpath or sticking out into the road. Near Taft Street is wide enough for the parks though, and lots of cars park there that will end up in the back streets. Brooklyn doesn't have a supermarket or a bus that goes to a supermarket, so most people have cars for that reason alone and will continue to have cars even if there are bike lanes added.

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times. We understand your concerns, and our proposal aims to address these issues by providing legal parking spaces.

We are proposing to remove/reduce the shoulder on the uphill/northbound direction, allowing sufficient width for parking on the downhill direction without compromising lane widths. Broken Yellow Lines (BYLs) will only be implemented in sections of the road where the shoulder is not wide enough for safe kerbside parking or in front of driveways. Although it may seem like existing parking spaces are being removed, our objective is to retain and provide legal parking spaces that meet standard parking width requirements while restricting parking along narrow shoulders where it is unsafe. In practice, users cannot park in these areas regardless.

We recognise the importance of balancing the needs of all road users. While the changes may seem drastic, they are designed to improve safety and accessibility for everyone. Our aim is to balance the needs of all road users, ensuring safety and accessibility while minimising inconvenience to residents.

Feedback

Name: Submitter123
Suburb: Brooklyn
Agree: No

Submission to Council Consultation - Proposed Parking Removal TR75-24 Objecting to the removal of parking due to inadequate public transport. I am a resident of Brooklyn. I am writing to express my strong opposition to the proposed removal of parking spaces in our area.

Public Transport Concerns: Limited Service: The current bus service in our area is insufficient. Infrequent schedules and unreliable routes make it an impractical alternative for daily commutes, especially for shift workers.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Shift Worker Needs: My work schedule requires me to travel outside of standard public transport operating hours. Without access to a personal vehicle, reliable transportation to and from work becomes a significant challenge, borderline impossible.

Impact on the Community: The proposed parking removal will disproportionately impact those who rely on personal vehicles for essential needs. This includes:

- **Shift Workers:** Like myself, many residents have work schedules outside of public transport operating hours.
- **Residents with Limited Mobility:** Those who cannot cycle or rely on public transport depend on their vehicles for essential errands and appointments. Removing parking without addressing the limitations of public transport will create unnecessary hardship for residents and negatively impact our community, particularly those most vulnerable and least paid such as shift workers.

Officer Response:

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times.

Currently, Ohiro Road between 217 and 509 has only a few legal parking spaces, along with a shoulder on either side in most sections. There are no restrictions in place at this moment to stop people from parking on the shoulder; however, these shoulders are not wide enough to safely accommodate an average car without encroaching on the footpath or into the carriageway traffic lane, which poses significant public safety issues as a consequence of this type of parking behaviour.

Our proposal aims to address this by removing or reducing the shoulder on the uphill/northbound direction, allowing sufficient width for parking on the downhill direction without compromising lane widths. Broken Yellow Lines (BYLs) will only be implemented in sections of the road where the shoulder is not wide enough for safe parking or in front of driveways. Although it may seem like existing parking spaces are being removed, our objective is to retain and provide legal parking spaces that meet safe standard parking width requirements while restricting parking along narrow shoulders where it is unsafe to park cause safety risks. In practice, users cannot park in these areas regardless. Please note that a total of 131 car parks are being proposed following multiple parking demand surveys and off-street parking surveys, overall this parking supply would meet the current parking demand, however, it is acknowledge that there are several sections of the road where there are higher parking demands compared to others.

Regarding public transport, while we accept that the bus frequency on Ohiro Road may not justify the scale of the proposed changes for bus stops, it is strategic and important to consider the future growth and the potential increase in bus usage. Improving the safety and accessibility of bus stops is a proactive measure to encourage more public transport use and ensure the infrastructure can handle future demand.

We recognise the importance of balancing the needs of all road users. While the changes may seem drastic, they are designed to improve safety and accessibility for everyone. Our aim is to balance the needs of all road users, ensuring public safety and accessibility while minimising inconvenience to residents.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Anne
Suburb: Brooklyn
Agree: No

Kia ora

I am writing to oppose the planned proposal. I, like many other homeowners on Ohiro Rd, live in a house that does not have a garage. Many houses on Ohiro Rd are old and built on hills, and there is simply no garage space. I use the bus every day for work and often walk to work as well, but I also use my car for grocery shopping and for generally getting about town on the evenings and weekends (when bus services are poor and carpooling is not an option for me - or do you think I should ask my neighbours to take me to my community classes or would you prefer I stay at home every night and on the weekends?).

If you remove the parking spaces, where will I park my car? Cars will be forced on to side roads instead - is that the intended effect of this proposal which makes no mention of the negative impacts? How will trade staff be able to do much needed work on my old house to bring it up to modern standards if there is nowhere for them to park and unload?

Once again, we see WCC proposing expensive and unnecessary changes that are completely out of touch with the reality of many people living in this city. Focusing on leaky pipes is what you should be doing instead of proposals like this. Please do not go ahead with this proposal.

Homeowner on Ohiro Road

Officer Response:

[Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops \(No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times.](#)

Ohiro Road between 217 and 509 has only a few legal parking spaces, along with a shoulder on either side in most sections. There are currently no restrictions in place to stop people from parking on the shoulder; however, these shoulders are not wide enough to safely accommodate an average car without encroaching on the footpath or into the carriageway traffic lane, which poses significant public safety issues.

Our proposal aims to address this by removing or reducing the shoulder on the uphill/northbound direction, allowing sufficient width for parking on the downhill direction without compromising traffic lane widths. Broken Yellow Lines (BYLs) will only be implemented in sections of the road where the shoulder is not wide enough for safe parking or in front of driveways. Although it may seem like parking spaces are being removed, our objective is to retain and provide legal (safe) parking spaces that meet standard parking width requirements while restricting parking on narrow shoulders where it is unsafe due to inadequate width resulting in the obstruction of the public footpath or live traffic lane. In practice, users should and cannot park in these areas regardless.

Feedback Received

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

To ensure that vehicles can perform necessary work without causing undue obstruction or safety concerns, Parking Services adopts an educational approach. This means they will often engage with drivers if they are seen stopping on BYLs. For loading and unloading purposes, for example trade vehicles such as those used by plumbers or maintenance workers are considered.

We recognise the importance of balancing the needs of all road users. While the changes may seem drastic, they are designed to improve public safety and accessibility for everyone. Our aim is to balance the needs of all road users, ensuring public safety and accessibility while minimising inconvenience to residents.

Feedback

Name: Katie on behalf of Greater Brooklyn Residents Association Inc.

Suburb: Brooklyn

Agree: No

The Greater Brooklyn Residents Association Inc (GBRAI) appreciates the reasons why the council wants to make these changes to a substantial part of Ohiro Road, due to it now being illegal to park/partially park on footpaths to ensure pedestrian safety. We agree that the parking of privately owned motorized units on public land i.e. the footpath is not ideal.

However, the Association notes that Ohiro Road is an arterial road (as defined by NZTA) which services 3 landfills to the south of the proposed parking changes, is widely used by Island Bay commuters (avoiding the melee that is Island Bay Parade and cycle way), is used by Owhiro Bay residents to commute to town, it is a bus route (though the buses are not regular according to the residents), and it has a large residential population which is increasing rapidly with the opening up of the side streets to new multi-unit housing developments and the expansion of existing developments. All of which has been encouraged under the WCC medium density housing provisions.

Two members of the council team came and presented the proposal to the Association at our June 2024 AGM. Prior to the AGM, GBRAI ran a stall at the Brooklyn Community Market the weekend before, where the council plans were on display. Everyone, even those with off street parking, raised serious concerns. GBRAI also did our own flier drop along Ohiro Road to encourage people to come to our AGM and listen to the Council presentation.

Because of concerns about the impact of the proposed changes to Ohiro Road, we had a substantial number of residents come along to listen at the AGM to the council officers. The speakers did a good job presenting the proposal to those residents who are directly affected and frustrated by the proposal.

That said, the Association does not feel that the council has really engaged with the residents of Ohiro Road and the immediately adjacent streets, as claimed in the proposal. No one we spoke to had been visited by council officers and only 1 person mentioned remembering receiving a flyer in their letterbox.

Feedback Received

The council presentation explained there will be 43 extra car parks on the street as part of the proposal. What was made clear at the presentation was these car parks are 100s of metres away from the residences they are to serve.

The association and affected residents are concerned about the loss of parking and subsequent social connectivity as visitors will no longer be able to stop outside their houses. The association, with guidance from resident's support some of the changes on the eastern side of Ohiro Road south, specifically:

- BYL where the road is too narrow to park a car safely without parking on the footpath.
- Where a resident had people parking outside their gate, we believe that the council could paint L bars there and at other driveways to indicate where to park for driveways.

As an Association, under advice from residents, we do not support:

- The blanket BYL on the western side of the road. This part of the proposal precludes residents without off street parking from parking across the road from where they live.
- The lack of parking facilities for plumbers, electricians, builders, other tradespeople, visiting friends and family, delivery vehicles/couriers, taxis to park for short or medium term.
- The lack of loading zones for those moving home (most likely away from the area).

Recommendations From the attendees at our AGM

- That the BYL proposal is removed for the western side of Ohiro Road and is instead designated a clearway or no parking during the hours of 9am to 5.30pm, or 8.30am to 5pm Monday to Friday or some such iteration to suit the main times of traffic flow. This would allow for the free movement of vehicles during working hours and when the road is at its busiest.
- That the proposal for no parking on the western side DOES NOT include the weekend when the traffic volumes are much less.
- That the council should/could provide some parking on the western side of Ohiro Road. There was disbelief at the officers response when questioned about this possibility, that potential risks of hillsides collapsing means it can't be done. The council is busy cutting into footpaths outside 312 Karori Road to retain the provision of on street parking for residents. It would be entirely possible to do this on parts of the western side of Ohiro Road. To create parking for Karori residents when installing a cycle lane and not to do the same for Brooklyn residents sounds like post code parking to us.

The GBRAI as representatives of the affected residents, consider the proposal over zealous in its approach, mean and petty without offering enough in the way of alternative options for affected parties.

The association would like to see a rejig/rethink of the proposal to include this feedback. The GBRAI are willing to meet again to facilitate changes which are favourable to those living in the area not just passing through on their way to elsewhere.

Yours sincerely, for and on behalf of Greater Brooklyn Residents Association Incorporated (GBRAI)

Officer Response:

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Thank you for providing feedback for TR75-24 Ohiro Road, Brooklyn - Formalise Bus Stops (No. #6791, #7791, #6792, #7792, #6793, #7793, #6794 and #7794, No Stopping At All Times

We appreciate the input from the Greater Brooklyn Residents Association and acknowledge the community's concerns regarding the proposed changes.

Our proposal aims to address the current parking concerns on Ohiro Road by providing legal parking spaces. We propose removing or reducing the shoulder on the uphill/northbound direction to allow sufficient width for parking on the downhill direction without compromising lane widths. Broken Yellow Lines (BYLs) will only be implemented in sections of the road where the shoulder is not wide enough for safe parking or in front of driveways. While it may seem like parking is being removed, our objective is to retain and provide legal parking spaces that meet standard width requirements and safety provision while restricting parking on narrow shoulders where it is unsafe. In practice, users cannot park in these safer areas regardless.

We understand your concerns about the blanket BYL on the western side of the road and the impact on residents without off-street parking, as well as the need for parking facilities for tradespeople, visitors, delivery vehicles, and loading zones. We appreciate your suggestion regarding a restricted clearway instead of a shoulder with BYLs. However, the proposed shoulder on the western side is not wide enough to safely fit a standard car park and will cause similar safety concerns of partially parking on and obstructing the footpath or impeding the carriageway within the traffic lane.

Concerns raised regarding vehicles stopping on Broken Yellow Lines has been communicated with the Council parking services team-

Emergency Vehicles such as ambulances, fire trucks, and police cars, are allowed to stop on BYLs as the situation demands. The safety and urgency of the situation are always considered.

Trade Vehicles, Loading and Unloading: To ensure that vehicles can perform necessary work without causing undue obstruction or safety concerns, Parking Services adopts an educational approach. This means they will often engage with drivers if they are seen stopping on BYLs for loading and unloading purposes, for example trade vehicles such as those used by plumbers or maintenance workers are considered.

Long-term Maintenance or Renovations: For any renovations or long-term maintenance work that requires parking close to the house, a Traffic Management Plan (TMP) needs to be put in place. This plan ensures that the work can be carried out safely and efficiently without disrupting traffic flow or posing public safety risks.

Our aim is to balance the needs of all road users, ensuring public safety and accessibility while minimising inconvenience to residents. We recognise the importance of public transport and are working with the relevant authorities to improve bus reliability on Ohiro Road.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

We are proposing a change in your area

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

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> TR77-24 Highbury Road, Highbury - Install New Bus Stop (#5946) and formalise Bus Stop (#4946)
Location – where we propose to make the change	Highbury Road, Highbury – outside 21 and 32 Highbury Road.
What we’d like to do	Install Bus Stop #5946 and Formalise Bus Stop #4946 by installing adequate road markings.
Why we are proposing the change	<ul style="list-style-type: none"> Council have received request to install No Stopping At All Times Road markings so that bus stops #4946 and #5946 are both clearly marked as bus stops so that private vehicles do not park within the bus stops and create issues for bus’s to access each bus stop. Via communication with Greater Wellington Regional Council engineers have received support to mark out each bus stop using No Stopping At All Times Road markings as per NZTA standards. This includes marking out both the exit and entry taper as well as the bus stop it self. Upon investigation it has been found that bus stop #5946 has not been resolute. Due to this engineers are prospng to resolute bus stop #5946 in its current location while installing the appropriate road markings as per NZTA standards. To improve safety and accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along the road outside nos 21 and 32 Highbury Road as per the attached plans.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves bus service <p>Net Parking Impact</p> <ul style="list-style-type: none"> Removal of eight unresctited parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> No Change
How this relates to the parking policy	<ul style="list-style-type: none"> Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> Average monthly passenger number - #5946, Boarding - 0 , Alighting - 630 - #4946, Boarding – 249, Alighting – 0. Average daily traffic count – No Data 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 Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information:

We are proposing a change in your area

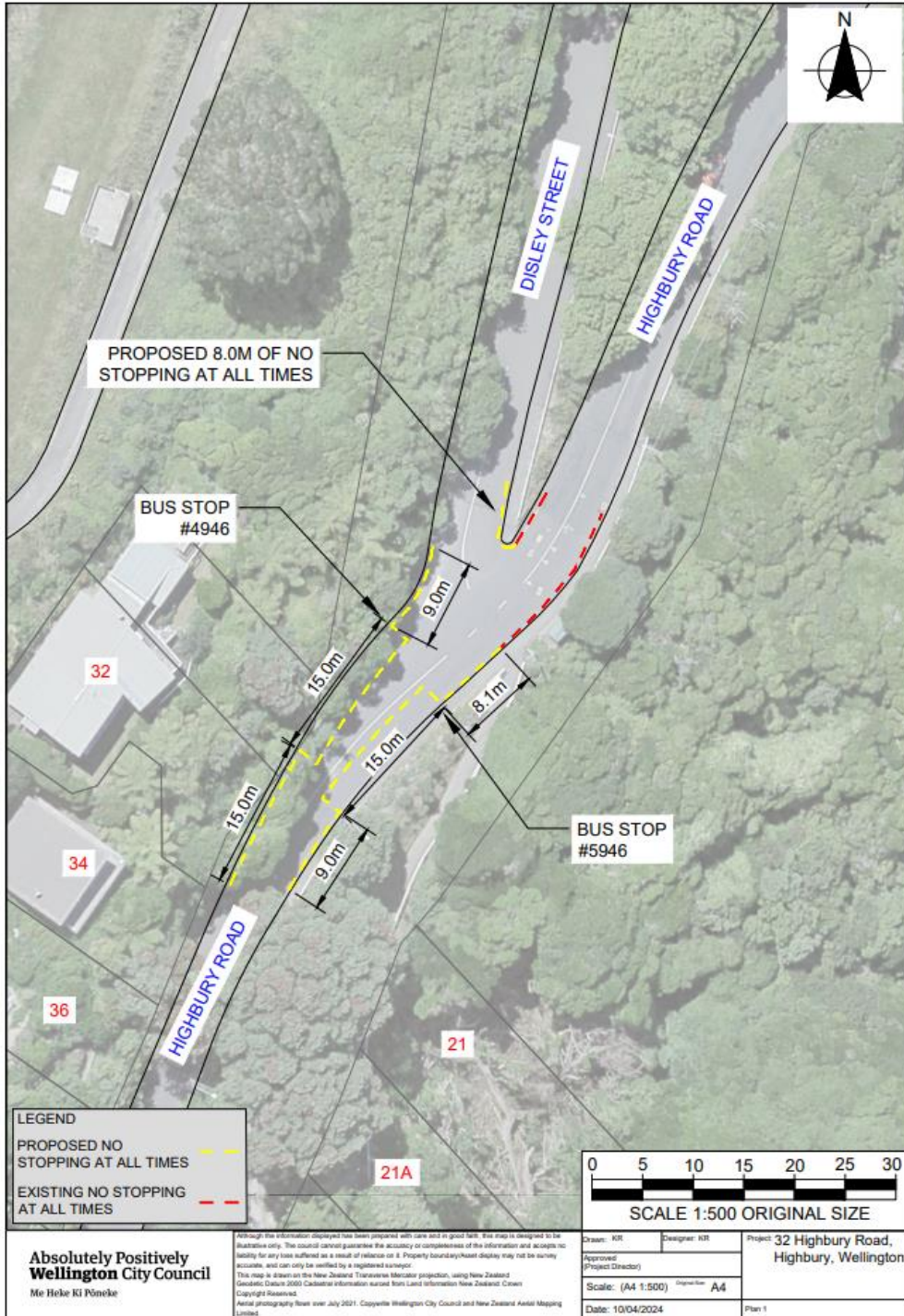
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<p>All submissions (including your first 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> <ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Friday 21 June 2024 and finishes at 5.00 pm Thursday 4 July 2024.</p>
Next Steps	<ol style="list-style-type: none">Feedback collated by Friday 5 July 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024.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: TR77-24 Highbury Road, Highbury - Install New Bus Stop (#5946) and formalise Bus Stop (#4946)



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Highbury Road	<i>Bus Stop, At All Times</i>	<i>East side, commencing 10 metres west of its intersection with Disley Street (Grid coordinates X= 1,746,946.58 Y= 5,427,298.27) and extending in a south westerly direction following the eastern kerb line for 15.0 metres.</i>

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

Column One	Column Two	Column Three
Highbury Road	<i>No Stopping At All Times</i>	<i>East side, commencing 9 metres east of its intersection with Disley Street (Grid coordinates X= 1,746,946.58 Y= 5,427,298.27) and extending in a south westerly direction following the eastern kerb line for 8.0 metres.</i>
Highbury Road	<i>No Stopping At All Times</i>	<i>East side, commencing 22 metres south west of its intersection with Disley Street (Grid coordinates X= 1,746,946.58 Y= 5,427,298.27) and extending in a south westerly direction following the eastern kerb line for 9.0 metres.</i>
Highbury Road	<i>No Stopping At All Times</i>	<i>West side, commencing 19 metres west of its intersection with Disley Street (Grid coordinates X= 1,746,946.58 Y= 5,427,298.27) and extending in a south westerly direction following the western kerb line for 15.0 metres</i>
Highbury Road	<i>No Stopping At All Times</i>	<i>West side, commencing 3.0 metres west of its intersection with Disley Street (Grid coordinates X= 1,746,946.58 Y= 5,427,298.27) and extending in a south westerly direction following the western kerb line for 15.0 metres</i>
Highbury Road	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Disley Street (Grid coordinates X= 1,746,946.58 Y= 5,427,298.27) and extending in a south westerly direction following the western kerb line for 3.0 metres</i>

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Me Heke Ki Pōneke

Disley Street	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Highbury Road (Grid coordinates X= 1,746,946.58 Y= 5,427,298.27) and extending in a northerly direction following the western kerb line for 5.0 metres</i>
Disley Street	<i>No Stopping At All Times</i>	<i>East side, commencing at its intersection with Highbury Road (Grid coordinates X= 1,746,954.82 Y= 5,427,303.76) and extending in a northerly direction following the eastern kerb line for 8.0 metres</i>

Prepared By: Karl Rudge **(Transport Engineer)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 29/05/2024

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No Feedback

We are proposing a change in your area

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

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times
Location – where we propose to make the change	Abbott Street & Aplin Terrace, Ngaio, outside 1-41 Abbott Street and 1-31 Aplin Terrace
What we'd like to do	<ul style="list-style-type: none"> • Install No Stopping At All Times (Broken Yellow Lines)
Why we are proposing the change	<ul style="list-style-type: none"> • Council have received request from a concerned citizen that Abbott Street being too narrow to allow vehicles to park on each side of the road and allow safe passage for emergency services to drive along Abbott Street. • Due to this concern, engineers have investigated the full length of Abbott Street and where accessibility issues may occur for emergency vehicles if vehicles were to be parking on the road. At locations along Abbott Street which measure too narrow to have vehicles parking on each side of the road the proposal is to install No Stopping At All Times Road markings, thus making it illegal to park at these locations resulting in sufficient space for emergency services to drive along Abbott Street unobstructed by parked vehicles. • Engineers have followed Wellington City Council standard operating procedures (SOP's) on what road width is required so that emergency vehicles can safely drive along Abbott Street unobstructed by parked vehicles. • This same process was followed to assess if No Stopping At All Times Road markings were required along parts of Aplin Terrace. This was done as Abbott Street changes into Aplin Terrace and can act as the same road with no obvious change between the different roads such as an intersection. • Following these SOP's if a road is less than 4.7m in width No Stopping At All Times Road markings are required in each side so that vehicles cannot park on either side of the road. When a road measures between 4.7m-6.9m in width No Stopping At All Times Road markings are required on one side of the road, this allows for vehicles to park on one side of the road. If a road is greater than 6.9m in width No Stopping At All Times Road markings are not required for emergency vehicle access. • This is based on allowing 2m for parking in each side of the road and 2.9m of carriage way for emergency services to drive along. • To improve safety and accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) outside 1-41 Abbott Street and 1-31 Aplin Terrace.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves safety and accessibility for all road users but in particular emergency services. <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Removal of 33 unrestricted parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> • No Change

We are proposing a change in your area

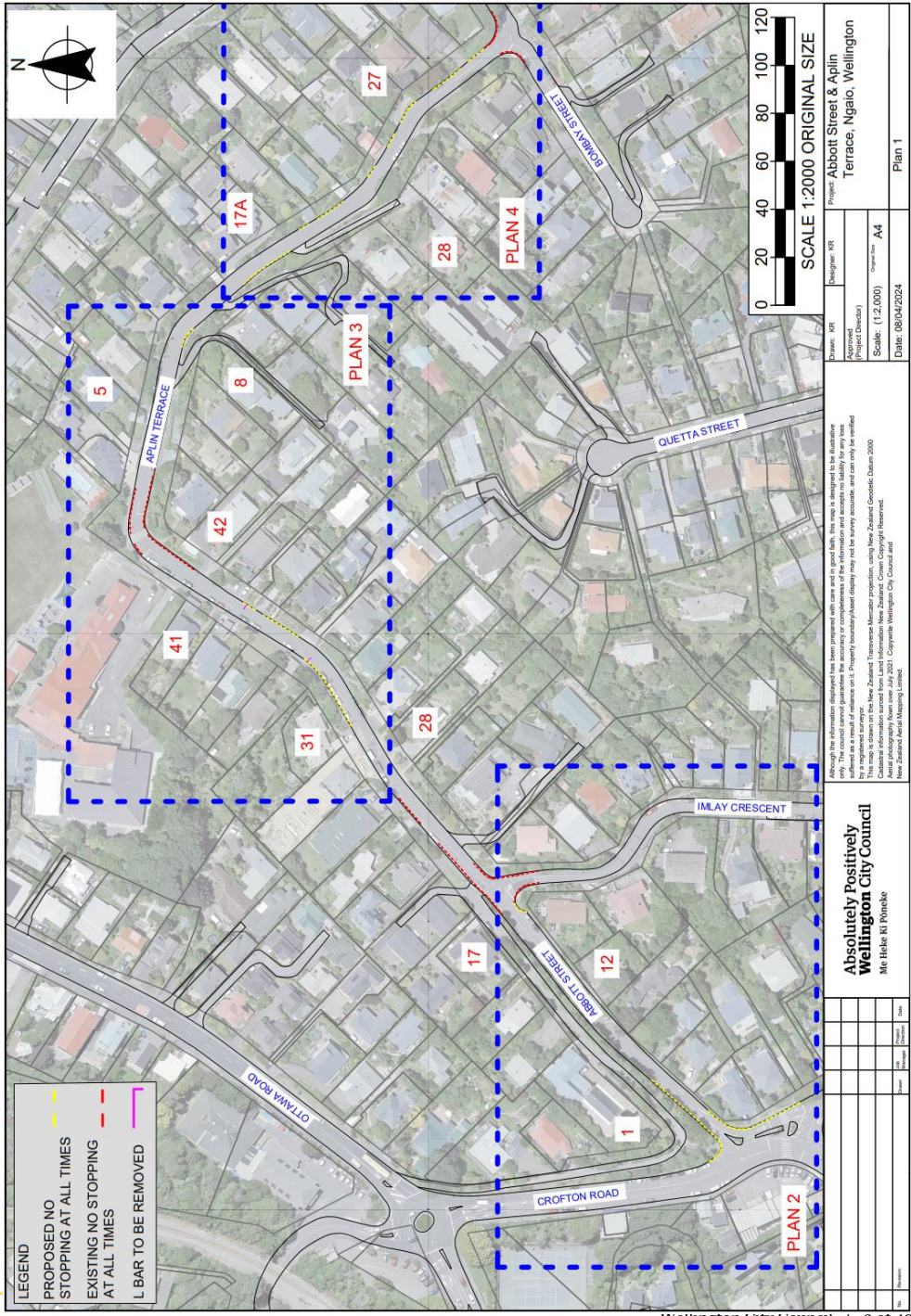
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Me Heke Ki Pōneke

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 – Abbott Street (1,060), Aplin Terrace (551). 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 Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Friday 21 June 2024 and finishes at 5.00 pm Thursday 4 July 2024.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Friday 5 July 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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 Me Heke Ki Pōneke

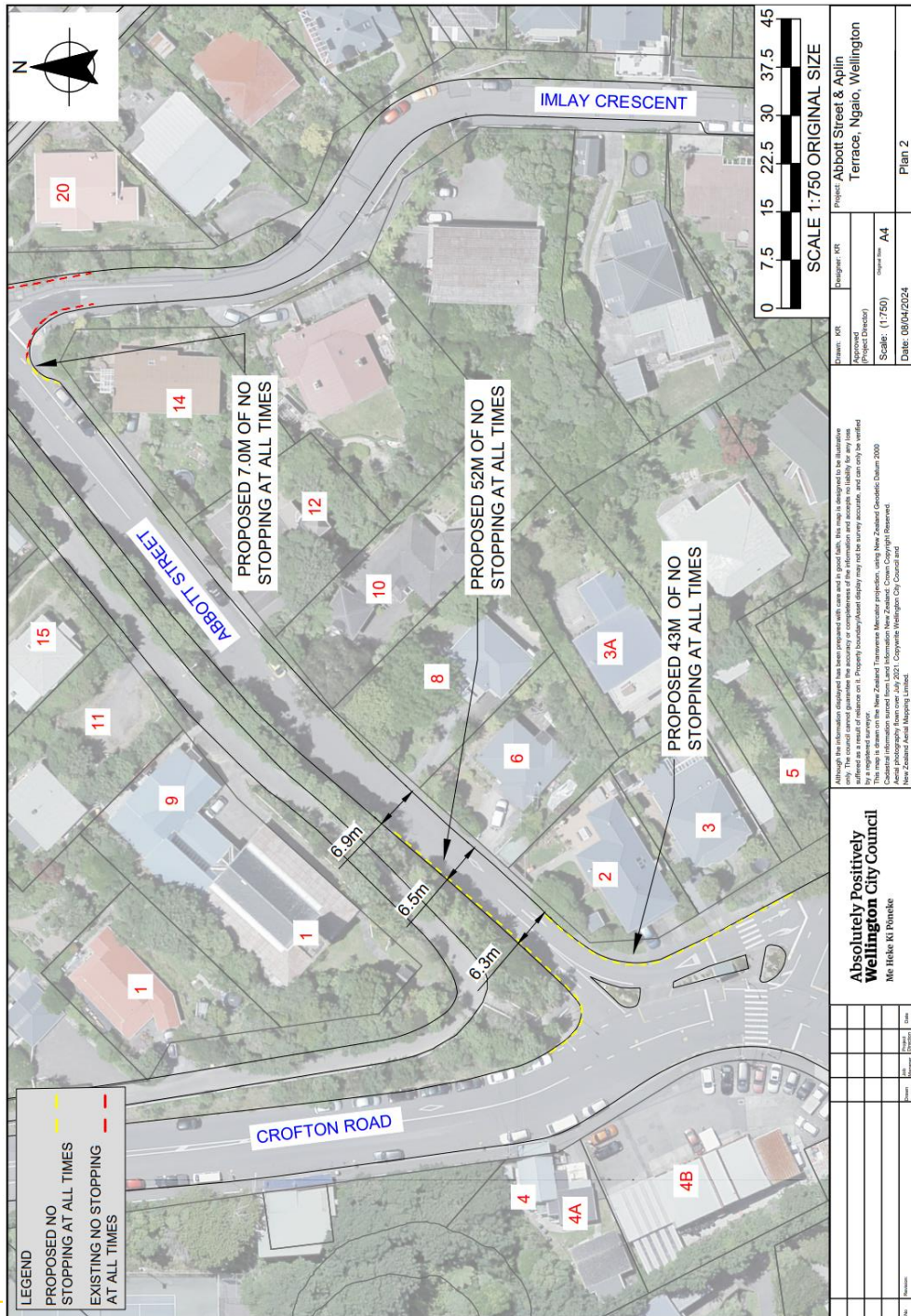
Traffic Resolution Plan: TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

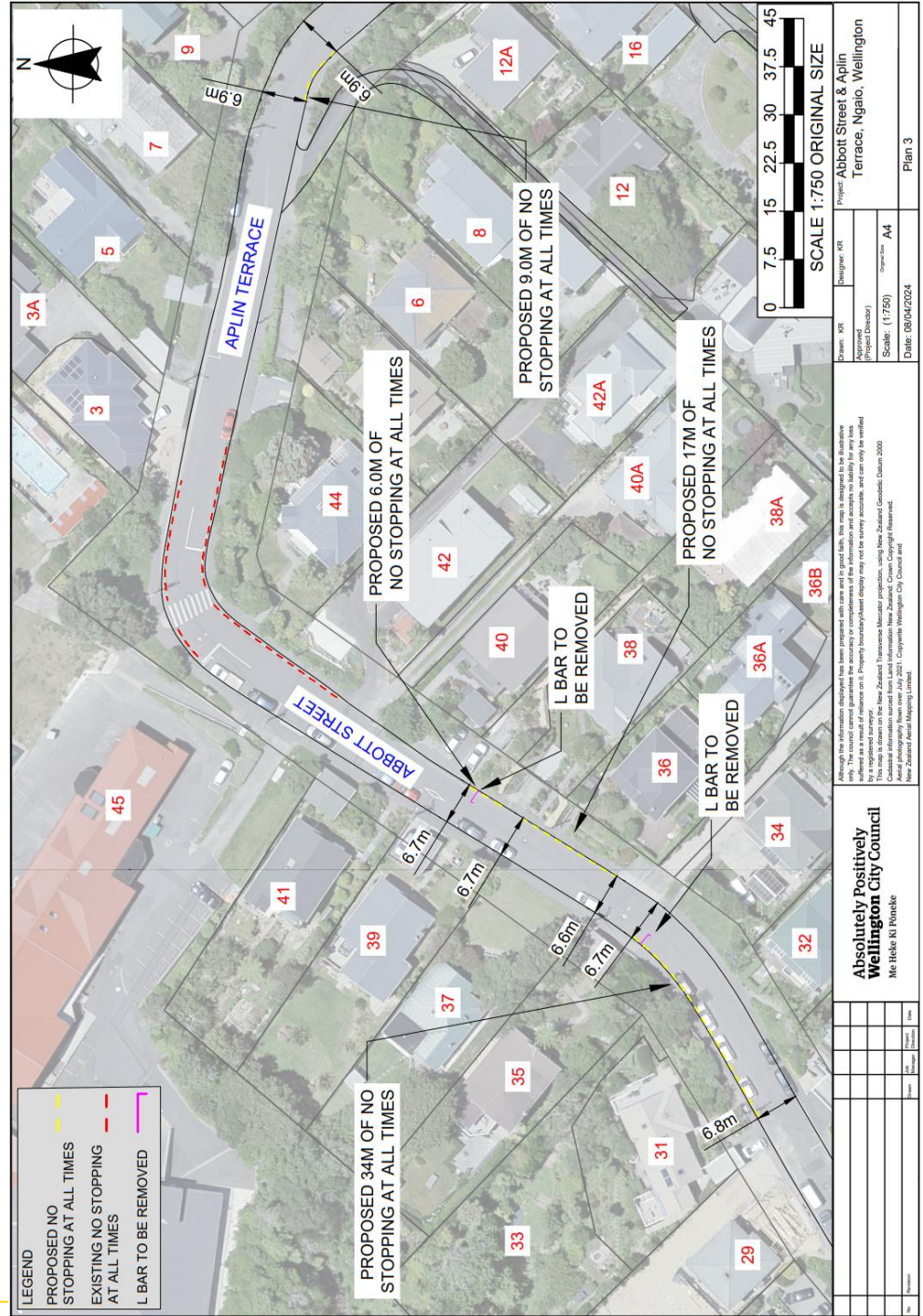
Traffic Resolution Plan: TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times



We are proposing a change in your area

Absolutely Positively Wellington City Council
 Me Heke Ki Pōneke

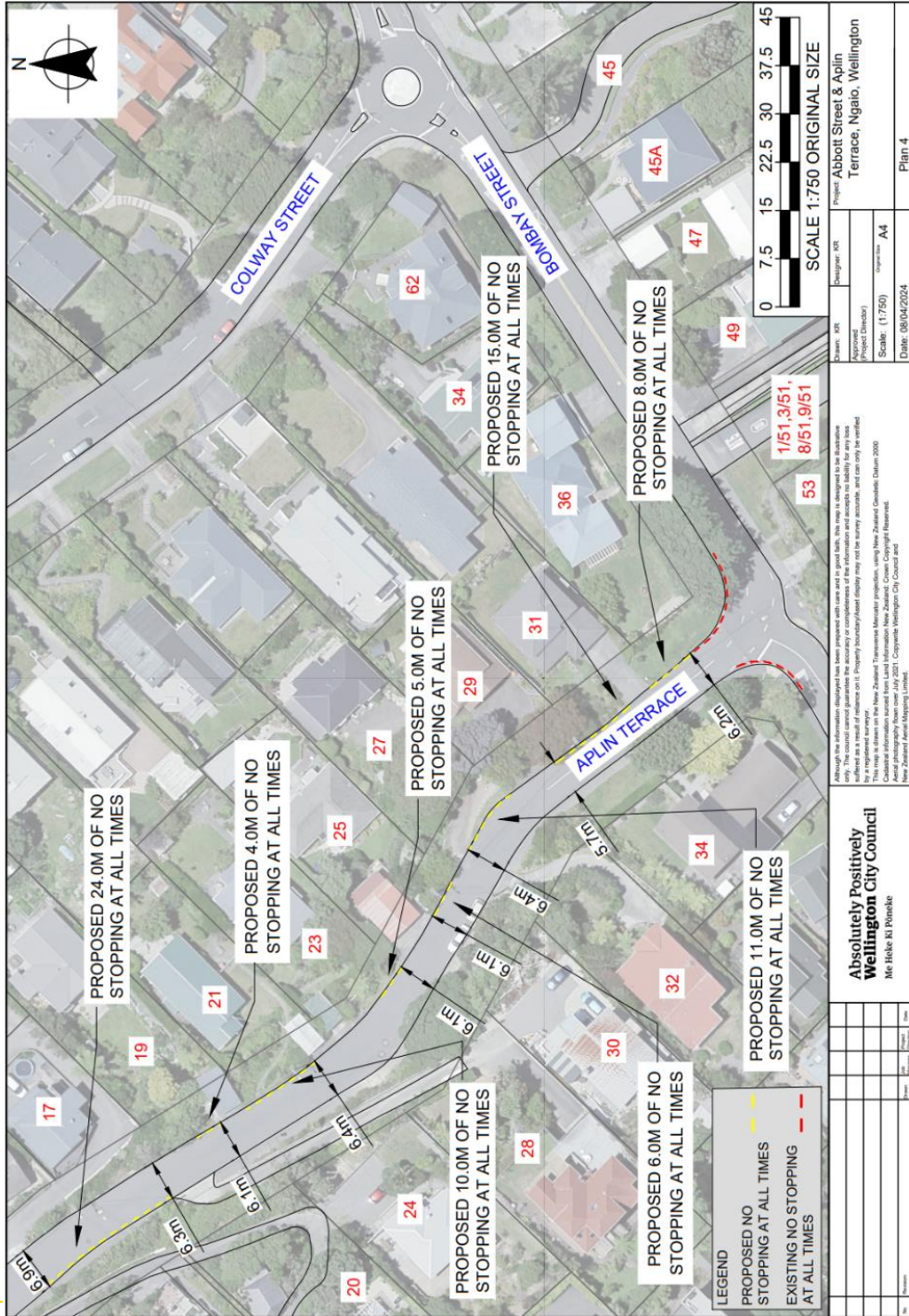
Traffic Resolution Plan: TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times



We are proposing a change in your area

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

Legal Description:

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

Column One	Column Two	Column Three
Crofton Road	<i>No Stopping At All Times</i>	<i>East side, commencing 113 metres from its intersection with Ottawa Road (Grid coordinates x= 1,748,565.95, y= 5,431,915.50) and extending in an southerly direction following the eastern kerb line for 8.0 metres.</i>
Abbott Street	<i>No Stopping At All Times</i>	<i>South side, commencing 20.0 metres from its intersection with Crofton Road (Grid coordinates x= 1,748,585.83, y= 5,431,791.36) and extending in an south westerly direction following the southern kerb line for 43.0 metres.</i>
Abbott Street	<i>No Stopping At All Times</i>	<i>Commencing at its intersection with Crofton Road (Grid coordinates x= 1,748,585.83, y= 5,431,791.36) and extending in a north easterly direction following the northern kerb line for 44.0 metres.</i>
Abbott Street	<i>No Stopping At All Times</i>	<i>Commencing at its intersection with Imlay Crescent (Grid coordinates x= 1,748,688.47 y= 5,431,884.47) and extending in a south westerly direction following the southern kerb line for 7.0 metres.</i>
Abbott Street	<i>No Stopping At All Times</i>	<i>North side, commencing 86.0 metres from its intersection with Aplin Terrace (Grid coordinates x= 1,748,843.60 y= 5,432,038.74) and extending in a south westerly direction following the northern kerb line for 34.0 metres.</i>
Abbott Street	<i>No Stopping At All Times</i>	<i>East side, commencing 61.0 metres from its intersection with Aplin Terrace (Grid coordinates x= 1,748,843.60 y= 5,432,038.74) and extending in a south westerly direction following the eastern kerb line for 17.0 metres.</i>
Abbott Street	<i>No Stopping At All Times</i>	<i>East side, commencing 52.0 metres from its intersection with Aplin Terrace (Grid coordinates x= 1,748,843.60 y= 5,432,038.74) and extending in a south</i>

We are proposing a change in your area

		<i>westerly direction following the eastern kerb line for 6.0 metres.</i>
Aplin Terrace	<i>No Stopping At All Times</i>	<i>South side, commencing 80.0 metres from its intersection with Abbott Street (Grid coordinates x= 1,748,840.81 y= 5,432,037.24) and extending in an easterly direction following the southern kerb line for 9.0 metres.</i>
Aplin Terrace	<i>No Stopping At All Times</i>	<i>Western side, commencing 123 metres from its intersection with Bombay Street (Grid coordinates x= 1,749,043.65 y= 5,431,888.25) and extending in an northerly direction following the western kerb line for 24.0 metres.</i>
Aplin Terrace	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 110 metres from its intersection with Bombay Street (Grid coordinates x= 1,749,043.65 y= 5,431,888.25) and extending in an northerly direction following the eastern kerb line for 4.0 metres.</i>
Aplin Terrace	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 92.0 metres from its intersection with Bombay Street (Grid coordinates x= 1,749,043.65 y= 5,431,888.25) and extending in an northerly direction following the eastern kerb line for 10.0 metres.</i>
Aplin Terrace	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 73.0 metres from its intersection with Bombay Street (Grid coordinates x= 1,749,043.65 y= 5,431,888.25) and extending in an northerly direction following the eastern kerb line for 5.0 metres.</i>
Aplin Terrace	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 58.0 metres from its intersection with Bombay Street (Grid coordinates x= 1,749,043.65 y= 5,431,888.25) and extending in an northerly direction following the eastern kerb line for 6.0 metres.</i>
Aplin Terrace	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 58.0 metres from its intersection with Bombay Street (Grid coordinates x= 1,749,043.65 y= 5,431,888.25) and extending in an northerly direction following the eastern kerb line for 6.0 metres.</i>

We are proposing a change in your area

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

Aplin Terrace	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 43.0 metres from its intersection with Bombay Street (Grid coordinates x= 1,749,043.65 y= 5,431,888.25) and extending in an northerly direction following the eastern kerb line for 11.0 metres.</i>
Aplin Terrace	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 20.0 metres from its intersection with Bombay Street (Grid coordinates x= 1,749,043.65 y= 5,431,888.25) and extending in an northerly direction following the eastern kerb line for 15.0 metres.</i>
Aplin Terrace	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 9.0 metres from its intersection with Bombay Street (Grid coordinates x= 1,749,043.65 y= 5,431,888.25) and extending in an northerly direction following the eastern kerb line for 8.0 metres.</i>

Prepared By: Karl Rudge **(Transport Engineer)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 29/05/2024

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Gerarrd

Suburb: Ngaio

Agree: No

Plan 2: New yellow lines should be added in front of 40 Abbott St too. When cars are parked on both sides of the road this is a very tight point to get any vehicle through. Even if it is legally wide enough, there have been wing mirrors lost and cars damaged when parked outside 40 Abbott St (because of narrow space with cars parked opposite), especially if there are large vehicles parked like utes / suvs etc.

Plan 2: There is a section of proposed yellow lines outside 31-35 Abbott St. Please check how many vehicles can park on the road on each side. I think it may leave more carparks available outside 31-15, if the yellow lines were moved to the other side of the road, from 30-34 Abbott St.

Plan 2: Consider no stopping signage outside 42 and 44 Abbott St. It is common for parents to stop on the existing yellow lines (or across driveways of 40A and 42 Abbott St), walk children across the road without using the crossing, and leave cars unattended while they do that. With less parking available in the street I can only imagine this will happen more often. This is dangerous for children, drivers coming around the corner, and the illegally stopped car.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times. Where people are parking on existing No Stopping At All Times road markings we suggest you contact the Wellington City Council parking enforcement team who can assess the situation and action as they see appropriate.

The proposed location for the No Stopping At All Times road markings have been strategically placed to allow for emergency vehicle access. In regard to altering the design of this traffic resolution as suggested, engineers would continue with the design as consulted and for the Council to consider feedback and decide if this design will be approved by the Council or the Council would like to see amendments made to the design as suggested before the Council final approval.

Feedback

Name: Cathy78

Suburb: Ngaio

Agree: No

I think some form of restriction is necessary, it is a real problem area. People park poorly. But it is a school drop off pick up area, and not everyone can walk to school. Perhaps it could be a one way road system? Or on Abbott St could just have footpath on one side, that seems reasonable? It's just

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

going to push the problem onto Colway or similar taking out so many parks from a school drop off area. I think more thought is needed.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.

Changing the direction of travel on Abbott Street and Aplin Terrace from a bi directional to uni directional roads is not within the scope of this traffic resolution and will require wider public consultation. Implementing such a restriction on a road requires additional investigation and justification due to the wide-reaching community impacts, in particular for roads which have been designed to be bi directional and the vehicle circulation impact which changing this will have on the traffic flow in the area. Wellington City Council is promoting alternative modes of transport to private vehicle use such as walking, therefore removing the existing footpath would be in contradiction to this promotion. Council would not consider removing the footpath as it is well used especially in a school area. Currently there is an existing pick up and drop off area for the school which to our knowledge Council has not been contacted that it is not working appropriately, however this can be further investigated by the Council transport engineering team.

Feedback

Name: Sarah
Suburb: Ngaio
Agree: No

I have been made aware of reducing parking spaces on Abbott street and Aplin Terrace. Having resided in that street in the last year it would be onerous for the residents of the street to lose street parking.

Yes, there is congestion but only at school drop off and pick up times. I feel the solution lies with the school maybe staggering finish time or encouraging parking away from the street. Please reconsider the proposal to reduce parking spots.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.

The primary purpose of this proposal is to ensure that emergency vehicle can have unimpeded access along Aplin Terrace and Abbott Street. As expected, parking demand will increase during pick up and drop off time relating to the school, but vehicles are parking in a manner outside of these pick up and drop off hours which restrict emergency vehicle accessibility at any time of day. The proposal would ensure that vehicles can legally parking in areas to keep the road accessible for emergency vehicles and also general traffic.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Elizabeth

Suburb: Ngaio

Agree: Yes

As a resident of Abbott St I am writing in strong support of this proposal. There are two very important aspects of this proposal that need to be considered in addition to the width of the road and the traffic use.

The first is that during the winter months there is severe and blinding sunstrike for drivers of cars travelling north up Abbott St in the morning around about 8 am. For this reason, I consider that there should be no parking from the intersection of Crofton road to the brow of the hill at 19 Abbott St. The problem is exacerbated by the increased traffic now coming out of the lane above the road that exits onto Abbott St at 19. At least 21 vehicles use this exit on to Abbott St and parking on the hill impedes visibility for exiting drivers. Combined with the sun strike experienced by uphill drivers this is a hazardous situation.

The second important consideration is Ngaio School at the intersection of Imlay and Abbott. This means that there is increased traffic volume and parking in the streets at school times. Access for waste disposal and emergency vehicles is very difficult at these times, especially. Given that there are several hundred children at the school, clear access for emergency vehicles is imperative.

Finally, I believe that it will be very important for the no parking restrictions to be closely monitored when they are in place. From my observation as a resident with adjacent yellow lines, and as a volunteer with the school traffic patrol, I note that there are quite a number of drivers who believe it is fine to park on the yellow lines.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.

Changing the existing design to the extent which you have requested cannot be done within this traffic resolution consultation but can be considered in the future after further investigation by the Officers. When the proposed changes within this traffic resolution are passed by Council, we will liaise with the Council parking enforcement team to increase monitoring at this location for a certain time period to enforce the newly installed restrictions. We also suggest contacting our parking services team at the Council directly if you notice anyone parking illegally (i.e on broken yellow lines).

Feedback

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Bruno
Suburb: Ngaio
Agree: Yes

It has recently come to my attention that there is a proposal for removing on street parking spaces at Abbot St and Aplin Tce in Ngaio.

I fully support this change. These roads are overcrowded with cars parked on both sides, and drivers frequently have to navigate around them and even back so that traffic coming the other way can come through.

Officer Response:

[Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times, we greatly appreciate the time which you have taken to provide this response.](#)

Feedback

Name: Roger
Suburb:
Agree: Yes

I live at [Redacted] Bombay St, close to the corner of Aplin Terrace. I strongly endorse this proposal because as it currently stands Abbott St and Aplin Terrace can be extremely congested when cars are parked on both sides of the road in many places, halting traffic flow and prohibiting access for large vehicles such as fire engines. At the beginning and end of the school day the road can become virtually impassable or at least result in very significant delays.

The proposal will help to prevent this. While not included in the proposal but very much related i would like to request that the Council consider extending the No Stopping at all Times to the Northwestern side of Bombay St between Aplin Terrace and Colway St. This part of Bombay Street has the same issues as Aplin and Abbott when cars are parked adjacent to each other on opposite sides of the street.

Officer Response:

[Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times, we appreciate the time you have taken to provide your opinion on the proposal.](#)

[We cannot extend the scope of proposed broken yellow lines under this traffic resolution consultation round. However, your request for further No Stopping At All Times road markings will be taken into consideration for the future investigation on Bombay Street.](#)

Feedback

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Danielalemow

Suburb:

Agree: Yes

I live on Aplin Terrace, have 2 off-street parks at my house and frequently drive this stretch of road. I support this road being made no stopping at all times. The car I drive is a Mazda Demio, which is a small hatchback. Even with my small car I often find it difficult driving along the road, often having to squeeze between two vehicles parked opposite each other. I can imagine with a larger vehicle this would cause issues using the road/accessing property.

I know a lot of people are opposed to this change as they use the street as permanent parking for their vehicles. I think a good middle ground could be allowing parking on one side of the road, and yellow lining the other side/adding a few spots on one side of the road which are resident's parks. I would not support this piece of road becoming a one-way street.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times, we appreciate the time taken to provide this information.

The proposed No Stopping At All Times road markings has been placed to alternate from one side to the other. This alternating layout of broken yellow lines road markings is to create a chicane like effect with parked vehicles acting as a speed calming measure and not encouraging higher speed.

Feedback

Name: Jane

Suburb:

Agree: Yes

In addition to your proposal, I would like to add the following:

1. Can there be no stopping opposite [Redacted] Aplin Terrace and its garage (our house)? This is because access to our garage is impeded by cars parking opposite it, especially when they line up for the school pick-up and drop-off.
2. Speed humps before, after and at the school pedestrian crossing.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

While extending the scope of the proposal cannot be done in this round of public consultation, we suggest that you log a separate request with the Council regarding the installation of No Stopping At All Times road markings outside of your driveway. The installation of speed humps is considered in locations where data shows excessive speeding concern and the installation of speed calming devices is warranted. This issue can be fully investigated and engineers can contact you directly to gain more information once you have log a separate request to the Council.

Feedback

Name: Martin
Suburb: Ngaio
Agree: No

We have lived in Aplin Terrace for almost 30 years and have an existing encroachment licence for our garage on the north side of the roadway. I wish to make a submission on the proposed changes.

Some observations:

1. Through traffic often uses Abbott St and Aplin Tce as a shortcut route to bypass the Ngaio main road. Frequently these vehicles travel at a faster speed than is safe for the visibility, clear road space, and pedestrian traffic. It should be noted that the speed limit at Crofton Road is 30 km/hr, which reverts to 50 km/hr as soon as you turn into Abbott St.
2. In our time here we have seen a marked increase in the number of cars parked on both sides of the road.
3. There is additional pressure on short-term parking on school days between 8.45-9.15am, and again 2.45-3.15pm with parents dropping off, and picking up, children from Ngaio School. Between Imlay Cres and Bombay St, cars are regularly parked on both sides of Abbott St and Aplin Terrace during these times. We avoid trying to get our vehicle in or out of our garage during these times - with cars parked opposite our garage, the roadway isn't wide enough to safely do so. We can work around this by getting the car before or after these time windows and are happy to continue to do so.
4. Reversing out of our garage involves a 3 point turn manoeuvre if there are no cars parked opposite the garage. We then need to park nearby so that we can walk back to lock the garage door.
5. When cars are parked on the side of the road opposite our garage, we can reverse out of the garage - it is a tricky manoeuvre usually requiring 5 to 7 turns, but is possible.
6. Driving into our garage involves a 3 point turn manoeuvre which can only be done if there are no cars parked opposite the garage. It is not possible to get our car into our garage when cars are parked opposite the garage door - there simply is not enough turning space. Again, before driving into the garage, we need to park nearby to unlock and open the garage door.
7. Following on from points 2-6 above, removal of 33 unrestricted parking spaces as proposed on Abbott St and Aplin Tce will increase the demand on the remaining parking spaces, making it more difficult both for school drop off and pick up traffic, and users of existing garages.

Questions:

1. We now have an EV which we often park in front of the garage to plug it in for charging. Will this still be possible?

Feedback Received

2. Where will we be able to stop our car after leaving the garage to go back and close the garage door or to stop while we open the door before we drive into the garage? 1

Suggestions:

1. To slow down through traffic, speed humps should be installed along Abbott St and Aplin Terrace. Currently there are speed humps at the Kenya St - Crofton Road intersection, and also on nearby Bombay Street, either side of the roundabout at the top of Colway Street. It should also be noted that the current speed limit through the Ngaio shopping area between Kenya St and Khandallah Road is 30 km/hr. Elsewhere these are proving to be effective along Churchill Drive, and on Tasman and Hansen Streets in the Mount Cook area of the city.
2. Broken Yellow Lines could be installed on the roadway opposite all existing garages and driveways to make it easier for current users to continue to come and go easily from their existing garage or driveway.
3. That consideration be given to designating a section of parking for short-term school drop off and pick up during term times, say 8.45-9.15 and 2.45-3.15 Monday to Friday.
4. As an alternative to 2 and 3 above, short-term parking areas for up to 30 minutes, could be created opposite existing garages and driveways in Aplin Tce and Abbott St as necessary. This would avoid a situation where vehicles are permanently parked opposite garages or driveways, thereby preventing owners from easily using their garage or driveway.
5. One other possibility for further investigation and consultation would be to make Abbott St and Aplin Terrace a one way route. I don't have a strong view on which direction might be the optimal, but in conjunction with the other measures, it would certainly reduce the need for oncoming vehicles to negotiate passing on a narrow roadway.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.

Council does not condone or allow any electrical cables from the private property crossing onto the public footpath and road carriageway as this is a public hazard and should be stopped due to the public safety risks in relation to this. Charging of EV vehicles should be done within private property itself or at charging stations. You will be able to park your vehicle on the side of the road where there are no broken yellow lines (No Stopping At All Times) restrictions.

Before speed humps are considered and installed, data would be required to establish that excessive speeding is a concern. We would encourage you to contact Wellington City Council to request for further investigation on the speeding concerns and consideration for speed humps to be installed. The Council engineers can discuss the details with you. It should be noted that the new 30km per hour zones installed have been part of larger projects, such as new cycleways.

Council does not install No Stopping At All Times road markings in front of all garages unless requested by the residents is that it is still illegal for all road users to park in front of any garage whether there are No Stopping At All Times road markings installed or not.

Currently there already is a designated pick up and drop off zone for the school.

Feedback Received

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

Creating short term parking like P30 would not address the underlying problem of emergency service vehicle being obstructed by parked vehicles.

Changing these two roads into uni directional roads will have a large community impact on traffic flow and circulation in the area and is currently not within the scope of this traffic resolution consultation. A one-way route would require extensive investigation and justification for this residential roads given the flow on traffic impacts.

Feedback

Name: Paul
Suburb: Ngaio
Agree: No

We are residents at [Redacted] Abbott Street, Ngaio and are opposed to proposal TR78-24 to increase the No Stopping At All Times places on Abbott Street and Aplin Terrace and thereby reduce the availability of on-street parking in Abbott Street and Aplin Terrace. We are opposed to the reduction in on-street parking for the following reasons.

1. Our property has no off-street parking. We rely and have done so for the past 30-odd years of living here, on on-street parking to park our car. The proposal will negatively impact our quality of life by reducing access to our property. Inevitably there will be more competition for the reduced parking spaces and thus mean it will be less likely for us to have easy access to our property. This is already the case now when there is an event at Ngaio School. On some occasions we have to park several 100 metres away from our property. This is bad enough once or twice a year but would become the norm if your proposal goes ahead. The quality of our life and the enjoyment of our property will be significantly decreased with your proposal.
2. Friends and family will be less likely to visit us because of the reduced opportunities for parking. This will be especially true in bad weather when family and visitors may have to walk several hundred metres after finding a park in the vicinity of our property.
3. Your proposal will negatively impact the value of our property. The reduction in available parking will see less value in our property. No-one will want to buy a property where there is no guarantee or likelihood of easy parking.
4. For us to provide off-street parking would cost us \$10,000's. This is an expense we can not afford as a retired couple. This is assuming the Council would even agree to any proposal to add off-street parking to our property as that would further eliminate already scarce parking.
5. It would make the work done by tradespeople so much more difficult. They will not be able to park close to our property therefore increasing the time and cost of engaging them.
Additional Comments:
6. The amount of time to make submissions on your proposal is woefully inadequate. We have had little to no time to exchange independent experts to assess your proposal. Not to mention the cost of doing so. But giving submitters less than ten working days is not good enough.

Feedback Received

7. According to your proposal, the impetus for it was a complaint from just one anonymous person. Why should one person's actions so negatively impact our community like this and hide behind anonymity? We are disappointed that the Council has progressed this proposal so far with preliminary consultation with impacted residents solely on the basis of an anonymous (to us at least) person.
8. The main cause of traffic in our street is not residents, but Ngaio School. We have lived here for over thirty years and are well used to the peak traffic times at drop-off and pick-up times. We put up with this, even though it is hugely inconvenient for us at times. During the school holidays and weekends, parking is not an issue in Abbott Street. There is always plenty of parking at these times. Your proposal will negatively impact our lives even though it is the school that causes the bulk of traffic and parking issues. This is unfair to us to have to bear the burden of the traffic generated by the school.

We remain firmly and unreservedly opposed to proposal TR78-24.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.

On-street parking on public road corridor should not be considered as a right for any property owner as this land is a public asset for public use and benefit and not solely to serve individual property owner. This proposal is to improve public safety and accessibility. Currently vehicles can park and are parking in a manner that emergency vehicles access are blocked by parked vehicles which is a public safety hazard. Installing the No Stopping At All Times road markings as per this Traffic Resolution will manage on-street parking where vehicles can only park in a legal manner and will not block emergency vehicles access in any event. The time frame given to provide feedback on this Traffic Resolution is the same as any other traffic resolution of two weeks and complies with the Council Bylaw.

While we appreciate that the removal of parking near your property is inconvenient, the proposal is to address significant public safety issues and ensure that the emergency vehicles have unobstructed access in any event.

Feedback

Name: Chloe

Suburb:

Agree: No

This email is in response to the proposal we received from WCC to remove 33 parking spots on Abbott Street and Aplin Terrace (TR78-24).

I am strongly opposed to this proposal. While I fully support efforts to enhance safety and accessibility, I am concerned about the significant impact this reduction in parking will have.

Feedback Received

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

While the goal is to improve safety and accessibility, the proposal does not consider the impact removing parking spots will have on the two aspects it is trying to achieve. The removal of these parks does not remove or reduce the demand for parking. This will likely have flow on effects to nearby streets leading to increased congestion elsewhere. More likely is that the removal of car parks will result in drivers parking illegally or unsafely on Abbott/Aplin.

Abbott Street is already highly congested, and parking is a constant challenge. Congestion is caused by flats with multiple residents/vehicles, air b n b guest parking, visitors, residents who do not have off street parking, parents doing pick up/drop off, and overflow from the school parking lot. Removing 33 spaces without providing alternative solutions will only make this issue worse especially for those of us who rely on street parking.

Additionally, removing these parking spaces will significantly impact disabled residents and visitors who rely on accessible parking close to their destinations.

WCC need to engage with the community more deeply and provide alternative solutions for residents to vote on following that engagement. I do not think the level of consultation and engagement has been strong enough to proceed with a proposal that was incited by a single concerned citizen without exploring alternative options.

If the removal of these spaces must happen, consider implementing it in phases and not all at once. This will give us time to adapt and provide feedback on each stage. Additionally, WCC should create a plan and comms acknowledging the impact this will have on the congested streets.

With a more comprehensive plan, stronger engagement to the community, and an in-depth analysis of the impact of what is being proposed, we can improve safety and accessibility without removing 33 car parks.

Thank you for considering my feedback. I look forward to seeing how the council will address these concerns in a final proposal.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.

The process to provide feedback and consultation on this Traffic Resolution is in accordance with Council Bylaw. The concern raised by an individual has resulted in Council officers investigating the cause of this concern and the potential public safety hazard which parked vehicles are causing in this neighbourhood. As suggested, if these changes are to be installed in phases, the concern will not be mitigated as there are other locations where emergency vehicles could still be blocked and the issue is not fully addressed.

While we appreciate that the removal of parking is inconvenient, the proposal is to address significant public safety issues and ensure the emergency vehicles have unobstructed access in any event at all times.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Alex
Suburb: Ngaio
Agree: Yes

Seems entirely sensible. Safety is of concern.

Officer Response:

[Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times, thank you for taking the time to provide this feedback.](#)

Feedback

Name: Cloudy1
Suburb:
Agree: Yes

These streets have been dangerous for a long time. Not only is it impossible for emergency vehicles to get through, but there have been a number of scrapes with rubbish collection/recycling vehicles. Furthermore they are essentially one way streets at the moment as cars have to reverse (often a long way) to allow other vehicles to go through. This is particularly unsafe with young children running around during school pick up and drop off.

Officer Response:

[Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times and providing insight into how the street is operating from the perspective of someone who lives in the area.](#)

Feedback

Name: Mark
Suburb:
Agree: Yes/No

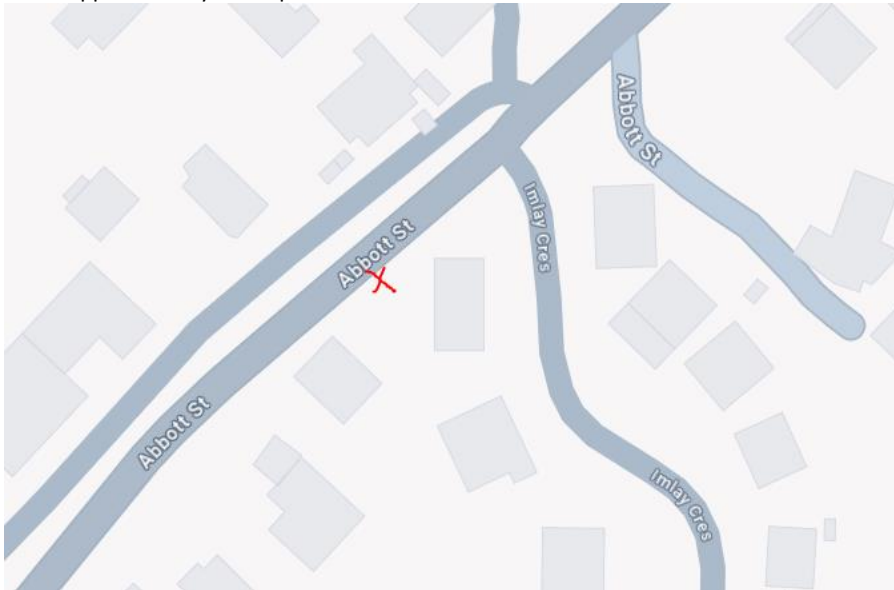
My feedback on the changes in the proposal is neutral. However, if there is to be work done in this area, I would like to highlight some signage around Abbott street that is wrong, confusing and should be remedied.

Concealed sign outside 14 Abbott street.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

This sign can be viewed on the left hand side of the road when travelling south west down Abbott street approximately in the position below



From this position the road only does one thing, it turns to the left at the bottom of the street. Yet the sign suggests there is a concealed road on the left and then the main route goes straight. This sign should be removed. It is possible it was intended to make people driving up the hill aware of Imlay cres on the right, which *is* concealed. If this is the case it was installed backwards, and with the offshoot on the wrong side. Additionally the overgrown tree would render the sign very hard to see.

No Right Turn outside Motor Doctors

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

At the bottom of Abbott Street there is no right turn, drivers are to turn left only. There are two no-right-turn signs at the bottom of Abbott street and a third on the opposite side of Crofton Road outside motor doctors, circled in red below.



This sign is unnecessary and should be removed. It is constantly facing the wrong way (as shown in the photo above) and appears to show that there are no right turns from Crofton Road into Abbott street. This is confusing for drivers.

Officer Response:

[Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times, the signs which you have highlighted will be assessed by Officers separately to this traffic resolution process.](#)

Feedback

Name: Vivienne

Suburb:

Agree: Yes

Please consider applying yellow no parking lines consistently down one side of the road. This will allow clear visibility of school children.

There is also no footpath on one side of Aplin Terrace - a yellow no parking line on the north side would encourage parents dropping their school children off, to use the south side that has the footpath.

Logical really....

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Please do the same on Abbott Street, to encourage school children and their parents in cars, to use just one side of the street- increasing visibility for all.

Please this consistently throughout Wellington!

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.

Engineers do not support the implementation of No Stopping At All Times road markings along one side of the road as alternating parking along the road will provide traffic calming. This is because when No Stopping At All Times road markings are installed consistently along one side of the road vehicles tend to increase speed as drivers know that the road is clear of parked vehicles and in turn this increase in speed can cause other unwanted safety risks for the community. Alternating No Stopping At All Times along the road creates a Chicane effect and also acts as a speed calming measure along the road.

Feedback

Name: Chris
Suburb: Ngaio
Agree: No

Parking is already limited in Ngaio. The proposed changes do not provide a convincing safety improvement and the negative impact this would have on the community would be detrimental.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times, the changes proposed within this traffic resolution are to ensure that public safety is not compromised and Council as Road Controlling Authority will ensure safe unimpeded access for emergency vehicle access during any event.

Feedback

Name: KimLau
Suburb: Ngaio
Agree: No

Obviously, the Ngaio school community will be significantly impacted by this proposal. Families who live too far away to walk (not necessarily that far for families with younger children e.g. at the nearby Kindy or on wet days) rely on the car parking. This proposal will have its own safety impacts with cars forced up the surrounding streets and encouraging dangerous behaviour like double

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

parking while kids get in and out of cars. I agree there are a few spots on bends where yellow lines would assist but this is significant overreach.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.

The proposed changes have been designed to ensure that Abbott Street and Aplin Terrace will be accessible by emergency vehicles and not impeded by parked vehicles. We acknowledge that this proposal will remove on street parking but both roads will be accessible to emergency services at all times and improve overall public safety. If the school requires additional pick up and drop off parking after the proposed changes are implemented, Council officers can further work with the school on this matter.

Feedback

Name: Patatrat

Suburb: Ngaio

Agree: Yes

I support the proposed changes. The current set up on Abbott street is dangerous for pedestrians, especially school children walking to school in the morning and afternoon. The road is not wide enough to allow cars to park on both sides of the road while also allowing two way traffic, so cars will often mount the footpath, blocking safe access for children on scooters and bikes and parents with prams. During peak hours, cars navigating the congested street will pull into driveways and mount footpaths to try and make room for oncoming vehicles while children are walking on footpaths.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times, we appreciate the time you have taken to provide this feedback.

Feedback

Name: Ngaio-mum

Suburb: Ngaio

Agree: Yes

The challenge of driving along Aplin and Abbott Streets in Ngaio has been ongoing and frustrating for many, especially those of us who live on these streets. School parents are often unreasonable and park badly at school start/end times sometimes they also park across driveways. In the morning, parents who work get very grumpy with the time pressure they are under when dropping children at

Feedback Received

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

school. Also, when there are events at school the pressure on these skinny streets with people parking in any space that may or may not be big enough makes life difficult for those of us living nearby. With cars parked on both sides of the street it can be difficult to drive through at any time of day. However, during school holidays and weekends, there is often plenty of space for cars to park (showing there is not as much need for parking by residents as many homes have off-street parks). This shows there will be less impact on residents than some (who may not have even read the documents properly but are getting quite hot under the collar about the proposals). On rubbish days (there are bins being picked up at least 3 days each week), the trucks often completely block traffic in both directions. Also, the difficulties of access for ambulances, fire engines and other services puts lives at risk - this could also impact safety at Ngaio School. The location of new dotted yellow lines along Abbott Street are reasonable and make really good sense, they will help with the flow of traffic and make it safer for cyclists along this area too (in a similar fashion to the bike safety measures on Kenya Street). Thanks for the opportunity to provide feedback about this proposal.

Officer Response:

[Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times, we greatly appreciate the time you have taken to submit this response and providing an insight into how the proposed changes would positively impact yourself and other residents in the area.](#)

Feedback

Name: Steve23
Suburb: Ngaio
Agree: Yes

As a resident of Abbott Street for over nine years I have observed the in Ngaio frequent instances of near misses, poor decisions and more damaged vehicles than I can count due to the parking situation. Parents dropping kids at school disregard road markings and do not make good use of the drop off systems set up by the school. However my main concern is access for emergency vehicles. The age profile of area is going up, and there are often call outs related to the school itself.

There's a similar issue for rubbish and recycling vehicles. This is particularly at school drop and pick up times but at other times it just takes a couple of poorly parked vehicles across the road from each other to cause a lot of difficulty. Outside of school hours, there is plenty of space for cars to park (again often poorly despite the space) which suggests most residents have sufficient parking. The location the proposed yellow lines along Abbott Street will improve traffic flow, community safety and promote more families using active methods to get their kids to school. Thanks for the opportunity to comment.

Officer Response:

[Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times, we are pleased to hear your support for the proposed changes within this Traffic Resolution and the reasons why these changes will help you and your community.](#)

Feedback Received

Feedback

Name: Klara

Suburb:

Agree: No

1. I am strongly opposed to the “TR78-24 Abbo5 Street & Alpin Terrace, Ngaio – No stopping at all times” proposal to install broken yellow lines outside 1-41 Abbo5 St and 1-31 Aplin Terrace.
2. I have no garage or off-street parking and I rely on being able to park on the street near my house.
3. In the 34 years I have lived here, there has never been an issue I can recall with parking or with cars and/or emergency vehicles getting through outside of school hours.
4. The problems with narrow access are entirely driven by the extra demand for parking created by Ngaio School, especially but not only at drop-off and pick-up times.
5. During school term and in school hours, there are many cars parked along Abbot St and Aplin Terrace, which are not there outside school working hours or during school holidays. The school pick-up (2.30-3.15pm) and drop-off (8.30-9.10am) windows are the times I absolutely avoid because access in either direction practically speaking becomes one-way until someone pulls into a driveway to give way to the oncoming vehicle(s).
6. As a resident in the street with a primary school, I (and other residents) am the one inconvenienced by the demands of the school on a regular basis as far as access to my property is concerned.
7. Removing 33 unrestricted parking spaces effectively means that during school terms I will not be able to park near my house. Neither will anyone visiting me, including trades people or health workers, let alone emergency vehicles, should I ever need one.
8. The relationship between Ngaio School and local residents has steadily declined over recent years. There was a time when they advised residents if there was anything happening after school hours that would impact traffic or parking. Until recently the school grounds were open enabling parents and public to park on their grounds in the weekend for school sports etc. – now they too park on the street.
9. The problem this proposal is trying to address has also become exacerbated since the cars parents use for the school commute have become larger – 4 wheel drives and SUVs have compounded the problem over recent years.
10. Residents of Abbot St and Aplin Terrace should not have to wear the cost of living near Ngaio School. Please don't take away our parking!

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times. The proposed changes found within this Traffic Resolution is in accordance with Council as Road Controlling Authority to provide and ensure that emergency vehicles access can occur at all times and not be blocked by parked vehicles.

While we appreciate that the removal of parking near your property is inconvenient, the proposal is to address significant public safety issues and ensure that emergency vehicles have unobstructed access in any event.

Feedback

Name: Aplin
Suburb: Ngaio
Agree: Yes

Most importantly why is the Aplin/Abbott St (which is clearly the main entrance of Ngaio school) not subject to a speed limit of 30kmph. It's busy when school pickups are happening and narrower than either Ottawa Rd or Colway St - I think both of them have 30kmph limits. Fix it. The road is too narrow for 50km.

Additionally, I'd like to see;

- 1) the option of residents only parking being investigated or clear signposting.
- 2) consideration being given to time-limits during the school pickup period.
- 3) more enforcement of no parking (currently at school pickup times parents from Ngaio school park on the footpaths, over people's driveways etc. I don't think dotted yellow lines will solve the problem without a clampdown or communications to the school).

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.

Speed changes are not within the scope of this traffic resolution and would need to be assessed separately. The suburb of Ngaio is not in a residents parking zone currently and due to this we cannot make resident only parking on Abbott Street or Aplin Terrace at present time. Some time limited parking already exists outside the school, if further changes are required to this time limited parking, we recommend that you log a request with Council so that your concerns can be discussed in detailed with the Council engineers. If these proposed changes are approved, we will be in contact with the parking enforcement team to monitor the newly installed restrictions around the school pick up and drop off times. However, if you notice vehicles parking illegally (i.e on broken yellow lines, across driveways) we advise that you contact the Council parking enforcement team at the time of the offence.

Feedback

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Dave
Suburb: Ngaio
Agree: Yes

No comment.

Officer Response:

[Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.](#)

Feedback

Name: Phil
Suburb:
Agree: No

To WCC

I want to raise my objection to proposal TR78-24 in it's current format. I do however support some improvements, particularly at the bend of Abbott/Aplin but the loss of 33 parks is too extreme. I would also like to see the no-stopping yellow lines on Abbott Street extended from the pedestrian crossing to include the driveways at 40A and 42 Abbott. I declare that one of these is mine. During the morning school drop off this area is often used blocking my access.

I would also like to make the following points:

1. Surely there are hundreds of other streets in Wellington that have the same issue. Are all other narrow streets in Wellington going to have the same restrictions applied.
2. Do emergency services actually need to park outside of the particular property to be effective? Ambulance officers can push their gurneys along the road/footpaths. Fire appliances are equipped with multiple long hoses. As FENZ have the largest vehicles in terms of emergency services, I would have thought if access is such a problem, they would have purchased narrow gauge vehicles to deal with the issue.
3. Has there been any consultation with the emergency services on what their needs are?
4. The loss of 33 parks is significant. Bear in mind that the redevelopment of the church at the bottom of Abbott hasn't happened yet. That will invariably add more cars to the street.
5. Here's a radical idea. What if residents were able to park across their own drive/garage? Obviously not suitable for all but I've seen a few that it would work on. That would create some more parking.
6. It won't stop d*heads like this one this morning that parked on the yellow lines across from the school, whacked the hazards on, and took little Johnny across the road to school WTF!

Feedback Received

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



7. Public transport is pretty ordinary in Wellington (that's being quite polite), so we are reliant on having cars for the foreseeable future which requires parking both on and off-road.

Thank you for the consideration of my submission.

Kind Regards
Phil

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.

If you would like No Stopping At All Times road markings installed outside of your property we advise that you contact Council directly so that you can discuss this in detail with the Council engineers. Due to the nature of Wellington topography there are many narrow roads. Council regularly receives concerns about these roads and emergency vehicle accessing these roads. Council engineers will assess these concerns and recommend changes if deemed appropriate. To ensure that emergency services can operate at maximum ability it is best practice to ensure the entire roads rather than just sections of the road is accessible by emergency services. The proposed plans are developed to allow the size of a fire engine to safely negotiate the road. As per road code no vehicles can be parked across a driveway or garage, this includes the owners of the property and as such this cannot be allowed.

To help enforce the new proposal engineers will contact Council parking services to ensure that the new road markings are enforced. However, if you notice vehicles parking illegally (i.e on broken yellow lines, across driveways) we suggest you contact the Council parking enforcement team at the time of the offence.

Feedback

Name: Henry

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Suburb: Ngaio

Agree: Yes

We generally support the plans to limit parking on Abbott Street.

Our main bit of feedback is the changing of yellow lines from one side to the other which seems messy and confusing.

You plan to have no parking outside our house, which we agree with.

Then as you move south toward the city you change the no parking to the other side of the street (outside 35 Abbott Street).

We think it would make better sense to keep the no parking on our side of the street outside 34 and 32 Abbott Street rather than chopping and changing. Parking is much better outside 35 and 31 Abbott Street and currently many more park there, rather than outside 34 and 32.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times, we appreciate the time you taken to provide this feedback.

The reason for the alternating of No Stopping At All Times road markings means that parked vehicles will be allowed on one side or the other. The result of this is a chicane like effect from parked vehicles which in turn acts as a speed calming device for the street.

Feedback

Name: Hayden

Suburb: Ngaio

Agree: No

I'm writing this submission as an individual.
We do not agree with the proposed changes.

To whom it may concern. We believe there needs to be further consultation with residents of Abbott St and Aplin Tce as well as attendees of Ngaio school. By removing 33 car spaces, this will cause major difficulty to parents dropping and picking up their children at Ngaio school. We believe the council needs to allow adequate parking especially when there is a school on a street. There is also a church which is currently being refurbished at the other end of Abbott St which will cause there to be an even greater need for parking on the street.

If the council is taking away on-street parking, are they going to provide off-street parking for Ngaio school or the church as well as for residents?

I personally have had the ambulance visit my wife and go up our street multiple times for our neighbours with seemingly no issues getting there. Abbott street and Aplin Terrace do not seem to

Feedback Received

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Wellington City Council
Me Heke Ki Pōneke

be as narrow as many other streets in Wellington. We are wondering why these particular streets have been targeted when there are much more narrow streets that could genuinely cause a problem for emergency services.

One alternative possibility instead of taking away parks, could be to permanently remove the footpath on one side of the road to widen the road as many other streets in Wellington already do.

There are many families that would struggle to get to Ngaio school in the mornings if parks were taken away. Especially larger families with multiple children requiring drop off or children with special needs that need to be parked close to the school for their safety and mobility issues. For example, people/children who have difficulty walking long distances or children that need to be supervised at all times by a caregiver for their safety. Walking long distances isn't practical for these types of children. Children with Autism etc that don't understand traffic dangers for instance, they need to be dropped off as close to the school as possible.

For many families it will create a bottleneck and slow people down from being able to drop their kids off as there will be more congestion because everyone will be trying to find a park for longer. This will delay parents/caregivers from getting to their work causing them to be late to commitments they need to attend to. This will add a lot of needless stress for parents and may cause them to consider another school because of the increasingly limited access that this change would cause. Currently Ngaio school does not have a large enough car park for their own staff so those staff that aren't allocated a park within the school gate are parking on the street as well all day. This would impact these people as well.

Residents also have a right to have visitors to their home and sometimes for gatherings or functions they might have multiple carloads of people turning up. How will this be able to happen when parks are taken away on the street? Visitors will not be able to park near residents houses especially during peak times of the day. They might have to walk extra distances, and this could be challenging for those with mobility issues especially when walking up hills etc. This will surely discourage people from having guests to their property which they should have the freedom to do.

We urge you to please consider our request. Again, as mentioned removing one footpath on one side of the road could be a win-win situation for emergency services and residents that need to retain their parking.

Officer Response:

[Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.](#)

The process of consultation is in accordance with the Council Bylaw. Council will not provide off-street car parks for private entities if this proposal is implemented. This is because the main purpose of the road corridor is to allow for safe and effective transport movements along this corridor and not for storage of private vehicles. For public safety, the effective movement of emergency vehicles must be considered and given the existing parking situation, emergency vehicles can be blocked by the private vehicles parked on the road corridor. The proposed changes are to ensure that the main function of the road corridor is to provide safe and effective movement of travel along Abbott Street and Aplin Terrace. These streets were assessed due to concerns raised with Council and as the Road

Feedback Received

Controlling Authority, changes are proposed if deemed necessary. When ambulances have visited this area in the past we cannot confirm where vehicles were parked at the time, only that given the existing restrictions vehicles can park in a manner which emergency vehicles can be blocked, in addition to this it needs to be noted that a fire engine is much larger than an ambulance. If more time limited parking is needed for the school's needs, then the school should contact the Council to discuss further. Removing the footpath is not an option as this would not be in line with Council policy to encourage active transport choices like walking especially near a school.

While we appreciate that the removal of parking is inconvenient for some residents, this proposal is to address significant public safety issues and ensure that emergency vehicles have unobstructed access in any event.

Feedback

Name: BillDNgai

Suburb: Ngaio

Agree: No

Whilst agreeing that emergency vehicles need sufficient road clearance and that parking on both sides of some narrow parts of Abbott Street prevents this, I object to serious problems with the changes proposed, the SoP used, and the consultation process.

Changes proposed:

1. Removing 33 spaces is too many, especially as in practice more than 33 vehicles would park in the proposed restricted areas - more like 40 from quick measurements of actual parked cars, and especially in one change. This will cause serious inconvenience to residents.
2. Aplin Terrace should not be included in these changes, as although some vehicles continue from Abbott into Aplin, your figures show that traffic on Aplin is only just over half that on Abbott and I'm not aware of any choke points in practice. If changes are made to Aplin, I would have detailed feedback to give.
3. Delete the 34m restriction on northside Abbott 86m from the intersection with Imlay, as unnecessary.
4. The current restrictions on North and South sides of Aplin Terrace extending from the junction with Abbott appear longer than necessary for the corner and crossing. Shorten these on the east end by 2 or 3 car lengths each to help compensate for loss of Abbott parking.

Comments on apparent SoP and parking restrictions: Removal of parking spaces without changes to add parking spaces is a very simplistic and unimaginative response to this problem. I believe that, as well as the increased numbers of resident's cars, the problems are exacerbated by:

1. Large cars and SUVs that are of excessive width compared to normal cars, and are not always tidily parked close to the kerb. Address this by painting white lines along the parking areas 2m from the kerb, and if necessary, ticket cars parking over the line.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

2. Vehicles being parked on the street because either they are too large for the owner's garage, or the garage is being used for another purpose. E.g., storage, home gym, pottery. Address this by allowing garage owners to park in front of their own garage without being ticketed. This could easily be policed by offering labels to place on the garage door listing registration numbers of the owner's cars.

3. When considering whether to restrict parking on both sides, in marginal cases restrict one side only allow emergency vehicles to drive on road reserve or mount the footpath on the other side. Lampposts/road signs will mean this is not always possible.

Feedback on consultation:

1. Not enough time has been allowed for consultation; there should have been public meetings to discuss this.

2. The maps supplied had very poor contrast making it very hard to see the yellow markings - many Abbott St residents are retired with relatively poor eyesight. The yellow marking should be thicker, and a dense and bright yellow. (I worked as a web and printed document accessibility consultant.)

3. The Letter incorrectly stated feedback was needed by 5pm Thurs 4th July. Online it says 5pm Friday 5th July. It would be much better to state 8am Monday 8th July, giving more time without affecting the WCC workflow and dates.

4. In the online form, the End of Survey option is misplaced and hidden under Question 9s options. It should be a separate very visible button.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.

- 1) The number of parks removed along the proposed locations follows the Council standard parking specifications based on existing carriageway width and the need to maintain unimpeded vehicular access.
- 2) As per Council standard operating procedures there are parts of Aplin Terrace which are too narrow for emergency services to safely negotiate if vehicles are parked on the road side, resulting in the proposed changes.
- 3) These No Stopping At All Times road markings are necessary when following Council standards to allow and maintain public access especially for emergency vehicles.
- 4) These No Stopping At All Times road markings are also required when following Council standard. (1) If vehicles are not parked close enough to the left hand kerb then parking enforcement can be called to assess the situation. (2) Allowing vehicles to park in front of any vehicle access way is in conflict with the road user rules and Council cannot condone and allow this parking behaviour to happen. (3) The positioning of the No Stopping At All Times road markings have been done where they are needed according to Council standard operating procedures.

Further responses to comments:

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- 1) The process of consultation is in accordance with Council Bylaw with a consultation period of 2 weeks.
- 2) We will forward your feedback and comments regarding the quality of the Traffic Resolution reports to our Traffic & Resolutions Coordinator to further investigate and improve.

While we appreciate that the removal of parking is inconvenient for residents, the proposal is to address significant public safety issues and ensure the emergency vehicles have unobstructed access in any event.

Feedback

Name: Sarenale
Suburb: Ngaio
Agree: No

While emergency services access is obviously critical, I see no options analysis included in the proposal. I regularly visit Abbott Street to visit friends and their growing whanau, and parking is always extremely challenging as there already isn't enough to meet the demand of residents. As a physically disabled person, Abbott street isn't accessible to me to walk given the rather extreme gradient of the road. There are also no public transportation options. Removing parking further limits the access to local residents such as myself to parts of our own community. Alternative options, such as clearways, one way access or creating off road parking should be considered for this area. This is especially critical due to the recent removal of parking from Kenya Street.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.

The main purpose of road corridor is to allow for safe and effective movement of traffic. Currently parked vehicles at certain locations along these two roads obstruct access for emergency services. The proposed changes is to address public safety issues and allow emergency services to access the road unimpeded in any event.

Feedback

Name: Charlotte
Suburb: Ngaio
Agree: No

Dear Council Members,

We are writing to express our concerns regarding the proposed elimination of on-street parking in our neighbourhood. As residents of Abbott Street, we find this proposal troubling for several reasons outlined below.

Feedback Received

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Wellington City Council**
Me Heke Ki Pōneke

Firstly, the council's stance that there is no requirement to provide a minimum number of on-site car parks for any activity or development in Wellington is problematic. Just three years ago, an off-street car park was removed from a resource consent (by amendment and granted by the council SR No. 500672, shown in attached document) without considering the potential impact on parking conditions, even as three additional houses were added to 29 Abbott Street.

This decision has already strained our parking resources, and the current proposal to eliminate on-street parking leaves no viable solution for ratepayers. We require a longer consultation period to effectively provide feedback, engage in community discussions, and seek alternative options rather than a blanket no-stopping proposal. A 16-day deadline is insufficient for affected residents to communicate with their neighbours and create an effective argument against the proposal. This is disrespectful to hardworking ratepayers whose lives will be negatively impacted by this decision.

How does the council plan to safeguard parking for residents who have no alternative options? Would the implementation of a residents-only permit system for households without off-street parking be considered?

As a family with a young toddler and a baby, we already face significant challenges walking long distances from our car to the house. Has any consideration been given to providing a safe and sensible approach to ensure that young families are supported and have the necessary access to carry out their daily activities practically?

Furthermore, the council needs to consult with the primary school to establish a better solution for school drop-offs. During the morning and afternoon, the street is swamped by cars dropping off and picking up children. There are multiple entries to the school—how can this be monitored better to reduce congestion at the Abbott Street entry?

During our tenure on Abbott Street, we have witnessed all three branches of emergency services use the street without issue. For example, in April 2022, there was a house fire at 27 Abbott Street to which two fire trucks responded. They remained on the road and effectively managed the fire.

Additionally, ambulances have arrived and provided services to 35 Abbott Street without any hindrance. In light of these points, we respectfully request that the council reconsider the proposed elimination of on-street parking and explore alternative solutions that take into account the needs and concerns of all residents. Additionally, we urge the council to extend the consultation period to allow for more comprehensive feedback, community discussions, and the exploration of alternative options.

Resource Consent - Change of Conditions Proposed Development 29 Abbott Street, Ngaio

Background

This consent is for a development of the site consisting of adding three standalone single level dwellings stepping down the site to the northwest.

- Resource consent (land use) SR 454908 was granted in April 2020.
- Resource consent (subdivision) SR 484922 was granted in February 2021.
- Building consent SR 465948 was granted in October 2020.

Proposal

Feedback Received

The owner wishes to remove one car deck, the western most one. (It was previously proposed to remove the western double car deck but in consultation with the prospective owners the car deck for unit 1 has been retained). Essentially the western car deck becomes a single rather than a double. The site now will provide three carparks rather than four. The space where the fourth car deck was will become landscaped space.

Change of Condition - Land Use Consent

Condition (a) of resource consent SR 454908 requires that the proposal must be in accordance with the following Rimu Architect plans:

- Drawing R11 revision C: Proposed Site Plan dated 30/03/2020
- Drawing R12 revision B: Cut and Fill Plan and Retaining Walls plan dated 21/03/2020
- Drawing R13 revision B: Landscape Plan, dated 21/03/2020
- Drawing R14 revision B: Proposed Unit Floor Plan, dated 21/03/2020
- Drawing R15 revision C: Cardeck Plans, dated 30/03/2020
- Drawing R16 revision B: Typical Unit Elevation, dated 21/03/2020
- Drawing R17 revision A: Site Sections, dated 22/02/2020
- Drawing R18 revision B: Site Elevations, dated 21/03/2020
- Drawing R19 revision B: Cardeck Elevations, dated 30/03/2020
- Drawing R20 revision A: Existing House Floor Plans, dated 22/02/2020

It is proposed to change the referenced plans to

- Drawing R1a revision D: Proposed Site Plan - Aerial Photo, dated 24/09/2021
- Drawing R1b revision D: Proposed Site Plan, dated 24/09/2021
- Drawing R12 revision C: Cut and Fill Plan and Retaining Walls plan dated 04/10/2021
- Drawing R13 revision C: Landscaping Plan, dated 24/09/2021
- Drawing R14 revision C: Proposed Unit Floor Plan, dated 4/10/2021
- Drawing R15 revision D: Cardeck Plan, dated 24/09/2021
- Drawing R16 revision B: Typical Unit Elevation, dated 21/03/2020
- Drawing R17 revision A: Site Sections, dated 22/02/2020
- Drawing R18 revision B: Site Elevations, dated 21/03/2020
- Drawing R19 revision C: Cardeck Elevations, dated 24/09/2021
- Drawing R20 revision A: Existing House Floor Plans, dated 22/02/2020

Subdivision Consent

The removal of this car deck does not alter the subdivision plan. This car deck was joined to the existing house (unit 1). The boundaries for unit 1 remain the same as on the subdivision scheme.

Parking

One on site carpark is removed. This increases the kerb side length available for on street parking to 19 m (from 16 m) previously. Thus, three cars can now fit between the western car deck vehicle crossing and the neighbour's crossing at 27 Abbott St. To 31 Abbott St there is no change as this neighbour's crossing is immediately adjoining the eastern car deck crossing.

The shorter overall crossing length makes it safer for pedestrians using the footpath as there is less conflict between vehicle access and foot traffic.

Landscaping

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

The removal of one car deck provides increased space for street facing landscaping and softens the front of the existing house. An area similar to the original house front yard is retained and landscaped. A tree here will also provide privacy for the house.

Summary

The removal of one car deck improves the visual amenity of the site. The three new dwellings retain a car deck each for parking and the existing house has no off-street parking. There is sufficient space on street for parking for this house. Also access to the house is via a sloping path from the footpath which provides easy access for bikes and walking. The increased area of landscaping at the front of the house improves the visual amenity of the site.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.

The parking requirements for new residential development and properties are determined by the Government and not Council is unable to change. The purpose of this proposal is to ensure that emergency vehicles access can be maintained. The requirement to provide off-street parking for new developments is not a decision made by Council as this was a national decision made under National Policy Statement – Urban Development that required all local authorities to remove the minimum off-street parking requirements for developments.

The proposal of residents parking is currently not an option as Ngaio is not currently part of a resident parking scheme. If the school requires further time limited parking, we recommend that they contact Council to discuss their needs in detail.

We do not know how vehicles were parked at the time when emergency vehicles were on these two roads in the past events that you have outlined, Council engineers can be sure that if vehicles are parked in certain locations along these two roads, emergency vehicle access will be compromised and obstructed. Further No Stopping At All Times road markings are assessed on case by case basis.

While we appreciate that the removal of parking is inconvenient for some residents, the proposal is to address significant public safety issues and ensure the emergency vehicles have unobstructed access in any event.

Feedback

Name: Kirsten
Suburb: Ngaio
Agree: No

Kia ora, my name is [Redacted] and I am a resident of Abbot Street, Ngaio. I would like to submit the following response to the proposal TR78-24 to install no stopping yellow lines on Abbott St and Aplin Tce.

Feedback Received

I strongly disagree with the extent of the proposal for yellow lines outside 1-41 Abbott St - virtually the length of the entire street - and think it is an overreaction to the parking situation on this street. I live in a property that has no off-street parking, and no ability to create off-street parking. I have no choice but to park on the road. Reducing the available parking effectively by half is unreasonable. It would make my parking situation, and my ability to have visitors to my property, impossible.

I have lived in this street for over 20 years and over that time parking has become more challenging. The number of on-street parks has decreased and the demand for on-street parking has increased during this time. On-street parks have been reduced to give greater visibility to residents backing out of their driveways, and additional residences and garages have been constructed. These have all been approved by the Council with no consideration for residents like me who must park on the street - and in the case of new construction, without consultation.

While parking has become more difficult in general, the parking situation varies considerably throughout a 24 hour period. The average daily traffic count you quote of 1,060 must be heavily influenced by Ngaio School drop off and pick up times, not residents. The street is badly congested between 8.40 - 9.00 am and 2.40 - 3.10 pm. The school must bear some responsibility for the state of traffic on Abbott Street, and could review the way it manages its three entrances and assess how much parking it makes available for its staff within school grounds. It is unfair to remove parking for residents because of the behaviour of members of the school's community.

Each week multiple trucks successfully collect rubbish while navigating parked cars. If a rubbish truck can fit between the parked cars, I don't see why emergency vehicles couldn't also fit.

I agree that the corner on the boundary of 31 and 33 Abbott Street can be tight when cars are parked on both sides, but strongly disagree with the proposal to install yellow lines for the distance proposed.

This proposal seems to prioritise the serious but unlikely scenario of a house fire above the day-to-day needs of residents like me. The Council owns a significant amount of land in front of properties on Abbott St, which cannot be used to widen the street because of all the easements that have been granted. Painting yellow lines would be another iterative decision that disadvantages certain residents over others.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.

The proposed changes are following standard Council standards to provide safe and accessible transport corridors as this is the main purpose of the road corridor in particular emergency services, and not for the storage of private vehicles.

While we appreciate that the removal of parking is inconvenient for some residents, the proposal is to address significant public safety issues and ensure the emergency vehicles have unobstructed access in any event.

Feedback Received

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

Feedback

Name: Polly
Suburb: Ngaio
Agree: No

We have received documentation from the council proposing relatively significant changes to the availability of unrestricted parking on both Abbott Street and Aplin Terrace. As residents on Abbott Street, we would like the Council to reconsider these proposed changes.

While the street is narrow, it also provides primary access to the primary school (the main entrance to the school is on Abbott Street) and we are concerned that restricting the parking on Abbott Street as proposed could impact on the safety of children attending the school, particularly at drop off and pick up times. This is the period where there is the highest volume of traffic using the street, mostly made up of parents seeking parks so that they can safely drop off the children to attend the school.

Restricting parking as proposed will create access issues for the school and will have the consequential impact of placing greater pressure on the Colway Street entrance. Colway Street is a bus route and diverting traffic to the Colway Street entrance will make it more difficult for buses to navigate what is already a relatively congested section of road. The only other entrance to the school is on Ottawa Road opposite the service station where there are very limited parks.

While we acknowledge that there may be an issue for emergency vehicles (although I note that other trucks and service vehicles are able to navigate the street), the assertion in the document that the proposal improves safety does not account for the impact on the local school community and the safety of the children accessing the school through this entrance.

In addition, several residents rely on on-street parking for their vehicles. This is shown by the number of current parks that are occupied at night – the available parks have a high level of utilisation. Any intensification along the street (as has occurred at number 29) will only exacerbate this situation. The proposal provides no analysis of the impact of these proposals on these residents, nor does it suggest any alternative options for those who would be impacted. For example, our property includes a self-contained flat. Parking is restricted on our property, meaning that our tenants need to park their car on the street. Removing the number of parks outlined in the proposal will make this difficult for them (they often need to park some distance down the street because of existing pressure on the available parks).

In summary, we do not support the proposed changes to parking on Abbott Street and Aplin Terrace. In our view, the impact on access to the main entrance to local school has not been adequately considered, nor has the impact on the residents. I ask that you reconsider the proposal, in particular what alternative options may be available.

Officer Response:

[Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.](#)

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

The proposal has been made to ensure that emergency service access will be maintained. If the school requires further time limited parking at certain times of the day so that students can be dropped off and picked up, the school should contact Council directly so that they can discuss their needs with Council engineers in detail.

While we appreciate that the removal of parking is inconvenient for some residents, the proposal is to address significant public safety issues and ensure the emergency vehicles have unobstructed access in any event.

Feedback

Name: Paul
Suburb:
Agree: Yes/No

Kia ora,

Below is my feedback re the above.

In Abbott Street:

That the 'No stopping' yellow lines are extended on the north westerly side from House No 27 to all the way to the Abbott / Aplin Terrace Intersection (Ngaio School side).

That all the 'No stopping' yellow lines are removed on the south easterly side from to the Abbott / Aplin Terrace Intersection to House No 26.

In Aplin Terrace:

No changes.

This would make the Abbott Street layout consistent with the Aplin Terrace layout. When travelling in a vehicle or riding a bike from Crofton Road to Bombay Street, there are no parked vehicles on your left-hand side. When driving a vehicle from Crofton Road up Abbott Street, uphill traffic would have unobstructed travel all the way to Aplin Terrace, i.e Downhill traffic gives way to uphill traffic.

When travelling in a vehicle or riding a bike from Bombay Street to Crofton Road, there are parked vehicles on your left-hand side.

Officer Response:

Thank you for providing feedback for TR78-24 Abbott Street & Aplin Terrace, Ngaio - No Stopping At All Times.

The proposed No Stopping At All Times road markings have been done in manner to alternate from one side of the road to the other where possible. This is to allow for a chicane effect created by parked vehicles and in turn speed reduction, which is a safety improvement.

We are proposing a change in your area

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

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR80-24 Imran Terrace, Khandallah - No Stopping At All Times
Location – where we propose to make the change	Imran Terrace, Khandallah outside no.1 to no.20
What we'd like to do	<ul style="list-style-type: none"> • Install No Stopping At All Times (Broken Yellow Lines)
Why we are proposing the change	<ul style="list-style-type: none"> • Originally council received a report from a resident in the area that vehicles were parking near 12 and 14 Imran Terrace in a manner that was creating visibility concerns and may also impact the ability for emergency services to access locations further down Imran Terrace. • Due to this request engineers chose to install two sections of No Stopping At All Times road markings to mitigate this. These No Stopping At All Times road markings were installed under delegated authority to resolve the reported safety issue. • Since these No Stopping At All Times road markings have been installed council have received reports that these have meant that vehicles are parking in a manner causing a bottle neck effect. Due to this engineers performed a letter drop along Imran Terrace outlining further changes to alleviate the bottle neck effect. The feedback which council received from this letter drop showed differing views about the proposed changes and in addition reported further issues which exist along Imran Terrace relating to accessibility for emergency services due to the narrow width of Imran Terrace. • Given the information that was received engineers chose not to continue with the proposed changes that were outlined in the letter drop and alternatively look at the whole of Imran Terrace and consider where changes may need to be made to ensure emergency access could be ensured. • To improve safety and accessibility while following Wellington City Council standard operating procedures in regard to the road width required for emergency services, we are proposing to install No Stopping At All Times (broken yellow lines) along the road between property no.1 to no.20, as per the attached plans.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves safety and accessibility for all vehicles but in particular emergency services. <p>Net Parking Impact</p> <ul style="list-style-type: none"> • No Change • Removal of 31 unrestricted parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> • No Change
How this relates to the parking policy	<ul style="list-style-type: none"> • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 173 (2009 data)

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 Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 8 July 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024. 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: TR80-24 Imran Terrace, Khandallah - No Stopping At All Times



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Imran Terrace	No Stopping At All Times	West side, commencing 223 metres from its intersection with Rangoon Street (Grid coordinates $x= 1,750,842.93$ $y= 5,432,741.13$) and extending in a southerly direction following the western kerb line for 45 metres.
Imran Terrace	No Stopping At All Times	East side, commencing 183 metres from its intersection with Rangoon Street (Grid coordinates $x= 1,750,842.93$ $y= 5,432,741.13$) and extending in a southerly direction following the eastern kerb line for 21 metres.
Imran Terrace	No Stopping At All Times	West side, commencing 138 metres from its intersection with Rangoon Street (Grid coordinates $x= 1,750,842.93$ $y= 5,432,741.13$) and extending in a southerly direction following the western kerb line for 8 metres.
Imran Terrace	No Stopping At All Times	North side, commencing 93 metres from its intersection with Rangoon Street (Grid coordinates $x= 1,750,842.93$ $y= 5,432,741.13$) and extending in an eastern direction following the northern kerb line for 23 metres.
Imran Terrace	No Stopping At All Times	West side, commencing 93 metres from its intersection with Rangoon Street (Grid coordinates $x= 1,750,842.93$ $y= 5,432,741.13$) and extending in a southerly direction following the western kerb line for 25 metres.
Imran Terrace	No Stopping At All Times	West side, commencing 61 metres from its intersection with Rangoon Street (Grid coordinates $x= 1,750,842.93$ $y= 5,432,741.13$) and extending in a southerly direction following the western kerb line for 59 metres.

We are proposing a change in your area

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<i>Imran Terrace</i>	<i>No Stopping At All Times</i>	<i>East side, commencing 42 metres from its intersection with Rangoon Street (Grid coordinates x= 1,750,842.93 y= 5,432,741.13) and extending in a southerly direction following the eastern kerb line for 18 metres.</i>
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Prepared By: Karl Rudge **(Transport Engineer)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 29/05/2024

Feedback Received

Feedback

Name: Anonymous

Suburb:

Agree: No

Please note there is no #1 Imran Terrace.

Also that the number of vehicles parked near 14 Imran is the result of more people now living at 14B Imran. That can't be changed.

Dotted lines on both sides on Imran 'Rise' won't achieve anything as very few vehicles get parked in that area.

What would help are broken yellow lines on each side of Imran from 5 Imran to 7 and 6 to 10. If cars are parked there at present visibility both up and down is markedly impaired. It would be helpful not essential.

What is essential is to have broken yellow lines from the right hand side on #16 down to #12. The present line opposite #9 was to allow the vehicles at #9 backing access from their garage. That's fine. Several neighbours weren't happy about that all those years ago. It's OK.

Please delete the existing red line as on the map outside #9. What is necessary is to stop the vehicles parked from 14 down to nearly 10 Imran. There will be a head-on shortly as you definitely can't see beyond these vehicles both up and down Imran. They need to be relocated from #7 Imran to the lower part of #9. This might annoy midnight smoochers who often park there on weekend nights.

I note you have dotted yellow lines from 11 to 19 - not built on. Seldom is there a problem with cars spreading along this length of Imran. However it could be helpful and a signal to visitors to the houses nearby to not park that side of Imran. Further it's not safe for passengers to alight from their vehicle on that side of Imran. The even side is much safer.

I offer these comments on a not for named publication basis. I'm happy to discuss these comments should council staff want to.

Officer Response:

Thank you for your feedback for TR80-24 Imran Terrace, Khandallah - No Stopping At All Times.

The proposal is to ensure that emergency vehicles can safely access all of Imran Terrace, the proposal has been done as per standard operating procedure. The locations where vehicles normally do or do not park are considered but the proposal is primarily designed to ensure that there is enough space along the whole of Imran Terrace to ensure that emergency vehicles can drive unimpeded. No matter how many people live in a certain residence, adequate space must be maintained to ensure that emergency vehicles can drive unimpeded as the main purpose of the road corridor is for safe transport and not the storage of private use vehicles.

Feedback Received

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Feedback

Name: Tracey

Suburb:

Agree: No

In response to the Wellington City Councils recent proposal for changes to Imran Terrace, Khandallah parking.

Reference: TR80-24 Imran Terrace, Khandallah - No Stopping At All Times

For many years few vehicles parked in Imran Terrace and traffic flowed without issues. Each house in the area has at least two car garages. In recent times there have now been new occupants and one new business is operating from the house at 14B. There are a number of vehicles associated with that business and the parking is inconsiderate and causing issues. Some vehicles parked on the road are unregistered and don't have a current WOF.

The vehicles are parked so close to the driveways of 10 and 12 Imran Terrace, it is almost impossible to exit the driveways without making several manoeuvres. It is not possible to see vehicles approaching from the right or the left when exiting the driveways. Sometimes it is necessary to do a right turn to exit the driveway and drive to the end of Imran Terrace, turn around there and then drive back down Imran to Rangoon Street.

Some vehicles are parked in Imran Terrace on the wrong side of the road. These vehicles when using both sides of the road are often parked opposite the driveway which makes it difficult to enter and exit 12 Imran Terrace. These vehicles, when both sides of the road are used, are parked so close together it would not be possible for fire trucks and ambulances to get to the end of the street.

The proposal put forward by Council ignores the very dangerous situation that exists outside 10 and 12 Imran Terrace, which exists because vehicles are parked too close to driveways it is not possible to see if there are any vehicles travelling along Imran Terrace when exiting the driveways. It is a situation that will soon result in an accident.

The no parking yellow lines and no stopping should be extended to cover 10 and 12 Imran Terrace on the southern side of the road to allow safe exits from driveways and allow access for emergency vehicles. Yellow lines should be provided on either side of the driveways to allow safe access.

Having a business operating with so many vehicles is the primary cause of the problems. Some households have five vehicles and this also causes problems.

The proposal from the council simply moves the parking problem further along Imran Terrace towards Rangoon Street but solves nothing.

Feedback Received

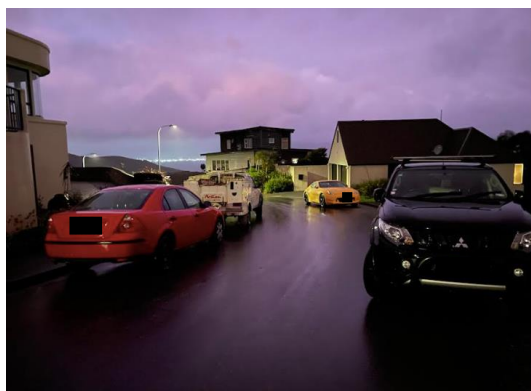


Current situation in Imran Terrace

Vehicles are currently being parked on both sides of the road at 10 and 12 Imran Terrace (your current proposal), making it almost impossible to complete a left-hand turn out of 12 Imran Terrace's driveway safely and for emergency vehicles to pass these vehicles.

Feedback Received

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Feedback Received

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Officer Response:

Thank you for your feedback for TR80-24 Imran Terrace, Khandallah - No Stopping At All Times.

Where vehicles are out of WOF or Rego or are parking within 1.0 meter of the driveway, we suggest that you contact the Wellington City Council parking enforcement team who can assess and address these situations. The locations of the proposed No Stopping At All Times road markings are installed to ensure forward visibility is retained with kerbside parking positioned on alternating sides to ensure lower vehicle speed. The broken yellow lines have been located to ensure that there is enough space for unimpeded access for emergency vehicles in area to the end of the cul de sac as it is currently too narrow for parking on both sides of the road.

We are proposing a change in your area

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Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR81-24 Punjab Street, Khandallah - Formalise Bus Stop (#4412 & 5412)
Location – where we propose to make the change	Punjab Street, Khandallah outside no. 10 to 14
What we'd like to do	Formalise Bus Stop #3218 by installing adequate road markings.
Why we are proposing the change	<ul style="list-style-type: none"> • Council have received request from a member of the public to install No Stopping At All Times Road markings to inciditate bus stops #4412 and #5122. • After discussion with Greater Wellington Regiinal Council engineers have agreed that the best option is to install No Stopping At All Times Road markings as per NZTA guidelines to create and bus stop bay as well as entry and exit taper for each bus stop to improve accessibility. • To improve safety and accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along the road between properties 10 to 14, as per the attached plans.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves bus service <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Removal of five unrestricted parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> • No Change
How this relates to the parking policy	<ul style="list-style-type: none"> • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> • Average monthly passenger number – 4412 Boarding 410, Alighting 9. 5412 Boarding Boaring 2, Alighting 434. • Average daily traffic count – 1,207 (2013 Data) • 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 Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

We are proposing a change in your area

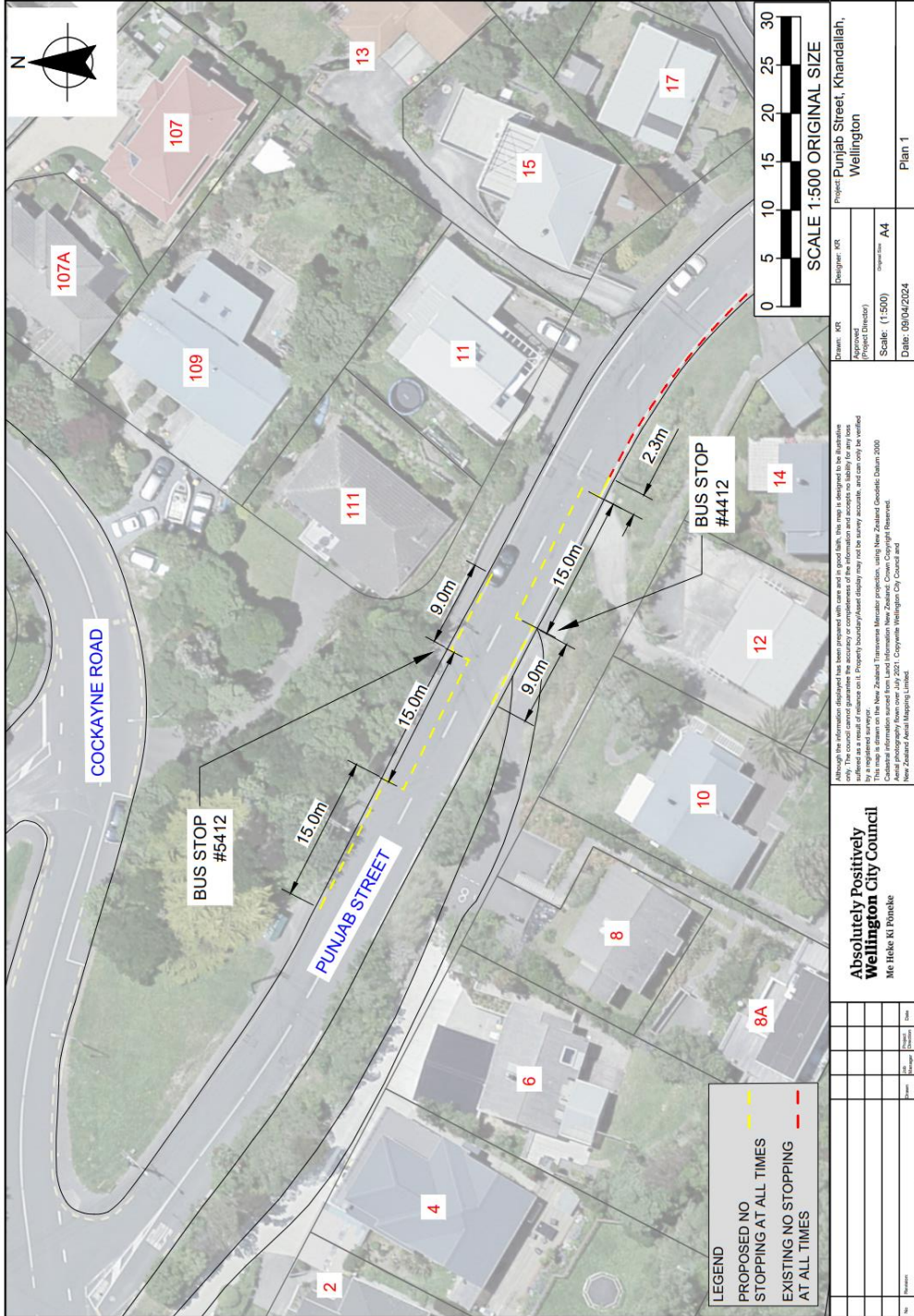
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	<ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
Feedback	<ul style="list-style-type: none">If you would like to provide us with specific 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 Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.
Next Steps	<ol style="list-style-type: none">Feedback collated by Monday 8 July 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024.If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR81-24 Punjab Street, Khandallah - Formalise Bus Stop (#4412 & 5412)



We are proposing a change in your area

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Legal Description

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

Column One	Column Two	Column Three
Punjab Street	No Stopping At All Times	North side, commencing 42.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the northern kerb line for 15.0 metres.
Punjab Street	No Stopping At All Times	North side, commencing 57.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the northern kerb line for 15.0 metres.
Punjab Street	No Stopping At All Times	North side, commencing 72.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the northern kerb line for 9.0 metres.
Punjab Street	No Stopping At All Times	South side, commencing 70.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the southern kerb line for 9.0 metres.
Punjab Street	No Stopping At All Times	South side, commencing 79.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the southern kerb line for 15.0 metres.
Punjab Street	No Stopping At All Times	South side, commencing 94.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the southern kerb line for 15.0 metres.

Prepared By:

Karl Rudge

(Transport Engineer)

Approved By:

Kate Gourdie

(Team Leader Traffic & Resolutions)

Approved Date:

29/05/2024

We are proposing a change in your area

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We are proposing a change in your area

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Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR82-24 Waiteata Road, Kelburn - No Stopping At All Times and Resident Parking
Location – where we propose to make the change	Waiteata Road, Kelburn – opposite no. 3, opposite no. 5, and outside no.s 14 to 16.
What we'd like to do	<ul style="list-style-type: none"> • Install 25 metres of No Stopping At All Times (Broken Yellow Lines) opposite no. 3 • Convert 11 metres of coupon parking to resident parking opposite no. 3 (two spaces) • Install 5 metres of No Stopping At All Times opposite no. 5 • Convert 16 metres of coupon parking to resident parking outside no.s 14 and 16 (three spaces)
Why we are proposing the change	<p>Council have received safety and accessibility concerns from Fire and Emergency New Zealand (FENZ) due to the narrow width restricting access for emergency vehicles when cars are parked on one side of the road. This raises a significant health and safety concern, especially given that Waiteata Road acts as sole vehicles access for several university facilities.</p> <ul style="list-style-type: none"> • To improve accessibility for emergency vehicles, we are proposing to install No Stopping At All Times (Broken Yellow Lines, NSAAT) along the road opposite property no. 3 as per the attached plans. The road at this section is narrower than the minimum required width for emergency vehicle access. • In response to a pre consultation, residents raised concerns about the lack of resident parking on the streets. Additionally, residents raised concerns regarding challenges accessing their off-street parking due to vehicles parked on-street restricting vehicle manoeuvres. • Wellington City Council Parking policy prioritises provision of parking for residents over commuters. Therefore, we propose to convert five standard length coupon parking spaces to resident parking spaces, bringing the total to seven resident parking spaces and six coupon parking spaces (design standard length). Additionally, we propose to install five metres of NSAAT opposite no. 5 to facilitate safe vehicle access to off street parking.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves accessibility for Fire and Emergency Vehicles • Improves parking availability for residents. <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Removal of five coupon parking spaces • Converting of five coupon parking spaces to resident parking <p>Pedestrian impact</p> <ul style="list-style-type: none"> • No Change
How this relates to the parking policy	<ul style="list-style-type: none"> • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.

We are proposing a change in your area

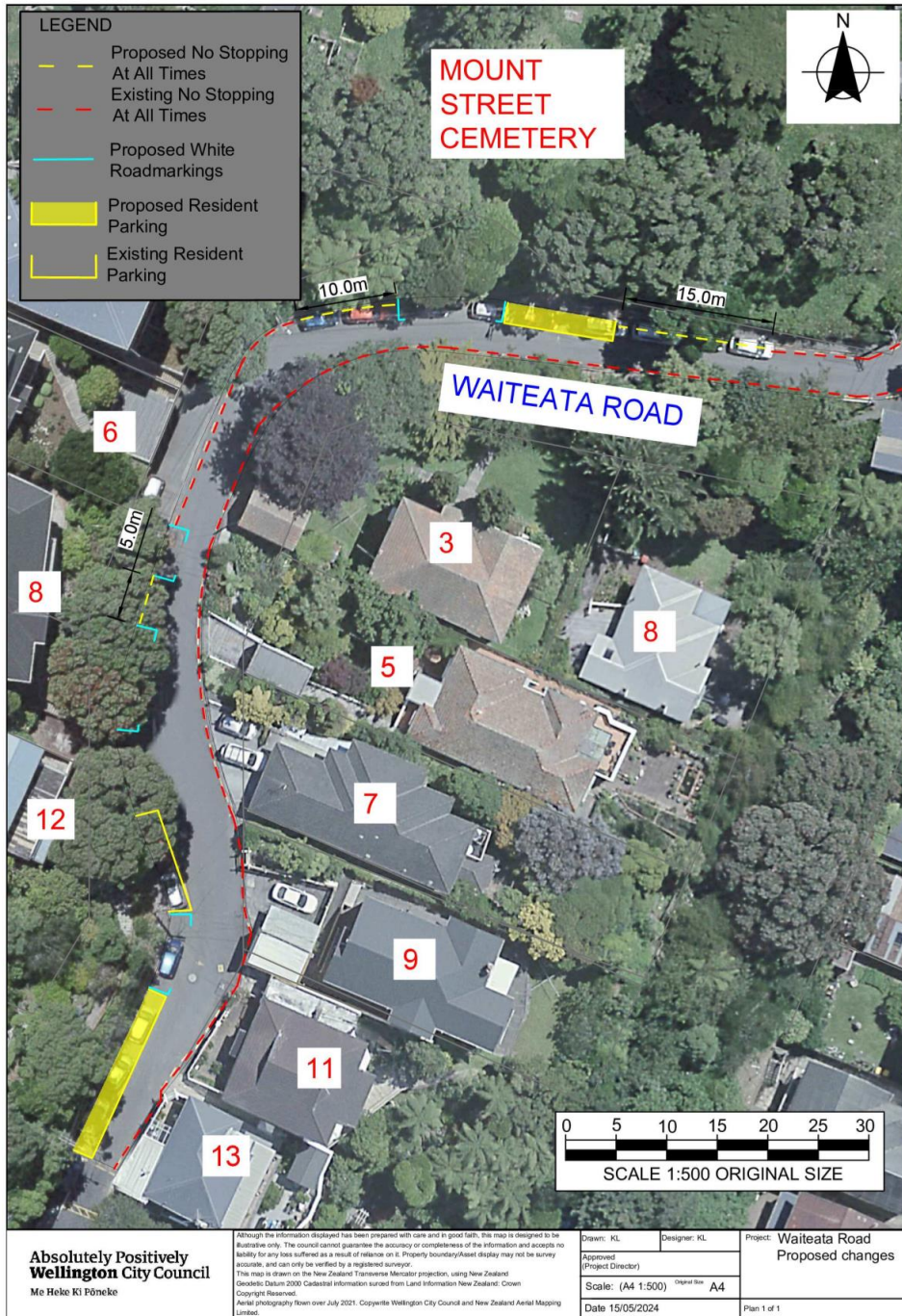
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<p>Additional Information</p>	<ul style="list-style-type: none"> • Average daily traffic count – 1970 (2023 Estimate) • Annual parking revenue impact – Estimated loss of \$2457.00 owing to removal of coupon parking • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
<p>Privacy</p>	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (including your first 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. • For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
<p>Feedback</p>	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.</p>
<p>Next Steps</p>	<ol style="list-style-type: none"> 1. Feedback collated by Monday 8 July 2024. 2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024. 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: TR82-24 Waiteata Road, Kelburn - No Stopping At All Times and Resident Parking



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Waiteata Road	<i>No Stopping, At All Times</i>	<i>North side, commencing 15.5 metres west of its intersection with McKenzie street (Grid coordinates X = 1,748,236.48m, Y = 5,427,610.23) and extending in a westerly direction following the northern kerb line for 15 metres.</i>
Waiteata Road	<i>No Stopping, At All Times</i>	<i>North side, commencing 49.5 metres west of its intersection with McKenzie street (Grid coordinates X = 1,748,236.48m, Y = 5,427,610.23) and extending in a westerly direction following the northern kerb line for 10 metres.</i>
Waiteata Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 75 metres southwest of its intersection with McKenzie street (Grid coordinates X = 1,748,236.48m, Y = 5,427,610.23) and extending in a southerly direction following the western kerb line for 5 metres.</i>

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

Column One	Column Two	Column Three
Waiteata Road	<i>Resident Parking, At All Times</i>	<i>North side, commencing 59.5 metres west of its intersection with McKenzie street (Grid coordinates X = 1,748,236.48m, Y = 5,427,610.23) and extending in a westerly direction following the northern kerb line for 11 metres.</i>
Waiteata Road	<i>Resident Parking, At All Times</i>	<i>West side, commencing 135 metres southwest of its intersection with McKenzie street (Grid coordinates X = 1,748,236.48m, Y = 5,427,610.23) and extending in a southerly direction following the western kerb line for 17.5 metres.</i>

Prepared By: Keren Love **(Traffic Engineering Assistant)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 29/05/2024

Feedback Received

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Feedback

Name: Jasmin
Suburb: Kelburn
Agree: No

It is unfair to remove all coupon parking for those of us that live on this street. I paid for coupon parking only because of the guarantee that we could park on our street and am unable to get resident parking due to the multi dwelling rule of no more than one car per address.

I get home from work at midnight, and I would feel incredibly unsafe having to park further away from my house on McKenzie terrace and walk home alone in the dark. It does not seem fair to impose these changes without providing alternative parking options close by, such as returning some of the paid parking on Salamanca to coupon parking.

I can see how you may think that the coupon parking spaces are primarily used by those going to the Kelburn campus, however there are a lot of residents who rely on the coupon parking too.

Officer Response:

Thank you for your feedback for TR82-24 Waiteata Road, Kelburn - No Stopping At All Times and Resident Parking, we appreciate you taking the time to get in touch.

The purpose of this proposal is to address a safety issue regarding obstructed emergency vehicle access to Waiteatea Road. This safety concern was raised with us directly by Fire and Emergency Services as the road is too narrow in places to be accessed by the emergency vehicles when cars are parked on one side.

While we appreciate the inconvenience of having parking near your address removed, these changes have been proposed to increase public safety by ensuring that there will be enough space for emergency vehicles to access the whole of Waiteatea Road without being impeded by parked vehicles. Effort has also been made in the proposal to provide a balance of both coupon parking spaces and residents parking spaces on the street.

Feedback

Name: Elle
Suburb:
Agree: No

I would like to provide feedback on "Traffic Resolution Plan: TR82-24 Waiteata Road, Kelburn - No Stopping At All Times and Resident Parking"

I believe this proposed plan overlooks the current inaccessibility of resident parking. It is highly unfair to be removing parking spaces without offering alternatives. In the document, an improvement listed

Feedback Received

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is: "improves parking availability for residents", however by making these changes it is only making a difficult situation worse. Myself and other residents of Waiteata often have difficulty finding parking spots in close proximity to our residence.

If resident parking spaces are needed to be removed for safety purposes, we should be offered alternatives, for example making Salamanca Road solely residents parking. I am aware Victoria University staff and students use Salamanca Road for parking, but these people can easily use public transport to get to the University, however the residents have to park locally.

As a young female who works evenings, I do not want to be having to park far away from my house and walking home through the streets alone.

I would deeply appreciate it if you consider the residents safety, needs and accessibility.

Thank you for taking the time to read this.

Officer Response:

Thank you for your feedback for TR82-24 Waiteata Road, Kelburn - No Stopping At All Times and Resident Parking, we appreciate you taking the time to get in touch.

The purpose of this proposal is to address a safety issue regarding obstructed emergency vehicle access to Waiteatea Road. This safety concern was raised with us directly by Fire and Emergency Services as the road is too narrow in places to be accessed by the emergency vehicles when cars are parked on one side.

While we appreciate the inconvenience of having parking near your address removed, these changes have been proposed to increase public safety by ensuring that there will be enough space for emergency vehicles to access the whole of Waiteatea Road without being impeded by parked vehicles.

Feedback

Name: Jon

Suburb:

Agree: Yes

We agree with all of the changes you have proposed in the updated proposal. It deals with the congestion issues at the corner of MacKenzie/Waiteata, but still maintains sufficient parking for genuine residents on the street. This improves the balance from the current situation which is more geared towards transient (coupon) parking.

We have noticed the gap in the proposed new white line spaces (coupon). This break in the coupon parking zone seems unnecessary and an inefficient use of street space. This portion of the road is

Feedback Received

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widening, and off street parking access doesn't seem to be strongly curtailed by having a car parked in this proposed gap.

The gap would probably be confusing to on-street parkers, who most likely will end up parking there anyway.

Officer Response:

Thank you for your feedback for TR82-24 Waiteata Road, Kelburn - No Stopping At All Times and Resident Parking, we appreciate you taking the time to get in touch. The gap has been intentionally placed to allow access to off-street parking on Waiteatea Road, following concerns raised by residents who were experiencing challenges accessing their off-street parking due to vehicles parked on-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	TR83-24 Onepu Road, Lyall Bay – P60 Time Limited parking and No Stopping At All Times restrictions
Location – where we propose to make the change	Outside #226 Onepu Road
What we’d like to do	<ul style="list-style-type: none"> • Install 2 P60 parks outside #226 Onepu Road
Why we are proposing the change	<ul style="list-style-type: none"> • We have received a request from the landlord and a business owner at 226 Onepu Road to install P60 7am-7pm parking in front of the two businesses in this location. • As part of the Kilbirnie Connections traffic resolution these parks were to be removed and broken yellow lines were to be installed. However this has not taken place yet due to a mix up with contractors. • After observing the site with the new cycle lane and speed humps installed, we propose leaving the parks in place and adding a short stay limit of P60 7am-7pm Mon-Sun to support these local businesses. This provides short stay parking for the two businesses in this location and still provides 25 metres of broken yellow line between the corner and the car parks. This still provides good visibility for the start of the cycle lane.
Impact	<ul style="list-style-type: none"> • Drivers – no change to road layout from the current situation • Cycle impact – no change from the current situation. • Net parking impact – change of restriction on 2 unrestricted parking spaces to benefit business customers. • Pedestrian impact - no change.
How this relates to the parking policy	<ul style="list-style-type: none"> • Support business wellbeing – ensure parking management in this area supports economic activity
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 5860 (5% heavy) • 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 Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City

We are proposing a change in your area

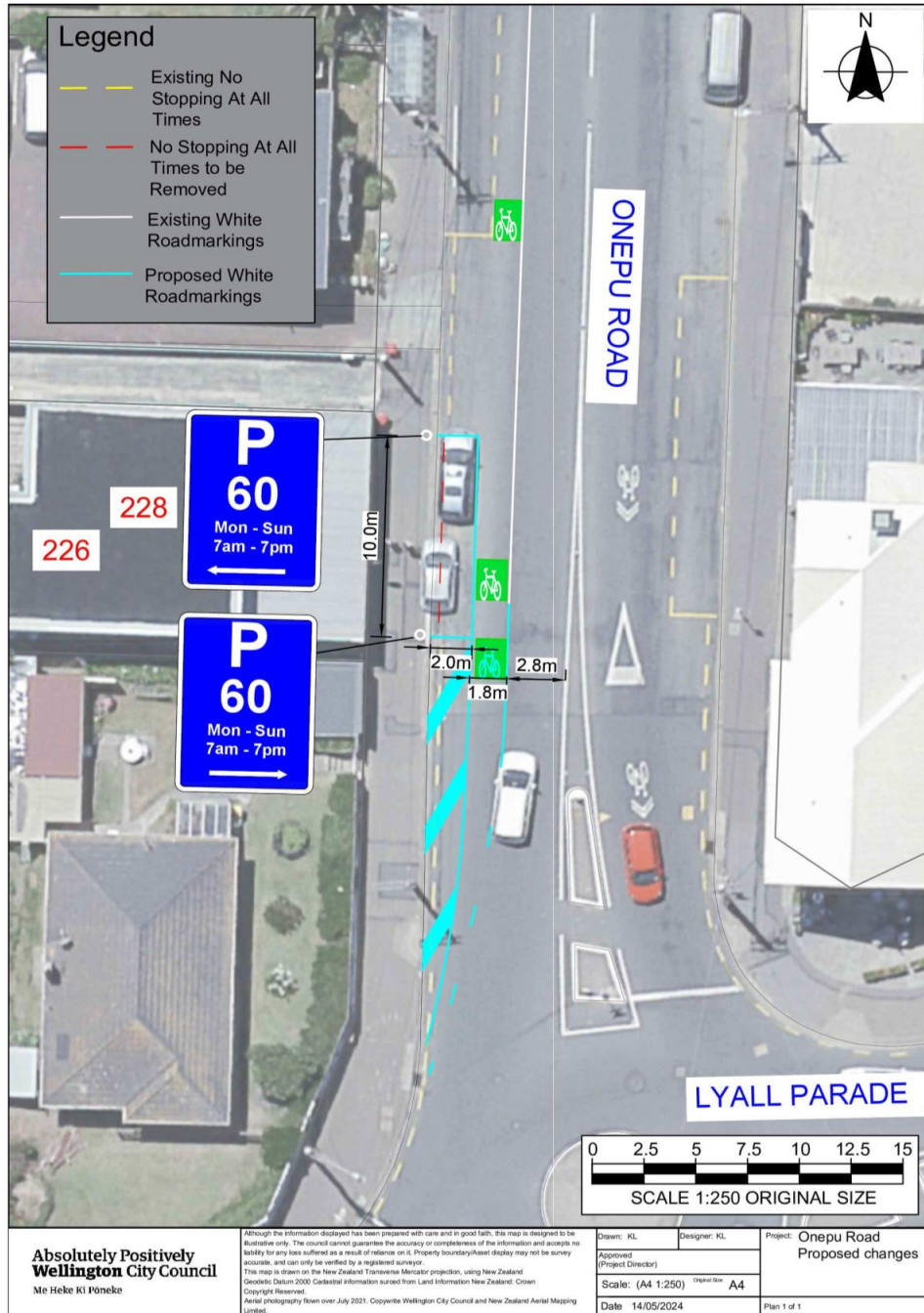
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	<p>Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p> <ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.</p>
Next Steps	<ol style="list-style-type: none">Feedback collated by Monday 8 July 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024.If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR83-24 Onepu Road, Lyall Bay – P60 Time Limited Parking and No Stopping At All Times



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Onepu Road	<i>P60, Monday to Sunday, 7am to 7pm</i>	<i>West side, commencing 29 metres north of its intersection with Lyall Parade (Grid Coordinates X = 1750233.342m, Y = 5423151.357m and extending in a northerly direction following the western kerbline for 10 metres.</i>

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

Column One	Column Two	Column Three
Onepu Road	<i>No Stopping, At All Times</i>	<i>West side, commencing at its intersection with Lyall Parade (Grid Coordinates X = 1750233.342m, Y = 5423151.357m and extending in a northerly direction following the western kerbline for 49 metres.</i>

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

Column One	Column Two	Column Three
Onepu Road	<i>No Stopping, At All Times</i>	<i>West side, commencing at its intersection with Lyall Parade (Grid Coordinates X = 1750233.342m, Y = 5423151.357m and extending in a northerly direction following the western kerbline for 29 metres.</i>

Prepared By: Nicola Mitchell and Keren Love
Approved By: Kate Gourdie
Approved Date: 4/6/2024

**(Project Lead, Transitional Cycleways & Transport Engineer Assistant)
(Team Leader Traffic & Resolutions)**

Feedback Received

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Feedback

Name: Greg
Suburb: Lyall Bay
Agree: Yes

I strongly support the proposed changes - this will be good for the businesses and allow turnover of the parks at the bottom of the street close to the shops and beach.

Officer Response:

Thank you for your feedback for TR83-24 Onepu Road, Lyall Bay to add short stay parking restrictions. We appreciate you taking the time to provide it.

Feedback

Name: Angek
Suburb: Lyall Bay
Agree: Yes

I am in full support of 2 x short stay parks outside 226 onepu road.

Officer Response:

Thank you for your feedback for TR83-24 Onepu Road, Lyall Bay to add short stay parking restrictions. We appreciate you taking the time to provide it.

Feedback

Name: MadiT
Suburb: Lyall Bay
Agree: Yes

No Comment

Officer Response:

Thank you for your feedback for TR83-24 Onepu Road, Lyall Bay to add short stay parking restrictions. We appreciate you taking the time to provide it.

Feedback Received

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Feedback

Name: SophM
Suburb: Lyall Bay
Agree: Yes

This is a great idea to support local businesses and bring people to the area.

Officer Response:

Thank you for your feedback for TR83-24 Onepu Road, Lyall Bay to add short stay parking restrictions. We appreciate you taking the time to provide it.

Feedback

Name: Dave
Suburb:
Agree: Yes

This is logical in this part of Onepu. We live nearby and walk to this location but to further limit parking options makes zero sense. Please do the logical thing in this instance. 2 parking spaces makes sense.

Officer Response:

Thank you for your feedback for TR83-24 Onepu Road, Lyall Bay to add short stay parking restrictions

Feedback

Name: Ryan
Suburb: Lyall Bay
Agree: Yes

No Comment

Officer Response:

Thank you for your feedback for TR83-24 Onepu Road, Lyall Bay to add short stay parking restrictions. We appreciate you taking the time to provide it.

Feedback Received

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Feedback

Name: AClements
Suburb: Lyall Bay
Agree: Yes

Businesses on Onepu Road are struggling since the reduction in carparks in order to create a bike lane on Onepu Road. I have also seen many instances of people parking in unsafe places because of the lack of parks now available. Reassigning these parks as 60 minute parks will ease both of these problems (give business customers somewhere to park by day, and residents somewhere to park at night) so I wholeheartedly support this approach.

Officer Response:

[Thank you for your feedback for TR83-24 Onepu Road, Lyall Bay to add short stay parking restrictions. We appreciate you taking the time to provide it.](#)

Feedback

Name: ttikish
Suburb: Island Bay
Agree: Yes

leave the parking there, don't remove.

Officer Response:

[Thank you for your feedback for TR83-24 Onepu Road, Lyall Bay to add short stay parking restrictions We appreciate you taking the time to provide it.](#)

Feedback

Name: Steph
Suburb: Miramar
Agree: Yes

I am the owner of [Redacted]. Small and medium businesses are struggling enough in today's economy without the added impact of having clients/customers having the difficulty of ease of

Feedback Received

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parking in the Wellington region. The current 2 car parks have no impact on the cycle way and would have a bigger impact on the small businesses than the nominal number of cyclists that actually use the cycleway.

Officer Response:

Thank you for your feedback for TR83-24 Onepu Road, Lyall Bay to add short stay parking restrictions. We appreciate you taking the time to provide it.

Feedback

Name: JBT
Suburb: Lyall Bay
Agree: Yes

Will be good to have parks outside the local shops to support the local businesses on the corner.

Officer Response:

Thank you for your feedback for TR83-24 Onepu Road, Lyall Bay to add short stay parking restrictions. We appreciate you taking the time to provide it.

Feedback

Name: Bevin
Suburb: Lyall Bay
Agree: Yes

I whole heartedly support the changes proposed and supported by the landlord and the businesses at 226 Onepu Road, in particular the cafe Onepu. The cafes (x2) and salon in this area would greatly benefit from having two P60 parks in this area, to encourage customers to pop in. Currently with no time restrictions in place I have heard that some cars park there full time for weeks at a time which restricts customer parking for these businesses. There's also ample room in this part of Onepu Road to accommodate parking, bike lanes, and car traffic, so I'm pleased that parking is remaining in this spot. I am a local resident and visit cafes here both on foot and sometimes via car as I'm heading home.

Officer Response:

Thank you for your feedback for TR83-24 Onepu Road, Lyall Bay to add short stay parking restrictions. We appreciate you taking the time to provide it.

We are proposing a change in your area

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Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR85-24 Tyne Street, Island Bay- No Stopping At All Times
Location – where we propose to make the change	Tyne Street, Island Bay along the southern side of Tyne Street between Nos. 3-21.
What we’d like to do	<ul style="list-style-type: none"> • Install No Stopping At All Times (Broken Yellow Lines) on the south side of Tyne Street between Nos. 3-21.
Why we are proposing the change	<ul style="list-style-type: none"> • Council received a request from 16 residents who agreed and signed a request for action form to install broken yellow lines along the southern side of Tyne Street with five residents against the proposal. • A proposal was presented to residents under TR16-24. Following consultation, the council received a second petition indicating residents who oppose the changes and those who wish to retract their support from the original proposal. As a result, the updated statistics from the consultation reveal that 10 residents still support the original proposal, while 11 have withdrawn their support, in addition to those who initially opposed it. • Due to the width of the Tyne Street when vehicles park on both sides this can restrict vehicle access, this includes the ability for emergency vehicles such as a fire engine to drive unobstructed along Tyne Street, and as such is considered a safety concern. • To improve safety and accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along the road between property nos. 3 and 21. This location has been chosen as from property no. 3 onwards the road measures less than 6.9 meters in width which is too narrow for parking on both sides of the road. • With Fire Emergency New Zealand’s (FENZ) endorsement to introduce broken yellow lines as proposed in the plan, this is important as the minimum width required for a vehicles to park on both sides of the road and allow unobstructed access for emergency vehicles is 6.9 metres. Due to this the proposal is to install No Stopping At All Times road markings on the southern side of Tyne Street from nos. 3-21, this will ensure that vehicles park only on the northern side of Tyne Street and enough space is retained so that emergency vehicles can drive along Tyne Street when required. • Unrestricted parking is retained where the roadway is wide enough for larger vehicles to pass including emergency vehicles to access the street.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves safety and accessibility for all road users including emergency vehicles <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Removal of 15 unrestricted parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> • No Change

We are proposing a change in your area

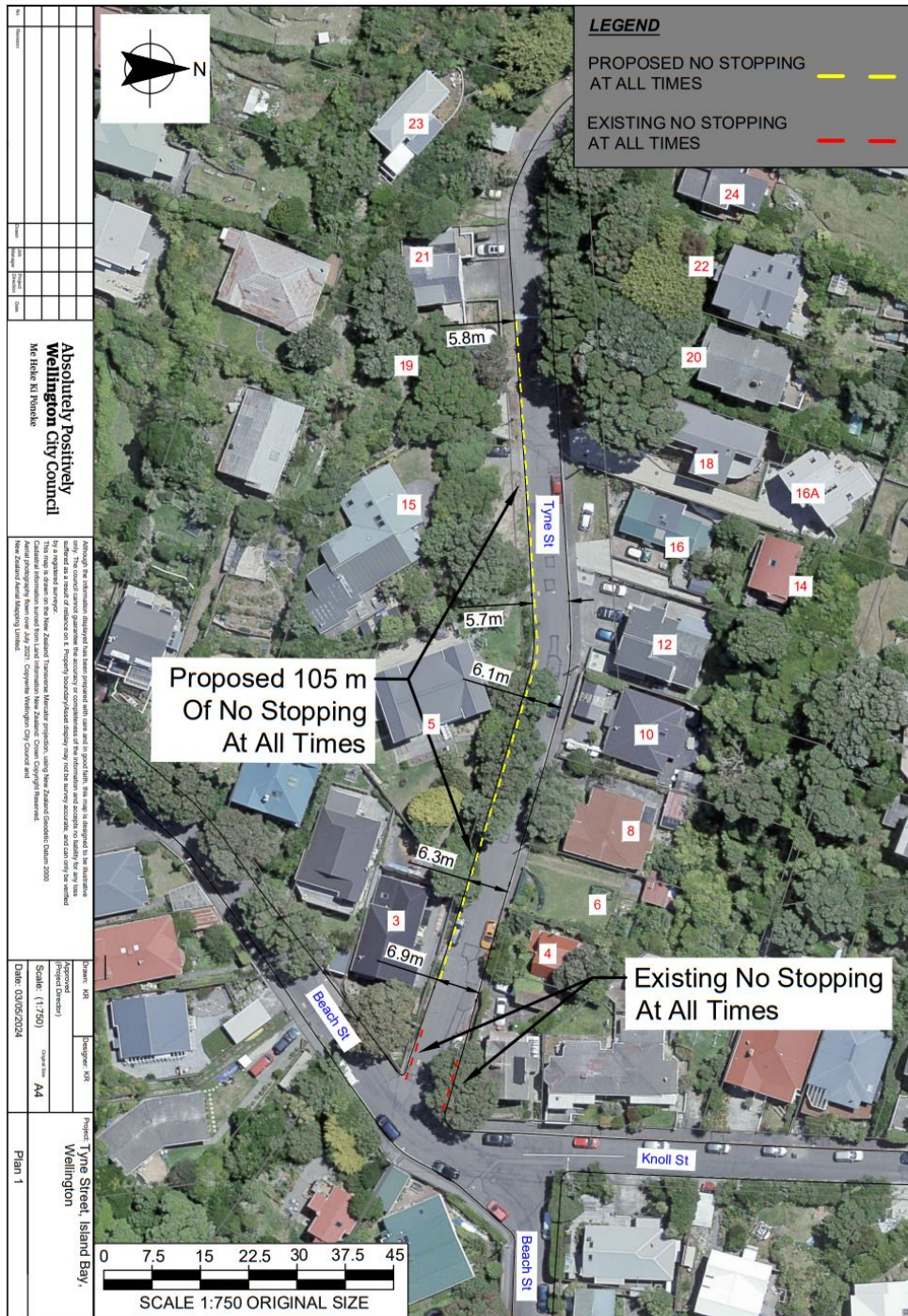
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How this relates to the parking policy	<ul style="list-style-type: none"> Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 170 (estimate) 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 Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 8 July 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024. If approved, the proposal will be installed within the following three months.

Feedback Received

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Traffic Resolution Plan: TR85-24 Tyne Street, Island Bay - No Stopping At All Times



Feedback Received

Legal Description:

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

Column One	Column Two	Column Three
<i>Tyne Street</i>	<i>No Stopping At All Times</i>	<i>South side, commencing 17 metres from the intersection with Beach Street (Grid coordinates X= 1,747,938.37 m, Y= 5,421,362.15) and extending in a westerly direction for 105 metres following the southern kerb line.</i>

Prepared By:

Karl Rudge

Transport Engineer

Approved By:

Kate Gourdie

(Team Leader Traffic Resolutions)

Date:

29/05/2024

We are proposing a change in your area

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Wellington City Council**
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Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR86-24 Aotea Quay, Pipitea – Speed Limit Change
Location – where we propose to make the change	Aotea Quay, Pipitea
What we’d like to do	<ul style="list-style-type: none"> Change the posted speed limit from 70 to 50 kilometres per hour
Why we are proposing the change	<ul style="list-style-type: none"> Wellington City Council (WCC) as part of the Thorndon Quay Hutt Road (TQHR) has replaced the signalised intersection at the CT yard along Aotea Quay with a 24m diameter metered roundabout which was approved in the Pūrora Waihanga Infrastructure Committee 24 August 2022. The diameter of the roundabout was limited by the site constraints, which in turn limits the design speed. This project was designed for a speed limit of 50 kilometres per hour. For safety, this requires the speed limit be dropped from 70 to 50 kilometres per hour along Aotea Quay, including the on/off ramps to Hutt Road. This will tie into the existing 50 kph speed zone, south of the stadium. It will also include the Aotea Quay rail overbridge and ramps to and from Hutt Road as shown on the attached plan.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves driver safety Improves safer turning movements at the roundabout <p>Net Parking Impact</p> <ul style="list-style-type: none"> No Change <p>Pedestrian impact</p> <ul style="list-style-type: none"> No Change
How this relates to the parking policy	<ul style="list-style-type: none"> Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 30,109 (2022) 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 Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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

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	<p>Terrace, Wellington, with submitters having the right to access and correct personal information.</p> <ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.</p>
Next Steps	<ol style="list-style-type: none">Feedback collated by Monday 8 July 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024.If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR86-24 Aotea Quay, Pipitea – Speed Limit Change



We are proposing a change in your area

Legal Description:

Table 1: Proposed speed limits for road sections on Aotea Quay

Column One	Column Two	Column Three
Aotea Quay	50km/h	From the intersection with Waterloo Quay (Grid coordinates X=1,7496,736.61m Y=5,429,337.31m) and extending in a Northerly direction following the western kerb line for 914 metres to its intersection with (AOTEA QUAY-NORTH) Overbridge 1st Abut and (AOTEA QUAY-SOUTH) Overbridge 1st Abut
(AOTEA QUAY-NORTH) Overbridge 1st Abut -> Overbridge 2nd Abut	50km/h	From the intersection with Hutt Road (Grid coordinates X=1,749,574.50m Y=5,430,482.30m) and extending in a Southerly direction following the western kerb line for 271.1 metres
(AOTEA QUAY-SOUTH) Overbridge 1st Abut -> Overbridge 2nd Abut	50km/h	From the intersection with Hutt Road (Grid coordinates X=1,749,554.34m Y=5,430,421.30m) and extending in a southerly direction following the eastern kerb line for 177.7 metres
(AOTEA QUAY-SLIP) Aotea Quay	50km/h	From the intersection with SH1 Onramp (Grid coordinates X=1,749,503.33m Y=5,430,245.11m) and extending in a southerly direction following the western kerb line for 116 metres

Prepared By: Tommy Wilson (Transport Engineering Assistant)
 Approved By: Kate Gourdie (Team Leader Traffic & Resolutions)
 Approved Date: 29/05/2024

Feedback Received

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No Feedback

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Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR87-24 Frederick Street, Te Aro – Metered Parking
Location – where we propose to make the change	Frederick Street, Te Aro – outside no. 42 to 44
What we'd like to do	<ul style="list-style-type: none"> Install 19 metres of Metred Parking (Three parking spaces)
Why we are proposing the change	<ul style="list-style-type: none"> Due to a new development at no. 42 to 44 Frederick, previous vehicle crossings with No Stopping At All Times have been reinstated as standard kerb and channel and on-street parking spaces installed. Therefore, we propose to convert the existing No Stopping At All Times to Metred Parking by formally resolving the three new parking spaces. This will utilise the new kerbside space to provide additional Time Limited parking, and support business viability in the Central Business District.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves the viability of business wellbeing Improves parking availability <p>Net Parking Impact</p> <ul style="list-style-type: none"> Convert 19 metres of No Stopping to three metred parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> No Change
How this relates to the parking policy	<ul style="list-style-type: none"> Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 1053 (2021 Count) Annual parking revenue impact - \$5190 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 Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.

We are proposing a change in your area

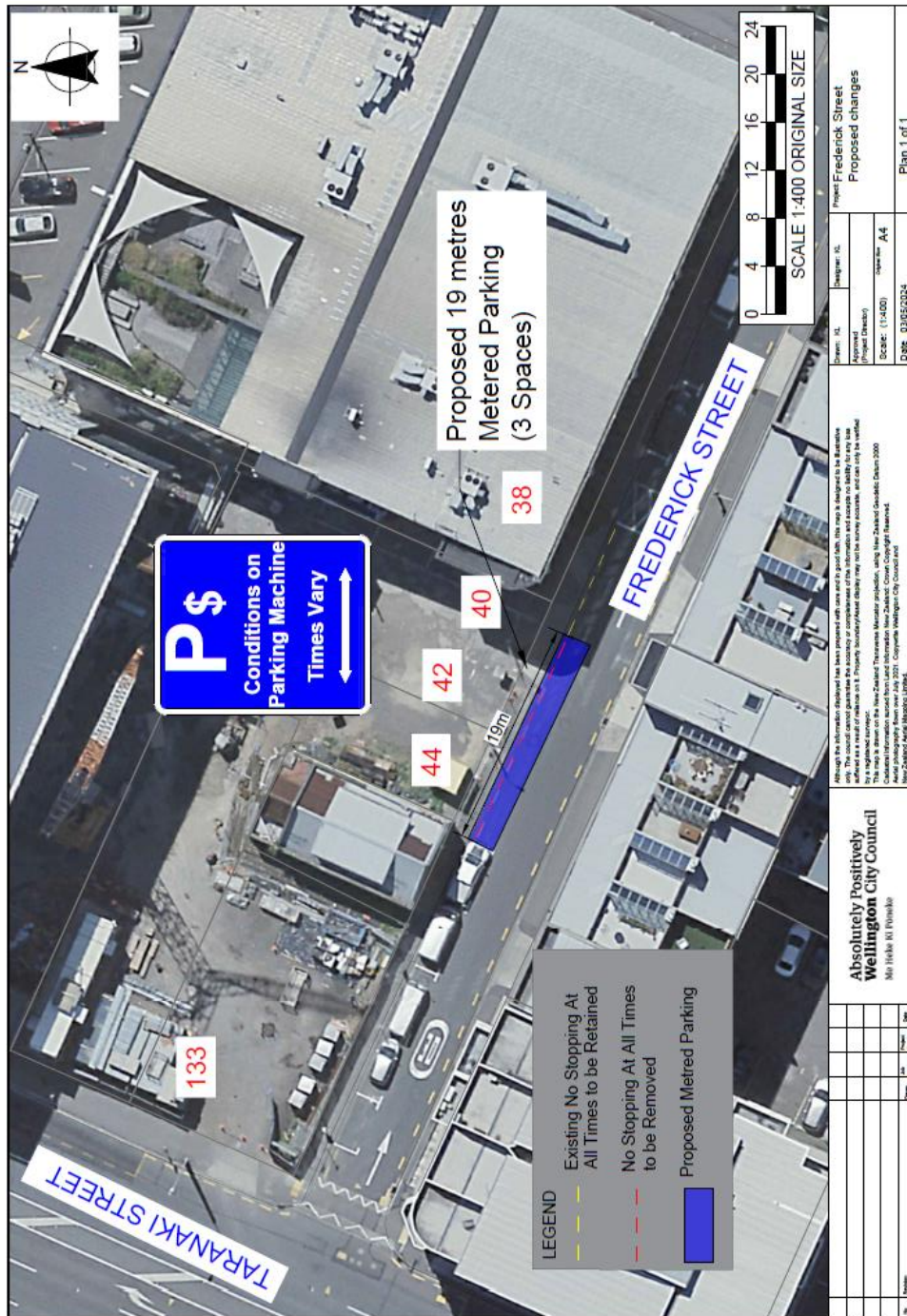
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Feedback	<ul style="list-style-type: none">If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, 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 Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.
Next Steps	<ol style="list-style-type: none">Feedback collated by Monday 8 July 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024.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: TR87-24 Frederick Street, Te Aro – Metered Parking



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Frederick Street	No Stopping, At All Times	Northeast side, commencing 34.5 metres southeast of its intersection with Taranaki Street (Grid Coordinates X=2658798.015701 m, Y=5988565.512014 m) and extending in a south-easterly direction following the kerbline for 29 metres.

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

Column One	Column Two	Column Three
Frederick Street	No Stopping, At All Times	North side, commencing 53.5 metres east of its intersection with Frederick Street (Grid coordinates X=1,748,775.95m Y=5,426,853.10m) and extending in an easterly direction following the northern kerb line for 10 metres.

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

Column One	Column Two	Column Three
Frederick Street	Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	North side, commencing 34.5 metres east of its intersection with Frederick Street (Grid coordinates X=1,748,775.95m Y=5,426,853.10m) and extending in an easterly direction following the northern kerb line for 19 metres.

Prepared By: Keren Love **(Transport Engineering Assistant)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 29/05/2024

Feedback Received

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No Feedback

We are proposing a change in your area

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Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR88-24 Lady Elizabeth Lane, Pipitea – Metered Parking, Metered Mobility Parking, P15 Loading Zone (Amended)
Location – where we propose to make the change	<ul style="list-style-type: none"> Lady Elizabeth Lane, Pipitea – outside Shed 21/nos. 6 to 8 Lady Elizabeth Lane, outside nos. 16 to 24 Lady Elizabeth Lane, opposite Shed 11 and Shed 13 Lady Elizabeth Lane.
What we’d like to do	<ul style="list-style-type: none"> Convert P120 Time Limited Parking to Metered Parking outside no.s 6 and 8 Lady Elizabeth Lane Convert P120 Mobility Parking to Metered Mobility Parking outside no. 8 Lady Elizabeth Lane Convert P15 Time Limited Parking to Metered Parking outside no.s 16 to 24 Lady Elizabeth Lane Convert P15 Time Limited Parking to P15 Loading Zone outside no. 24 Lady Elizabeth Lane Convert P15 Time Limited Parking to Metered Parking opposite Shed 11, Lady Elizabeth Lane (Amendment – post consultation, officers propose to retain the P15 Time Limited Parking Opposite Shed 13, Lady Elizabeth Lane based on feedback from local businesses)
Why we are proposing the change	<ul style="list-style-type: none"> Wellington City Council propose the parking changes on Lady Elizabeth Lane in order to bring consistency with the surrounding on-street street parking in the CBD. This will ensure there is ample parking for the people who visit the waterfront and its businesses. The proposed changes will also improve efficiency for our enforcement teams by having longer time limits.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves the viability of business wellbeing Improves parking availability and turnover <p>Net Parking Impact</p> <ul style="list-style-type: none"> Convert five P120 Time Limited Parking spaces to Metered Parking Convert one P120 Mobility Parking space to Metered Mobility Parking Convert nine P15 Time Limited Parking spaces to Metered Parking Convert one P15 Time Limited Parking space to P15 Loading Zone <p>Pedestrian impact</p> <ul style="list-style-type: none"> No Change
How this relates to the parking policy	<ul style="list-style-type: none"> Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.
Additional Information	<ul style="list-style-type: none"> Annual parking revenue impact – (Original: Gain of \$197,100 (Amended: \$173,912) 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 Friday 21

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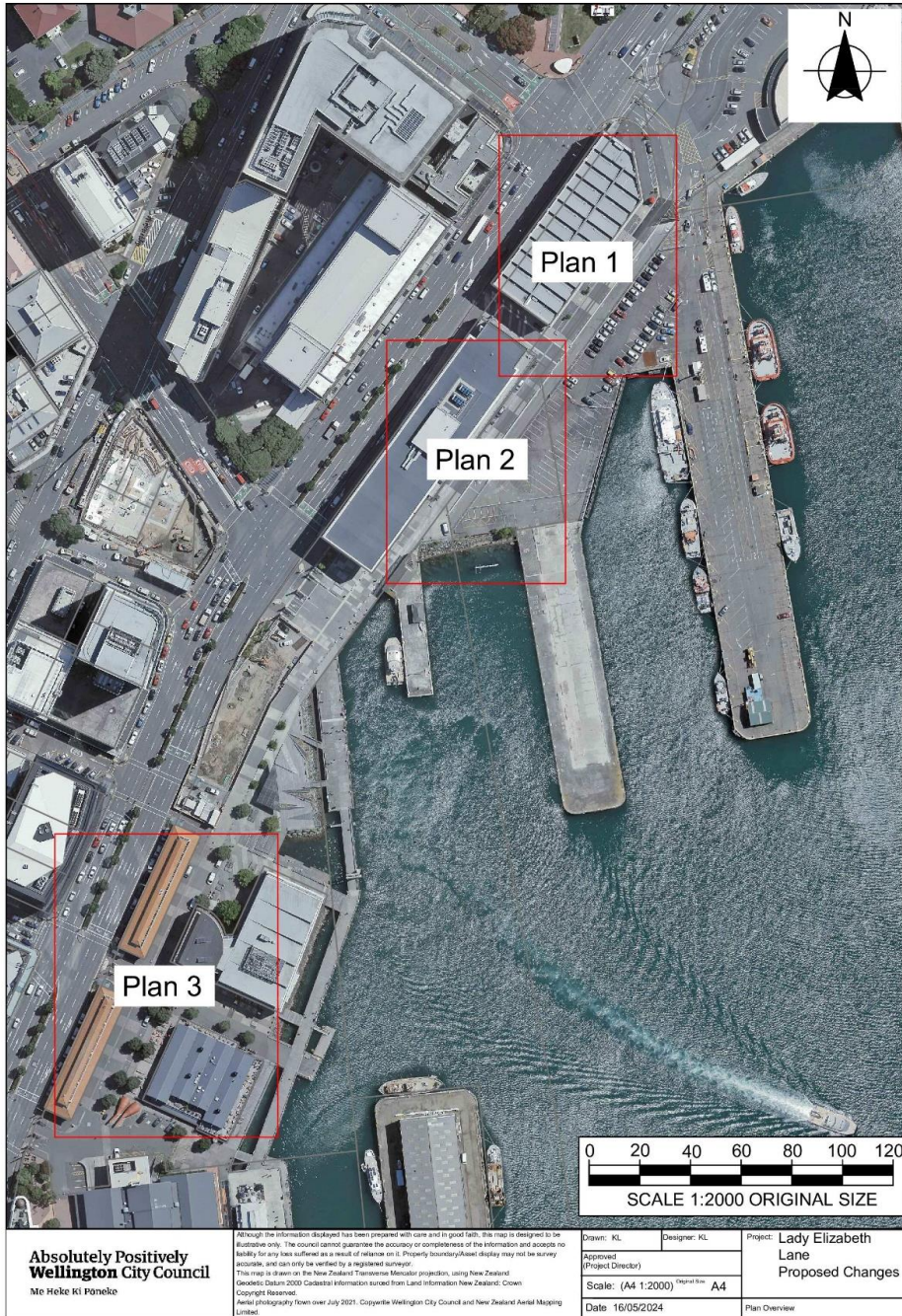
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	<p>June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.</p>
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 8 July 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

**Absolutely Positively
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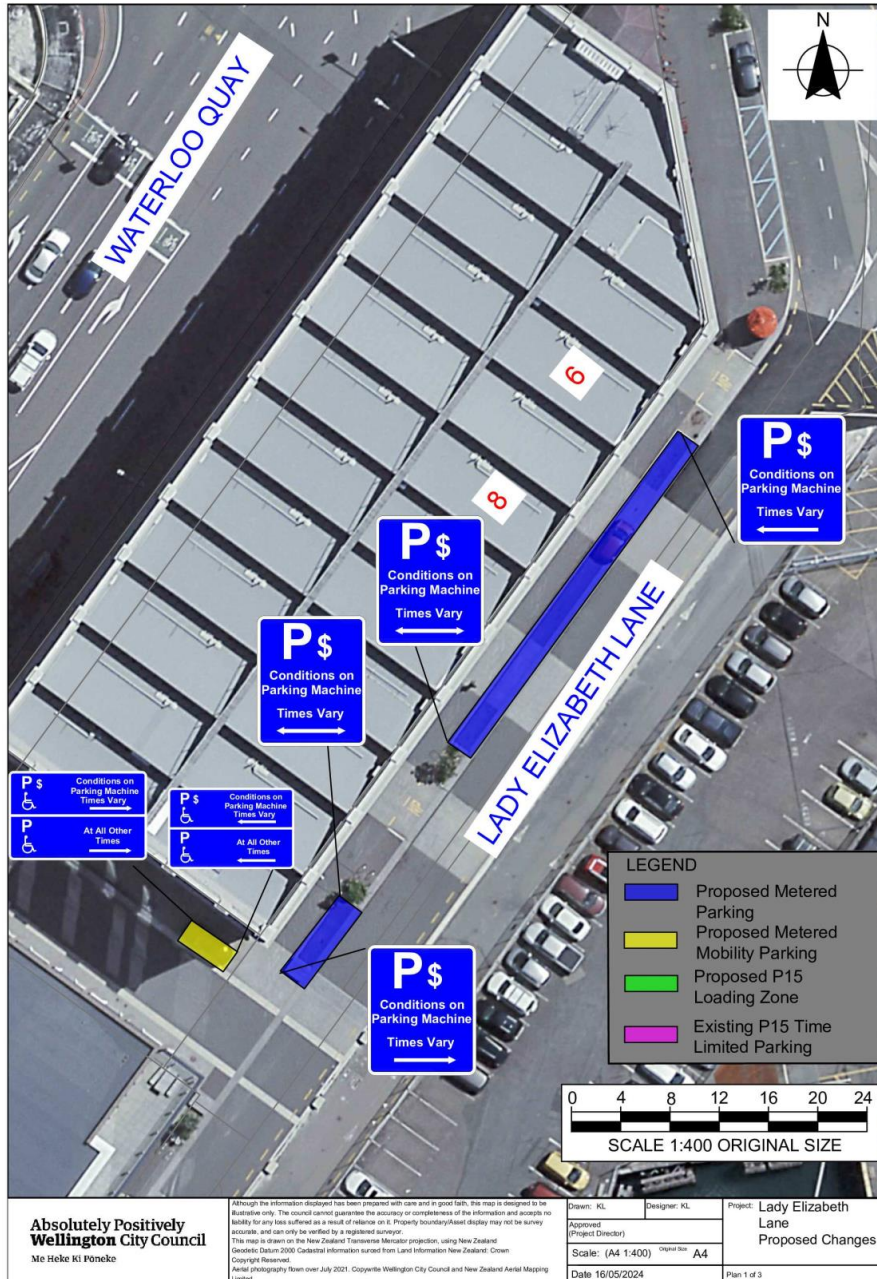
Traffic Resolution Plan: TR88-24 Lady Elizabeth Lane, Pipitea – Metered Parking, Metered Mobility Parking, P15 Loading Zone, P15



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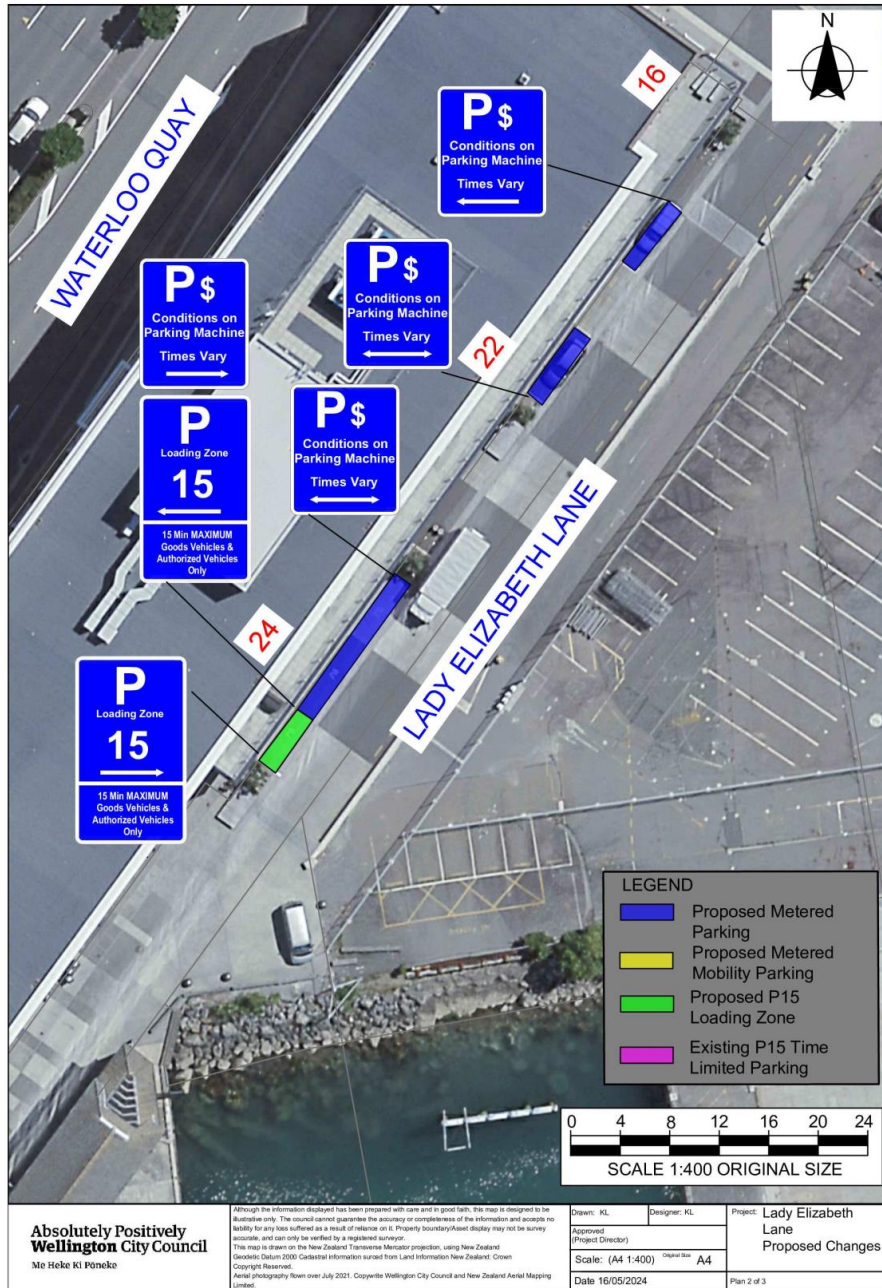
Traffic Resolution Plan: TR88-24 Lady Elizabeth Lane, Pipitea – Metered Parking, Metered Mobility Parking, P15 Loading Zone, P15



We are proposing a change in your area

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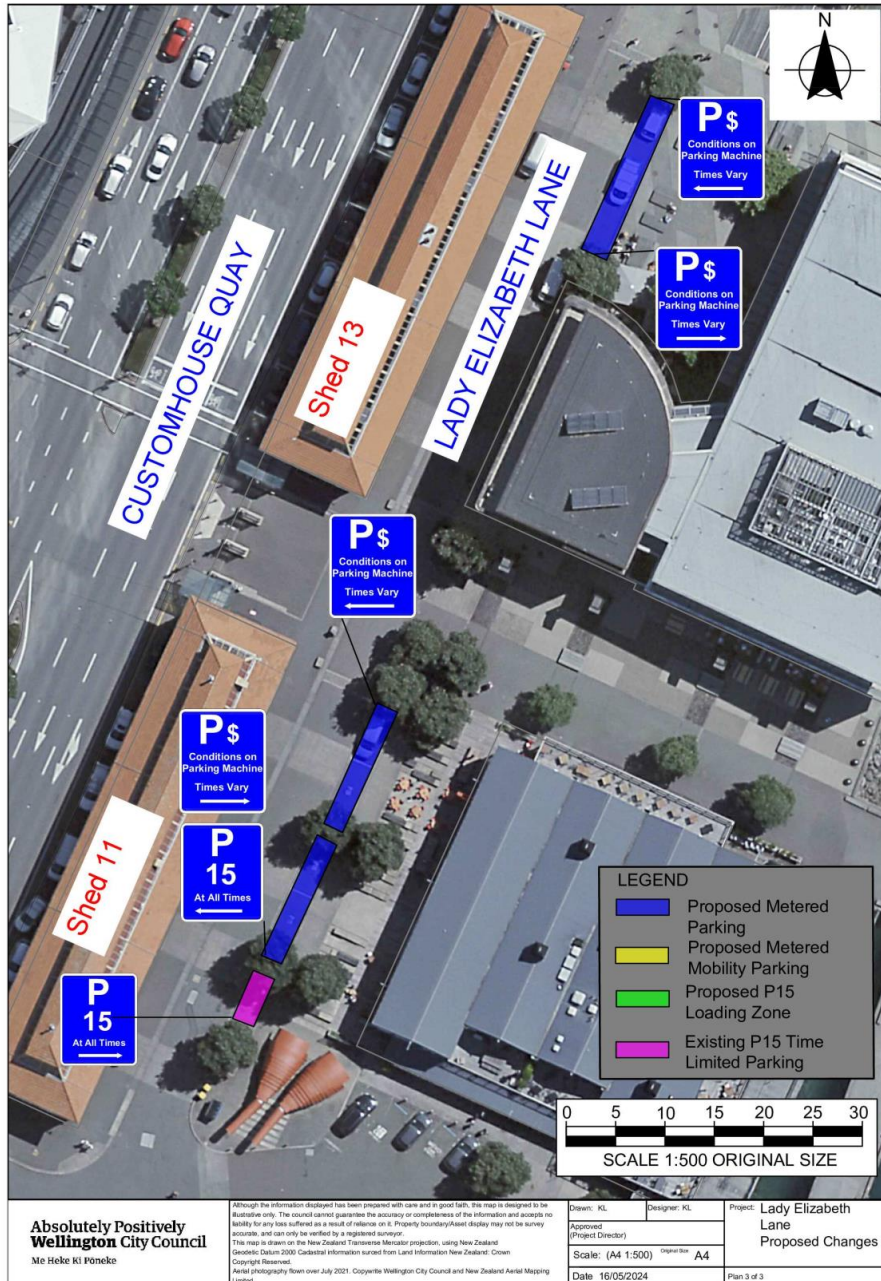
Traffic Resolution Plan: TR88-24 Lady Elizabeth Lane, Pipitea – Metered Parking, Metered Mobility Parking, P15 Loading Zone, P15



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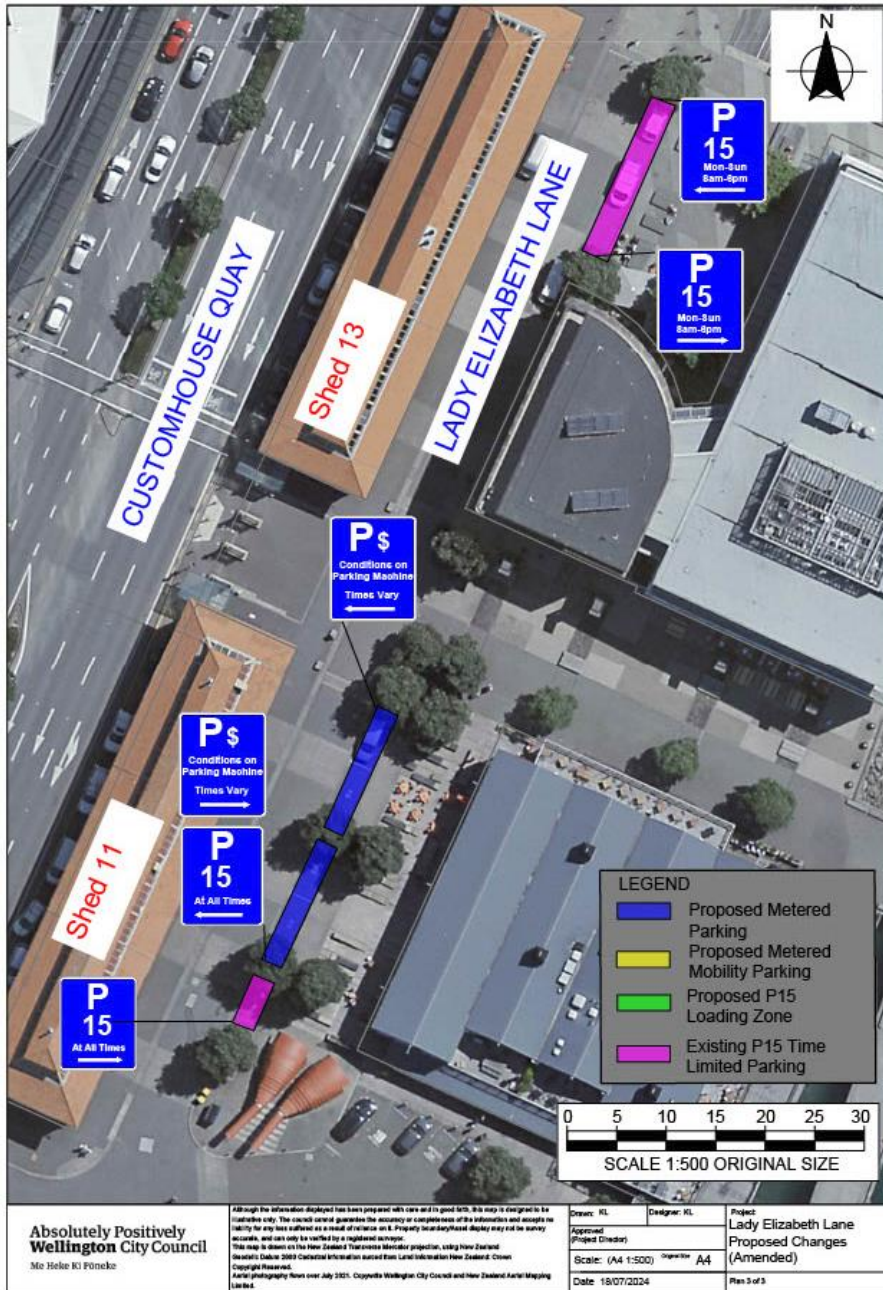
Original Plan: Traffic Resolution Plan: TR88-24 Lady Elizabeth Lane, Pipitea – Metered Parking, Metered Mobility Parking, P15 Loading Zone, P15



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Amended Plan- Post Consultation: Traffic Resolution Plan: TR88-24 Lady Elizabeth Lane, Pipitea – Metered Parking, Metered Mobility Parking, P15 Loading Zone, P15



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Lady Elizabeth Lane	P120 Monday - Sunday 8am-6pm	West side, commencing 56 metres south east of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 32 metres
Lady Elizabeth Lane	P120 Monday - Sunday 8am-6pm	West side, commencing 102 metres south east of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 6 metres
Lady Elizabeth Lane	P15, At All Times	East Side, commencing 37 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 12 metres
Lady Elizabeth Lane	P15, At All Times	East Side, commencing 22 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 12 metres

Remove from Schedule B (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Lady Elizabeth Lane	Mobility Park, At All Times, P120 Maximum, Monday to Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only	Extending 6.4 metres by 2 metres within the grid coordinates X=1,749,090.93m Y=5,428,521.98m, X=1,749,089.60m Y=5,428,520.18m, X=1,749,084.49m Y=5,428,524.04m, X=1,749,085.70m Y=5,428,525.69m

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

We are proposing a change in your area

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Column One	Column Two	Column Three
Lady Elizabeth Lane	<i>Mobility Parking, At All Times, Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm</i>	<i>Extending 6.4 metres by 2 metres within the grid coordinates X=1,749,090.93m Y=5,428,521.98m, X=1,749,089.60m Y=5,428,520.18m, X=1,749,084.49m Y=5,428,524.04m, X=1,749,085.70m Y=5,428,525.69m</i>
Lady Elizabeth Lane	<i>Loading Zone P15 Max, Goods Vehicles and Authorised Vehicles Only</i>	<i>West side, commencing 185 metres south of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 5 metres</i>

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

Column One	Column Two	Column Three
Lady Elizabeth Lane	<i>Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm</i>	<i>West side, commencing 134 metres south of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 6.5 metres</i>
Lady Elizabeth Lane	<i>Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm</i>	<i>West side, commencing 147 metres south of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 6.5 metres</i>

We are proposing a change in your area

Lady Elizabeth Lane	<i>Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm</i>	<i>West side, commencing 169 metres south of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 16 metres</i>
Lady Elizabeth Lane	<i>Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm</i>	<i>West side, commencing 56 metres south of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 32 metres</i>
Lady Elizabeth Lane	<i>Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm</i>	<i>West side, commencing 102 metres south of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 6 metres</i>
Lady Elizabeth Lane	<i>Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm</i>	<i>East Side, commencing 22 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 12 metres</i>
Lady Elizabeth Lane	<i>Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm</i>	<i>East Side, commencing 37 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 13 metres</i>

We are proposing a change in your area

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Prepared By:	Keren Love	(Transport Engineering Assistant)
Approved By:	Kate Gourdie	(Team Leader Traffic & Resolutions)
Approved Date:	29/05/2024	

Feedback Received

Absolutely Positively
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Feedback

Name: Massimo on behalf of Mojo Coffee

Suburb:

Agree: No

I am providing feedback as to the proposed conversion of P15-240 spaces into metered spaces across Lady Elizabeth lane.

We can appreciate converting spaces into metered will generate much lost revenue since cancelling many car parks across our CBD (cycle lanes etc). However, we don't believe having 2 hour metered car spaces to be the solutions for local businesses.

We propose a max 60min metered spacing to be more effective to bring both revenue to WCC and turn over car spaces more frequently to support local businesses on the lane. There should also be consideration across all 3 Plans to still allow for at least two loading zones of 15min and off course mobility metered spots.

Another suggestion – as the footpaths opposite Plan 3 are wide, and potentially others further north bound on the lane – would WCC consider creating further spaces (perhaps Loading zones) to service the adjacent buildings. With the lane being shared, many use the road for both walking/scooter/cycle needs anyway therefore not requiring such large footpaths.

Just a reminder, we are a working factory on the Lane and require trucks/vans to be able to off load and pick up goods.

Again, we are not opposed to a limited metred approach, just want to be sure all stakeholders' interests are considered before progressing.

Officer Response:

Thank you for your feedback on [TR88-24 Lady Elizabeth Lane, Pipitea – Metered Parking, Metered Mobility Parking, P15 Loading Zone](#)

The Waterfront is a pedestrian priority zone, so pedestrians and micro-mobility users can use all spaces. WCC will not consider creating additional parking in this area as per the Waterfront Framework.

However, from feedback received on the proposed changes, we now propose to retain the P15 Time Limited Parking Opposite Shed 13, Lady Elizabeth Lane based on feedback from local businesses to ensure servicing needs are retained.

We appreciate you taking the time to submit on the proposed changes.

Feedback

Feedback Received

Absolutely Positively
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Name: Coralie

Suburb:

Agree: No

I'm writing to provide feedback about the proposed metered parking implementation on Lady Elizabeth Lane, specifically within the Plan 3 area between Mojo café and Cuckoo Bar.

Our staff often use these parks for quickly dropping things into our office or collecting things that are too heavy to carry to the car parking building (where we have staff car parks) so removing the ability for our staff to quickly park here for a short time will be a huge inconvenience to our business. Parents of unaccompanied children using our ferry service (Wellesley students) also use these parks as a way to pick up their children without them needing to cross any busy roads on their own.

Additionally, from my observations, most of the time these parks are used as a loading zone for the local businesses in the area. If these delivery cars / vans are no longer able to park in the designated parks, they will need to park on the other side (along where the Mojo roastery etc is - where most of the larger trucks tend to park now) which I think will become a health and safety issue with pedestrians trying to navigate what will become a busier, congested area.

The one P15 car park you're intending to retain is the closest to the existing loading zone between Fox Glove and the parking building. It would make much more sense to move the dedicated P15 spot to the other end closer to Mojo café to allow businesses down that end of Lady Elizabeth Lane to utilise this (for the above reasons).

It would be interesting to know if anyone involved in the decision making process has spent time on Lady Elizabeth Lane observing traffic flows and what vehicles are actually using these car parks to understand how this will change as a result of metering (given the businesses in the area will still need to receive deliveries etc).

Officer Response:

[Thank you for your feedback on TR88-24 Lady Elizabeth Lane, Pipitea – Metered Parking, Metered Mobility Parking, P15 Loading Zone](#)

[Based on feedback received on the proposed changes, we now propose to retain the P15 Time Limited Parking Opposite Shed 13, Lady Elizabeth Lane based on feedback from local businesses to ensure servicing needs are retained.](#)

[We appreciate you taking the time to submit on the proposed changes.](#)

We are proposing a change in your area

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Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR90-24 Kenya Street, Ngaio - No Stopping At All Times
Location – where we propose to make the change	Kenya Street, Ngaio – outside no.68
What we'd like to do	<ul style="list-style-type: none"> • Install No Stopping At All Times (Broken Yellow Lines)
Why we are proposing the change	<ul style="list-style-type: none"> • Council have received safety concerns from Ngaio residents about cars parked on the corner of Kenya Street outside No.68. • Vehicles parked at this location force traffic driving towards Ngaio on this arterial route to cross the centre line. The risk is that traffic will either hit the parked cars or collide with oncoming traffic. This is also an area where cyclists are merging with traffic. • To improve safety and accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along the road between the corner of Trelissick Cres and Kenya Street and the garages of No.68 Kenya Street, as per the attached plans.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves safety and accessibility for road users (drivers and cyclists) on Kenya Street • Improves bus service • Improves driver visibility for those exiting Trelissick Cres. <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Removal of 5 unrestricted parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> • No Change
How this relates to the parking policy	<ul style="list-style-type: none"> • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 7537 vehicles • 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 Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (including your first 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

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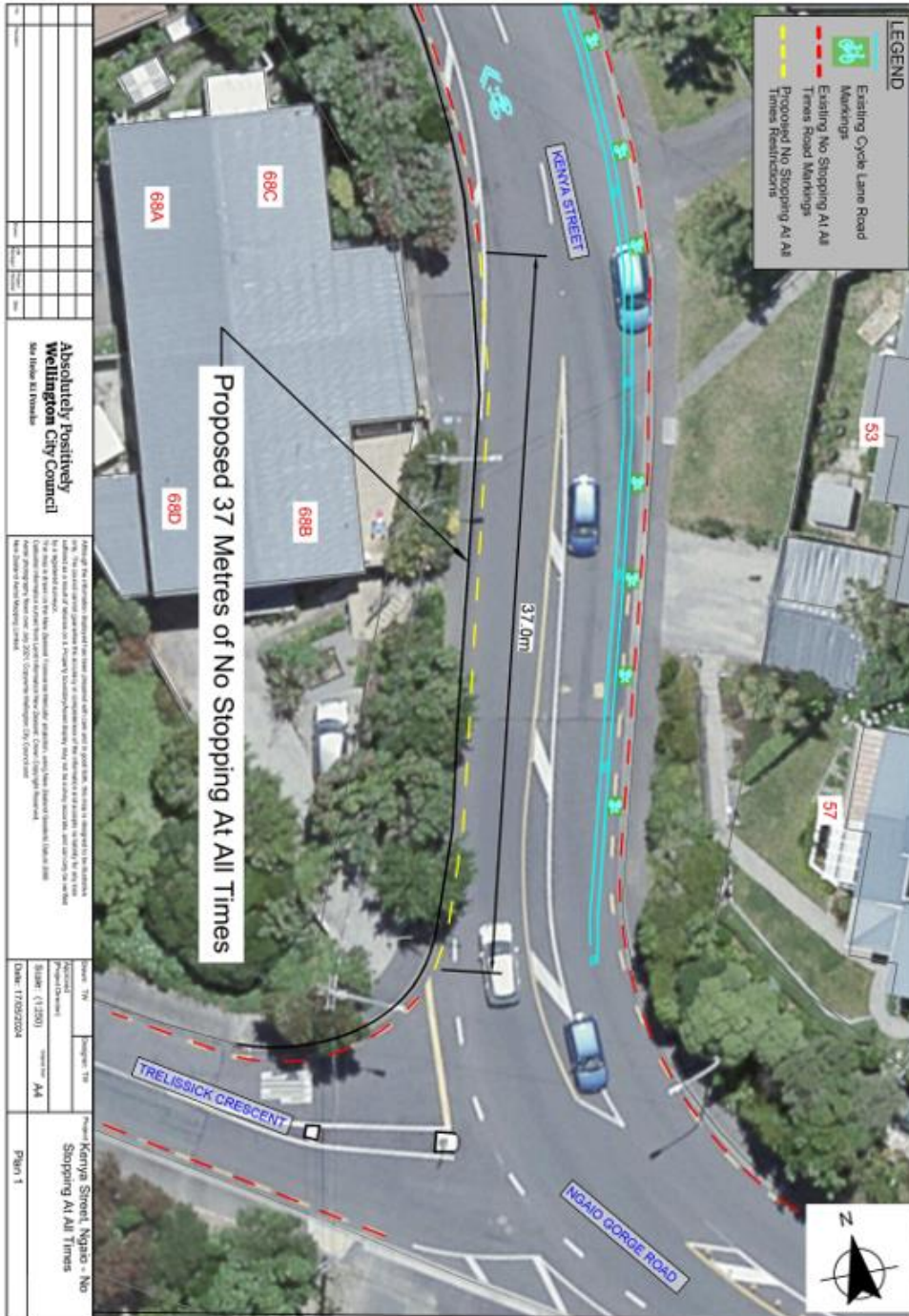
**Absolutely Positively
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	<p>Terrace, Wellington, with submitters having the right to access and correct personal information.</p> <ul style="list-style-type: none"> For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 8 July 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024. 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: TR90-24 Kenya Street, Ngaio - No Stopping At All Times



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Kenya Street	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Trelissick Crescent (Grid coordinates x=1,748,384.32m, y=5,431,331.66m) and extending in a northerly direction following the western kerb line for 37 metres.</i>

Prepared By: Jonathan **(Project Lead, Transitional Cycleways)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 29/05/2024

We are proposing a change in your area

Kia ora,

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

Proposal:

Reference	<ul style="list-style-type: none"> TR91-24 Frank Kitts Underground Carpark, Wellington Central – Metered parking
What we'd like to do	<ul style="list-style-type: none"> Reopen the Frank Kitts Underground Carpark with P840 (14 hours) metred parking. Install two new P840 metered mobility parking spaces. Confirm the authorised vehicles only parking area as per Rowing club lease. Introduce an hourly metered rate of \$5 per hour Monday –Friday with a daily maximum charge of \$20.00 and \$3 per hour Saturday-Sunday with a daily maximum charge of \$12.00. Metered operating hours apply from 6am-8pm Monday-Friday and 8am-8pm Saturday-Sunday This carpark will be gated and closed daily at 8.30pm. Gates will reopen daily at 5.30am
Why we are proposing the change	<ul style="list-style-type: none"> In July 2021, the management of Waterfront Parking was assigned to Wellington City Council Parking Services. Prior to this, it had been managed by an external contractor. WCC Parking Operations must follow national standards for enforcement under the Land Transport Act (LTA) and therefore require the change of the existing parking restrictions in order to legally enforce. In 2021 a Traffic resolution was approved TR48-21 for metered parking. However, this was not implemented as the carpark was closed post the approval of this traffic resolution. Council is now proposing to re-open the carpark and extend the maximum metre time from P240 to P840 (14 Hours). The proposed P840 metered parking is to align and keep consistent with other Council carparks such as the Barnett Street and Clifton carparks.
Location – where we propose to make the change	<ul style="list-style-type: none"> Frank Kitts Underground Car Park, Wellington Waterfront
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles and pedestrians using the Wellington Waterfront. Net parking impact – New parks available to the public for short term parking without impacting the Waterfront Framework. Pedestrian impact – positive by restricting the area of illegally and unmanaged parking and vehicle driving on the waterfront to the designated parking areas. Annual parking revenue impact - Part of an estimated \$424kk per annum across the waterfront. (this is based on an assumed 80% occupancy)

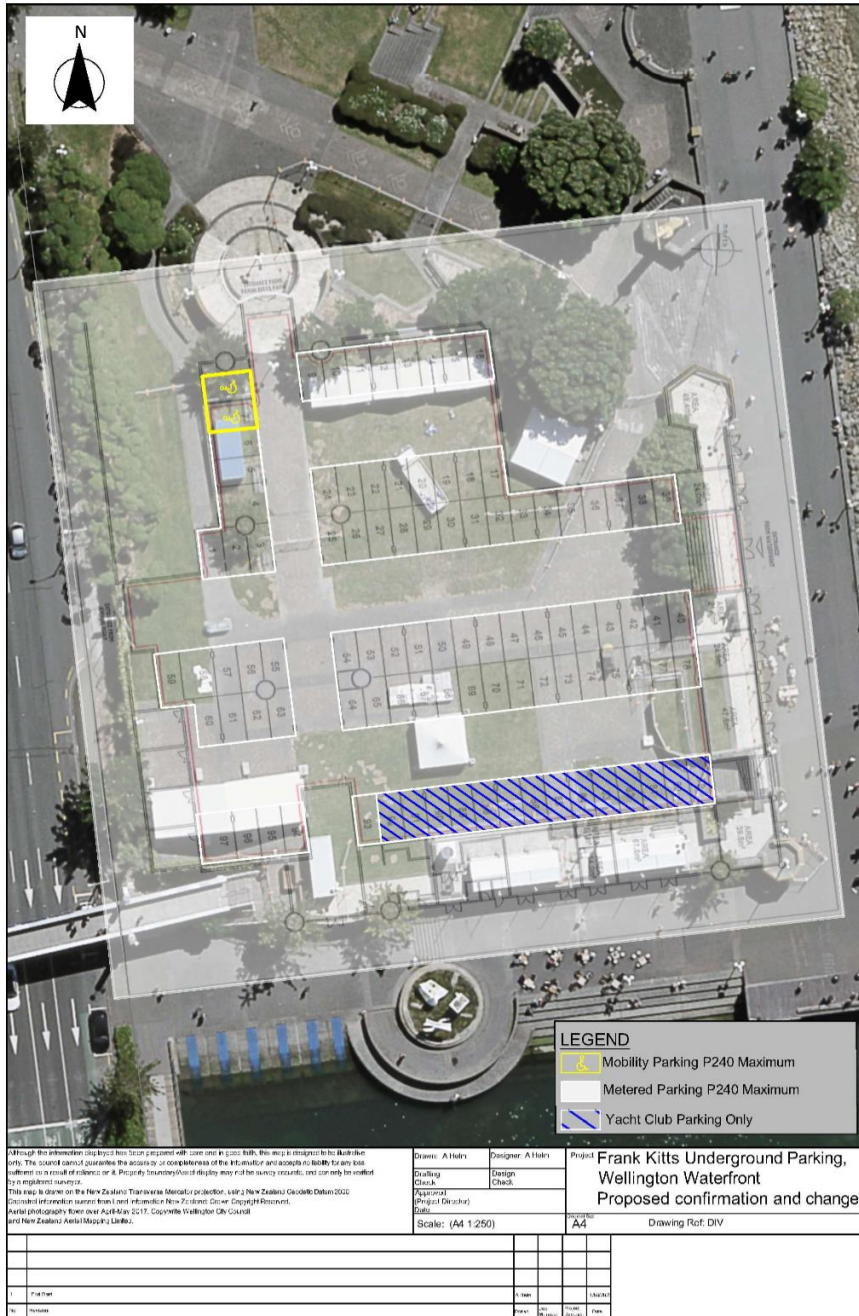
We are proposing a change in your area

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	<ul style="list-style-type: none"> Improved efficiency and enforcement – providing consistency to enforcement operations with current on-street practices whilst creating less confusion when customers are seeking answers to their parking and infringement queries.
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"> Reduced expenditure within Wellington City Council – eliminating the need to pay existing external contractors. The Waterfront is to support people who visit, live and work in the CBD and Waterfront. The WCC Parking Policy aligns with this proposal by prioritising the waterfront area for active modes of transport and removing surface parking from area. 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 Friday 21 June 2024 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 8 July 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024. If approved, the proposal will be installed within the following three months.

Figure 1: Existing Restrictions to be Removed

Traffic Resolution Plan: TR91-24 Frank Kitts Underground Carpark, Wellington Central – Metered Parking

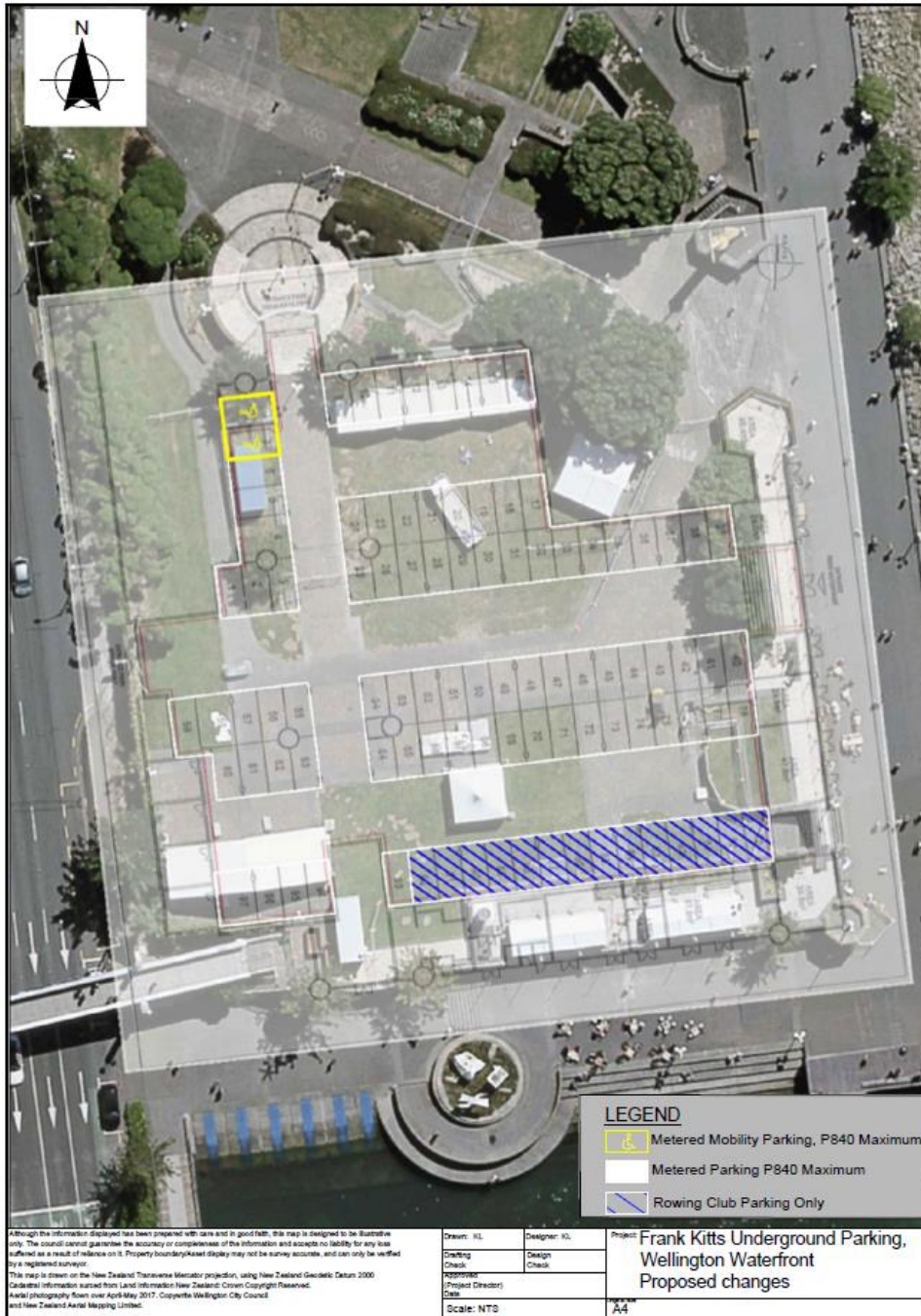


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Figure 2: Proposed Restrictions

Traffic Resolution Plan: TR91-24 Frank Kitts Underground Carpark, Wellington Central – Metered Parking



We are proposing a change in your area

Legal Description:

Remove from Schedule B (Class Restricted) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Frank Kitts Under Ground Carpark	Authorised vehicles only, At All Times	Refer to attached map boundary of Rowing Club parking area. (Hatched blue Area) (Figure 1)

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

Column One	Column Two	Column Three
Frank Kitts Under Ground Carpark	Metered Parking, P240 Maximum, Metered parking Monday – Friday 6am-8pm, Saturday – Sunday 8am-8pm,	See attached plan (Figure 1)
Frank Kitts Under Ground Carpark	Metered Mobility Parking, P240 Maximum, Metered parking Monday – Friday 6am-8pm, Saturday – Sunday 8am-8pm	See attached plan (Area outlined in yellow) (Figure 1)

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

Column One	Column Two	Column Three
Frank Kitts Under Ground Carpark	Authorised vehicles only, 4pm – 8am	Refer to attached map boundary of Rowing Club parking area. (Hatched blue Area) (Figure 2)
Frank Kitts Under Ground Carpark	Mobility Parking, At All Times, Metred P840 Maximum, Monday – Friday 6am-8pm, Saturday - Sunday 8am-8pm	See attached plan (Area outlined in yellow) (Figure 2)

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

Column One	Column Two	Column Three
Frank Kitts Under Ground Carpark	<i>Metered Parking, P840 Maximum, Metered parking Monday – Friday 6am-8pm, Saturday - Sunday 8am-8pm</i>	<i>See attached plan (Figure 2)</i>

Prepared By: Keren Love (Transport Engineer Assistant)
Approved By: Kate Gourdie (Team Leader Transport Engineering)
Date: 7/6/2024

Feedback Received

Absolutely Positively
Wellington City Council
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Feedback

Name: psykke

Suburb: Churton Park

Agree: No

Why are you re-opening an earthquake prone carpark that is going to be demolished soon? You're putting lives at risk.

Officer Response:

Thank you for your feedback on TR91-24 Frank Kitts Underground Carpark, Wellington Central – Metered parking.

The Frank Kitts Car Park building has undergone a seismic risk evaluation report. The purpose of this risk evaluation is to inform the decision on re-opening the building for use as a commercial car park. Like the Opera House and the Michael Fowler Centre, the valuation balances the life safety risk exposure against the consequences of closure. This analysis resulted in an overall occupancy assessment that supports the building re-opening for commercial carparking purposes.

We are proposing a change in your area

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Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR92-24 Kingsford Smith Street, Rongotai – P120 Time Limited Parking and No Stopping At All Times
Location – where we propose to make the change	Kingsford Smith Street, Rongotai – outside no. 70
What we’d like to do	<ul style="list-style-type: none"> • Install 13 metres of No Stopping At All Times across the new vehicle crossing at 70 Kingsford Smith Street • Remove 8.5 metres of No Stopping At All Times • Relocate 5 x P120 Time Limited Parking to the north of the new vehicle crossing • Formalise removal of 1 x P10 Time Limited Parking
Why we are proposing the change	<ul style="list-style-type: none"> • Recent commercial development at 70 Kingsford Street has relocated the vehicle crossing further south. Previously, P120 Time Limited Parking was situated where the new vehicle crossing is now located. • To allow for the new vehicle crossing, Council Officers propose to relocate five of the P120 spaces to the north and install No Stopping At All Times across the new vehicle crossing. 8.5 metres of No Stopping At All Times in front of the now-redundant vehicle crossing will be removed to allow for the relocated P120 parks. • One P10 Time Limited Parking space was previously installed to provide for a local business that was operating at 68 Kingsford Smith Street. This business is no longer at the site, and we therefore propose to remove this P10 parking.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves the viability of business wellbeing • Improves parking turnover <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Retain the same number of P120 Time Limited parks as preconstruction (10) • Remove one P10 Time Limited park • Loss of one unrestricted park <p>Pedestrian impact</p> <ul style="list-style-type: none"> • No Change
How this relates to the parking policy	<ul style="list-style-type: none"> • Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 3093 (2024) • 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 Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc)

We are proposing a change in your area

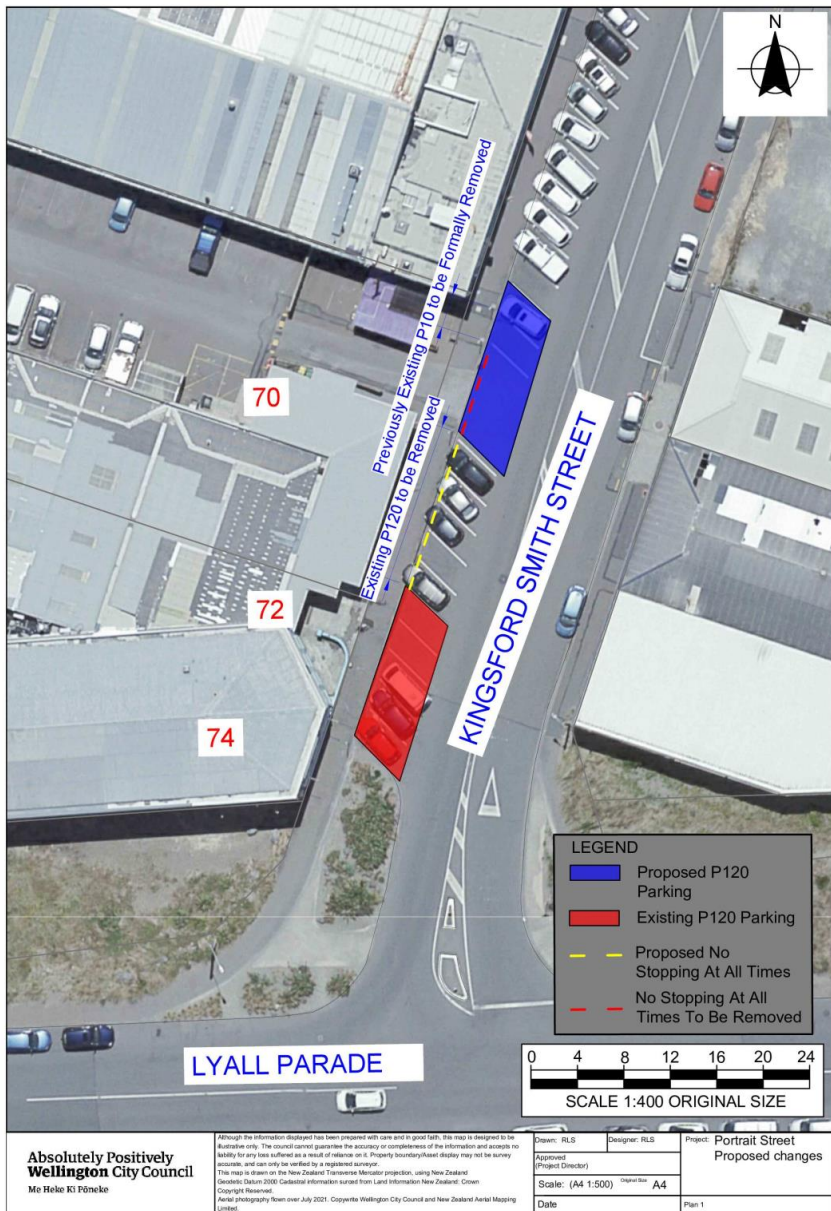
Absolutely Positively
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	<ul style="list-style-type: none">• What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public 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.• For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 July 2024.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024.3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR92-24 Kingsford Smith Street, Rongotai – P120 Time Limited Parking and No Stopping At All Times



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Kingsford Smith Street	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 25.5 metres north of its intersection with Lyall Parade (Grid coordinates x= 1750644.9 m, y= 5423271.6 m), extending in a northerly direction following the western kerbline for 27.5 metres</i>
Kingsford Smith Street	<i>P10, 12:00pm-8:00pm, Monday to Sunday</i>	<i>West side, commencing 61.0 metres north of its intersection with Lyall Parade (Grid coordinates x= 1750644.9 m, y= 5423271.6 m), extending in a northerly direction following the western kerbline for 2.7 metres (1 angle car park)</i>

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

Column One	Column Two	Column Three
Kingsford Smith Street	<i>P120</i>	<i>West side, commencing 25.5 metres north of its intersection with Lyall Parade (Grid coordinates x= 1750644.9 m, y= 5423271.6 m), extending in a northerly direction following the western kerbline for 13 metres</i>
Kingsford Smith Street	<i>P120</i>	<i>West side, commencing 52.5 metres north of its intersection with Lyall Parade (Grid coordinates x= 1750644.9 m, y= 5423271.6 m), extending in a northerly direction following the western kerbline for 14 metres</i>

We are proposing a change in your area

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Remove from Schedule D (No Stopping, At All Times) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Kingsford Smith Street</i>	<i>No Stopping, At All Times</i>	<i>West side, commencing 52.5 metres north of its intersection with Lyall Parade (Grid coordinates x= 1750644.9 m, y= 5423271.6 m), extending in a northerly direction following the western kerbline for 8.5 metres</i>

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

Column One	Column Two	Column Three
<i>Kingsford Smith Street</i>	<i>No Stopping, At All Times</i>	<i>West side, commencing 38.5 metres north of its intersection with Lyall Parade (Grid coordinates x= 1750644.9 m, y= 5423271.6 m), extending in a northerly direction following the western kerbline for 14 metres</i>

Prepared By: Keren Love **(Transport Engineering Assistant)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 4/6/2024

Feedback Received

Absolutely Positively
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Me Heke Ki Pōneke

No Feedback

We are proposing a change in your area

**Absolutely Positively
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Me Heke Ki Pōneke

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR93-24 The Terrace, Te Aro – Resident Parking
Location – where we propose to make the change	The Terrace, Te Aro – outside no. 295
What we'd like to do	<ul style="list-style-type: none"> Relocate Resident Parking outside 295 The Terrace
Why we are proposing the change	<ul style="list-style-type: none"> A new vehicle crossing at 295 The Terrace has been installed and the previous vehicle crossing is being made redundant. Therefore, we propose to relocate the resident parking to make space for the new vehicle crossing, while reinstating parking across the redundant vehicle crossing.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Ensures access for vehicle crossing while maintaining existing on street parking availability. <p>Net Parking Impact</p> <ul style="list-style-type: none"> No Change <p>Pedestrian impact</p> <ul style="list-style-type: none"> No Change
How this relates to the parking policy	<ul style="list-style-type: none"> Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 14,252 (2023 Count) 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 Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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

We are proposing a change in your area

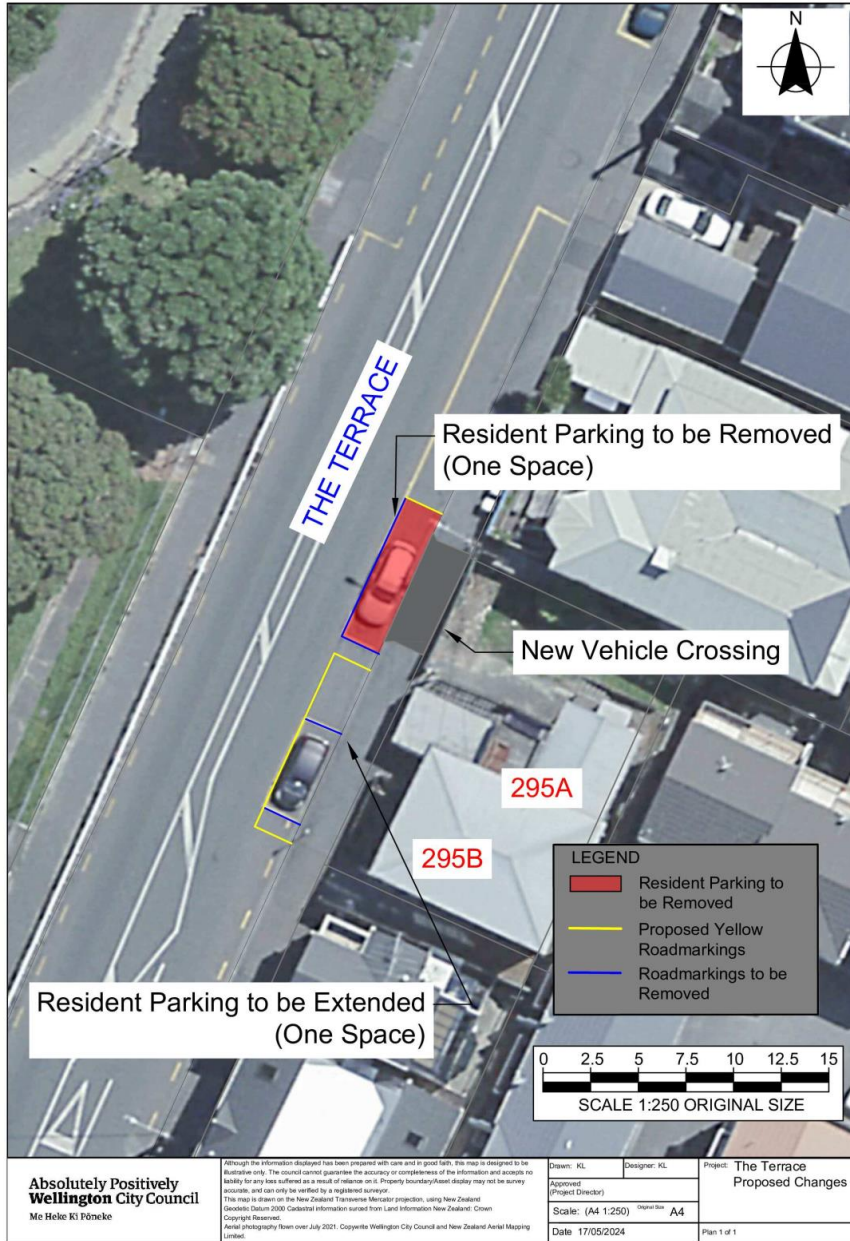
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	<p>submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 July 2024.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024.3. 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 Resolutions Plan: TR93-24 The Terrace, Te Aro – Resident Parking



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
The Terrace	No Stopping, At All Times	East side, commencing 83 metres south of its intersection with Macdonald Crescent (Grid Coordinates X=2658330.437289 m, Y=5989174.543488 m) and extending in a southerly direction following the kerbline to its intersection with Ghuznee Street for 29 metres.

Remove from Schedule E (Resident Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
The Terrace	Resident Parking, Monday to Friday 8:00am - 6:00pm, Displaying an Authorised Resident Vehicle Parking Permit Only	East side, commencing 29 metres south of its intersection with Macdonald Crescent (Grid Coordinates X=2658330.437289 m, Y=5989174.543488 m) and extending in a southerly direction following the kerbline for 54 metres.

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

The Terrace	No Stopping, At All Times	East side, commencing 84 metres south of its intersection with Macdonald Crescent (Grid Coordinates X=1,748,308.68m, Y=5,427,462.29m) and extending in a southerly direction following the kerbline to its intersection with Ghuznee Street for 28 metres.
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Add to Schedule E (Resident Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
The Terrace	Resident Parking, Monday to Friday 8:00am - 6:00pm, Displaying an Authorised Resident Vehicle Parking Permit Only	East side, commencing 29 metres south of its intersection with Macdonald Crescent (Grid Coordinates X=1,748,308.68m, Y=5,427,462.29m) and extending in a southerly direction following the kerbline for 10 metres.

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The Terrace	<i>Resident Parking, Monday to Friday 8:00am - 6:00pm, Displaying an Authorised Resident Vehicle Parking Permit Only</i>	<i>East side, commencing 48 metres south of its intersection with Macdonald Crescent (Grid Coordinates X=1,748,308.68m, Y=5,427,462.29m) and extending in a southerly direction following the kerbline for 17 metres.</i>
The Terrace	<i>Resident Parking, Monday to Friday 8:00am - 6:00pm, Displaying an Authorised Resident Vehicle Parking Permit Only</i>	<i>East side, commencing 745 metres south of its intersection with Macdonald Crescent (Grid Coordinates X=1,748,308.68m, Y=5,427,462.29m) and extending in a southerly direction following the kerbline for 110 metres.</i>

Prepared By: Keren Love **(Transport Engineering Assistant)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 4/06/2024

Feedback Received

Absolutely Positively
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Me Heke Ki Pōneke

No Feedback

We are proposing a change in your area

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

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR94-24 Wexford Road, Miramar – P20 Time Limited Parking
Location – where we propose to make the change	Wexford Road, Miramar – opposite no.130
What we’d like to do	<ul style="list-style-type: none"> • Install 2 x P20 Time Limited Parking, Monday to Sunday, 8:00am – 2:00pm
Why we are proposing the change	<p>Council have received a request from a local business to provide time limited parking to promote parking turnover and enable customers to park near their business.</p> <p>To support the wellbeing of the multiple small businesses in the location, we are proposing to install two P20 car parks opposite 130 Wexford Street, as per the attached plan.</p>
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves the viability of business wellbeing • Improves parking availability <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Converting of two unrestricted parking spaces to two P20 Time Limited spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> • No Change
How this relates to the parking policy	<ul style="list-style-type: none"> • Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 1456 (2020 Count) • 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 Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (including your first 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. • For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.

We are proposing a change in your area

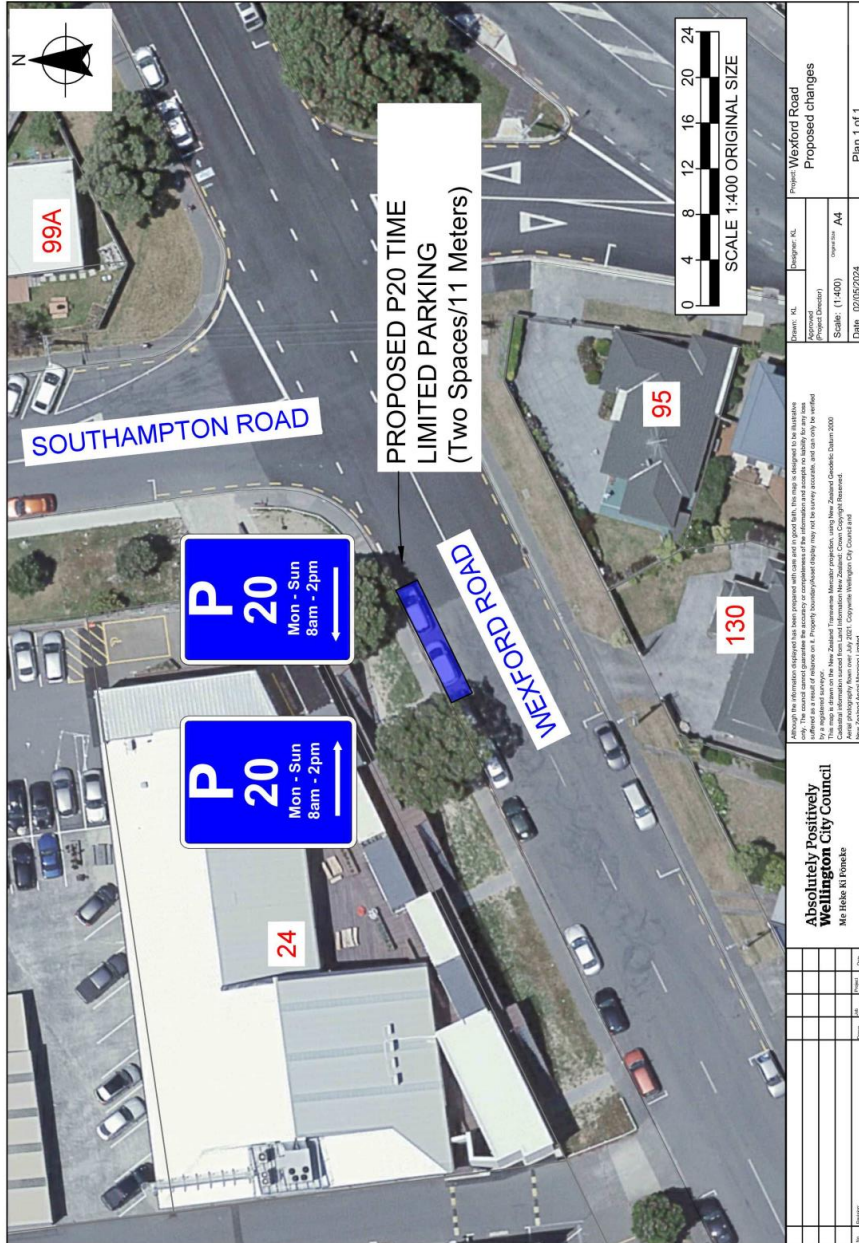
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Feedback	<ul style="list-style-type: none">If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, 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 Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.
Next Steps	<ol style="list-style-type: none">Feedback collated by Monday 8 July 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024.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: TR94-24 Wexford Road, Miramar – P20 Time Limited Parking



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Wexford Street	<i>P20 Monday – Sunday 8:00am – 2:00pm</i>	<i>North side, commencing 10 metres west of its intersection with Southampton Street (Grid coordinates X=1,751,791.86m Y=5,424,182.71m) and extending in a westerly direction following the northern kerb line for 11 metres.</i>

Prepared By: Keren Love **(Transport Engineering Assistant)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 4/6/2024

Feedback Received

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Feedback

Name: Angek
Suburb: Lyall Bay
Agree: Yes

In full support of these changes that will benefit the community and the surrounding businesses

Officer Response:

[Thank you for your feedback on TR94-24 Wexford Road, Miramar – P20 Time Limited Parking.](#)

Feedback

Name: ttikish
Suburb: Island Bay
Agree: Yes

but just 1 is fine. Another space is for Weta employees.

Officer Response:

[Thank you for your feedback on TR94-24 Wexford Road, Miramar – P20 Time Limited Parking.](#)
Council officers will monitor the utilisation of the two proposed time limited parking spaces.

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.

Reference	TR95-24 Salamanca Road, Kelburn (Club Kelburn Carpark) - P90 Time Limited parking
Location – where we propose to make the change	<ul style="list-style-type: none"> 65 Salamanca Road, Kelburn
What we'd like to do	<ul style="list-style-type: none"> Converting 40 x P180 time restricted parking spaces to P90 restricted parking within the carpark located by Club Kelburn.
Why we are proposing the change	<ul style="list-style-type: none"> In 2022, we completed a traffic resolution for the carparking area, which included establishing P180 time-restricted parking to reduce the number of vehicles parking and commuting to the University and city. Council collaborated with Club Kelburn and Parking Services, following the parking policy, to determine the initial P180 time frame. Council has been working with Club Kelburn and monitoring the effectiveness of the P180 time restriction and its impact on misuse of the carpark. Unfortunately, the P180 time restriction did not significantly deter commuter parking. Council has received ongoing complaints from Club Kelburn and Kelburn Croquet Club regarding issues with various staff, students from the University, all-day commuters, and the general public parking in the carpark without using the facilities or Wellington Town Belt land appropriately. Parking services have had a presence in the area and issued tickets to users. However, the P180 duration is too long for significant enforcement to deter the misuse of the parking area. To address this issue, we are proposing to reduce the parking restriction time from P180 to P90.
Impact	<ul style="list-style-type: none"> Improves accessibility for users of the Wellington Town Belt and associated facilities in the precinct like Club Kelburn, Kelburn Croquet Club and The Tennis Courts Net parking impact – reducing time limit from P180 to P90
How this relates to the parking policy	<ul style="list-style-type: none"> Prioritising short stay parking over all day commuter parking. Aligns with Parking management tools for Council parks, and sports, recreation and other community facilities Support business and community 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"> Annual parking revenue impact – No Impact. 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 Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc)

We are proposing a change in your area

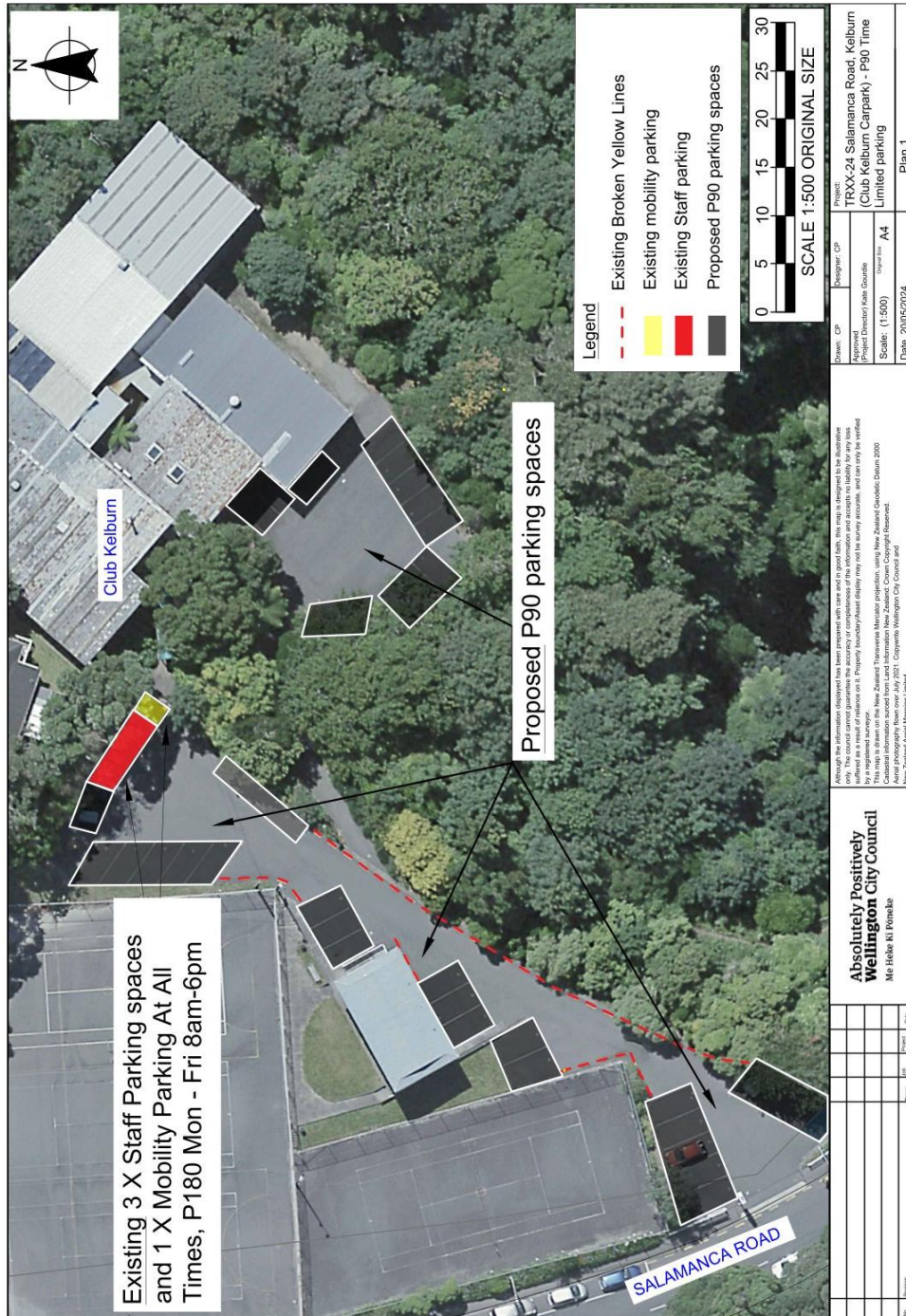
**Absolutely Positively
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	<ul style="list-style-type: none"> • What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the 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. • For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Monday 8 July 2024. 2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024. 3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR95-24 Salamanca Road, Kelburn (Club Kelburn Carpark) - P90 Time Limited parking



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Club Kelburn Carpark	<i>P180, Monday to Friday 8:00am – 6:00pm</i>	40 Parking spaces within Club Kelburn carpark, refer to attached plan (blue)

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

Column One	Column Two	Column Three
Club Kelburn Carpark	<i>P90, Monday to Friday 8:00am – 6:00pm</i>	40 Parking spaces within Club Kelburn carpark, refer to attached plan (black)

Prepared By: Parrish Evans **(Community Recreation Leases Advisor)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 29/05/2024

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No Feedback

We are proposing a change in your area

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Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR96-24 Adams Terrace, Te Aro - Proposed P30 time limited parking restriction, NSAAT
Location – where we propose to make the change	Adams Terrace, Te Aro – outside 182
What we’d like to do	<ul style="list-style-type: none"> • Convert on Coupon parking space to a P30, 8am – 6pm time limited parking restriction beside 182 Aro Street, on Adams Terrace. • Install No Stopping At All Times lines around the corners of Aro Street and Adams Terrace.
Why we are proposing the change	<ul style="list-style-type: none"> • Council have received requests from residents to have short term parking in this area of Aro Valley for residents and trades people to drop off and deliver goods. • To improve parking turn-over and make this space available for short stays, Council Officers are proposing the P30 parking restriction.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves the viability of business wellbeing • Improves safety and accessibility for people who do not have off-street parking nearby • Improves parking availability <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Converting of one Coupon parking space to a P30 parking space <p>Pedestrian impact</p> <ul style="list-style-type: none"> • No Change
How this relates to the parking policy	<ul style="list-style-type: none"> • Support safe movement – facilitates the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, and community building.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 520 • 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 Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (including your first 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

We are proposing a change in your area

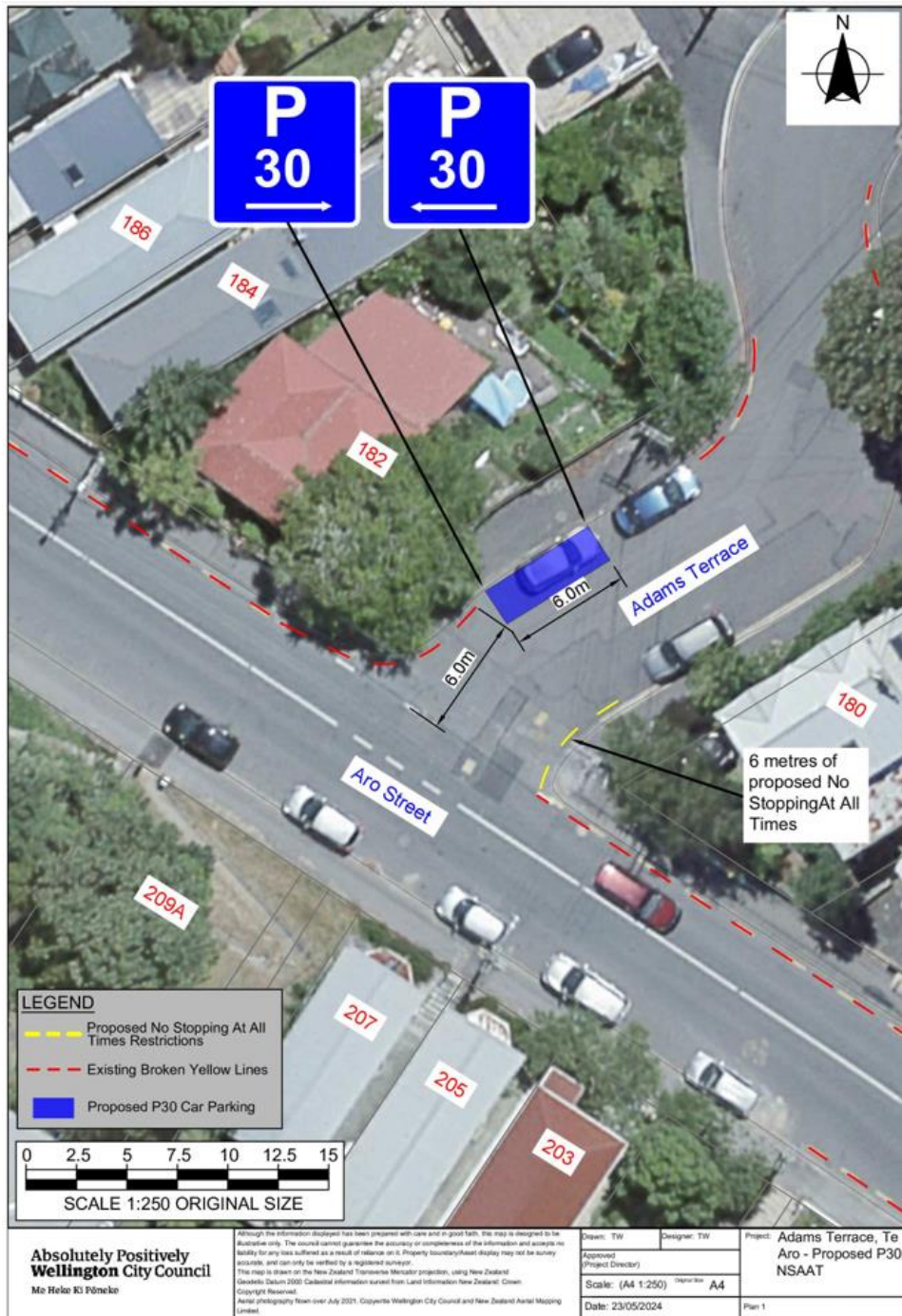
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	<p>consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p> <ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.</p>
Next Steps	<ol style="list-style-type: none">Feedback collated by Monday 8 July 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024.If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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Traffic Resolution Plan: TR96-24 Adams Terrace, Te Aro - Proposed P30 time limited parking restriction, NSAAT



We are proposing a change in your area

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Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Adams Terrace	No Stopping At All Times	East side, commencing from its intersection with Aro Street (Grid coordinates X=1,747,608.29m Y=5,427,049.90m) and extending in an Northerly direction following the Eastern kerb line for 6 metres.

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

Column One	Column Two	Column Three
Adams Terrace	P30 8:00am – 6:00pm (Monday – Friday)	West side, commencing 8.8 metres north of its intersection with Aro Street (Grid coordinates X=1,747,598.22m Y=5,427,056.48m) and extending in an Northerly direction following the Western kerb line for 6 metres.

Prepared By: Jonathan Kennett (Project Lead, Transitional Cycleways)
Approved By: Kate Gourdie (Team Leader Traffic & Resolutions)
Approved Date: 4/6/2024

Feedback Received

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

No Feedback

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

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

Proposal:

Reference	TR97-24 Happy Valley Road, Owhiro Bay, P10 Drop off and Pick up, No Stopping At All Times
Location – where we propose to make the change	Opposite no. 117-125 Happy Valley Road
What we'd like to do	<ul style="list-style-type: none"> • Install No Stopping At All Times, Time Limited Parking Pick up and Drop off Zone
Why we are proposing the change	<ul style="list-style-type: none"> • We have received a request to install a pickup and drop off Zone located outside of Owhiro Bay School. • After consultation with the original requester and meeting with Owhiro Bay School, engineers are proposing to install 22 meters of P10 pick up and drop off parking outside of Owhiro Bay School for the hours of 8:30am-9:15am and 2:45pm-3:15pm. • This will provide four high turnover parking spaces for parents/caregivers to pick up and drop off dependents of both Owhiro Bay School and Owhiro Bay Kindergarten during high parking demand times. • During the investigation undertaken by engineers it was noted that each bus stop outside of Owhiro Bay School did not have full entry and exit tapers and bus stop boxing markings as per NZTA. Due to this engineers are also proposing to install No Stopping At All Times road markings so that each bus stop is marked as per NZTA standards, thus allowing for adequate space for buses to enter, park and exit both bus stop.
Impact	<ul style="list-style-type: none"> • Improves the accessibility for dependants to be picked up closer to the school by improving parking turnover during pick up and drop times. Ensures that buses will have the adequate space to enter and exit both bus stops unimpeded by parked vehicles. • Net parking impact – removal of four unrestricted parking spaces for bus tapers, converting four unrestricted parking spaces into four P10 parking spaces between 8:30am-9:15am and 2:45pm-3:15pm during school term. • Pedestrian impact – No impact
How this relates to the parking policy	<ul style="list-style-type: none"> • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> • Average monthly passenger number – Bus Stop no. 7149 boarding – 3, alighting – 0. Bus Stop no. 6149 boarding – 0, alighting 42. • Average daily traffic count – 5,884 • Annual parking revenue impact – No impact.

We are proposing a change in your area

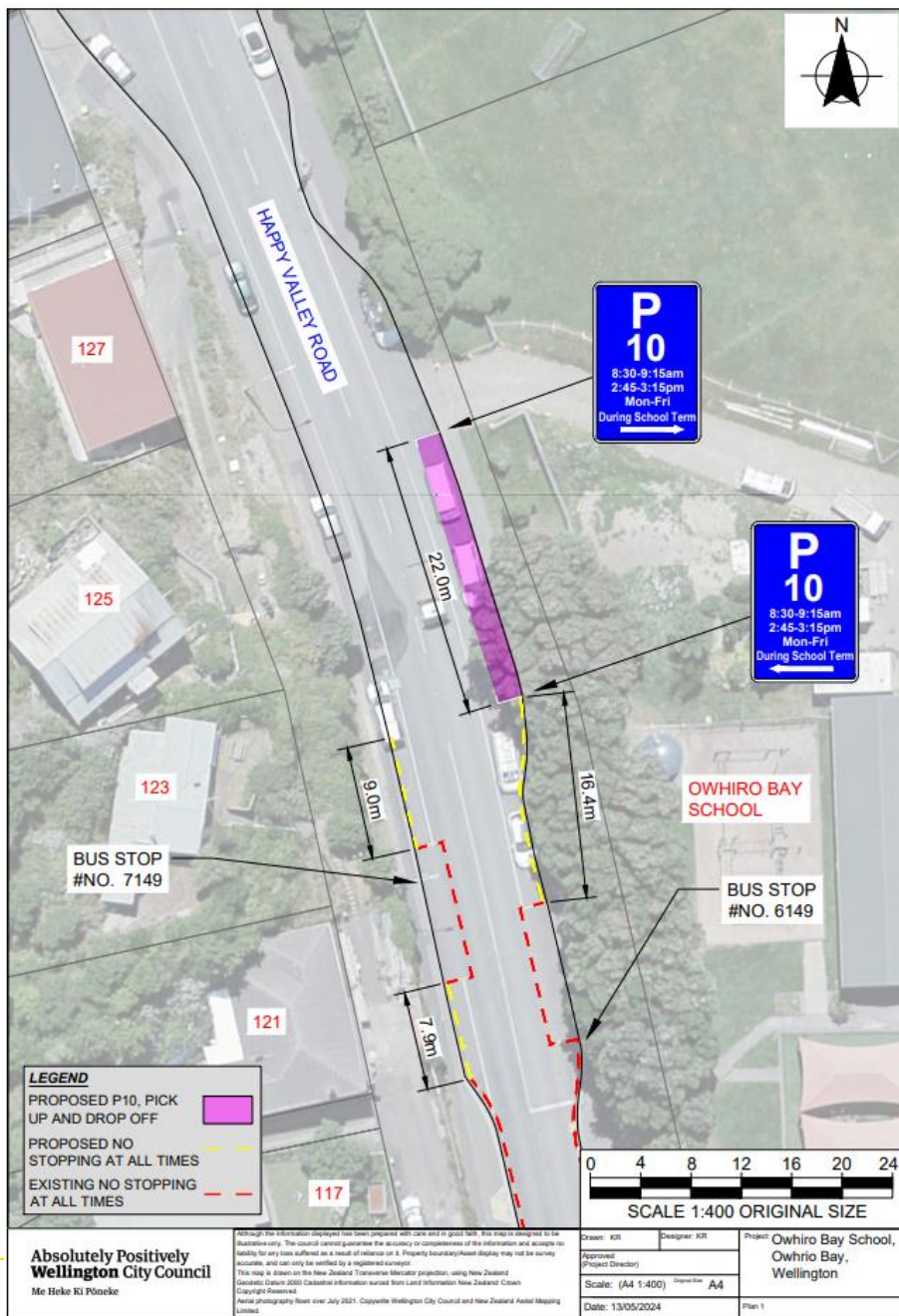
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	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 8 July 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR97-24 Happy Valley Road, Owhiro Bay, P10 Drop off and Pick up, No Stopping At All Times



3 of 5

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Legal Description:

Add to Schedule A of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Happy Valley Road	<i>Time Limited Parking, P10 8:30am-9:15am and 2:45pm-3:15pm during school terms</i>	<i>East side, commencing 518 metres south of its intersection with Murchison street (Grid coordinates X= 1,747,062.38 Y= 5,422,691.94) and extending in an southerly direction following the eastern kerb line for 22 metres.</i>

Add to Schedule D of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Happy Valley Road	<i>No Stopping At All Times</i>	<i>East side, commencing 540 metres south of its intersection with Murchison street (Grid coordinates X= 1,747,062.38 Y= 5,422,691.94) and extending in an southerly direction following the eastern kerb line for 16.0 metres.</i>
Happy Valley Road	<i>No Stopping At All Times</i>	<i>West side, commencing 540 metres south of its intersection with Murchison street (Grid coordinates X= 1,747,062.38 Y= 5,422,691.94) and extending in an southerly direction following the western kerb line for 9.0 metres.</i>
Happy Valley Road	<i>No Stopping At All Times</i>	<i>West side, commencing 560 metres south of its intersection with Murchison street (Grid coordinates X= 1,747,062.38 Y= 5,422,691.94) and extending in an southerly direction following the western kerb line for 8.0 metres.</i>

Prepared By: Karl Rudge **(Transport Engineer)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 4/06/2024

Feedback Received

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No Feedback

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.

Reference	TR98-24 Kilbirnie Crescent, Kilbirnie – Authorised Only Parking; P120
Location – where we propose to make the change	<ul style="list-style-type: none"> Kilbirnie Park
What we’d like to do	<ul style="list-style-type: none"> Relocate four staff parking spaces
Why we are proposing the change	<ul style="list-style-type: none"> We are proposing to relocate four staff parking spaces closer to the entrances of the Kilbirnie Recreation Centre and the Ruth Gotlieb (Kilbirnie) Library as a result of recommendations from a safety assessment report. This will enhance safety and security for our employees by ensuring they have easier access to their workplaces, particularly during early mornings or late evenings when lighting conditions may be suboptimal.
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for staff arriving in darker lighting. Net parking impact – no net impact, just relocating staff carparks closer to entrances Pedestrian impact – positive. Staff will have closer parking to entrances, so it will be safer for them.
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. Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count - NA Annual parking revenue impact – No impact 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 Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.

We are proposing a change in your area

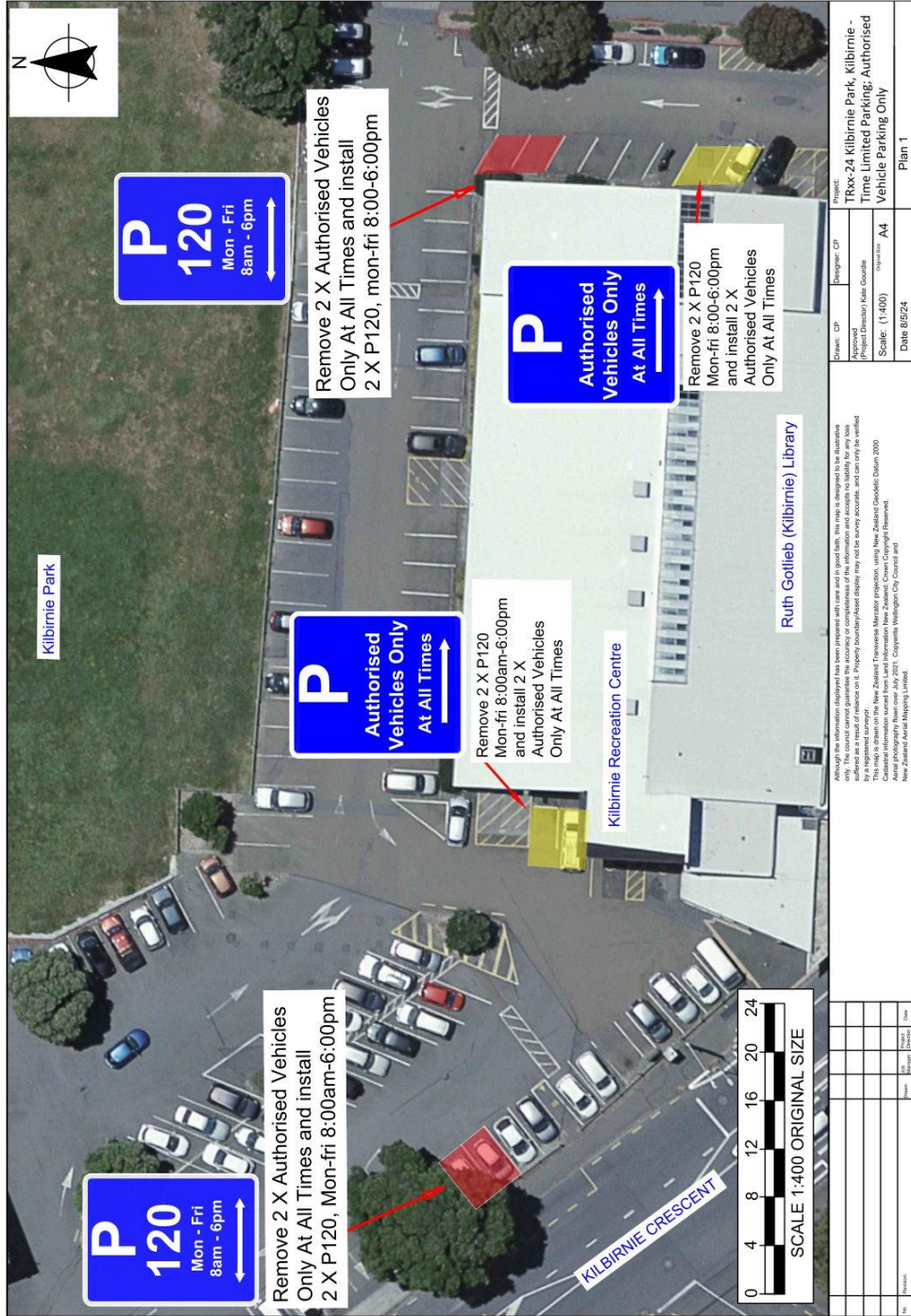
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Feedback	<ul style="list-style-type: none">If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, 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 Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.
Next Steps	<ol style="list-style-type: none">Feedback collated by Monday 8 July 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024.If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR98-24 Kilbirnie Crescent, Kilbirnie – Authorised Only Parking; P120



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Kilbirnie Park	P120 Maximum, Monday to Friday 8:00am – 6:00pm	2 Parking spaces, refer to attached plan (yellow)

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

Column One	Column Two	Column Three
Kilbirnie Park	Authorised Vehicles Only At All Times	2 Parking spaces, refer to attached plan (red)

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

Column One	Column Two	Column Three
Kilbirnie Park	P120 Maximum, Monday to Friday 8:00am – 6:00pm	2 Parking spaces, refer to attached plan (red)

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

Column One	Column Two	Column Three
Kilbirnie Park	Authorised Vehicles Only At All Times	2 Parking spaces, refer to attached plan (yellow)

Prepared By: Corey Pugh **(Reserves Planner)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 4/6/2024

Feedback Received

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No Feedback

PROPOSED ROAD CLOSURE

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee seeks approval for proposed road closures subject to the conditions listed in the proposed road closures impact reports.

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include Cultural Wellbeing – A welcoming, diverse and creative city; Social Wellbeing - A city of healthy and thriving whānau and communities; Engaging our community.

Significance

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

Financial considerations

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

Risk

- Low Medium High Extreme

Author	Maria Taumaa, Street Activities Coordinator
Authoriser	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) Agree to close Tinakori Road (between Bowen Street and Harriet Street) and Hill Street (between Tinakori Road and Selwyn Terrace) on Sunday, 1 December 2024 from 7.00am to 6.00pm. This closure will enable the **Thorndon Fair event**.
- 3) Agree to close Rhodes Street (between Riddiford Street and Ferguson Street) and the whole of Arney Street on Saturday, 16 November 2024 from 6.00am to 11.30pm (noting that the outdoor market will close at 8.30pm). This closure will enable the **Polish Market event**.
- 4) Agree to close the slip lane between Buckle Street and Ellice Street from Monday, 18 November 2024 at 7.00pm to Tuesday, 26 November 2024 at 6.00pm. This closure will enable the **Beers at the Basin event**.
- 5) Agree to close Newtown Avenue from property number 16 to property number 24 (a mid-block road closure). The closures requested will enable multiple **Newtown Avenue Block Fest events**. The closures will be across weekends from Friday 6.00pm to Sunday 8.00pm on the following dates:
 - a. From 6 September 2024 to 8 September 2024
 - b. From 4 October 2024 to 6 October 2024
 - c. From 1 November 2024 to 3 November 2024
 - d. From 6 December 2024 to 8 December 2024
 - e. From 31 January 2025 to 2 February 2025
 - f. From 2 May 2025 to 4 May 2025
 - g. From 6 June 2025 to 8 June 2025
- 6) Agree to close Wilson Street from property number 5 (including the driveway) to Riddiford Street (including the off-street public carpark). The closures requested will enable multiple **Wilson Pop-Up Fest events**. The closures will be across weekends from Saturday 6.00pm to Sunday 8.00pm on the following dates:
 - a. From 7 September 2024 to 8 September 2024
 - b. From 21 September 2024 to 22 September 2024
 - c. From 5 October 2024 to 6 October 2024
 - d. From 19 October 2024 to 20 October 2024
 - e. From 2 November 2024 to 3 November 2024
 - f. From 16 November 2024 to 17 November 2024
 - g. From 3 May 2025 to 4 May 2025
 - h. From 17 May 2025 to 18 May 2025
 - i. From 7 June 2025 to 8 June 2025
 - j. From 21 June 2025 to 22 June 2025 (noting that this is Matariki weekend)

Whakarāpopoto | Executive Summary

4. This paper recommends the approval of the proposed road closures to facilitate the Thorndon Fair, the Polish Market, Beers at the Basin events as well as closures on multiple weekends in 2024 and 2025 to facilitate the Newtown Ave Fest and Wilson Pop-up Fest events.
5. All the closures are to be subject to the conditions listed in the proposed road closure impact reports and will apply to vehicles and cyclists (including motorised scooters).

Takenga mai | Background

6. The Council receives numerous requests throughout the year for public roads to be closed for public and private events.
7. In order for the closures to have an effect under Schedule 10 of the Local Government Act 1974, Council approval is required.
8. The authority to approve 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 Koata Hatepe Regulatory Processes Committee.

Kōrerorero | Discussion

9. The report has been prepared in accordance with the procedures that were approved by the Committee on 15 December 2010, In summary these are:
 - a) An event organiser applies for a road closure when proposed events require one.
 - b) Council officers receive proposals and assess the merits and need for a road closure.
 - c) Council advertises its intention to close the road in the public notice column of the local newspaper and on Council social media platforms.
 - d) Together with the event organiser, council officers ensure that consultation with affected stakeholders is carried out and a communication plan is formulated.
 - e) Any objections are followed up and resolved as far as practical.
 - f) The event organiser works together with the council officers who are responsible for notifying any plans, responding to public submissions and preparing an impact report for the Committee.
 - g) Council officers recommend any conditions that should apply to approval.
 - h) The Committee deliberates on the proposed road closures.
 - i) Council officers notify the event organiser of the Committee's decision.
10. Both the Newtown Ave Fest event and the Wilson Pop-up event have requested road closures across multiple weekends across 2024 and 2025. This type of recurring road closure has not previously been requested or approved by Council in the past.
11. Clause 11e of Schedule 10 of the Local Government Act, 1974 provides for road closures to facilitate any exhibition, fair, show, market, concert, film-making, race or other sporting event, or public function provided that the Council finds no unreasonable impact to traffic.

12. The Act does not prohibit multiple recurring requests being granted by the Council as a single approval.
13. Officers have undertaken the impacts assessment of the requests for Newtown Ave Fest and Wilson Pop-up Fest and have found no adverse impacts to traffic for the requested recurring road closures. However, there are risks associated with blanket approval in terms of precedent setting that the Committee should consider in decision making.

Kōwhiringa | Options

14. Option 1: Agree to the temporary road closures
15. Option 2: Do not agree to the temporary road closures
16. Option 3: Agree to the temporary road closures with amendments noting that any changes to the proposed closures would result in a need to consult and will also require a traffic engineering assessment. Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

17. The proposed closures support Council's aspiration to maintain "a dynamic city and thriving suburban centres" which is an outcome from the Economic Wellbeing Strategy.

Engagement and Consultation

18. The City Events team has assessed the proposed closures and have confirmed their support.
19. Members of the public have been advised of the road closures and informed of their right to object.
20. Event organisers are working with resident groups where applicable, as well as community groups and local retailers.
21. The public notices advertising these proposed closures have been published via the following channels:
 - a) The Post
 - b) Social Media
 - c) Have Your Say
 - d) Facebook
22. Members of the public will also be advised of the road closures prior to the event via:
 - a) Advanced roadside event signage
 - b) Media releases
 - c) Council Website
 - d) Council's social media channels

Māori Impact Statement

23. There are no Te Tiriti o Waitangi implications.

Financial implications

24. Not Applicable

Legal considerations

25. The road closures are proposed in accordance with Schedule 10, clause 11e, of the Local Government Act 1974 and the Transport (Vehicular Traffic Road closure) Regulations 1965.
26. Schedule 10, clause 11e, of the Local Government Act 1974:

11 - The council may, subject to such conditions as it thinks fit (including the imposition of a reasonable bond), and after consultation with the Police and the New Zealand Transport Agency, close any road or part of a road to all traffic or any specified type of traffic (including pedestrian traffic)—

(a) while the road, or any drain, water race, pipe, or apparatus under, upon, or over the road is being constructed or repaired; or

(b) where, in order to resolve problems associated with traffic operations on a road network, experimental diversions of traffic are required; or

(c) during a period when public disorder exists or is anticipated; or

(d) when for any reason it is considered desirable that traffic should be temporarily diverted to other roads; or

(e) for a period or periods not exceeding in the aggregate 31 days in any year for any exhibition, fair, show, market, concert, film-making, race or other sporting event, or public function:

provided that no road may be closed for any purpose specified in paragraph (e) if that closure would, in the opinion of the council, be likely to impede traffic unreasonably.

11A - The council shall give public notice of its intention to consider closing any road or part of a road under clause 11(e); and shall give public notice of any decision to close any road or part of a road under that provision.

11B - Where any road or part of a road is closed under clause 11(e), the council or, with the consent of the council, the promoter of any activity for the purpose of which the road has been closed may impose charges for the entry of persons and vehicles to the area of closed road, any structure erected on the road, or any structure or area under the control of the council or the promoter on adjoining land.

Risks and mitigations

27. All safety risks for road closures are managed by way of an approved Traffic Management Plan.
28. Clause 11e of Schedule 10 of the Local Government Act, 1974 provides for road closures to facilitate any exhibition, fair, show, market, concert, film-making, race or other sporting event, or public function provided that the Council finds no unreasonable impact to traffic.
29. The Act does not prohibit multiple reoccurring requests being granted by the Council as a single approval.
30. Officers have undertaken the impacts assessment of the requests for Newtown Ave Fest and Wilson Pop-up Fest and have found no adverse impacts to traffic for the requested reoccurring road closures.
31. Officers have undertaken the impacts assessment of the requests for Newtown Ave Fest and Wilson Pop-up Fest and have found no adverse impacts to traffic for the

requested recurring road closures. However, there are risks associated with blanket approval in terms of precedent setting that the Committee should consider in decision making.

Disability and accessibility impact

32. Council officer works with event organiser to evaluate each event in terms of accessibility and ensure that appropriate changes to improve accessibility are incorporated into the Traffic Management Plan.

Climate Change impact and considerations

33. Each organiser is required to add their climate change consideration to their road closure impact report.

Communications Plan

34. Retailers affected by the road closures will be contacted by event organiser explain what is happening.

Health and Safety Impact considered

35. 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 Events team alongside the Traffic Management Plan to ensure that the event and associated road closures are managed safely.

Ngā mahinga e whai ake nei | Next actions

36. If the proposed road closures are approved, the event organiser will issue further communications advising of the approved closures, implement the approved Traffic Management Plan to run the event, and clean site.
37. Council officers will monitor the impact of the closures and undertake a debrief with the organise following the conclusion of the event.

Attachments

Attachment 1.	Thorndon Fair Impact  	Page 272
Attachment 2.	Thorndon Advert  	Page 275
Attachment 3.	Thorndon Fair Map  	Page 276
Attachment 4.	Polish Christmas Impact  	Page 277
Attachment 5.	Polish Advert  	Page 280
Attachment 6.	Polish Map  	Page 281
Attachment 7.	Beers at the Basin Impact  	Page 282
Attachment 8.	Beers at Basin Advert  	Page 302
Attachment 9.	Beers At Basin Map  	Page 303
Attachment 10.	Newtown Block Fest Advert  	Page 304
Attachment 11.	Newtown Block Fest1  	Page 306
Attachment 12.	Newtown Block Fest Map  	Page 307
Attachment 13.	Wilson Street Pop Up Advert  	Page 308
Attachment 14.	Wilson Street Pop Up  	Page 310
Attachment 15.	Wilson Street Pop Up Street View  	Page 311
Attachment 16.	Newtown Block Fest Map2  	Page 312
Attachment 17.	Newtown Block Fest Impact  	Page 314
Attachment 18.	Newtown Block Fest Street View  	Page 317

REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

THORNDON FAIR SUNDAY 1 DECEMBER 2024 7AM TO 6PM

1. Description of Event

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

**The proposed road closures to vehicles, motorised scooters and cyclists, are as follows:
Thorndon Fair: Sunday 1 December 2024 7am to 6pm**

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

Please refer to the map attachment for further detail.

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

Climate Change

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

Encourage attendees to take public transport to and from the fair, promoted via social media channels, in information packs and on the event website.

Run a waste minimisation programme on the day of the fair. This includes information sheets on bins and volunteers to help encourage people to put their waste in correct bins.

Encourage environmental and climate conscious stall holders) i.e. e-bikes, second-hand clothing and repurposed items from jewellers to homeware).

Promote reusable shopping bags

Run a second handbook stall

They will continue to identify ways the fair can operate with less impact on the environment and climate.

REGULATORY PROCESSES COMMITTEE

2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 8 June 2024
- Social Media, Monday 11 June 2024
- Twitter, Monday 11 June 2024
- Facebook, Monday 11 June 2024
- Have your say, Monday 11 June 2024

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 **7.00am to 6.00pm on Sunday 1 December 2024**.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.

REGULATORY PROCESSES COMMITTEE

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- 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 Thorndon Fair on Sunday 1 December 2024, 7.00am to 6.00pm subject to an Alcohol Licence being obtained.

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

Public Notices

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 8 August 2024 to consider the following temporary road closure for an event,

Thorndon Fair

Sunday 1 December 2024 7.00am to 6.00pm

Road closed:

Tinakori Road, between Bowen street and Harriett street

Hill Street, between Tinakori Road and Selwyn Terrace

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 21 June 2024.

Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email

street.activities@wcc.govt.nz.

Wellington City Council

PO Box 2199, Wellington 6140
Wellington.govt.nz

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Event Name: Thorndon Fair

From: 1/12/2024 7:00:00 am

Until: 1/12/2024 6:00:00 pm

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

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

***POLISH CHRISTMAS MARKET
SATURDAY 16 NOVEMBER 2024 6.00AM TO 11.30PM***

RAIN DAY SUNDAY 17 NOVEMBER 2024 6.00AM TO 11.30PM,

1. Description of Event

The Dom Polski (Polish) house has been located at 257 Riddiford Street Newtown since 1956. The Polish Christmas Market has been held for the past few years and the overwhelming support for this market and the growing number of participants has led organisers to move the event outdoors and to hold it on the street. It is expected the market will add to the on-street vibrancy of Newtown and the market is supported by the Newtown Residents Association, an organisation with extensive experience in organising events such as the annual Newtown Festival.

The proposed road closures to vehicles, motorised scooters and cyclists, are as follows: Polish Christmas Market: Saturday 16 November 2024, 6.00am to 11.30pm with a potential rain day Sunday 17 November 2024 6.00am to 11.30pm.

- **Rhodes Street** (between Riddiford Street and Ferguson Street)
- **Arney Street** (all Arney Street)
- The outdoor market closes at 8.30pm

Please refer to the map attachment for further detail.

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

Climate Change

The organisers own strategy aligns with the Council's Te Atakura – First to Zero Plan and have put in place zero waste targets.

To achieve this:

- All food stalls are required to use compostable packaging. With an exception for stalls reuse of used packaging materials like bubble wrap.
- Encouragement of market goers to bring keep cups.
- Glass beer bottles are collected and reused by home brewing enthusiasts within the community.
- Christmas decorations made to decorate the market space are mainly made from recycled materials.
- All market waste is handled through organisers own waste stations.

2. Events Directorate Support

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

REGULATORY PROCESSES COMMITTEE

3. Proposal Notice and Consultation

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

- The Post, Saturday 15 June 2024
- Social Media, Tuesday 18 June 2024
- X, Tuesday 18 June 2024
- Facebook, Tuesday 18 June 2024
- Have your say, Tuesday 18 June 2024

This is a regular annual event and in 4 years there have been no issues.

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and Waka Kotahi (NZTA) will be notified by way of traffic management.

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: [Local Government Act 1974, Section 342, Schedule 10, clause 11\(e\)](#)

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

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from 6.00am to 11.30pm on Saturday 16 November 2024, Rain Day Sunday 17 November 2024.
- 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.

REGULATORY PROCESSES COMMITTEE

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- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Polish Christmas Market on Saturday 16 November 2024, 6.00am to 11.30pm. Rain Day Sunday 17th November 2024 6.00am to 11.30pm, subject to an Alcohol Licence being obtained.

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

Attachments

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

Prepared By*Maria Taumaa*.....
Maria Taumaa
Street Activities Coordinator



Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 8 August 2024 to consider the following temporary road closure for an event,

Polish Christmas Market

Saturday 16 November 2024 6.00am to 11.30pm

Rain Day Sunday 17 November 2024 6.00am to 11.30pm

Road closed:

Rhodes Street, between Riddiford Street and Ferguson Street

Arney Street, all of Arney street

The outdoor market closes at 8.30pm

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 28 June 2024.

Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email

street.activities@wcc.govt.nz

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

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



Event Name: Polish Christmas Market

From: 16/11/2024 6:00:00 am

Until: 16/11/2024 11:30:00

Event Details: Rain Day Sunday 17 November 2024 6.00am to 11.30pm

REGULATORY PROCESSES COMMITTEE

**Absolutely Positively
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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

BEERS AT THE BASIN

***MONDAY 18 NOVEMBER 2024 7PM TO TUESDAY 26 NOVEMBER 2024 TO 6.00PM
EVENT DAY SATURDAY 23 NOVEMBER 2024***

1. Description of Event

Beers at the Basin is a local summer festival that is now hosted at one of Wellington's most iconic venues, the Basin Reserve. 'Beers' is an event showcasing some of the best craft breweries, local wineries, street food and music that NZ has to offer. Visitors attend from all around the region and NZ wide, with an average demographic of 25 plus. The festival has become a mainstay of Wellington's summer calendar.

The proposed road closure days to vehicles, motorised scooters, and cyclists, are as follows:

Beers at the Basin: Monday 18th November 2024 7pm to Tuesday 26 November 2024 6pm.

- **Slip Lane** (between Buckle Street and Ellice Street)

The event day is Saturday 23rd November 2024 5am to 6pm, to days before and after enable set up and breakdown of the event.

Please refer to the map attachment for further detail.

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

Climate Change

In assessing the impact of the climate, the following has been considered, closing the slip lane will have a minimal impact on the flow of traffic within the area and not generate any increased pollution and greenhouse gas production. The roading capacity will not be diminished and there would be a minimal impact on walking and cycling within the area. With no added congestion there would be no increased emissions.

2. Events Directorate Support

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

3. Proposal Notice and Consultation

REGULATORY PROCESSES COMMITTEE

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

- The Post, Saturday 22 June 2024
- Social Media, Monday 24 June 2024
- Twitter, Monday 24 June 2024
- Facebook, Monday 24 June 2024
- Have your say, Monday 24 June 2024

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 has been one objection to this proposed road closure from Cycle Wellington, the slip lane closure is too long, considering the impact on pedestrians and cyclists. Attached to Impact Report.

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 7.00pm on Monday 18 November 2024 to Tuesday 26 November 2024 6.00pm. **Event Day Saturday 23 November 2024 5.00am, to 6.00pm.**
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.

REGULATORY PROCESSES COMMITTEE

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- 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.

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

Proposed road closure – Beers at the Basin – Cycle Wellington objection



021 296 2173
cyclewellington.org.nz
info@cyclewellington.org.nz
X: @CycleWgtn
Facebook: groups/cyclewellington

Objection to lengthy Basin Reserve slip lane closure for Beers at the Basin 2024 Cycle Wellington submission

This submission records our objection to the temporary road closure for Beers at the Basin 2024, to be considered by the Regulatory Processes Committee on Thursday 8 August 2024.

The slip lane closure is too long, considering the impact on pedestrians and cyclists

Our objection is due to the importance of the slip lane to this major cycling route - one of Wellington's busiest. The proposed closure of the slip lane lasts for 8 days. We recognise the need to set up and pack down for the event, but feel the slip lane could be kept open safely for the majority of this time.

Whenever the slip lane is closed, access between the Cambridge Terrace cycleway and the path around the outside of the Basin is also affected. Conflict occurs between people cycling this route and pedestrians crossing Kent Terrace - see circle highlight on image. Two directions of cyclists and two directions of pedestrians cross paths in a constrained space with utility pole obstacles. Note the opening in the fence in the image is usually closed around events.

This conflict is compounded when the sightline from the North is blocked by equipment inside the temporary fence, or banners mounted on the fence - see rectangle highlight on image.



1

Proposed road closure – Beers at the Basin – Cycle Wellington objection

Closing the Basin Reserve to cycling causes significant conflict

The call for objections relates specifically to the slip lane - but these road closure notices are the only publicity for upcoming closures of the Basin.

The East side shared path needs better management during Basin closures

People cycling around the outside of the Basin (East side shared path, the alternative route) often encounter hostility from pedestrians who are unaware this is an official shared path route. Some cyclists also travel too fast for this constrained environment.

Clear signage saying that cyclists are allowed, and encouraging all to share with care, would help here. More care should also be taken to avoid encroachment onto the already narrow path by event equipment and roadside signage.

Closures of the Basin Reserve itself should aim for shorter durations

Will the Basin Reserve itself also be closed to general access for the 8-day duration of this slip lane closure? We would like to see shorter closures due to the disruption caused. We note other significant events around Wellington often set up and pack down equipment within 1-2 days compared to the 4 day setup and 4 day pack down that seems to be the case here.

People on bikes can still safely use a single side of the inner Basin path while the other side and the grass area are closed for pack down work - as recently done during fence work.

About Cycle Wellington

Cycle Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we've worked constructively with local and central government, Waka Kotahi, businesses, and the community on a wide variety of cycle projects. We represent almost 7,000 members and supporters.

Nā mātou noa, nā Cycle Wellington

5 July 2024

Maria Taumaa

From: Maria Taumaa
Sent: 08 July 2024 11:57
To: Jim Burgess
Cc: Maria Taumaa; Damien - Arada Promotions LTD; Sean Woodcock
Subject: road closures basin reserve
Attachments: BASIN Cycleway TMP 2024.pdf; A3 Shared Pathway.pdf

Good Morning James

Q:what the arrangement will be for cycles to get past the slip lane, to move between the Kent/Cambridge central path and the path around the outside of the Basin

- Please see the map and aerial photos attached with the yellow dotted line indicating the pathway.

Q:whether there will be additional signage confirming to users of the path around the outside of the Basin that both pedestrians and cyclists can share the path (with care of course)

- 4 signs can be installed around the eastern side of the Basin Reserve. See attached.

Q:whether the inner Basin Reserve path itself will be closed to cycles for the same time period or another period

- yes correct. There is usually signage erected prior to indicate the dates the Basin is closed (on all entry points) + the use of the large electronic sign at the Basin which would display a similar message.
- This will be part of the traffic Management plan for this event.

Apologies for the delay in replying

Please confirm that you will be speaking at the Regs Committee and I will organise from this end.

thanx

Maria Taumaa

Street Activities Coordinator | Transport & Infrastructure | Wellington City Council

M 021 227 8077 E maria.taumaa@wcc.govt.nz | W Wellington.govt.nz |

In the office Tuesday and Wednesday

Work from Home Mon Thurs and Friday |

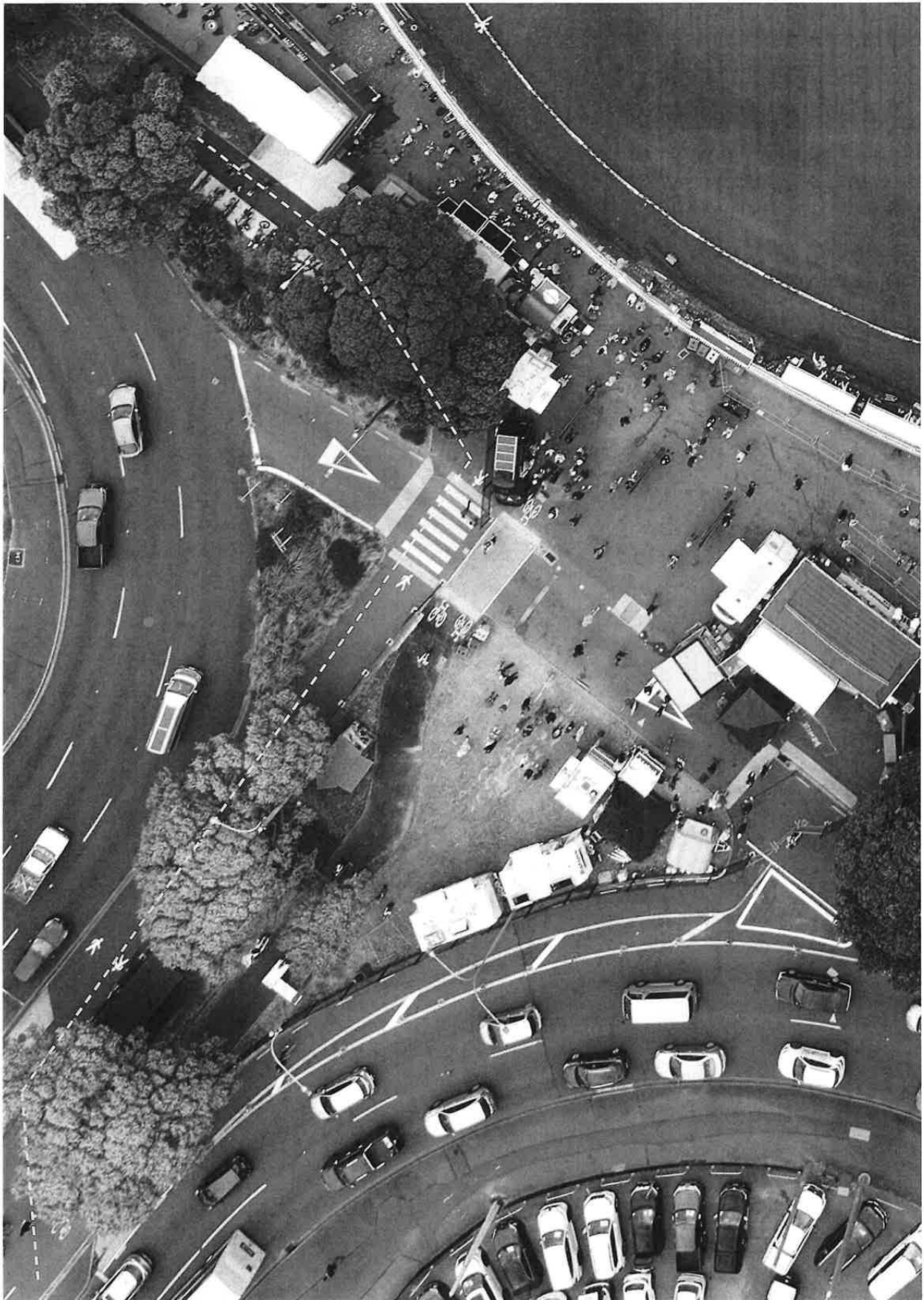
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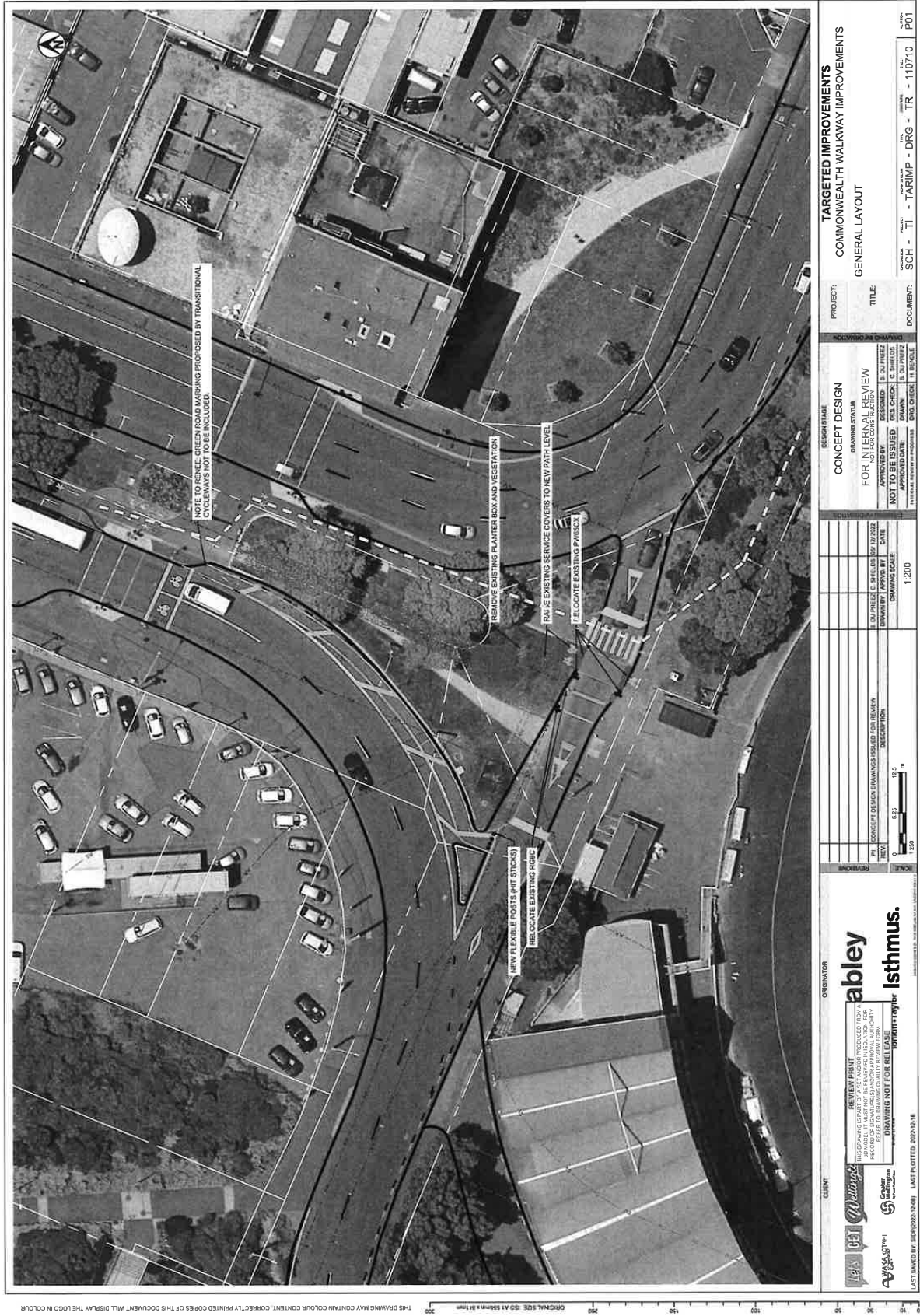
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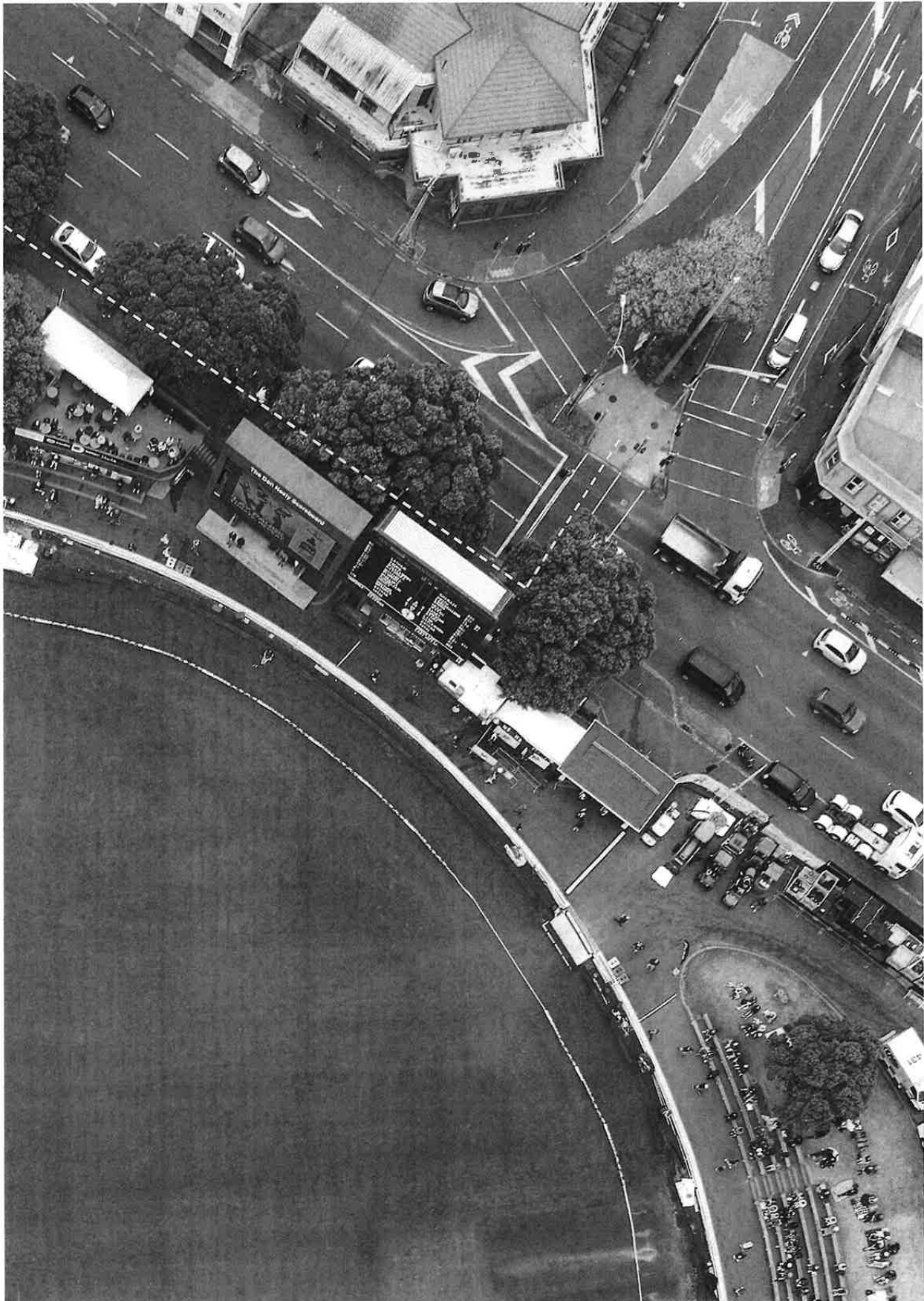
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SHARED PATHWAY

THE DOMINION POST

22 Jun 2024

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 8 August 2024 to consider the following temporary road closure for an event,

2024 Beers at the Basin

**Tuesday 19 November 2024 to Tuesday 26 November 2024
5.00am to 6.00pm**

Event day: Saturday 23 November 2024

Road closed:

Slip Lane, between Buckle Street and Ellice Street

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 5 July 2024.

Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email

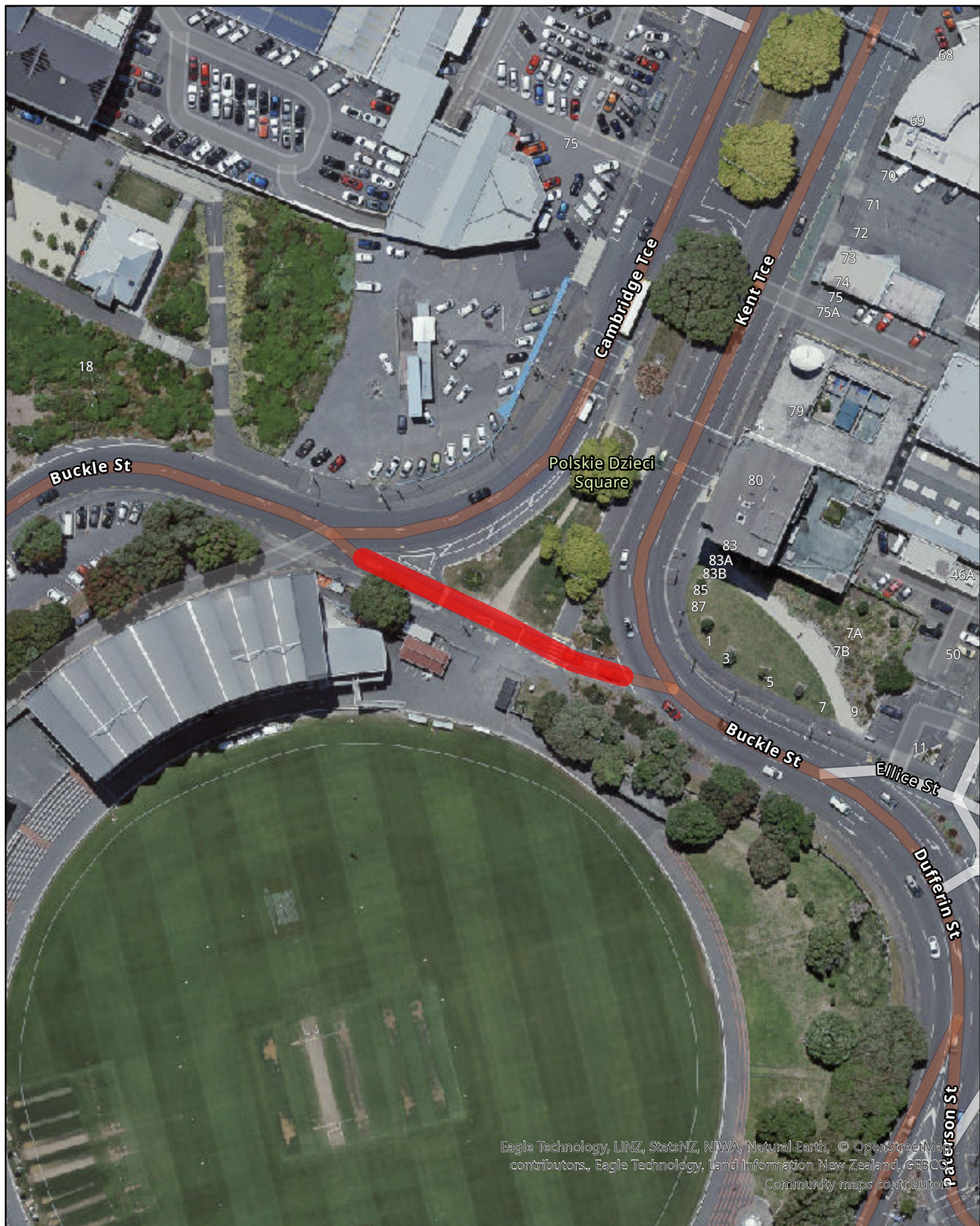
[**street.activities@wcc.govt.nz**](mailto:street.activities@wcc.govt.nz)

Wellington City Council

PO Box 2199, Wellington 6140
Wellington.govt.nz

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Event Name: Beers at the Basin

From: 18/11/2024 7:00:00 pm

Until: 26/11/2024 6:00:00 pm

Event Details: 5.00am to 6.00pm Event Day Saturday 23 November 2024

THE DOMINION POST
27 Jul 2024

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 8 August 2024 to consider the following temporary road closure for an event,

Newtown Avenue Block Fest

To occur between 6.00pm Friday - 8.00pm Sunday on the weekend in 2024 where the Saturday is:

7 September 2024
5 October 2024
2 November 2024
7 December 2024

In 2025 where the Saturday is:

1 February 2025
3 May 2025
7 June 2025

Road closed:

Newtown Avenue, front of Number 16 to front of number 24, a segment mid-block

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Wednesday 7 August 2024. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email street.activities@wcc.govt.nz.

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

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

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 8 August 2024 to consider the following temporary road closure for an event,

Wilson Street Pop Up

To occur between 6.00pm Saturday - 8.00pm Sunday on the dates listed below where the Saturday is:

7 and 21 September 2024

5 and 19 October 2024

2 and 16 November 2024

3 and 17 May 2025

7 and 21 June 2025 (21 June is Matariki long weekend)

Road closed:

Wilson Street, number 5 not including driveway to Riddiford Street including the off-street public carpark

Note: during this Wilson Street closure the open segment of this block of Wilson Street to Daniell Street becomes two-way.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Wednesday 7 August 2024. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email street.activities@wcc.govt.nz.

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

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Event Name: Newtown Avenue Block Fest

From: 1/02/2025 6:00:00 pm

Until: 7/06/2025 8:00:00 pm

Event Details: 3 Saturdays between the aforementioned dates: 1st Feb, 3rd May, 7 June



THE DOMINION POST
27 Jul 2024

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 8 August 2024 to consider the following temporary road closure for an event,

Newtown Avenue Block Fest

To occur between 6.00pm Friday - 8.00pm Sunday on the weekend in 2024 where the Saturday is:

7 September 2024
5 October 2024
2 November 2024
7 December 2024

In 2025 where the Saturday is:

1 February 2025
3 May 2025
7 June 2025

Road closed:

Newtown Avenue, front of Number 16 to front of number 24, a segment mid-block

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Wednesday 7 August 2024. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email street.activities@wcc.govt.nz.

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

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

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 8 August 2024 to consider the following temporary road closure for an event,

Wilson Street Pop Up

To occur between 6.00pm Saturday - 8.00pm Sunday on the dates listed below where the Saturday is:

7 and 21 September 2024

5 and 19 October 2024

2 and 16 November 2024

3 and 17 May 2025

7 and 21 June 2025 (21 June is Matariki long weekend)

Road closed:

Wilson Street, number 5 not including driveway to Riddiford Street including the off-street public carpark

Note: during this Wilson Street closure the open segment of this block of Wilson Street to Daniell Street becomes two-way.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Wednesday 7 August 2024. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email street.activities@wcc.govt.nz.

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

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Event Name: Wilson Street Pop-Up

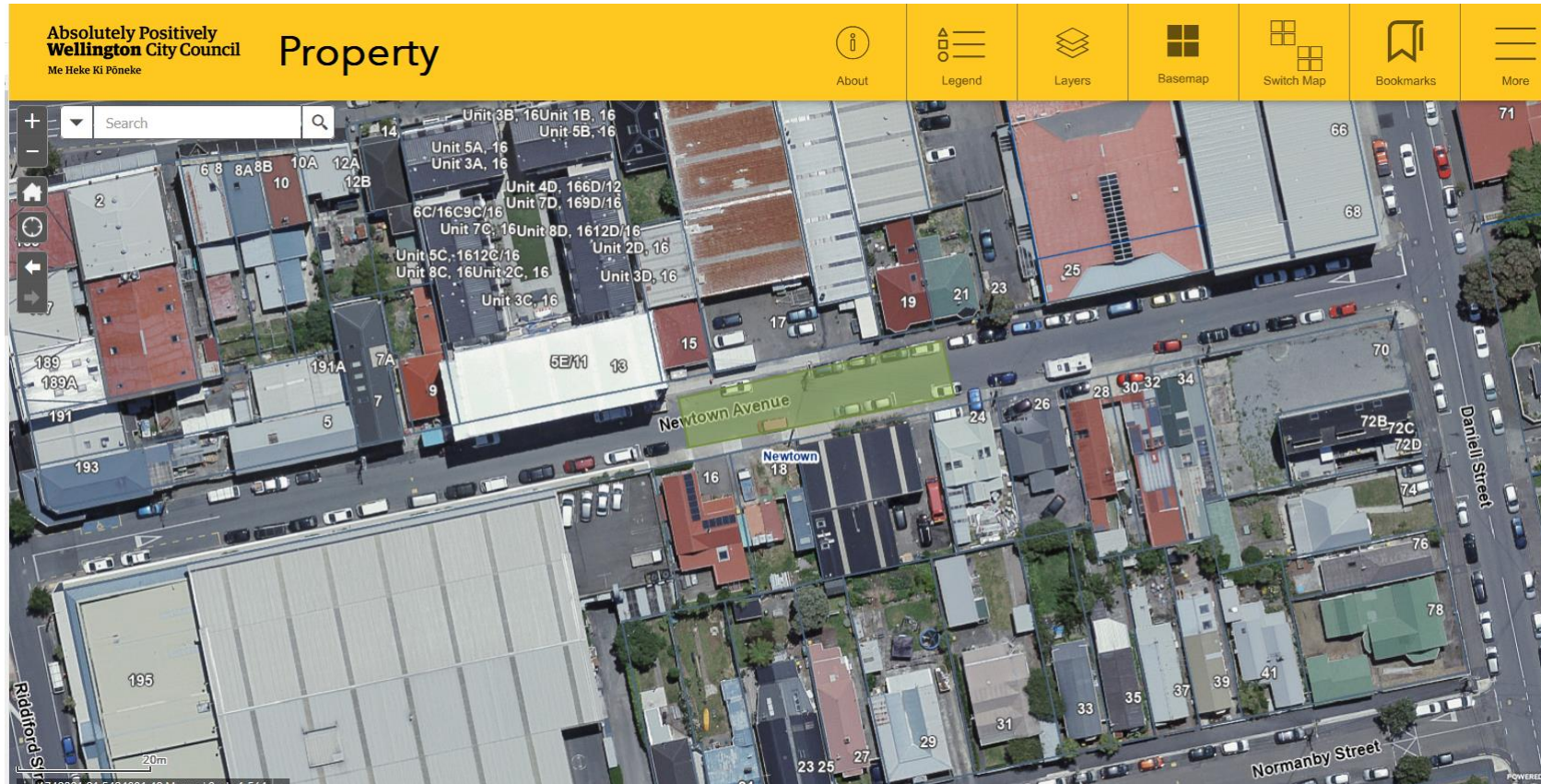
From: 7/09/2024 6:00:00 pm

Until: 21/06/2025 8:00:00 pm

Event Details: Between the Aforementioned dates on: 7th and 21st Sep, 5th and 19th Oct, 2nd and 16th Nov, 3rd and 17th May 2025, 7th and 21st June 2025



Dashed line represents the extent of the event





About



Legend



Layers



Basemap



Switch Map



Bookmarks



More



REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

***NEWTOWN AVENUE BLOCK FEST
TO OCCUR BETWEEN 6PM FRIDAY – 8PM SUNDAY ON THE WEEKENDS***

IN 2024:

***WHERE THE SATURDAY IS: 7 SEPTEMBER, 5 OCTOBER, 2 NOVEMBER AND 7
DECEMBER***

IN 2025:

WHERE THE SATURDAY IS: 1 FEBRUARY, 3 MAY AND 7 JUNE

1. Description of Event

This local pilot programme responds to the request from Mr Chung at Calibre Equipment. His local Newtown Business is at 17 Newtown Avenue, funds and runs a Special Licensed Street Lounge and the Stage here in Newtown Avenue on Newtown Festival Day. Mr Chung and his collaborative associates want to be able to stage their own public events and bring their vibrancy and creative activity to this small segment of side street at other times during the year.

Newtown Festival organiser has been asked to facilitate in making this application, assisting Mr Chung and his collaborators to stage their own outdoor events. Helping them create the chance for the public to gather and enjoy their community's street with a series of small scale free outdoor shows and indoor performance events that make use of his warehouse space and the gallery at 26 Constable Street which is the ground floor of 17 Newtown Avenue.

Mr Chung and his hospitality colleagues are experienced event organisers. They have requested the Newtown Festival organisers, organise this application where consent applies to a known location and dates each month. That way they can be responsive to circumstances and performance opportunities that arise and create an event with 4 or so weeks lead time. We see this regular monthly framework as a slightly more formal version of Waka Kotahi's local "Play Streets" initiative in order that these locals can decide to apply for a Special Licence associated with an upcoming event.

Newtown Block Fest: The proposed road closures to vehicles, motorised scooters, and cyclists, as follows: To occur between 6pm Friday – 8pm Sunday on the weekends in 2024 where the Saturday is: 7 September, 5 October, 2 November and 7 December and in 2025 where the Saturday is: 1 February, 3 May and 7 June.

- **Newtown Avenue** from the front of number 16 to number 24 (mid-block road closure)

Please refer to the map attachment for further detail.

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

Climate Change

Local businesses and local retailers will be aiming for zero waste, all aimed at minimising waste to landfill. Members of the public will be encouraged to use alternative transport to this event. Public

REGULATORY PROCESSES COMMITTEE

transport will not be affected by this road closure and there will be minimum disruption to other retailers outside this road closure.

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, Saturday 27 July 2024
- Social Media, Monday 29 July 2024
- Facebook, Monday 29 July 2024
- Have your say, Monday 29 July 2024

Consultation has been done with the businesses the closure is affecting, and the owners have requested to speak at the Regulatory Committee meeting. This closure will not affect any residents access to their properties due to this closure.

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and NZTA will be notified by way of 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 6pm Friday – 8pm Sunday on the weekend in 2024 where the Saturday is 7 September, 5 October, 2 November and 7 December and in 2025 where the Saturday is 1 February, 3 May and 7 June.

REGULATORY PROCESSES COMMITTEE

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

- 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.
- The landowner agrees to alcohol at the Newtown Avenue Block Fest, at the above dates and times, subject to an Alcohol Licence being obtained.

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



PROPOSED ROAD-STOPPING - 1B CONNAUGHT TERRACE, BROOKLYN

Kōrero taunaki | Summary of considerations

Purpose

1. This report to the Koata Hātepe | Regulatory Processes Committee asks the committee to recommend to Council that it stop and sell approximately 71 m² (subject to survey) of unformed legal-road land adjoining 1B Connaught Terrace (the Land). Refer to **Attachment 1** for the location plan.

Strategic alignment

2. This report concerns an operation, rather than strategic, matter.

Relevant previous decisions

3. Council previously approved the disposal of 1B Connaught Terrace at an Ordinary Meeting held on 1 May 2019.

[Link to applicable meeting agenda.](#)

[Link to applicable meeting minutes.](#)

Significance

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

Financial considerations

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

5. There are no significant financial considerations related to this recommendation. Any costs associated with the road-stopping and disposal of the Land will be recovered from the sale of the property.

Risk

Low Medium High Extreme

6. Overall, the road stopping process is considered to be low risk.

Author	Jacob Reese-Jones, Property Advisor
Authoriser	Sarah-Jane Still, Manager Property Advisory 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) Recommend to Council that it:
 - a. Declare that the approximately 71 m² (subject to survey) of unformed legal-road land (the Land) adjoining 1B Connaught Terrace (Lot 3 DP 10337, held on ROT 742999) is not required for a public work and is surplus to Council's operational requirements.
 - b. Agree to dispose of the Land.
 - c. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.
- 3) Note that if objections to the road stopping process are received, a further report will be presented to the Regulatory Processes Committee for consideration.

Whakarāpopoto | Executive Summary

7. Wellington City Council (Council) is looking to stop and sell legal-road land adjoining 1B Connaught Terrace. The approximately 71 m² of legal-road land (the Land) proposed to be stopped and sold is shown outlined in red on **Attachment 2**.
8. Relevant Council business units have been consulted. All support the proposal subject to standard conditions (where applicable).
9. Utility plans have been acquired and examined. The utility services shown on these plans do not appear to conflict with the proposed stopping.
10. Initial consultation letters were sent to the adjoining neighbours.
11. If the Council agrees with the recommendations of the Regulatory Processes Committee, the road stopping will then be publicly notified. At that time, any neighbours, organisations, or any other members of the public will have the opportunity to make a submission.

Takenga mai | Background

12. The legal description for 1B Connaught Terrace is Part Lot 3 DP 10337, held on Record of Title 742999.
13. 1B Connaught Terrace is located on the southern side Connaught Terrace and rises steeply from the edge of the formed carriageway. It contains vegetation and small trees at the street edge. Refer **Attachment 3** for views at street level.
14. The adjoining land at 1B Connaught Terrace was approved for disposal by Council in 2019 and was placed on the open market in September 2023, however no tender offers received were accepted, and the site remained in Council ownership.

15. By road-stopping the Land and amalgamating it with the adjoining 1B Connaught Terrace, it is believed that this will increase the appeal and value of the whole site and increase the likelihood of the site being successfully disposed of.

Kōrerorero | Discussion

16. The Land spans the entire width of the 1B Connaught Terrace frontage. The Land's northern (top) boundary aligns with the existing frontage boundary of 1 Connaught Terrace to the northwest, running down to the current boundary with 32 Pearce Street to the south.
17. Advisors from Council's Transport Network Team have confirmed the Land is not required for future road widening or public access purposes. They supported the proposal by specifying the exact stopping area.
18. Should the road stopping proposal be successful, the Land will be amalgamated on the same title of the adjoining 1B Connaught Terrace.
19. Road stopping is provided for under Sections 319 and 342 and the Tenth Schedule of the Local Government Act 1974 (LGA).
20. The Council, under Section 40 of the Public Works Act 1981 (PWA), "shall endeavour" to dispose of any land not required for the public work for which it was taken, and which is not required for any public work.
21. The Council is the owner of the adjacent land at the 1B Connaught Terrace. Disposal of the Land to any other party but Council would be unrealistic as it would result in road access issues to 1B Connaught Terrace. Therefore, the Council is considered to be the only appropriate owner of the Land. Section 345 of the LGA provides Council with the statutory power to dispose of stopped road to the adjoining owner. This will be further considered and confirmed as part of the Section 40 PWA offer-back investigation officers will undertake should this proposal be approved (see Next Actions).
22. Relevant Council business units have been consulted, and none wish to retain the Land.
23. Council officers consulted with Herenga ā Nuku | Outdoor Access Commission and gave them the opportunity to comment on road stopping proposal early in the process. The Commission raised no public-access issues relating to the proposal for this road stopping adjoining 1B Connaught Terrace, Brooklyn.
24. As is normal practice in the early stages of the road stopping process, officers have written to the adjoining property owners to notify them that Council is considering proceeding with a road stopping on a neighbouring site. All adjoining owners will be consulted again when formal public consultation is carried out later in the road stopping process.

Kōwhiringa | Options

25. Approve the recommended option.
26. Reject the recommended option. The land at 1B Connaught Terrace would remain in Council ownership and would be taken to market as is, potentially resulting in lower offers on the property.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

27. The recommendations of this report are consistent with the Council's Road Encroachment and Sale Policy 2011.
28. Council's Financial and Infrastructure Strategy 2021-2051 contemplates the sale of surplus land to repay borrowings, unless specified by a Council resolution.

Engagement and Consultation

29. Letters were sent in October 2023 to the relevant adjoining property owners, notifying them that Council was beginning the process to stop an area of legal-road land adjoining the property.
30. These neighbouring owners will be consulted again when the formal public consultation is carried out later in the road stopping process, and they will have an opportunity to enter a written submission if they so choose.

Māori Impact Statement

31. This road stopping proposal was sent to our Tākai Here partners for their information and comment in November 2023. Both partners were also communicated with in mid-2023 in relation to Council disposing of the land on the open market. There has been no response to date but when consulted in 2017 on the same property, Taranaki Whānui had no objection to the proposed disposal.
32. The land is located within proximity of the Waitangi Stream, which is identified in the District Plan as a Site of Significance for Taranaki Whānui and is located approximately 20m from the Land, on the opposite side of the street in the Wellington Town Belt. The District Plan did not identify any nearby Site of Significance for Ngāti Toa. Should a site or area of significance be identified in the future, we will re-engage with our partners to ensure that the appropriate tikanga and protocols are upheld.
33. There will be additional opportunity for iwi to provide comment on the proposed road-stopping during the public notice period.
34. Given the nature of this road stopping proposal, all the information gathered and examined officers believe that this road-stopping will have limited to no impact on Māori.
35. Further opportunity for comment or opposition to the road-stopping will be available during the public notification phase of the process.

Financial implications

36. There are no significant financial considerations related to this recommendation. Any costs associated with the road-stopping and disposal of the Land will be recovered from the sale of the property.
37. The proceeds of the disposal will be used to reduce or offset Council's borrowings.

Legal considerations

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

Risks and mitigations

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

Disability and accessibility impact

40. There are no known accessibility impacts for this road stopping.

Climate Change impact and considerations

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

Communications Plan

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



Health and Safety Impact considered

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

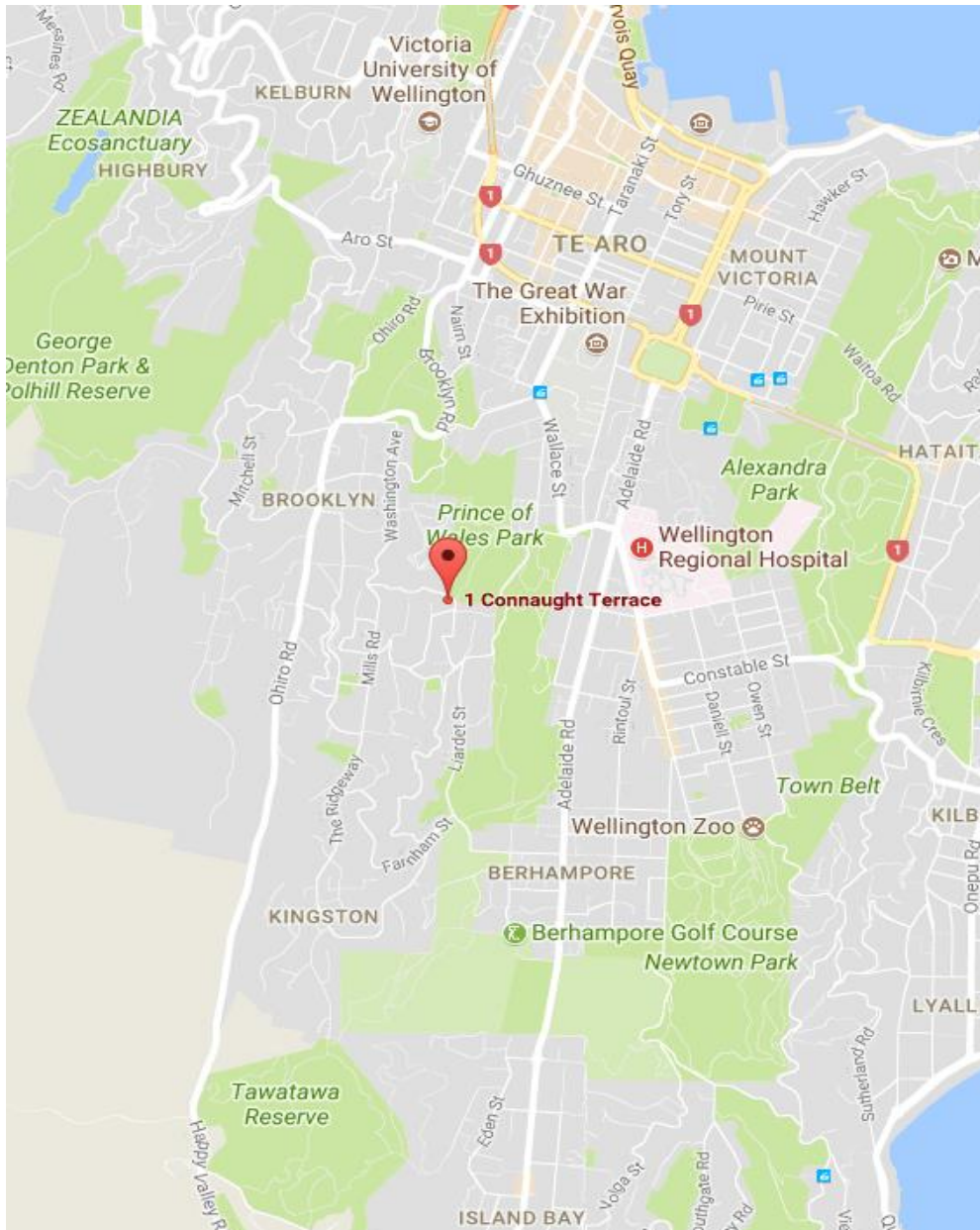
Ngā mahinga e whai ake nei | Next actions

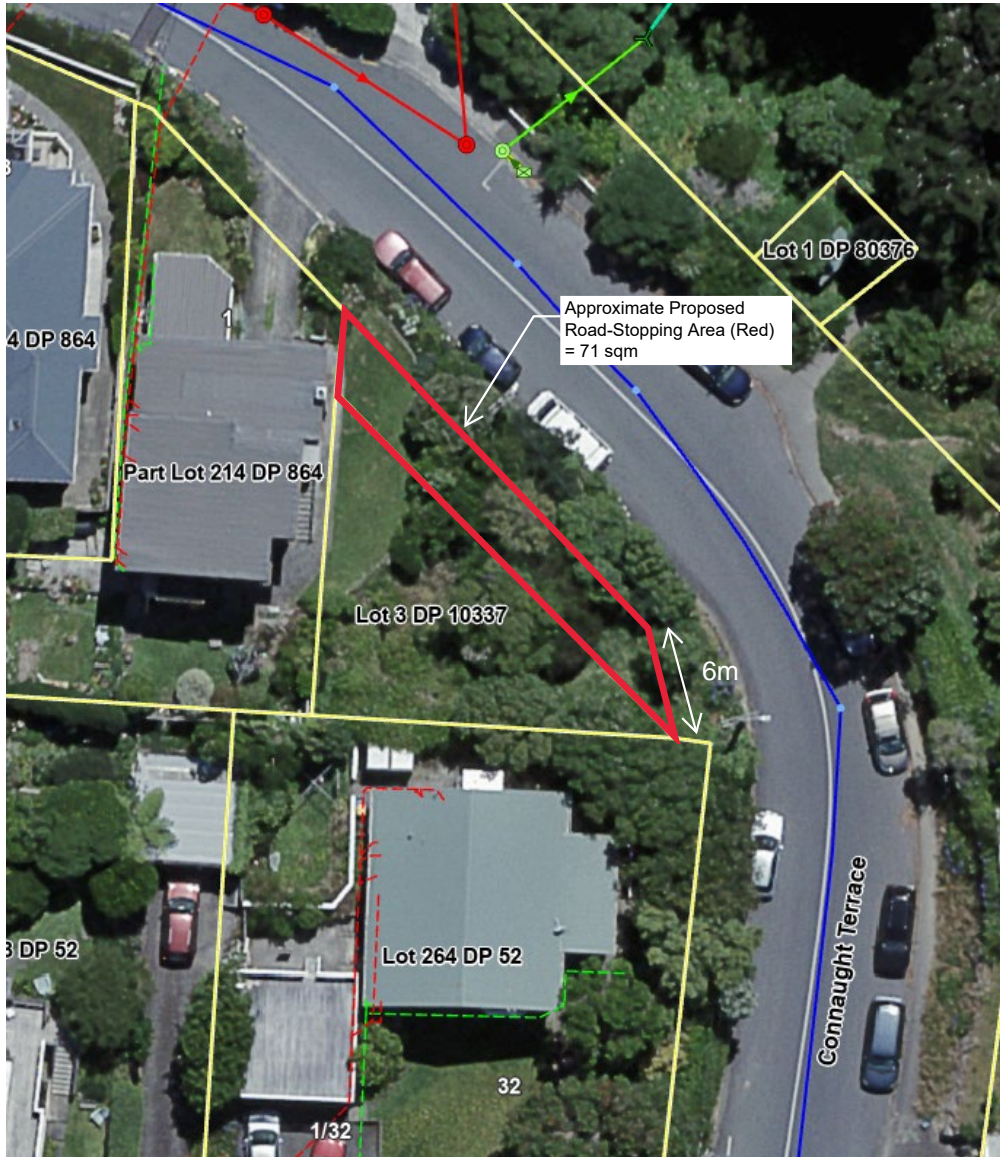
44. The proposed next steps, subject to the Council's approval of the recommended option, are to:
- a) Conclude a Section 40 PWA investigation.
 - b) Prepare a Survey Office Plan.
 - c) Begin the public-notification process.

Attachments

Attachment 1.	Location Plan ↓ 	Page 324
Attachment 2.	Aerial - Proposed Road-Stopping Area ↓ 	Page 325
Attachment 3.	Road Frontage - 1B Connaught Terrace ↓ 	Page 326

Location plan







Road frontage of 1B Connaught Terrace, Brooklyn – facing south.



Road frontage of 1B Connaught Terrace, Brooklyn – facing west.

1. NAME FOR PRIVATE RIGHT-OF-WAY OFF JOHN SIMS DRIVE, BROADMEADOWS

Kōrero taunaki | Summary of considerations

Purpose

1. This report recommends a name for a private right-of-way off John Sims Drive in Broadmeadows.

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include:
 - Community outcomes: Cultural Wellbeing - A welcoming, diverse and creative city; Social Wellbeing - A city of healthy and thriving whānau and communities; Economic Wellbeing - An innovative business friendly city; Urban Form - A liveable and accessible, compact city.
 - Strategic approaches: Integrating te ao Māori; Making our city accessible and inclusive for all; Engaging our community; Value for money and effective delivery.
 - Priorities: Invest in sustainable, connected and accessible community and recreation facilities; Celebrate and make visible te ao Māori across our city.

Significance

3. The decision is rated medium significance in accordance with schedule 1 of the Council's Significance and Engagement Policy. The relevant criteria in the Council's Significance and Engagement Policy (June 2018) are: Importance to Wellington City: Legislative requirements in relation to addressing for wayfinding will be met by the recommendation here. Community interest: Targeted engagement with pertinent stakeholders was undertaken. These included mana whenua via Mataaho Aronui, the developer, and the Onslow Residents' Community Association (ORCA). Consistency with existing policy: The recommendation is consistent with the provisions of the 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

Risk

Low Medium High Extreme

4. Naming this right-of-way (ROW) reduces risk for people and/or property if an adverse event occurs. The uniqueness of the recommended name within the Wellington region will reduce the potential for an avoidable delay if emergency services need to locate a property in this ROW.

Author	Carline Thomas, Land & Customer Information Advisor
Authoriser	Alison McGray, Team Leader Information Management Support James Roberts, Chief Operating Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information;
2. Agree to name the private right-of-way in Broadmeadows off John Sims Drive, **Wineberry Way** (F Plan 3132 refers).

Whakarāpopoto | Executive Summary

5. A private right-of-way (ROW) off John Sims Drive in Broadmeadows is being further developed. It now needs to be named to enable addresses to be allocated to the properties gaining access from this right-of-way.
6. **Wineberry Way** is recommended as the name of this ROW.
7. All identified stakeholders support this name.

Takenga mai | Background

8. The provisions of the Council's [Naming Policy: Te Māpihi Maurea](#) are relevant. It stipulates that addresses should ideally be unique within the greater Wellington region.
9. The Australia / New Zealand Standard AS/NZS 4819:2011 guides the allocation of address numbers. Addresses are allocated to enable wayfinding.
10. This is important because duplicate names in a region can cause confusion with regards to wayfinding, particularly where territorial authorities are adjacent to each other. Avoidable delays for emergency services are reduced where addresses are unique and unambiguous. Territorial authorities within the region have committed to avoiding the duplication of road/street names where possible.
11. The Greater Wellington Regional Council (GWRC) keeps a register of road names in the region that are either in use or reserved for use. They have confirmed **Wineberry Way** is unique in the region.

Kōrerorero | Discussion

12. Consultation with mana whenua was facilitated by the Council's Mataaho Aronui team. The developer and the Onslow Residents' Community Association (ORCA) were also consulted.
13. The name **Wineberry Way** was proposed by the developer. In support of the name the developer has said: *"This is my first preferred name. I will plant plenty of Wineberry along the accessway."*
14. The Herb Federation of New Zealand notes the wineberry to be indigenous to New Zealand. It is an important Rongoa herb, used medicinally, and the plant can also be used variously as a food, wine, and dye. Native birds, such as the tūī and kererū, feed on the berries and leaves.

15. The proposed name is unique within the greater Wellington region. The te reo Māori name for the wineberry plant is makomako, or mako, however there is already a Makomako Road in Brooklyn and a Mako View in Titahi Bay, in Porirua.
16. Mataaho Aronui have endorsed **Wineberry Way** for the ROW off John Sims Drive, “not to shift away from increasing the visibility of te reo Māori names across the city, [but to] recognise the value developers play in this process as well. Mataaho Aronui is working on identifying opportunities where the visibility of te reo Māori could be realised”.
17. The recommended name will potentially contribute to the commitment of Tūpiki Ora to the re-indigenisation of our spaces and places by sparking discussion about the te reo Māori name for, and customary use of, the wineberry. Such discussion may in turn prompt curiosity about te reo names of flora and fauna.
18. ORCA have advised they support the name recommended here.

Kōwhiringa | Options

19. Options available to the Regulatory Processes Committee include resolving to name this private ROW, **Wineberry Way**, as per the recommendation. Stakeholders are happy for this name to be used.
20. The proposed name will indirectly promote the taonga that is te reo Māori, and the principles of the Council’s Tūpiki Ora: Māori Strategy and Te Tauihu: Te Reo Māori Policy. It fulfills the provisions of Section 10 of the Local Government Act 2002, particularly S10(1)(b), in respect of the promotion of the “cultural well-being of communities in the present and for the future”.
21. Alternatively, the Committee could reject the recommended name. Consultation to identify an alternative name would then commence.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council’s strategies and policies

22. The recommended name meets the provisions of relevant legislation, policies, and standards. Paragraphs 6, 7, 8, 9, 15, and 18 outline the alignment of the recommended name with these, as do paragraphs below.

Engagement and Consultation

23. 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 consultation in respect of the recommended name has had “regard to the views of the community and those affected by the decision” (p. 171).
24. Stakeholders consulted in this matter were mana whenua through Mataaho Aronui, the developer, and the Onslow Residents’ Community Association. 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. Attachment 1, F Plan 3132, refers.

Implications for Māori

25. Mana whenua were consulted with regards to naming this ROW, provided by Mataaho Aronui.
26. The recommended name meets the provisions of Council's Tūpiki Ora: Māori Strategy and Te Tauihu: Te Reo Māori Policy in respect of the principles outlined in these documents. It will promote the taonga that is te reo Māori in Wellington by prompting discussion exploring the te reo Māori names and use of indigenous flora.

Financial implications

27. No financial implications have been identified that are pertinent to this matter.

Legal considerations

28. Allocation of road names is a statutory function of Council under Section 319A of the Local Government Act 1974. Naming roads and right-of-ways permits the allocation of addresses according to the Local Government Act 1974 (S319(b)) and the Addressing Standard AS/NZS 4819:2011.
29. 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 right-of-ways meets the provisions of Section 10(1)(b) of the Local Government Act 2002.

Risks and mitigations

30. 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 departs from the guidelines in the Naming Policy: Te Māpihi Maurea.

Disability and accessibility impact

31. No impacts in respect of disability or accessibility have been identified, other than that naming this ROW will facilitate wayfinding for visitors to the area. This will assist caregivers and emergency services to readily locate the home of anyone needing assistance living in this ROW.

Climate Change impact and considerations

32. No impacts or considerations in respect of climate change have been identified.

Communications Plan

33. An extensive notification list includes Land Information New Zealand, Fire Emergency New Zealand (FENZ), New Zealand Post, and courier services.
34. Stakeholders will be advised of the Committee's decision and given a link to the minutes of the meeting.

Health and Safety Impact considered

35. Health and safety for residents and the general public will be facilitated by naming this ROW, particularly since the proposed name will be unique within the Wellington region.


Ngā mahinga e whai ake nei | Next actions

36. Once named, the addresses of properties in this ROW will be allocated according to the principles of the Addressing Standard AS/NZS 4819:2011. Signage showing the name will be displayed as appropriate. Relevant parties to whom the name and addresses of properties in the ROW will be notified include the developer, Land Information New Zealand, FENZ, and New Zealand Post.
37. Should the Committee reject the recommendation here, then the consultation process will recommence.

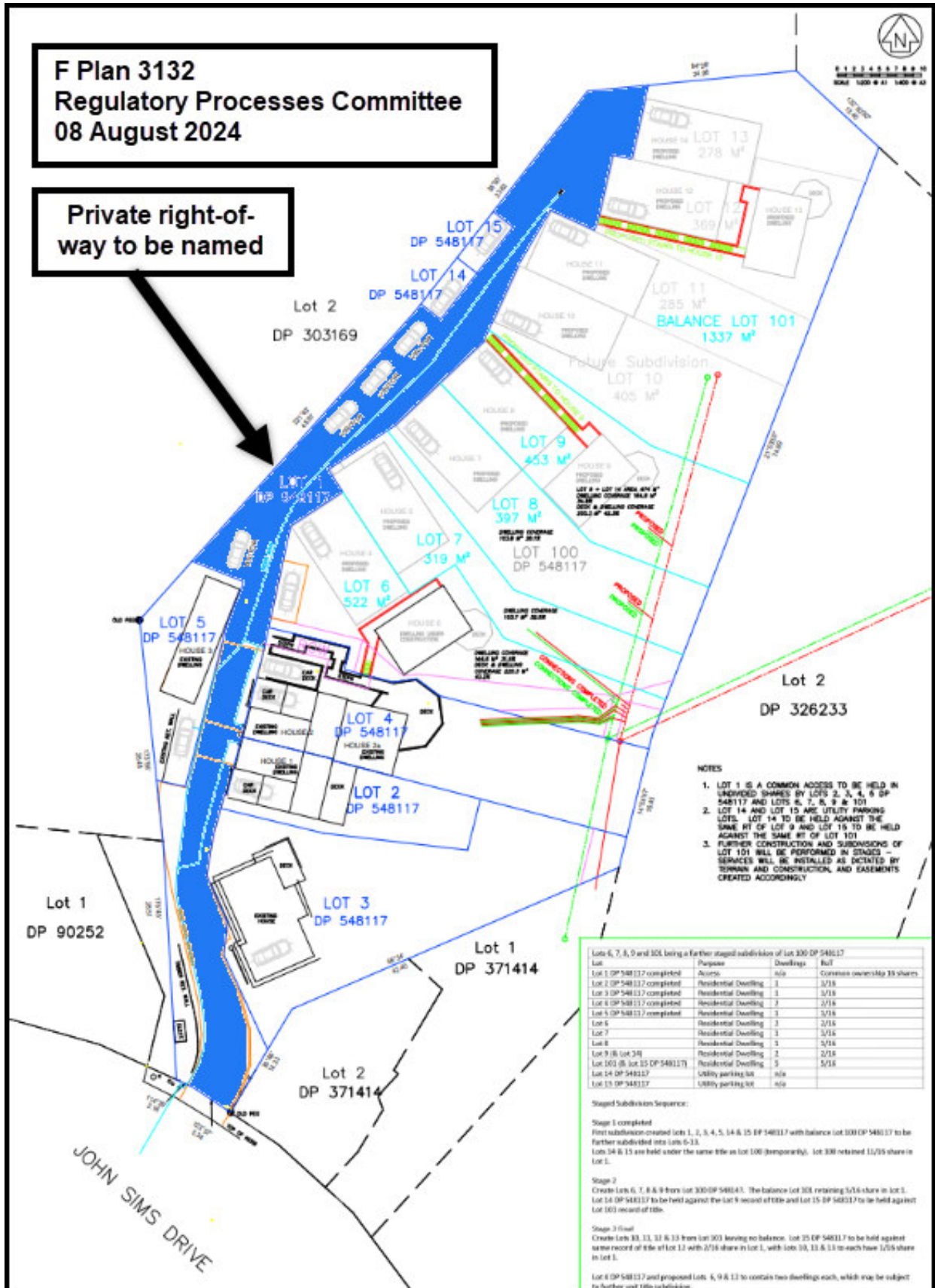
Attachments

Attachment 1. F Plan 3132 [↓](#) 

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Attachment 2. Location of Right-of-Way [↓](#) 

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Local Maps Print



July 18, 2024

Disclaimer:

The use of any land or property information in OneMap is entirely at the user's own risk and discretion. Wellington City Council does not give any warranty that any information contained is accurate or complete. The Council does not accept any responsibility or liability for any action taken, or omission made, in reliance on information obtained from OneMap.

Data Statement:

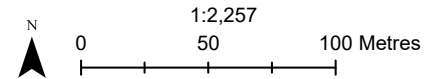
Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its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

Property Boundaries Accuracy:

+/- 1m in urban areas
+/- 30m in rural areas

Data Source:

Census data - Statistics NZ.
Postcodes - NZ Post.



Absolutely Positively
Wellington City Council
Me Heke Ki Poneke

NEW COMMUNITY RECREATION LEASES AND LICENCE

Kōrero taunaki | Summary of considerations

Purpose

1. This report requests Koata Hātepe | Regulatory Processes Committee:
 - Approve a new premises and ground lease for Oriental Rongotai Football Club at the Polo Ground, Miramar, subject to public consultation;
 - Approve officers to commence public consultation on a new licence for the Island Bay and Berhampore Community Orchard Trust located on Wellington Town Belt land known as the Golf Links/Mt Albert Management area;
 - Refer the new premises lease for Olympic AFC on Wellington Town Belt land to Te Kaunihera o Pōneke | Council for final approval, following completed public consultation.

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include: Engaging our community; Social Wellbeing - A city of healthy and thriving whānau and communities.

Relevant previous decisions

3. In 2003, a new ground and premises lease was approved for Oriental-Rongotai Football Club.
4. In 2015, a new licence was approved for Island Bay and Berhampore Community Orchard.
5. On 4 April 2024, public consultation for the new lease for Olympic AFC was approved

Significance

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

Financial considerations

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

Risk

- Low Medium High Extreme

Authors	Sarah Sullivan, Business Support Officer Parrish Evans, Community Recreation Leases Advisor
Authoriser	Sanjay Patel, Sports and Clubs Partnership Lead Paul Andrews, Manager Parks, Sports & Rec James Roberts, Chief Operating Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information;
- 2) Approve a new premises and ground lease for Oriental Rongotai Football Club for five years with one renewal term of five years;
- 3) Agree that officers commence public consultation for Island Bay and Berhampore Community Orchard Trust for five years with one right of renewal of five years;
- 4) Recommend that Te Kaunihera o Pōneke | Council (as required under the Wellington Town Belt Act 2016) approve the new premises lease for Olympic AFC.

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 occupation licence. 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

7. The Leases Policy for Community and Recreation Groups (Leases Policy) sets out the Council's role in granting leases and licences on Council-owned land and/or buildings on Wellington Town Belt or reserve land.
8. 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:

- Oriental-Rongotai Football Club Incorporated ("ORFC") located at the Polo grounds, Miramar for both a ground lease and a premises lease
Officers recommend a term of five-year with one renewal term of five years. for the gymnasium and clubrooms space.
- Island Bay and Berhampore Community Orchard Trust ("IBBCOT"), located at Martin Luckie Park, adjacent to 599 Adelaide Road. Officers recommend a term of five years with one renewal term of five years.
- Olympic AFC situated at 572 Adelaide Road, Berhampore. On 4 April 2024, the Koata Hātepe | Regulatory Processes Committee resolved that Council Officers commence public consultation.

Public consultation concluded on 20 May 2024, during which no submissions were received.

Officers request that Koata Hātepe | Regulatory Processes Committee recommend that Te Kaunihera o Pōneke | Council approve the leases as outlined in the 4 April 2024 Committee meeting minutes ([Minutes of Koata Hātepe | Regulatory Processes Committee - 4 April 2024](#))

Takenga mai | Background

Oriental-Rongotai Football Club (“ORFC”)

9. ORFC has been based at the Polo Ground since the 1960s following the merger of Rongotai College Old Boys and Oriental Football Club. The club’s gymnasium is used for rugby training, while the Council’s building serves as a social clubroom. These facilities are utilised year-round by the club. The club owns the floodlights in the park, which are used for training purposes. With a membership of 500, ORFC fields men’s and women’s senior rugby teams, junior rugby teams, and netball teams.
10. In the last decade, the Club collaborated with Miramar Softball Club, who also lease space in the same clubrooms to establish a sports hub operated by a single entity (“Polo Ground Community and Sports Centre Incorporated”) and were supported by Council in this endeavour. Prohibitive costings for the sports hub upgrade obtained in 2022 have subsequently seen this project, and the joint entity disbanded. The committees of both clubs continue to hold a positive working relationship, and officers support the clubs with their separate aspirations at Polo Ground. The ORFC clubrooms have recently undergone renovations and upgrades to make this space more inviting and to encourage greater community use.

Island Bay and Berhampore Community Orchard (“IBBCOT”)

11. IBBCOT, are a registered charitable trust established in 2010 with the planting of its first fruit trees, the orchard expanded in 2014 to include beehives and a vegetable garden. This year, the orchard has been selected as a pilot location for a community compost hub managed by Kaicycle. Additionally, community members have engaged in predator trapping with the support of Predator Free.
12. The trust holds three trustee meetings per year, along with an Annual General Meeting (AGM), and organises 15 working bees annually. The organisation has 30 regular volunteers, a number that has grown in recent years.

Olympic AFC

13. Olympic AFC, a football club, have been based at 572 Adelaide Road since 2013. The clubhouse is owned by Council. The leased area is next to Wakefield Park, where the club often trains and plays. The leased area comprises of upstairs and downstairs clubroom lounges, kitchen, bathrooms, and changing rooms. The clubrooms are utilised year-round by the club. Olympic AFC has 260 members, 80 of which are juniors. The relatively low number of junior members may diminish the club’s sustainability in the long term, and on this basis officers recommend a term of five years plus one renewal of five years.

Legislative Compliance

14. The proposed lease for ORFC is on recreation reserve land, and as such must be consistent with the purpose this type of land under the Reserves Act 1977. Leases for clubrooms and rugby training meets this purpose.
15. The proposed licence for IBBCOT and lease for Olympic AFC are on Wellington Town Belt land, and as such must be consistent with the Wellington Town Belt Act 2016 as a public recreation ground. Both community groups meet these requirements.

Lease Policy Compliance

16. 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*

ORFC and IBBCOT provide recreational activities that offer opportunities for the public to participate in, promoting the healthy well-being of the community.

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

ORFC are an incorporated society and IBBCOT a registered charitable trust.

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

ORFC and IBBCOT have strong membership numbers for their activities and have a highly engaged membership base.

- 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*

ORFC have submitted information to officers' satisfaction to confirm they are in a financial position to maintain their leased areas to a suitable standard, and they have healthy cash reserves relative to the purpose of their organisation to deliver community sports activities.

IBBCOT operates with minimal expenses and has already capitalised on Stone Soup funding opportunities. Council Officers are comfortable that the group will be sustainable for the duration of the requested licence.

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

ORFC's gymnasium space is used by the club as well as Miramar Softball Club and local schools free of charge as an indoor training space. ORFC is investing in upgrading the clubrooms lounge to make the space more inviting for a range of community activities – this includes building an accessible entrance and improving heating and ventilation. ORFC has begun a partnership with the Miramar Maupuia Community Centre to increase casual utilisation of the clubrooms, by which the community centre coordinator is able to match up community groups with lease spaces for hire.

IBBCOT garden enjoys widespread use from both the well-established committee and enthusiastic gardeners, showcasing high levels of engagement.

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

All groups provide recreation activities and therefore a legitimate fit for recreation reserve land and Wellington Town Belt land.

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

Proposed lessees' memberships have remained steady or increased in the past few years.

Officers are satisfied that the proposed leases for ORFC and licence for IBBCOT meets the Lease Policy.

17. Public consultation for Olympic AFC proposed lease was conducted from 20 April 2024 to 20 May 2024 in accordance with the Leases Policy for Community and Recreation Groups and the Wellington Town Belt Act 2016. The process encompassed:
 - a) An advertisement inviting feedback published in the Public Notice section of The Post;
 - b) Letters sent to the Friends of the Town Belt;
 - c) A letter was sent to the Port Nicholson Block Settlement Trust and Ngāti Toa further to prior notification of the community recreation lease Forward Programme;
 - d) A notice inviting feedback on the proposed lease was also published on the “Have Your Say” section of the Council website.
18. Officers received no feedback from the public consultation period.
19. Based on this outcome, officers request that Koata Hātepe | Regulatory Processes Committee recommends that Te Kaunihera o Pōneke | Council approves the new leases as outlined in the paper presented on 4 April 2024. Minutes of which can be found here: [Minutes of Koata Hātepe | Regulatory Processes Committee - 4 April 2024](#)

Kōwhiringa | Options

Koata Hātepe | Regulatory Processes Committee has the following options for each organisation:

Oriental-Rongotai Football Club

20. Approve new lease for ORFC, subject to the outcome of public consultation (recommended); or
21. Decline new lease for ORFC, thereby ending the Lease Policy process (not recommended).

Island Bay and Berhampore Community Orchard

Koata Hātepe | Regulatory Processes Committee has the following options:

22. Approve the recommendation to commence the next steps in the lease process, being public consultation for new licence for IBBCOT (recommended); or
23. Reject officers’ proposal to commence public consultation for new licence for IBBCOT, thereby ending the Lease Policy process (not recommended).

Olympic AFC

Koata Hātepe | Regulatory Processes Committee has the following options:

24. Refer the new premises lease for Olympic AFC to Te Kaunihera o Pōneke | Council for final approval (recommended); or
25. Do not refer the premises lease for Olympic AFC 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

26. The proposed leases and licence align with the Leases Policy, Te Awe Mapara, Te Whai Organa Poneke, the Suburban Reserves Management Plan 2015, the Wellington Town Belt Management Plan 2018.

Engagement and Consultation

27. The approval process for new leases and licence is assessed as low significance per the Significance and Engagement Policy.
28. If the recommendations in this report are supported, officers will begin public consultation as per the Leases Policy, Reserves Act 1977, and Wellington Town Belt Act 2016 requirements, for ORFC and IBBCOT which will include:
- Letters to Mana Whenua.
 - Letters to relevant residents' groups.
 - Notice on WCC website "Have Your Say".
 - Notice in The Dominion Post newspaper.
29. 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.

Māori Impact Statement

30. There are many areas of cultural significance on Te Motu Kairangi near Polo Ground, such as Maupuia Pā. However, there are no specified sites of significance in the immediate vicinity of the proposed leased spaces.
31. The proposed Olympic AFC lease and IBBCOT licence areas are located near Tapu Te Ranga Marae land in Island Bay, an area of cultural significance to Taranaki Whānui as identified in the Draft District Plan. However, there are no specified sites of significance in the immediate vicinity of any proposed leased, or licensed spaces.

Mana whenua are aware that the proposed lease and licence is scheduled for review, further to prior notification of the community recreation lease forward programme.

Financial implications

32. There are no significant financial implications for Council for the proposed new lease and licence.

Legal considerations

33. The proposed lease and licence are consistent with the Reserves Act 1977 and Wellington Town Belt Act 2016.

Risks and mitigations

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

Disability and accessibility impact

35. None of the proposed leased buildings are currently fully accessible. This issue has been recognised by both the lessees and the Council, as noted in the Community Facility Network Plan. Council officers will collaborate closely with the lessees to explore and implement accessibility options as part of any future building renewal projects. Notably ORFC has recently constructed an accessible entrance to enhance the accessibility of the building.

Climate Change impact and considerations

36. The proposed leases and licence are for the continuation of an existing activity. There are no specific climate change impacts or considerations.

Communications Plan

37. Proposed leases and licence are publicly notified following the Leases Policy.

Health and Safety Impact considered









38. All applicants have submitted health and safety plans.

Ngā mahinga e whai ake nei | Next actions

Following approval, Officers will:

39. Commence public consultation on ORFC's proposed lease. If no sustained objections are received, then lease documentation will be drafted negotiated, and signed.
40. Commence public consultation on IBBCOT's proposed licence. The consultation results will be reported back to Koata Hātepe | Regulatory Processes Committee. If there are no sustained objections, officers will request the Committee to refer the proposed licence to Council for final approval. If Council approves, the occupation licence will be drafted, negotiated, and signed.
41. Refer the new lease for Olympic AFC to Te Kaunihera o Pōneke | Council for approval; and if Te Kaunihera o Pōneke | Council approves the lease for Olympic AFC, lease documentation will be drafted, negotiated, and signed.

Attachments

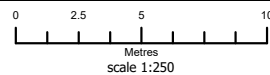
Attachment 1.	Oriental Rongotai Football Club (Premises Lease)  	Page 342
Attachment 2.	Oriental Rongotai Football Club (Ground Lease)  	Page 343
Attachment 3.	Island Bay Community Orchard Trust - Licensed Space Prior to 2014 Expansion  	Page 344
Attachment 4.	Olympic AFC  	Page 345



Lease Area (391m²)

**Polo Ground
Miramar**

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
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ORIGINAL MAP SIZE: A4
AUTHOR: Joya15
DATE: 12/07/2024

**Absolutely Positively
Wellington City Council**
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Path: Z:\Open_spaces_and_environment\Parks_GIS_Staff(Sy)\Leases\Leases.aprx

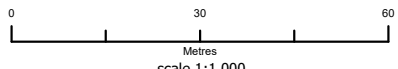


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Polo Ground Miramar

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.

- Floodlight
- Gymnasium(547m²)

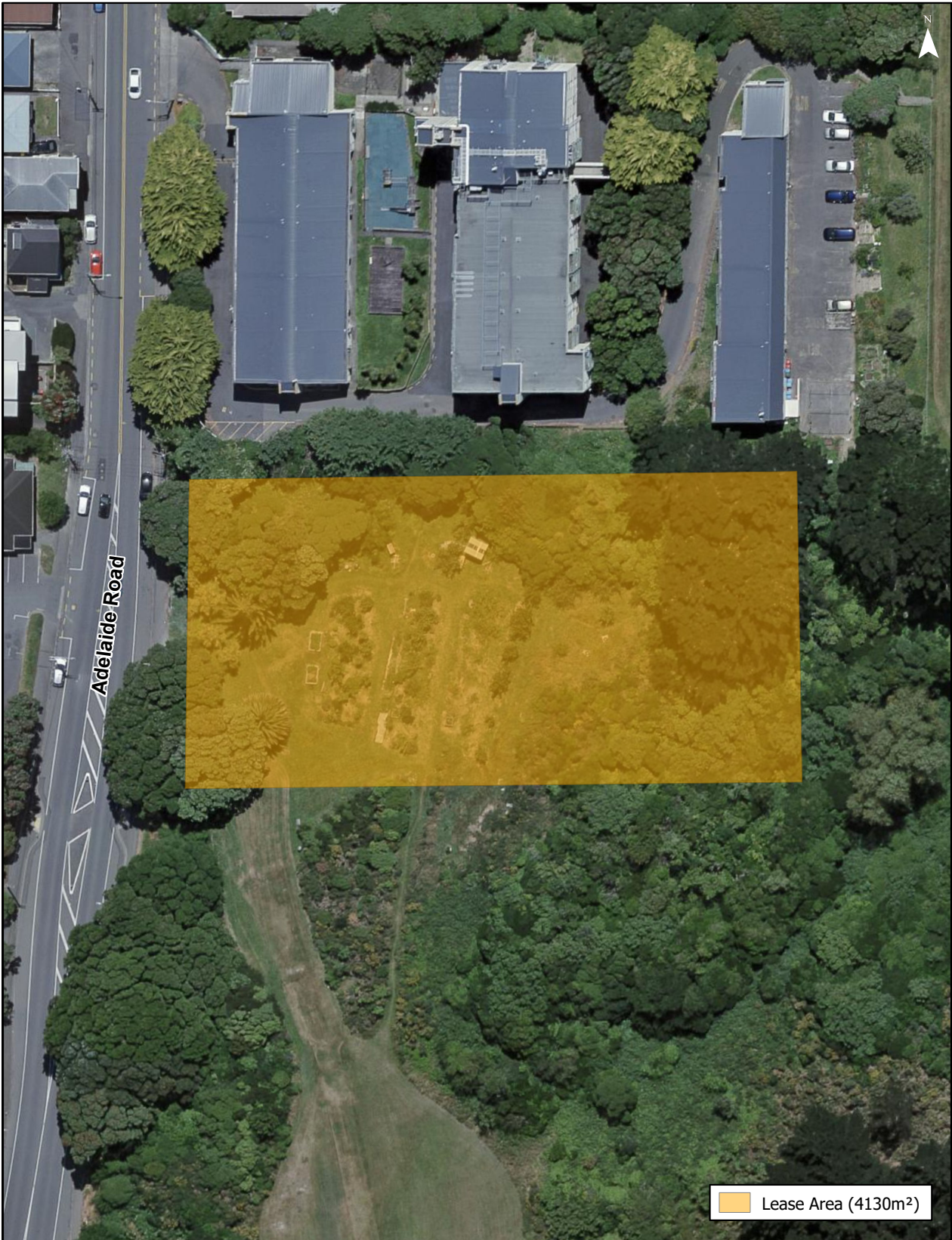


Scale 1:1,000

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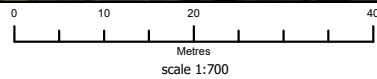


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**Island Bay Community Orchard Trust
Berhampore**

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.

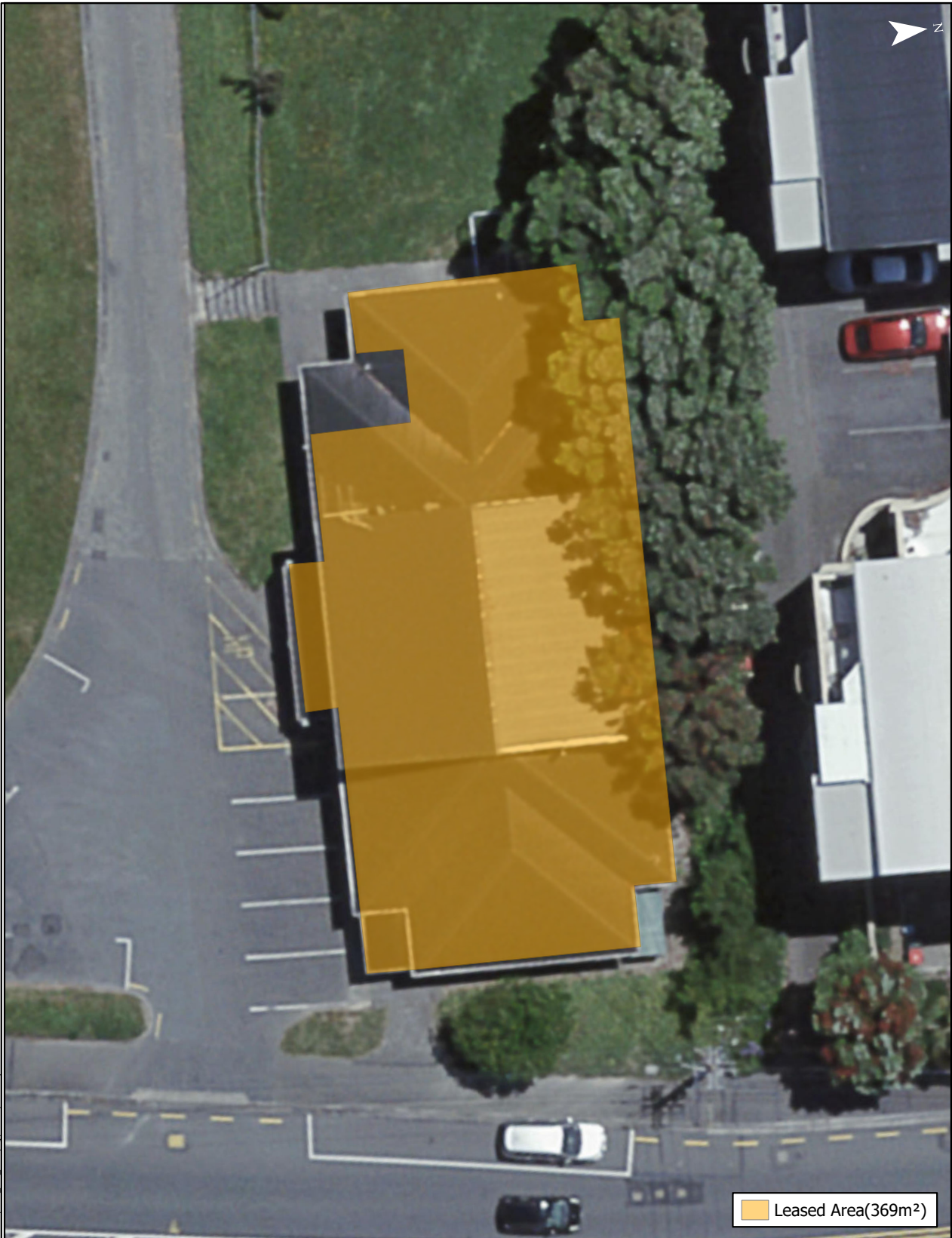
 Lease Area (4130m²)



MAP PRODUCED BY:
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101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
AUTHOR: Joya15
DATE: 4/07/2024


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Wellington City Council**
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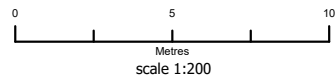


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Olympic AFC
Berhampore

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.

 Leased Area(369m²)



MAP PRODUCED BY:
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101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
AUTHOR: Joya1S
DATE: 27/11/2023

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RENEWAL OF ESTABLISHED TELECOMMUNICATIONS SUBLEASE ON RESERVE LAND

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee seeks the Committee's approval for a renewal of an established telecommunication sublease on reserve land.

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include: Social Wellbeing - A city of healthy and thriving whānau and communities.

Relevant previous decisions

3. In 2003, the Council approved a sublease agreement between Johnsonville Rugby Football Club Incorporated and Vodafone New Zealand Limited. The telecom tower and antenna were installed, and the sublease commenced in 2004 with a final expiry date of June 2023.

Significance

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

Financial considerations

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

5. There are no significant financial implications for Council

Risk

- Low Medium High Extreme

6. This proposal is rated as low risk on the Councils risk framework.

Author	Parrish Evans, Community Recreation Leases Advisor
Authoriser	Sanjay Patel, Sports and Clubs Partnership Lead Paul Andrews, Manager Parks, Sports & Rec James Roberts, Chief Operating Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Agree to grant a new sublease between Johnsonville Rugby Football Club Incorporated ("JRFC") and Fortysouth Group LP ("Fortysouth") subject to the terms noted below for the established mobile network site located at Helston Park, Johnsonville, Lot 1 Deposited Plan 49298, and contained in Identifier WN19D/1441.
- 3) Note that any approval of the sublease agreement is conditional on consultation as per the Council Leases Policy and the requirements of the Reserves Act 1977, including:
 - Letters to Mana Whenua.
 - Letters to relevant residents' groups.
 - Notice on WCC website "Have Your Say".
 - Notice in The Post newspaper.

Whakarāpopoto | Executive Summary

7. JRFC has requested to renew the sublease agreement for a 20-year term, with a final expiry date of 29 June 2043, aligning with the current JRFC ground lease term approved at the 6 April 2023 Koata Hātepe | Regulatory Processes Committee.
8. Mobile network sites are part of the telecommunications network, which is a public service, and can be granted leases under Sections 54 and 48a of the Reserves Act 1977 (the Act).
9. Public consultation is required under the Act and Councils Leasing Policy for Community and Recreation Groups.

Takenga mai | Background

10. Johnsonville Rugby Football Club (JRFC) owns their clubrooms located at Helston Park and Play Area. The Council leases the recreation reserve land to JRFC under a ground lease that was recently renewed in 2023, with an expiry date of 30 June 2043.
11. In 2003 Council gave approval to JRFC to establish and hold a sublease for a mobile network site on the roof of the clubrooms with the sublease expiring June 2023 with the purpose of the agreement to fill in the network gap for the area providing telecommunication services.
12. The sublease agreement expired in 2023, and JRFC has requested a new sublease agreement with Fortysouth Group LP (Fortysouth) for a 20-year term, with a final expiry date of 29 June 2043, which aligns with the JRFC ground lease term.
13. The initial sublease agreement was with Vodafone New Zealand Limited, now known as One New Zealand.
14. One New Zealand sold its passive mobile tower infrastructure to a consortium of investors, resulting in the creation of Aotearoa Towers Group, which trades as Fortysouth. If approved, Fortysouth would hold the sublease with JRFC.

15. Both parties have agreed to new updated terms for the sublease agreement, which includes Fortysouth paying an initial \$14,000 plus GST on the commencement date of the proposed sublease as well as an annual sum of \$7,000 plus GST for the duration of the agreement starting on the second anniversary of the commencement date
16. This revenue gained by JRFC from the sublease agreement will support the club operations and maintenance of the clubrooms for the duration of JRFC ground lease with Council.

Kōrerorero | Discussion

Benefits of the mobile network sites as public services

17. The benefits of the mobile network sites include the ongoing provision of telecommunication services (both voice and data), for the Johnsonville and wider area as the site would be part of the continuous telecommunication networks.
18. Mobile network sites 'handshake' to each other which enables:
 - A continuous service for voice and data when service users are moving through an area, and
 - The network to have capacity when network congestion requires other mobile network sites to take some of the congestion load.
19. These mobile network sites are crucial for the network for the business as usual operation of the telecommunication networks. From a resilience perspective, they would be critical in enabling the network to re-establish communications in emergency events.

Kōwhiringa | Options

The Koata Hātepe | Regulatory Processes Committee has the following options:

20. Approve the sublease between Fortysouth and JRFC for a term that expires 29 June 2043, subject to public consultation (recommended); or
21. Reject officers' proposal for a sublease between Fortysouth and JRFC, thereby ending the Lease Policy process (not recommended).

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

22. The requirements of the Act and the Northern Reserves Management Plan will be adhered to.

Engagement and Consultation

23. The approval process for new sublease for mobile network sites is assessed as low significance per the Significance and Engagement Policy.
24. If the recommendations in this report are supported, officers will begin public consultation as per the Leases Policy and Reserves Act 1977 requirements, including:
- Letters to Mana Whenua.
 - Letters to relevant residents' groups.
 - Notice on WCC website "Have Your Say".
 - Notice in The Post newspaper.
25. 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.

Māori Impact Statement

26. The proposed sublease area is not located near areas of cultural significance to Māori as identified in the District Plan. Officers will raise this proposal with mana whenua as outlined in the Engagement and Consultation section of this report.

Financial implications

27. There are no significant financial implications for Council.

Legal considerations

28. The sublease agreement submitted by JRFC, as required under the Council's leasing policy, will be reviewed by the Council's legal team, and the documentation will be finalised.

Risks and mitigations

29. This proposal is rated as low risk on Council's risk framework. The sublease will be reviewed by Council's lawyers and be in accordance with the Act and the Northern Reserves Management Plan.

Disability and accessibility impact

30. The new sublease has no detrimental impacts for disability and accessibility.

Climate Change impact and considerations

31. There are no specific climate change impacts or considerations.

Communications Plan

32. Proposed leases are publicly notified under s119 and s120 of Act.

Health and Safety Impact considered

33. An agreed health and safety plan will be a requirement for any further upgrades to the telecom network site.

Ngā mahinga e whai ake nei | Next actions

34. If the proposed resolutions are accepted, Officers will publicly consult on the proposal to grant the lease.


35. If objections are sustained through the public consultation process, then the objections will be reported to Koata Hātepe | Regulatory Processes Committee for further consideration.

36. If no objections are sustained, Officers will prepare and execute the necessary documentation and finalise all other outstanding matters.

Attachments

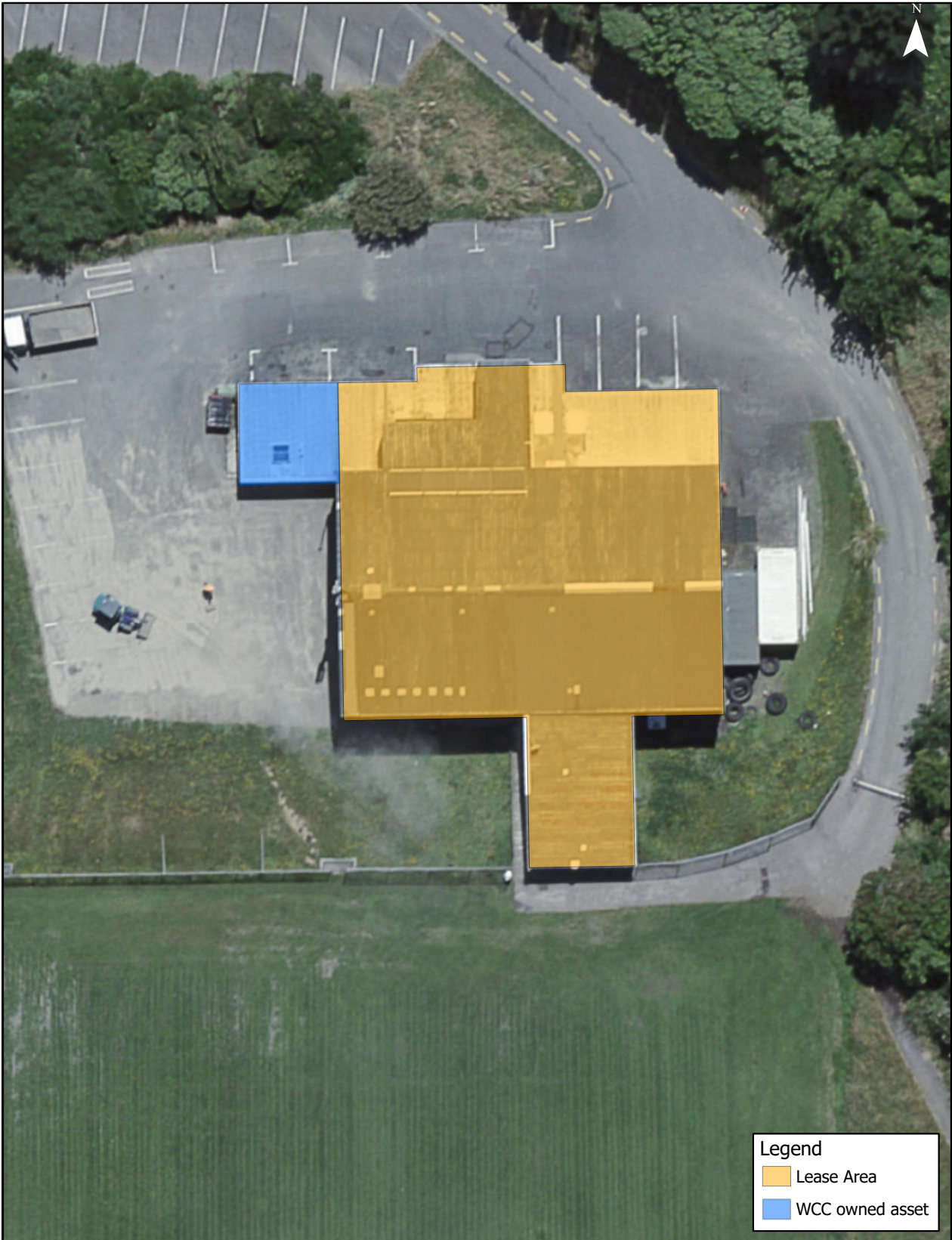
Attachment 1. JRFC Telecommunications Tower and Antenna [↓](#) 

Page 352

Attachment 2. JRFC Current Leased Area [↓](#) 

Page 353





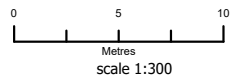
Path: Z:\Open_spaces_and_environment\Parks_GIS_Start(Sy)\Leases\Leases.aprx

Johnsonville Rugby Football Club
Helston Park

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.

Legend

- Lease Area
- WCC owned asset



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

ORIGINAL MAP SIZE: A4
 AUTHOR: Joya15
 DATE: 2/03/2023

Absolutely Positively
Wellington City Council
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RESERVES ACT 1977: NEW ELECTRICITY EASEMENT AT TUKANAE RESERVE (STRATHMORE PARK)

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee seeks the Committee's approval for a new easement for underground electricity cables over land held under the Reserves Act 1977 at Tukanae Reserve (Strathmore Park).

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include: Economic Wellbeing - An innovative business friendly city; Fix our water infrastructure and improve the health of waterways.

Relevant previous decisions

3. Council has granted easements over reserve land for public electricity infrastructure in the past.

Significance

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

Financial considerations

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

5. There are no funding or revenue implications for Council. All survey, legal and LINZ costs for the easement will be met by the applicant.

Risk

Low Medium High Extreme

6. The overall risk for this proposal is low.

Author	Kate Brown, Reserves Planner
Authoriser	Paul Andrews, Manager Parks, Sports & Rec James Roberts, Chief Operating Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information.
- 2) Agree to grant an easement in perpetuity over land at Tukanāe Reserve, being part of Lot 2 DP 31043 (RT WN43A/813), pursuant to s48 of the Reserves Act 1977.
- 3) Delegate to the Chief Executive the power to carry out all steps to effect this easement.
- 4) Note that the works within the easement area will be subject to the relevant bylaw, building and/or resource consent requirements.
- 5) Note that the works to install the electricity cables will proceed in accordance with final Parks, Sport and Recreation agreement covering reserve management, work access and reinstatement plans.
- 6) Note that under the Instrument of Delegations for Territorial Authorities dated 12 July 2013, the Minister of Conservation has delegated the authority to grant easements over reserve land under s48 of the Reserves Act 1977 to Council.
- 7) Note that approval to grant this easement will be conditional on:
 - a. The applicant being responsible for all costs associated with the creation of this easement, including any of Council's fair and reasonable costs.
 - b. The requirement for public notice under s48(2) of the Reserves Act 1977 being waived as the reserve is not likely to be materially altered or permanently damaged and the rights of the public are not likely to be permanently affected by the granting of this easement.

Whakarāpopoto | Executive Summary

7. Wellington Electricity Lines Limited (Wellington Electricity) have requested an easement for new electricity cables through Tukanāe Reserve, along the route shown in Attachment 1.
8. An easement for electricity cables can be considered under s48 of the Reserves Act 1977 and the Suburban Reserves Management Plan 2015. An easement would grant a permanent right to Wellington Electricity to locate buried electricity cables within the proposed easement area at Tukanāe Reserve.
9. Impacts on natural values would be low, and the proposal would improve natural values through weed removal, reinstatement planting and improved access for Council's weed management programme.
10. The recreational values are currently low for this part of Tukanāe Reserve, and there is a potential opportunity for a new recreational track connection, subject to detailed design and approval from an adjacent landowner.
11. Other location options have been assessed and there are no reasonable alternatives.
12. Under the Instrument of Delegation for Territorial Authorities dated 12 July 2013, the Minister of Conservation has delegated authority to Council to grant easements over reserve land under the Act.

13. This, in turn, has been delegated to the Koata Hātepe | Regulatory Processes Committee, under its terms of reference.

Takenga mai | Background

14. The Miramar Peninsula is going through a major electricity network upgrade, driven by a number of customer demands and planned lifecycle replacement of existing assets.
15. Two of the major stakeholders requiring electricity supply increases are the Council for Te Whare Wai Para Nuku (The Sludge Minimisation Facility) and Wellington International Airport.
16. Te Whare Wai Para Nuku requires an estimated 2.5MVA (megavolt ampere) increase in electricity supply to operate. In order to meet this supply, a new substation at Moa Point is being built and new 11kV (kilovolt) feeder cables between the new substation and Ira Street Zone Substation are needed.
17. The new substation would also supply electricity to Wellington International Airport, with the proposed route helping to create a ring-type distribution network. Ring-type distribution networks improve the resilience of the electricity network.
18. A portion of the new 11kV feeder cables is proposed to go through Tukanae Reserve.

Kōrerorero | Discussion

19. The Tukanae Reserve land parcel is classified Recreation Reserve and is managed under the Suburban Reserves Management Plan 2015.
20. Installation of the 11kV electricity cables would require a 3m-4m wide bench to be created for access, and a 1mx1m trench to be excavated and then backfilled once the cable ducts were laid.
21. Under the Suburban Reserves Management Plan 2015, use of the reserve network for public utilities is considered appropriate in some circumstances, and may be permitted by granting easements provided that:
 - The utility is an essential service to the public
 - The utility cannot be reasonably located elsewhere
 - The recreational nature of the reserve is not significantly disturbed
 - The public benefits outweigh any adverse impacts on this recreational nature.
22. In addition, new utilities need to comply with the following conditions:
 - The impact of all utilities on reserve land and its values shall be minimised.
 - Utility infrastructure shall be as unobtrusive as practicable with forms appropriate for the landscape and finished in low-reflective colours derived from the background landscape. Structures will be screened from view through planting where possible.
 - All utility services shall be placed underground, except where it is not practicable to do so.
 - Underground services shall be sited to minimise interference with existing features, facilities and vegetation.
 - Utility services shall be located so as not to restrict areas usable for outdoor activities or required for future facilities or tree planting.
 - Any disturbance of the existing site during installation of a utility shall be minimised and made good immediately after completion.

- Opportunities for the utility structure to benefit the reserve will be explored where appropriate (eg an essential maintenance track might provide an alternative walking route for the general public).
- Recorded archaeological sites are avoided and where required an Archaeological Authority is obtained from the Historic Places Trust.

23. The proposal meets the above requirements for the following reasons:

- The proposed electricity cables are an essential public service and would not significantly disturb the recreational nature of the reserve. The cables would be buried, with no above-ground components.
- An assessment of the alternatives has been completed and there are no other suitable routes. The alternatives are not suitable due to future airport infrastructure and an area with significant natural values which would be disturbed.
- The existing reserve vegetation that would need removal for the installation of the cables is mainly non-local indigenous species and pest weed species.
- Potential benefits to the reserve's natural values are that the route would provide improved access for weed species management and future restoration planting of the reserve. Some planting of indigenous species would also be required as part of reinstating the site.
- There would be minimal impacts on the reaction values of the reserve. There is a potential recreation track connection along the proposed cable route from the Raukawa Street entrance to the wider track network. This connection would be dependent on the ability for a track to achieve the required gradients and agreement from an adjacent landowner.

Kōwhiringa | Options

24. The Committee can either choose to approve or decline the easement.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

25. This proposal is consistent with the Suburban Reserves Management Plan 2015.

Engagement and Consultation

26. No public notification is required under s48 of the Reserves Act 1977 as the easement will not materially alter the Reserve, permanently damage the Reserve or permanently affect the rights of the public in respect of the Reserve.

Māori Impact Statement

27. The part of Tukanae Reserve where the proposed electricity cables would be installed is not within the Poito Pā site of significance, which is further south. There are no other known sites of importance to mana whenua within the proposed easement area and engagement for this proposal is not considered necessary.

Financial implications

28. There will be no costs to Council associated with the construction and remedial works. These will be met by Wellington Electricity, and they will also pay for all costs (survey and legal) associated with the granting of the easement.

Legal considerations

29. Council will use its solicitors to prepare and finalise the easement instrument and agreements.

Risks and mitigations

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

Disability and accessibility impact

31. This does not negatively impact on current levels of accessibility within the reserve.

Climate Change impact and considerations

32. None.

Communications Plan

33. There is no communications plan required.


Health and Safety Impact considered

34. Health and Safety will be addressed in the approvals of the final plans, Parks, Sport and Recreation landowner approvals (permit for the construction period) through conditions of approval.

Ngā mahinga e whai ake nei | Next actions

35. If the proposed resolutions are accepted, Officers will prepare and execute the necessary documentation and finalise all other outstanding matters.

Attachments

Attachment 1. Proposed electricity cable route [↓](#) 

Page 361



LEGEND:

- PREFERRED CABLE ROUTES
- PRIMARY PARCEL BOUNDARIES
- ▨ AREA IDENTIFIED AS ECOLOGICALLY SIGNIFICANT
- ▨ TUKANAE STREET RESERVE
- - - PROPOSED CABLE WITHIN ROAD RESERVE

PROJECT OUTLINE:

THE PROPOSED CABLE IS TO SUPPORT THE WASTEWATER RESILIENCE UPGRADE WORKS BEING UNDERTAKEN BY WELLINGTON CITY COUNCIL.

THE CABLE WILL TERMINATE AT A NEW SWITCHING STATION, WHICH WILL SUPPORT ASSETS IN THE WASTEWATER TREATMENT PLANT AND OTHER WCC ASSETS.

GENERAL NOTES:

1. PROPOSED CABLE ROUTE IS FOR DISCUSSION PURPOSES ONLY, FINAL LOCATION TO BE CONFIRMED ON SITE.
2. TRENCH FOR CABLE APPROX. 1M WIDE AND 1.1M DEEP - 11kV AND ASSOCIATE CABLES
3. CONTOURS FROM WCC PLANS AT 1M INTERVALS

REVISIONS

REV	DATE	DESCRIPTION
1	09/07/2024	ISSUE FOR DISCUSSION



Align

landscape architecture and urban design division
 229 Waterloo Road, Lower Hutt Central T - 03 982 5040
 Lower Hutt 5010 W - www.align.net.nz

PROJECT

Moa Point Switchroom and Cable Route
 Stewart Duff Drive, Wellington

DRAWING

PREFERRED CABLE ROUTE PLAN
 01

SCALE 1:1500 @ A3
 DATE 09/07/2024

DRAWN MW
 CHECKED GG

STAGE CONCEPT DESIGN
 JOB NO. WE120

DRAWING NO.
 WE120-DWG-LND-102
 REVISION NO. A

DECISION REGISTER UPDATES AND UPCOMING REPORTS

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides an update on which previous decisions have been implemented and which are still outstanding. It also provides a list of items scheduled to be considered during upcoming hui (meetings).

Why this report is being considered

2. This report is considered at every ordinary meeting and assists in monitoring progress on previous decisions and planning for future hui.

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.

Author	Alisi Folaumoetu'i, Senior Democracy Advisor
Authoriser	Siobhan Procter, Chief Infrastructure Officer

Whakarāpopoto | Executive Summary

Decision register updates

3. A full list of decisions, with a status and staff comments, is available at all times on the Council website. Decisions where work is still in progress, or was completed since the last version of this report can be viewed at this link: [Council meetings decision register \(wellington.govt.nz\)](https://www.wellington.govt.nz/council-meetings/decision-register)
4. If members have questions about specific resolutions, the best place to ask is through the written Q&A process.
5. This body passed 49 resolutions at the last meeting:
 - 16 are complete and 33 are still in progress.
6. 99 in progress resolutions were carried forward from previous reports:
 - 22 are now complete and 77 are still in progress.

Upcoming reports

7. The following items are scheduled to go to upcoming hui:
8. Rāmere, 9 Here-turi-kōkā 2024 (Friday, 9 August 2024):
 - Hearings Traffic Resolution for Transitional Wadestown Connection Stage 2 and the Wadestown Parking Management Plan (Chief Planning Officer).
9. Rāapa, 11 Mahuru 2024 (Wednesday, 11 September 2024):
 - Proposed Road Closures (Chief Infrastructure Officer)
 - Traffic Resolutions (Chief Infrastructure Officer).
 - Traffic Resolution for Transitional Wadestown Connection Stage 2 and the Wadestown Parking Management Plan (Chief Planning Officer).
10. Rāapa, 11 Whiringa-ā-nuku 2024 (Wednesday, 11 October 2024):
 - Proposed Road Closures (Chief Infrastructure Officer)
 - Traffic Resolutions (Chief Infrastructure Officer).
 - New Community Recreation Leases and Licence on Reserve and Wellington Town Belt Land (Chief Operating Officer)

Takenga mai | Background

11. The purpose of the decisions register is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. A resolution could be made to receive a full update report on an item, if desired.
12. Resolutions from relevant decision-making bodies in previous trienniums are also included.
13. Elected members are able to view public excluded clauses on the Council website: [Council meeting decision register \(wellington.govt.nz\)](https://www.wellington.govt.nz/council-meeting-decision-register).
14. The upcoming reports list is subject to change on a regular basis.

Attachments

Nil