

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

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

9:30 am Rāpare, 3 Whiringa ā-nuku 2024

9:30 am Thursday, 3 October 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,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

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

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

1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the 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 11 September 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

PROPOSED ROAD CLOSURES

Kōrero taunaki | Summary of considerations

Purpose

1. This report to the Koata Hatepe | Regulatory Processes Committee seeks approval for road closures subject to the conditions listed in the attached 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.

Relevant previous decisions

Barefoot Triathlon Series is a repeat event over many years which has participants from all over the Wellington area, and the requested road closure in this paper is a duplicate of the 2023 and 2024 events.

Rotary Khandallah Fair is a repeat event held for many years with this small community fair well patronised by residents and retailers in the area. This road closure request duplicates the very successful 2024 event.

Southern Cross Round the Bays Wellington has had a change of name along with new organisers; however the road closures are the same as previous years.

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	Sean Woodcock, Customer, Compliance and Business Service Manager 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 Massey Road (North entrance of Shelly Bay to Scorching Bay) on Sunday 2 February 2025 6.00am to 2.00pm and Sunday 16 March 2025 6.00am to 2.00pm. This closure will enable the **Barefoot Triathlon Series**.
- 3) Agree to close Ganges Road (number 1 to 19) on Sunday 8 December 2024 6.00am to 6.00pm. This closure will enable the **Rotary Khandallah Fair**.
- 4) Agree to close the following roads on Sunday 16 February 2025 to enable the **Southern Cross Round the Bays Wellington**.
 - 4.1 Cable Street between Jervis Quay and Oriental Parade left lane between Tory Street and Kent Terrace from 6.00am to 11.00am.
 - 4.2 Oriental Parade to Carlton Gore Road and all the adjoining side roads, Herd Street, Fryberg carpark, Oriental Terrace, Jay Street and Grass Street from 6.30am to 11.00am.
 - 4.3 Evans Bay Parade between Cobham Drive and Kilbirnie Crescent intersection from 7.15am to 1.00pm and all arterial roads joining Evans Bay Parade from 7.15am to 12.00pm.
 - 4.4 Kilbirnie Crescent, Hamilton Road and Wellington Road intersection from 7.15am to 12.30pm (northbound) and 7.15am to 11.30am (southbound).
 - 4.5 Cobham Drive Evans Bay intersection to Troy Street roundabout from 7.15am to 11.30am. This section is SH1 and to be reopened as soon as it is safe and practical to do so.
 - 4.6 Taurima Street open to Hataitai from the tunnel, no exit into tunnel from Hataitai. Slip lane open southbound from 7.15am to 11.30am. Traffic can exit from Hataitai via slip lane southbound only.
 - 4.7 Wellington Road east lane. Wellington Road one way eastbound between Crawford Road roundabout and Ruahine Street from 7.15am to 12.00pm.
 - 4.8 Shelly Bay Road full closure between Miramar Avenue and Massey Road from 7.30am to 12.00pm.
 - 4.9 Massey Road full closure between Shelly Bay Road and Point Gordon from 7.30am to 12.00pm.
 - 4.10 SH1 Wellington Road full closure between Hamilton Road intersection and Cobham Drive from 7.30am to 11.30am (southbound) and 7.15am to 12.30pm (northbound).

- 4.11 SH1 Cobham Drive between Evans Bay Parade and Troy Street roundabout from 7.30am to 11.30am.
- 4.12 SH1 Cobham Drive full left lane closure eastbound between Troy Street and Calabar Road roundabouts from 7.30am until 12.00pm.
- 4.13 Note that there will be no entry into Goa Street for northbound traffic from SH1.
- 4.14 Parking Restrictions will apply to the following roads on Sunday 16 February 2025 to enable the Southern Cross Round the Bays event:
 - 4.14.1 Cable Street, Jervois Quay to Chaffers Street 5.00am to 12.00pm.
 - 4.14.2 Kilbirnie Crescent park side Wellington Road to Evans Bay Parade intersection 5.00am to 12.00pm.
 - 4.14.2 Hamilton Road on eastern side (along southbound lane) from Wellington Road/Hamilton Road intersection to residential address at 107 Hamilton Road 5.00am to 1.00pm.
 - 4.14.3 Wellington Road between Hamilton Road and Evans Bay Parade 5.00am to 1.00pm.
 - 4.14.4 Evans Bay Parade (Cobham Drive intersection to Kemp Street) from 5.00am to 1.00pm.
 - 4.14.5 Calabar Road roundabout to Shelly Bay Road from 5.00am to 1.00pm.

Whakarāpopoto | Executive Summary

- 4. This paper recommends the approval of road closures to facilitate the Barefoot Triathlon Series, Rotary Khandallah Fair and Southern Cross Round the Bays Wellington.
- 5. All the closures are to be subject to the conditions listed in the proposed road closures 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:
 - An event organiser applies for a road closure when proposed events require one.
 - Council officers receive proposals and assess the merits and need for a road closure

- Council advertised its intention to close the road in the public notice column of the local newspaper and on Council social media platforms.
 - Together with the event organisers, council officers ensure that consultation with effected stakeholders is carried out and a communication plan is formulated.
 - Any objections are followed up and resolved as far as practical
 - The event organiser works together with the council officers who are responsible for notifying any plans, responding to public submissions and preparing an impact report for the committee.
 - Council officers recommend any conditions that should apply for approval
 - The committee deliberates on the proposed road closures
 - Council officers notify the event organiser of the committee decision
10. Clause 11e of Schedule 10 of the Local Government 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 reasonable impact to traffic.
11. The Act does not prohibit multiple recurring requests being granted by the Council as single approval.

Kōwhiringa | Options

12. Option 1: Agree to the temporary road closures.
13. Option 2: Do not agree to the temporary road closures.
14. 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

15. 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

16. The City Events team has assessed the proposed closures and have confirmed their support.
17. Members of the public have been advised of the road closures and informed of the right to object.
18. Event organisers are working with the resident groups where applicable as well as community groups and local retailers.
19. The public notice advertising these proposed closures have been published via the following channels:

- a) The Post
 - b) Council Social Media
 - c) Have Your Say
 - d) Facebook
20. 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

21. There are no Te Tiriti O Waitangi implications.

Financial implications

22. Not Applicable

Legal considerations

23. 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) Regulation 1965.

24. 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

25. All safety risks for road closures are managed by way of an approved Traffic Management Plan.
26. 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.
27. Officers have undertaken the impacts assessment of the requests for the Khandallah Rotary Fair, Barefoot Triathlon Series, Southern Cross Round the Bays, and not found any adverse impacts to traffic, that will be managed using an approved Traffic Management Plan.

Disability and accessibility impact

28. Council officers work with the 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

29. Each organiser is required to add the climate change consideration to their road closure impact report.

Communications Plan

30. Retailers affected by the road closures will be contacted by the event organisers either in person or by way of a letter drop to explain what is happening.

Health and Safety Impact considered






31. Health and Safety is covered by the event management plan submitted to council for approval prior to 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

32. 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 the site.
33. Council officers will monitor the impact of closures and undertake a debrief with the organisers following the conclusion of the event.

Attachments

- | | | |
|---------------|--|---------|
| Attachment 1. | Event Adverts ↓  | Page 16 |
| Attachment 2. | Rotary Khandallah Impact ↓  | Page 21 |

Attachment 3.	Rotary Khandallah Map ↓ 	Page 24
Attachment 4.	Triathlon Series Impact ↓ 	Page 25
Attachment 5.	Barefoot Triathlon Map ↓ 	Page 28
Attachment 6.	Southern round the Bays Map ↓ 	Page 29
Attachment 7.	Southern Cross RTB Impact ↓ 	Page 30

THE DOMINION POST

7 Sep 2024

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 3 October 2024 to consider the following temporary road closure for an event,

Barefoot Triathlon Series

Sunday 2 February 2025 6.00am to 2.00pm

Sunday 16 March 2025 6.00am to 2.00pm

Road closed:

Massey Road, North entrance of Shelly Bay to Scorching Bay

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 20 September 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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Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 3 October 2024 to consider the following temporary road closure for an event,

Rotary Khandallah Fair

Sunday 8 December 2024 6.00am to 6.00pm

Road closed:

Ganges Road, number 1 to 19

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 20 September 2024. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email **street.activities@wcc.govt.nz**.

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Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 3 October 2024 to consider the following temporary road closure for an event.

Southern Cross Round the Bays Wellington

Sunday 16 February 2025 6.00am to 1.00pm

Road Closures:

Cable Street, between Jervois Quay and Oriental Parade, left lane between Tory Street and Kent Terrace 6.00am to 11.00am.

Oriental Parade, full closure to Carlton Gore Road and all the adjoining side roads. Herd St, Freyberg carpark, Oriental Terrace, Hay Street, Grass Street 6.30am to 11.00am.

Evans Bay Parade, closed between Cobham Drive and Kilbirnie Crescent intersection 7.15am to 1.00pm. All arterial roads joining Evans Bay Parade close from 7.15am to 12.00pm.

Kilbirnie Crescent, Hamilton Road, Wellington Road intersection to Evans Bay, Cobham Drive. Wellington Road intersection 7.15am to 12.30pm (Northbound) 7.15am to 11.30am (Southbound).

Cobham Drive, Evans Bay intersection to Troy Street roundabout. Full closure from 7.15am to 11.30am. This section is SH1 to be reopened as soon as it is safe and practical to do so.

Hataitai - Taurima Street, open to Hataitai from tunnel, no exit to tunnel from Hataitai. Slip lane open going South from 7.15am to 11.30am. Traffic can exit from Hataitai via slip lane south only.

Goa street, No entry into Goa going North from SH1.

Wellington Road, east lane closed. Wellington Road one way eastbound between Crawford Road and roundabout and Ruahine Street from 7.15am to 12.00pm.

Shelly Bay Road, full closure between Miramar Avenue and Massey Road from 7.30am to 12.00pm.

Massey Road, full closure between Shelly Bay Road and Point Gordon 7.30am to 12.00pm.

SH1 Wellington Road, full closure between Hamilton Road intersections and Cobham Drive from 7.30am to 11.30am (Southbound) 7.15am to 12.30pm (Northbound).

SH1 Cobham Drive, full closure between Evans Bay Parade and Troy Street roundabouts from 7.30am to 11.30am.

SH1 Cobham Drive, full left lane closure on east-bound between Troy Street and Calabar Road roundabout from 7.30am until 12.00pm.

Parking Restrictions will Apply:

Cable Street – Jervois Quay to Chaffers Street 5.00am to 12.00pm.

Kilbirnie Crescent park side Wellington Road to Evans Bay Parade intersection 5.00am to 12.00pm.

Hamilton Road on eastern side (along southbound lane) from Wellington Road/Hamilton Road intersection to residential address at 107 Hamilton Road 5.00am to 1.00pm.

Wellington Road between Hamilton Road and Evans Bay Parade 5.00am to 1.00pm.

Evans Bay parade (Cobham Drive intersection to Kemp Street) from 5.00am to 1.00pm.

Calabar Road roundabout to Shelly Bay road from 5.00am to 1.00pm.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 20 September 2024. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email Street.activities@wcc.govt.nz

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

ROTARY KHANDALLAH FAIR SUNDAY 8 DECEMBER 2024 6.00AM TO 6.00PM

1. Description of Event

The Rotary Khandallah Fair has been a signature event for the Rotary Club of Wellington North and is one of the Club's flagship annual fundraising events. The club is extremely excited to once again be putting this event together for their local community.

The proposed road closures to vehicles cyclists and motorised scooters, are as follows: Rotary Khandallah Fair: Sunday 8 December 2024 6.00am to 6.00pm.

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

Please refer to the map attachment for further detail.

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

Climate Change

The Khandallah Fair is a local community event which has grown in popularity in recent years. The Products on sale are predominantly made in New Zealand which means less transport emissions than imported products. Additionally, the Khandallah Fair appeals to local people buying local products and involves less travel than shopping at other places in Wellington City or in the wider Wellington region.

2. Events Directorate Support

The Events Unit has no objection to this event.

3. Proposal Notice and Consultation

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

- The Post, Saturday 7 September 2024
- Social Media, 9 September 2024
- Facebook, 9 September 2024
- Have your say, 9 September 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.

REGULATORY PROCESSES COMMITTEE

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 6.00pm on Sunday 8 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.
- 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.

REGULATORY PROCESSES COMMITTEE

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

Attachments

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

Maria Taumaa

Prepared By

Maria Taumaa

Street Activities Coordinator



Event Name: Khandallah Village Fair

From: 8/12/2024 6:00:00 am

Until: 8/12/2024 6:00:00 pm

Event Details:

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

BAREFOOT TRIATHLON SERIES

***SUNDAY 2 FEBRUARY 2025 6.00AM TO 2.00PM AND SUNDAY 16 MARCH 2025
6.00AM TO 2.00PM***

1. Description of Event

The Barefoot Triathlon Series focuses on providing high quality event experiences for the beginner through the elite triathlon and multi-sport athlete. With a range of distances to suit all. Barefoot Triathlons provide great opportunities to race, train and improve physical activity and mental wellbeing in a community focused organisation. Barefoot Sport's believe in one underlying force that helps guide their kaupapa, "bringing people together as a community" and aim to create spectacular events.

The proposed road closures to vehicles cyclists and motorised scooters, are as follows: Barefoot Triathlon Series: **Sunday 2 February 2025 6.00am, to 2.00pm and Sunday 16 March 2025 6.00am to 2.00pm.**

- **Massy Road – North entrance of Shelly Bay to Scorching Bay**

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

Barefoot Sport's kaupapa is focused on being kaitiaki achieved through following 3 pillars. Look after the environment, look after each other, look after ourselves.

Endurance sport is particularly impacted by climate change and the ever-changing risks it provides (particularly the triathlon) Organisers therefore work hard to reduce the environment impact of these events. They do this by aiming towards a zero-waste event, encouraging health and well-being, encourage removing cars off the road, removing unnecessary waste.

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:

REGULATORY PROCESSES COMMITTEE

- The Post Saturday 7 September 2024
- Social Media, 9 September 2024
- Facebook, 9 September 2024
- Have your say, 9 September 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 6.00am to 2.00pm on Sunday 2 February 2025 6.00am to 6.00pm and 16 March 2025 6.00am to 2.00pm.
- 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.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.

REGULATORY PROCESSES COMMITTEE

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- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to 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



Event Name: Barefoot Triathlon Series

From: 16/03/2025 6:00:00 am

Until: 16/03/2025 2:00:00 pm

Event Details:



Event Name: Round the Bays

From: 16/02/2025 6:00:00 am

Until: 16/02/2025 1:00:00 pm

Event Details:

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

***SOUTHERN CROSS ROUND THE BAYS
SUNDAY 16 FEBRUARY 2025 6.00AM TO 1.00PM***

1. Description of Event

The 'Southern Cross Wellington Round the Bays' fun run on 16 February 2025 takes advantage of the picturesque setting which winds its way around Wellington's stunning inner-city harbour. Round the Bays is an 8.4km community fun run & 21km half marathon, catering for all ages and fitness levels with entertainment along with track and dedicated corporate hospitality sites at the finish line. It is an accessibility friendly event that fundraises large amounts of money for many different charities. It exists around 3 core principles = Health, Community, and Fun.

**The proposed road closures to vehicles cyclists, and motorised scooters, are as follows:
Southern Cross Round the Bays: Sunday 16 February 2025 6.00am to 6.00pm.**

Cable Street, closed between Jervois Quay and Oriental Parade, left lane closed between Tory Street and Kent Terrace 6.00am to 11.00am.

Oriental Parade, full closure to Carlton Gore Road and all the adjoining side roads, Herd Street, Fryberg carpark, Oriental Terrace, Hay Street, Grass Street 6.30am to 11.00am.

Evans Bay Parade, closed between Oriental Parade and Cobham Drive and Kilbirnie Crescent intersection 7.15am to 1.00pm. All arterial roads joining Evans Bay parade closed from 7.15am to 12.00pm.

Hataitai, Taurima Street, open to Hataitai from tunnel no exit to tunnel from Hataitai. Slip Lane open southbound 7.15am to 11.30am traffic can exit from Hataitai via slip lane south only.

Goa Street, no entry into Goa from northbound SH1.

Wellington Road, eastbound lane closed.

Wellington Road, one way eastbound between Crawford Road and Ruahine Street from 7.15am to 12pm.

Wellington Road, closed from Hamilton Road, Kilbirnie Crescent intersection to Evans Bay, Cobham Drive. Wellington Road intersection 7.15am to 12.30pm (northbound) 7.15am to 11.30am (southbound).

SH1 Wellington Road, full closure between Hamilton Road intersections and Cobham Drive from 7.30am to 11.30am (southbound) 7.15am to 12.30pm (northbound).

SH1 Cobham Drive, full closure between Evans Bay Parade and Troy Street roundabouts from 7.30am to 11.30am.

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Cobham Drive, Evans Bay intersection to Troy Street roundabout. Full Closure from 7.15am to 11.30am. This section of SH1 to be opened as soon as it is safe and practical to do so.

SH1 Cobham Drive, full left lane closure on eastbound between Troy Street and Calabar Road roundabout from 7.30am until 12.00pm.

Shelly Bay road, full closure between Miramar Avenue and Massey Road from 7.30am to 12.00pm.

Massey Road, full closure between Shelly Bay Road and Point Gordon 7.30am to 12.00pm.

Parking restrictions will apply:

Cable Street, from Jervois Quay to Chaffers Street 5.00am to 12.00pm.

Kilbirnie Crescent, park side Wellington Road to Evans Bay parade intersection 5.00am to 12.00pm.

Hamilton Road on eastern side (along southbound lane) from residential address at 107 Hamilton Road to Wellington Road, Hamilton Road intersection 5.00am to 1.00pm.

Wellington Road between Hamilton Road and Evans Bay Parade 5.00am to 1.00pm.

Evans Bay parade (Cobham Drive intersection to Kemp Street) from 5.00am to 1.00pm.

Calabar Road roundabout to Shelly Bay Road from 5.00am to 1.00pm.

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/Sustainability

At Stuff Events, sustainability is a key priority across our events portfolio, and we continue to make improvements to reduce each event's environmental footprint. At Round the Bays we provide water, water stations along the course including the finish chute which use fully compostable or re-usable cups. We work with a specialist waste management team to ensure no waste is left behind. The team sweeps after the event has finished and twice again over the succeeding two days, ensuring all rubbish is sent to the correct waste streams. All the collected waste is hand-sorted into waste streams, including organics, recycling (cardboard, plastic, glass, etc) and general waste. The sorted waste is then taken to the appropriate facilities for processing.

2. Events Directorate Support

This annual sporting and community event is supported by the City Events team.

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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 7 September 2024.
- Social Media, Monday 9 September 2024.
- Facebook, Monday 9 September 2024.
- Have your say, Monday 9 September 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 6.00am to 1.00pm on Sunday 16 February 2025.
- 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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Me Heke Ki Pōneke

- 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 event organiser must work with Coastguard Emergency services at Evans Bay Marina to ensure in an emergency, coastguard is able to enter the first driveway from State Highway 1 within the road closure.

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

NEW COMMUNITY RECREATION LEASE AND LICENCE ON WELLINGTON TOWN BELT LAND

Kōrero taunaki | Summary of considerations

Purpose

1. This report requests Koata Hātepe | Regulatory Processes Committee:
 - Approve officers to commence public consultation on a new lease for the Kelburn Municipal Croquet Club Incorporated, located on Wellington Town Belt land known as Kelburn Park;
 - Refer the new licence for Island Bay and Berhampore Community Orchard Trust on Wellington Town Belt land to Te Kaunihera o Pōneke | Council for final approval, following the completion of 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 2013, Council approved a new 10-year premises lease for Kelburn Municipal Croquet Club Incorporated.
4. On 8 August 2024, the Koata Hātepe | Regulatory Processes Committee approved Council officers to commence public consultation for the proposed new licence for Island Bay and Berhampore Community Orchard Trust.

Significance

5. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy. The approval process for new leases and licences is assessed as having low significance under the Significance and Engagement Policy.

Financial considerations

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

6. There are no significant financial implications for Council for the proposed new lease and licence.
7. Note that Kelburn Municipal Croquet Club Incorporated books the use of the croquet greens under an arrangement where the Council maintains the greens, and the club pays an annual booking fee.

Risk

Low Medium High Extreme

Authors	Parrish Evans, Community Recreation Leases Advisor Sarah Sullivan, Community Recreation Leases Advisor
Authoriser	Sanjay Patel, Sports and Clubs Partnership Lead Ben Keat, Community Partnerships Manager 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 that officers commence public consultation for Kelburn Municipal Croquet Club Incorporated for five years with one right of renewal of five years;
3. Recommend to Te Kaunihera o Pōneke | Council (as required under the Wellington Town Belt Act 2016) approve the new licence for Island Bay and Berhampore Community Orchard Trust;
4. 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 premise lease for Kelburn Municipal Croquet Club Incorporated. 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

8. 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.
9. This paper requests Koata Hātepe | Regulatory Processes Committee approval for the next step in the leasing process under the Leases Policy for the following organisation:
 - Kelburn Municipal Croquet Club Incorporated ("KMCC"), located at Kelburn Park, for the Council-owned clubrooms. The KMCC lease expired in September 2023. Officers recommend a five-year term with one renewal term of five years, which aligns with our standard practice for Council-owned clubrooms.
 - Island Bay and Berhampore Community Orchard Trust ("IBBCOT"), located on Wellington Town Belt land known as the Golf Links/Mt Albert Management area. The IBBCOT licence expired in May 2024. Officers recommend a term of five years, with one renewal term of five years.

Takenga mai | Background

Kelburn Municipal Croquet Club

10. KMCC has been based at Kelburn Park since 1913 and has used the clubrooms, established in 1924, since then. The clubrooms are small, single-story, open-plan spaces with a kitchen, and are well-utilised by the club and with bookings year-round. The grounds, which include three croquet greens, are also used year-round, up to 6-7 days a week depending on the season and casual play. The croquet greens are managed by the Council's operations team and are not part of the lease footprint.
11. KMCC has 97 active members and offers both competitive and casual play. The club also hosts "Have-a-go" days and business groups about 30 times a year. Additionally, they have developed relationships with local schools, allowing students to play croquet during the term. KMCC also hosts regional, national, and international tournaments, including the upcoming 2027 World Croquet Championships.

Island Bay Community Orchard

12. On 8 August 2024, the Koata Hātepe | Regulatory Processes Committee resolved that Council officers commence public consultation and report back on the outcomes of the public notification to the Koata Hātepe | Regulatory Processes Committee, pursuant to the Wellington Town Belt Act 2016 and Council Leasing Policy.
13. Public consultation concluded on 12 September 2024, during which no submissions were received.
14. Officers request that the Koata Hātepe | Regulatory Processes Committee recommend that Te Kaunihera o Pōneke | Council approve the licence as outlined in the 8 August 2024 Committee meeting minutes, linked in the Kōrerorero | Discussion section of this report.

Kōrerorero | Discussion

Legislative Compliance

15. The proposed lease for KMCC and the licence for IBBCOT are on Wellington Town Belt land, and therefore must be consistent with the Wellington Town Belt Act 2016, which designates the land 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*

KMCC provides recreational activities that offer opportunities for the public to participate in, promoting the health and well-being of the community.
 - b) **Organisational structure:** *The group must be an incorporated society or trust*

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

KMCC memberships have slowly but steadily grown over the past five years to a total of 97. The club has a very engaged membership and committee, actively interacting with the community and recruiting new members.
 - 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*

KMCC has submitted information to the officers' satisfaction confirming that they are in a financial position to maintain their leased area to a suitable standard. They also have healthy cash reserves relative to the purpose of their organisation, enabling them to deliver community sports activities.
 - e) **Utilisation:** *The land and/or buildings must be utilised to the fullest extent practicable*

KMCC's clubrooms are small, which can be challenging for a variety of uses. However, the club utilises the clubrooms year-round and hires them out for community bookings.

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

KMCC provides recreational activities and is therefore a legitimate fit for Wellington Town Belt land.

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

KMCC have actively engaged with the surrounding communities, building connections that encourage other groups to try croquet and make use of the clubrooms. The clubrooms are used by other community groups and corporate functions, as well as by surrounding schools.

Officers are satisfied that the proposed lease for KMCC meets the Lease Policy.

Island Bay Berhampore Community Orchard Trust

17. Koata Hātepe | Regulatory Processes Committee approved public consultation for a new licence for IBBCOT on 8 August 2024.
18. Public consultation for the proposed licence was completed on 12 September 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.
19. Officers received no feedback from the public consultation period.
20. Based on this outcome, officers request that Koata Hātepe | Regulatory Processes Committee recommends that Te Kaunihera o Pōneke | Council approves the new licence as outlined in the paper presented on 8 August 2024. Minutes of which can be found here: [Minutes of Koata Hātepe | Regulatory Processes Committee - Thursday, 8 August 2024 \(wellington.govt.nz\)](#)

Kōwhiringa | Options

Kelburn Municipal Croquet Club

Koata Hātepe | Regulatory Processes Committee has the following options:

21. Approve the recommendation to commence the next steps in the lease process, being public consultation for new premises lease for Kelburn Municipal Croquet Club (recommended); or

-
22. Reject officers' proposal to commence public consultation for new premises lease for Kelburn Municipal Croquet Club, thereby ending the Lease Policy process (not recommended).

Island Bay Berhampore Community Orchard Trust

Koata Hātepe | Regulatory Processes Committee has the following options:

23. Refer the new licence for Island Bay and Berhampore Community Orchard to Te Kaunihera o Pōneke | Council for final approval (recommended); or
24. Do not refer the licence for Island Bay and Berhampore Community Orchard 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

25. The proposed lease and licence align with the Leases Policy and relevant reserve management plans.
26. Note that Te Awe Māpara has identified as action F24 in the long-term (11-20 years) the need to undertake a needs assessment and feasibility study across the precinct at Kelburn Park. The proposed 5 + 5 tenure would not overlap with the identified action in Te Awe Māpara.

Engagement and Consultation

27. The approval process for new leases and licences is assessed as having low significance under the Significance and Engagement Policy.
28. The public consultation process, pursuant to the Lease Policy, is outlined further in the "Kōrerorero | Discussion" section of this paper.

Māori Impact Statement

29. The proposed lease for KMCC is located near Kumutoto Awa, an area of cultural significance to Taranaki Whānui as identified in the Draft District Plan.
30. The proposed licence is 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.
31. However, there are no specific sites of significance in the immediate vicinity of either the proposed lease or licence. Mana Whenua have been informed that the lease and licence are up for review, and they have expressed no further feedback.

Financial implications

32. There are no significant financial implications for the Council regarding the proposed lease or licence.
33. Note that Kelburn Municipal Croquet Club Incorporated books the use of the croquet greens under an arrangement where the Council maintains the greens and the club pays an annual booking fee.

Legal considerations

34. The proposed lease and licence are consistent with the Wellington Town Belt Act 2016.

Risks and mitigations

35. These proposals are rated as low risk on Council's risk framework.

Disability and accessibility impact

36. The proposed lease building is not currently fully accessible for people with disabilities. This has been identified by the Council, and Council officers will implement accessibility options in line with any future building renewal projects.

Climate Change impact and considerations

37. Both the proposed lease and licence is for the continuation of an existing activity. There are no specific climate change impacts or considerations.

Communications Plan

38. Both the proposed lease and licence are publicly notified following the Lease Policy. The process includes:

- An advertisement inviting feedback published in the Public Notice section of The Post;
- Letters sent to the Friends of the Town Belt;
- A letter sent to the Port Nicholson Block Settlement Trust and Ngāti Toa further to prior notification of the community recreation lease Forward Programme;
- A notice inviting feedback on the "Have Your Say" section of the Council website.

Health and Safety Impact considered

39. Agreed health and safety plans are required under both the proposed new lease and licence. Each group has provided plans that Council officers are satisfied with.

Ngā mahinga e whai ake nei | Next actions

Following approval, Officers will:

40. Commence public consultation on the proposed lease for KMCC. The results of the consultation will be reported back to the Koata Hātepe | Regulatory Processes Committee. If there are no sustained objections, officers will request the Committee to refer the proposed lease to Te Kaunihera o Pōneke | Council for final approval. If approved by Council, the lease will be drafted, negotiated, and signed.
41. Refer the new licence for IBBCOT to Te Kaunihera o Pōneke | Council for final approval. If the licence is approved, the documentation will be drafted, negotiated, and signed.

Attachments

Attachment 1. Kelburn Croquet Club Leased Area  

Page 42



TRAFFIC RESOLUTIONS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee outlines details of the thirteen proposed traffic resolutions issued for consultation between Thursday 15 August and Thursday 29 August 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.

Relevant previous decisions

3. There are no relevant previous decisions.

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

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:
 - 2.1 TR89-24 Churton Drive, Churton Park – Proposed Pick-Up, Drop-Off Time Limited Parking Restriction
 - 2.2 TR111-24 Collier Avenue, Karori – No Stopping At All Times
 - 2.3 TR112-24 Clyde Street, Island Bay – Proposed Mobility Parking P10 Monday-Friday, 830-915 to 245-330, Change of Class Restriction, No Stopping At All Times
 - 2.4 TR114-24 Frankmoore Avenue, Johnsonville – Proposed P10 Time Limited Parking Restriction
 - 2.5 TR115-24 Hurman Street, Karori – No Stopping At All Times
 - 2.6 TR116-24 Kanpur Road, Broadmeadows – Formalise Bus Stop #3824
 - 2.7 TR117-24 Old Karori Road, Karori – P10 Pick-Up, Drop-Off (Amended)
 - 2.8 TR120-24 Totara Road, Miramar – No Stopping At All Times
 - 2.9 TR121-24 Oxford Terrace, Tawa – Proposed P10 Time Limited Parking Restriction
 - 2.10 TR123-24 Norway Street, Te Aro – No Stopping At All Times
 - 2.11 TR124-24 Mercer Street, Wellington Central – P10 Time Limited Parking Restriction
 - 2.12 TR126-24 Lambton Quay, Pipitea – Convert Bus Only Lane to Bus Lane

Whakarāpopoto | Executive Summary

5. Fourteen traffic resolutions were available for submission on the Kōrero Mai Let's Talk platform from Thursday 15 to Thursday 29 August 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.
6. After reviewing feedback, twelve resolutions are being recommended for approval (refer to recommendations).
7. TR117-24 Old Karori Road, Karori – P10 Pick-Up, Drop-Off was amended post consultation. Officers have decided to increase the time limited parking restriction from P5 to P10 Pick-Up and Drop-Off, as requested by the submitters.
8. TR110-24 Central Terrace, Kelburn – Resident Parking, No Stopping At All Times was withdrawn due to the feedback that was received during consultation. Officers have also determined that additional measures could be implemented to the fence and signage to warn trucks about the limited turning area.
9. TR113-24 Croydon Street, Karori – Formalise Bus Stop #4387 was deferred due to the feedback received throughout consultation. Officers have decided that this traffic resolution requires further consideration and investigation.

Takenga mai | Background

10. On 15 August 2024, 14 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 October 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: [Policies - Plans, policies and bylaws - Wellington City Council](#).

Engagement and Consultation

16. On Thursday 15 August 2024, fourteen 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 Thursday 15 August 2024, to 5pm Thursday 29 August 2024, allowing submissions during this timeframe.

Māori Impact Statement

18. No specific impact to Tūpiki Ora Māori strategy or the Tākai Here partnership.

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 October 2024 ↓ 	Page 49
Attachment 2.	Traffic Resolutions Legal Description RPC October 2024 ↓ 	Page 57
Attachment 3.	TR89-24 Churton Drive, Churton Park - Proposed Pick-Up Drop-Off Time Limited Parking Restriction ↓ 	Page 62
Attachment 4.	TR111-24 Collier Avenue, Karori - No Stopping At All Times ↓ 	Page 68
Attachment 5.	TR112-24 Clyde Street, Island Bay - Proposed Mobility Parking P10 Monday-Friday 830-915 to 245-330, Change of Class Restriction, No Stopping At All Times ↓ 	Page 74
Attachment 6.	TR114-24 Frankmoore Avenue, Johnsonville - Proposed P10 Time Limited Parking Restriction ↓ 	Page 79
Attachment 7.	TR115-24 Hurman Street, Karori - No Stopping At All Times ↓	Page 84

Attachment 8.	 TR116-24 Kanpur Road, Broadmeadows - Formalise Bus Stop #3824 ↓ 	Page 90
Attachment 9.	TR117-24 Old Karori Road, Karori - P10 Pick-Up, Drop-Off (Amended) ↓ 	Page 97
Attachment 10.	TR120-24 Totara Road, Miramar - No Stopping At All Times ↓	Page 110
Attachment 11.	 TR121-24 Oxford Street, Tawa - Proposed P10 Time Limited Parking Restriction ↓ 	Page 115
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Traffic Resolutions Summary Table RPC October 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Other 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)		
TR89-24	Churton Drive, Churton Park	Unrestricted Parking	Time Limited 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 Churton Park School and parents regarding the safe pick-up and drop-off of their Tamariki.	<p>Option 1: Do nothing. This option retains the existing parking layouts and restrictions and does not resolve the safety issues raised by the public and Churton Park School.</p> <p>Option 2: Only convert pick-up and drop-off to P2 time limit. This option is not preferred by officers as further P5 parking allows sufficient pick-up and drop-off areas for parents which reduces congestion.</p>	Convert five unrestricted parking spaces into P5. Alter 5 existing pick-up, drop-off parking spaces.	N/A	775 (2020 affected by Covid lockdown) 1194 (2016)	N/A	Improves safety and accessibility for Tamariki and parents. Improves parking availability. Positive pedestrian impact as there is safer access to the school by minimising unsafe parking practices.	Convert the existing Pick-Up Drop-Off into a No Stopping unless Picking-Up or Dropping-Off with a 2minute limit and to install new P5 Time Limited Parking during school terms outside no. 127.	Yes= 1 No= 0 Yes/No=0
TR111-24	Collier Avenue, Karori	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 a request from a member of the public to address safety concerns regarding parked vehicles on the western downward side of Collier Avenue by installing broken yellow lines.	<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: Remove additional park outside nos. 36-42. Officers have site visited and have determined that this park should be retained as there is clear visibility</p>	Removal of five unrestricted parking spaces.	N/A	170 (2016)	N/A	Improves safer turning movements. Improves driver visibility.	Install No Stopping At All Times (Broken Yellow Lines).	Yes= 1 No= 1 Yes/No=0

Traffic Resolutions Summary Table RPC October 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Other 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)		
						at this point of oncoming traffic.							
TR112-24	Clyde Street, Island Bay	Unrestricted Parking	Time Limited Mobility 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 access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities and venues. This will be achieved, in part, through an improvement in mobility parking across the city.	Council have received a request to install a mobility park from Island Bay School. This request has been made to ensure that the school is more inclusive to those who require mobility 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 Island Bay School.</p> <p>Option 2: Change the time from 8:30am to 8:15am. The times were selected based on feedback from Island Bay School, if further changes are needed to the time this can be considered at a later date which would require a new traffic resolution.</p>	Convert two unrestricted parking spaces to one mobility park.	N/A	1,521	N/A	Improves safety and accessibility for mobility park users.	Install P10 Monday to Friday 8:30-9:15am to 2:45-3:30pm Mobility Parking.	Yes= 1 No= 0 Yes/No=0
TR114-24	Frankmoore Avenue, Johnsonville	No Stopping At All Times	Time Limited 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 concern from a Councillor about the newly opened public toilets and the lack of appropriate short-stay time limited parking nearby for people using the public toilets.	<p>Option 1: Do nothing. This option retains the existing parking layout and restrictions and does not resolve the issues raised by a Councillor.</p>	Addition of two, time limited parking spaces.	N/A	2835	N/A	Improves safety and accessibility for drivers wishing to make use of the public toilet facilities. Improves parking availability.	Install two P10 Time Limited Parking restriction outside Keith Spry Pool and public toilets.	Yes= 0 No= 0 Yes/No=0

Traffic Resolutions Summary Table RPC October 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Other 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)		
TR115-24	Hurman Street, Karori	Unrestricted Parking	No Stopping At All Times	Supports 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 Transport Officers have received a request from Parking Services regarding vehicles parking in a manner that obstructs access to the street. Additionally, Council Officers have determined that this narrow street will be inaccessible to emergency vehicles if vehicles are parked on both sides of the road.	Option 1: Do nothing. This option retains the existing parking layout and restrictions and does not resolve the issues raised by the public. Option 2: Only install BYLs along the Eastern stretch of Hurman Street and not in the turning circle. Officers do not prefer this option as the turning head should be kept clear at all times to enable the ability for all vehicles to safely turn around.	Removal of seven unrestricted parking spaces.	N/A	202 (2009)	N/A	Improves safety and accessibility for emergency vehicles and rubbish trucks. Improves safer turning movements.	Install No Stopping At All Times (Broken Yellow Lines).	Yes= 1 No= 1 Yes/No=1
TR116-24	Kanpur Road, Broadmeadows	Unrestricted Parking	Formalise Bus Stop	Support shift in type of transport used – facilitate a shift to using active (e.g. walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on	Council have received a request from a member of the public to install bus stop entry and exit tapers (broken yellow lines) as parked vehicles are preventing busses from entering the bus stop.	Option 1: Do nothing. This option retains the existing parking layout and restrictions and does not resolve the issues raised by the public. Option 2: Reduce the number of BYLs on the taper in of the bus stop. Officers do not prefer this option as the proposed layout meets NZTA guidelines for a standard size bus	Removal of four unrestricted parking spaces.	N/A	179	280 Boarding, 96 Alighting (June 2024)	Improves bus service. Improves safer turning movements.	Formalise Bus Stop #3824 by installing adequate road markings.	Yes= 0 No= 1 Yes/No=1

Traffic Resolutions Summary Table RPC October 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Other 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)		
				people moving along transport corridors rather than people parking or storing stationary vehicles.		to allow sufficient space for a bus to pull into the kerb side.							
TR117-24	Old Karori Road, Karori	Unrestricted Parking	Time Limited 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.	Council have received a request from a member of the public to install a pick-up and drop-off space for parents with children attending the Childspace Early Learning Centre.	<p>Option 1: Do nothing. This option retains the existing parking layout and restrictions and does not resolve the issues raised by the public.</p> <p>Option 2: Implement P10 on opposite side of Old Karori Road. The idea for a dedicated pick up and drop off for parents is to be directly outside the facility it is intended for, and to minimise the need to cross the road, especially with young children.</p>	<p>Original: Convert one unrestricted park into one P5 pick-up and drop-off space.</p> <p>Amended: Convert one unrestricted park into one P10 pick-up and drop-off space.</p>	N/A	5230	N/A	Improves safety and accessibility for parents. Improves parking availability. Positive pedestrian impact for parents dropping children closer to the daycare, limiting the distance needed to travel on foot.	Install P10 7:30-9:30am, 3:30-5:30pm, School Days Only Time Limited Parking Restriction between no.79 and the Childspace Early Learning Centre.	Yes= 3 No= 4 Yes/No=0
TR120-24	Totara Road, Miramar	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	A member of the public provided a request for action form with 21 signatures all in agreement for Council to extend No	<p>Option 1: Do nothing. This option retains the existing parking layout and restrictions and does not resolve the issues</p>	Removal of five unrestricted parking spaces.	N/A	372 (2015)	N/A	Improves safety and accessibility for vehicles travelling down this section of road. Improves driver visibility.	Install No Stopping At All Times (Broken Yellow Lines).	Yes= 2 No= 0 Yes/No=0

Traffic Resolutions Summary Table RPC October 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Other 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)		
				along transport corridors rather than people parking or storing stationary vehicles.	Stopping At All Times in Totara Road from its intersection with Awa Road.	raised by the public.							
TR121-24	Oxford Street, Tawa	Unrestricted Parking	Time Limited 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 outcomes, and attractive streetscapes.	Millie’s House has recently received approval for their resource consent to increase the number of children attending the facility, and to extend their operating hours. One condition of the consent required the installation of P10 parking spaces directly adjacent to Millie’s House, designated for parents to use as a drop-off and pick-up area throughout the day.	Option 1: Do nothing. This option retains the existing parking layout and restrictions and will not meet consent conditions for the pick-up and drop-off area.	Convert three unrestricted parking spaces to P10.	N/A	2190 (2019 data)	N/A	Improves safety and accessibility for Tamariki and parents. Improves parking availability. Positive pedestrian impact – improves safer access to the Childcare Centre by minimising unsafe parking practices and allowing parking directly outside the centre.	Install three P10 Time Limited Parking Restriction 7am-6pm Monday-Friday outside no.57 – Millie’s House Childcare Centre. Remove four metres of No Stopping At All Times across redundant vehicle crossing to allow for a third P10 park.	Yes= 3 No= 0 Yes/No=0
TR123-24	Norway Street, Te Aro	Illegal 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	Council have received safety and accessibility concerns from a resident on Norway Street regarding vehicles parking on the turning head at the end	Option 1: Do nothing. This option retains the existing parking layout and restrictions and does not resolve the safety issues raised by the public and	Removal of no legal parking spaces.	N/A	N/A	N/A	Improves safety and accessibility for rubbish trucks and other large vehicles. Improves safer turning movements.	Install No Stopping At All Times (Broken Yellow Lines).	Yes= 0 No= 2 Yes/No=2

Traffic Resolutions Summary Table RPC October 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Other 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)		
				corridors rather than people parking or storing stationary vehicles.	of the street. this situation is causing accessibility issues for larger vehicles, preventing them from turning around. Additionally, rubbish truck drivers have reported that they are unable to turn around, forcing them to reverse down the entire length of Norway Street, which poses a safety risk.	rubbish and recycling crews. Option 2: Remove parking on the northern side of Norway Street to facilitate a trucks ability to turn around. Officers have conducted vehicle tracking and have determined that this option would result in the loss of more parking than proposed on the southern side. Therefore, this option is not preferred.							
TR124-24	Mercer Street, Wellington Central	Metered Parking	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 local businesses to convert two existing metered parking spaces into two P10 time-limited parking spaces.	Option 1: Do nothing. This option retains the existing parking layout and restrictions and does not resolve the issues raised by local businesses.	Converting two metered parking spaces into two P10 time limited parking spaces.	Revenue loss of \$8386.96	3980 (2023)	N/A	Improves the viability of business wellbeing. Improves parking availability.	Install two P10 Time Limited Parking, Monday to Sunday, 7:30am-8:00pm.	Yes= 1 No= 0 Yes/No=0
TR126-24	Lambton Quay, Pipitea	Bus Only Lane	Bus Lane	Support shift in type of transport used – facilitate a shift to using active (e.g. walking and cycling) and public transport through parking management and pricing, to move more people	Due to the changing timeframes of the Golden Mile project, including the two-way cycleway on Lambton Quay, the Lambton Quay section of the Thorndon Connections	Option 1: Do nothing. This option retains the existing bus lane restrictions and does not provide a safe connection route for cyclists coming from Lambton Quay to Molesworth	N/A	N/A	4680	N/A	Improves safety and accessibility for cyclists. Buses – no discernible impacts on travel times are expected. Good sight lines available in this area.	Alter existing Bus Only Lane to Bus Lane.	Yes= 2 No= 0 Yes/No=0

Traffic Resolutions Summary Table RPC October 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Other 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)		
				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 move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles, and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes.	bike network project cannot be delivered at this time. An adapted interim design is needed to ensure safe access to the new cycle facilities up Molesworth.	Street protected cycleway.							

A)	TR89-24 Churton Drive, Churton Park – Proposed Pick-Up Drop-Off Time Limited Parking Restriction		
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Churton Drive	No Stopping, Except for Drop Off or Pick Up, Monday to Friday 8:00am - 9:00am, 2:30pm - 3:30pm, during school terms only	East side, commencing 118 metres south of its intersection with Halswater Drive (Grid coordinates x=1751586.1m, y=5436660.1m), and extending in a southerly direction following the kerb line for 30 metres (5 parking spaces).
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Churton Drive	Pick-Up Drop-Off Area, 2min Maximum Stay, Driver Must Not Leave Vehicle, School Days Only	East side, commencing 118 metres south of its intersection with Halswater Drive (Grid coordinates x=1751586.1m, y=5436660.1m), and extending in a southerly direction following the kerb line for 30 metres (5 parking spaces).
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Churton Drive	P5 8:00am-9:00am, 2:30pm-3:30pm, School Days Only	West side, commencing 75 metres south of its intersection with Halswater Drive (Grid coordinates X=1751568.4m, y=5436655.4m), and extending in a southerly direction following the kerb line for 30 metres (5 parking spaces).
B)	TR111-24 Collier Avenue, Karori – No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Collier Avenue	No Stopping At All Times	West side, commencing from its intersection with Ramsey Place (Grid coordinates X=1,744,584.84m Y=5,427,747.61m) and extending in an northerly direction following the western kerb line for 33 metres.
C)	TR112-24 Clyde Street, Island Bay – Proposed Mobility Parking P10 Monday-Friday 830-915 to 245-330, Change of Class Restriction, No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Clyde Street	No Stopping At All Times	East side, commencing 65.0 metres south of its intersection with Thames Street (Grid coordinates X= 1,748,507.92 Y= 5,422,497.34) and extending in an southerly direction following the eastern kerb line for 8.0 metres.
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Clyde Street	Mobility Parking	East side, commencing 58.0 metres south of its intersection with Thames Street (Grid

		P10 Monday to Friday 8:30-9:15am to 2:45- 3:30pm	coordinates X= 1,748,507.92 Y= 5,422,497.34) and extending in an southerly direction following the eastern kerb line for 7.0 metres.
E)	TR114-24 Frankmoore Avenue, Johnsonville – Proposed P10 Time Limited Parking Restriction		
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Frankmoore Avenue</i>	<i>No Stopping At All Times</i>	<i>South side, commencing 52 metres East of its intersection with Dr Taylor Terrace (Grid coordinates X= 1,751,195.8239 m, Y= 5,435,034.2011 m) and extending in an easterly direction following the Southern kerb line for 21 metres.</i>
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Frankmoore Avenue</i>	<i>P10 At All Times</i>	<i>South side, commencing 52 metres East of its intersection with Dr Taylor Terrace (Grid coordinates X= 1,751,195.8239 m, Y= 5,435,034.2011 m) and extending in an easterly direction following the Southern kerb line for 11 metres.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Frankmoore Avenue</i>	<i>No Stopping At All Times</i>	<i>South side, commencing 63 metres East of its intersection with Dr Taylor Terrace (Grid coordinates X= 1,751,195.8239 m, Y= 5,435,034.2011 m) and extending in an easterly direction following the Southern kerb line for 10 metres.</i>
F)	TR115-24 Hurman Street, Karori – No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Hurman Street</i>	<i>No Stopping At All Times</i>	<i>East side, commencing 108.5 metres west of its intersection with Duthie Street (Grid coordinates X=1,746,314,81m Y=5,427,681,18m) and extending in a South westerly direction following the East kerb line for 90 metres.</i>
G)	TR116-24 Kanpur Road, Broadmeadows – Formalise Bus Stop #3824		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Kanpur Road</i>	<i>No Stopping At All Times</i>	<i>West side, commencing 14 metres north of its intersection with Jaunpur Crescent (Grid coordinates X=1,750,266.42m Y=5,433,511.70m) and extending in an northerly direction following the western kerbline for 15 metres.</i>
	<i>Kanpur Road</i>	<i>No Stopping At All Times</i>	<i>West side, commencing 40.5 metres north of its intersection with Jaunpur Crescent</i>

			(Grid coordinates X=1,750,266.42m Y=5,433,511.70m) and extending in an northerly direction following the western kerbline for 9 metres.
H)	TR117-24 Old Karori Road, Karori – P10 Pick-Up, Drop-Off (Amended)		
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Old Karori Road	P10 7.30am-9:30am, 3:30pm-5:30pm School Days Only	East side, commencing 28 metres north of its intersection with Chaytor Street (Grid coordinates X=1,746,655.13m Y=5,428,579.80m) and extending in an northerly direction following the eastern kerb line for 5 metres.
I)	TR120-24 Totara Road, Miramar – No Stopping At All Times		
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Totara Road	No Stopping At All Times	North side, commencing from the intersection with Awa Road (Grid coordinates X=1752794.085m Y=5425015.987m) and extending in an easterly direction following the northern kerb line for 12 metres.
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Totara Road	No Stopping At All Times	North side, commencing from the intersection with Awa Road (Grid coordinates X=1752794.085m Y=5425015.987m) and extending in an easterly direction following the northern kerb line for 39 metres.
J)	TR121-24 Oxford Street, Tawa – Proposed P10 Time Limited Parking Restriction		
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Oxford Street	No Stopping At All Times	West side commencing 251 metres from its intersection with Cambridge Street and extending in a northerly direction for 33 metres to its intersection with Surrey Street.
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Oxford Street	No Stopping At All Times	West side, commencing from its intersection with Surrey Street (Grid coordinates X=1,753,207.28 m, Y=5,441,007.09 m) and extending in an southerly direction following the western kerb line for 29 metres.
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Oxford Street	P10 7:00am-6:00pm (Monday – Friday)	West side, commencing 29 metres from its intersection with Surrey Street (Grid coordinates X=1,753,207.28 m,

			Y=5,441,007.09 m) and extending in an southerly direction following the western kerb line for 16 metres.
K)	TR123-24 Norway Street, Te Aro – No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Norway Street	No Stopping At All Times	South side, commencing 386 metres north of its intersection with entrance street (Grid coordinates X=1,747,408.56m Y=5,427,318.01m) and extending in an southerly direction following the eastern kerb line for 10 metres.
L)	TR124-24 Mercer Street, Wellington Central – P10 Time Limited Parking Restriction		
	<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Mercer Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am–6:00pm, Friday 8:00am–8:00pm, Saturday and Sunday 8:00am – 6:00pm	North side, commencing 19 metres south-east of its intersection with Willis Street (Grid Coordinates X=1748657.8m, Y=5427730.6m) and extending in a south-easterly direction, following the northern kerb line for 29 metres (5 parallel parks).
	<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Mercer Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am–6:00pm, Friday 8:00am–8:00pm, Saturday and Sunday 8:00am – 6:00pm	North side, commencing 19 metres south-east of its intersection with Willis Street (Grid Coordinates X=1748657.8m, Y=5427730.6m) and extending in a south-easterly direction, following the northern kerb line for 18 metres (3 parallel parks).
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Mercer Street	P10 Monday – Sunday 7:30am – 8:00pm	North side, commencing 37 metres south-east of its intersection with Willis Street (Grid Coordinates X=1748657.8m, Y=5427730.6m) and extending in a south-easterly direction, following the northern kerb line for 11 metres (2 parallel parks).
M)	TR126-24 Lambton Quay, Pipitea – Convert Bus Only Lane to Bus Lane		
	<i>Add to Schedule C (Direction) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Lambton Quay	Bus Lane	North side, commencing from the intersection with Bowen St (Grid coordinates X=1748820.93m Y=5428690.2m) and extending in an north easterly direction following the northern kerb line for 85 metres.

	Lambton Quay	<i>Bus Only Lane</i>	<i>North side, commencing 85 metres north east of its intersection with Bowen St. (Grid coordinates X=1748820.93m Y=5428690.2m) and extending in a north easterly direction following the northern kerb line for 55 metres.</i>
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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	TR89-24 Churton Drive, Churton Park – Proposed Pick-Up Drop-Off Time Limited Parking Restrictions
Location – where we propose to make the change	Churton Drive, Churton Park – Outside no. 90 and between no. 127 and no. 141
What we’d like to do	<ul style="list-style-type: none"> Convert the existing Pick-Up Drop-Off into a No Stopping unless Picking-Up or Dropping-Off with a 2min limit and to install new P5 Time limited parking during school terms outside no.127.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety and accessibility concerns from Churton Park School and parents regarding the safe pick-up and drop-off of their Tamariki (children). To improve parking turn-over and reduce congestion problems, Council Officers propose the pick-up drop-off area to be changed to - 2min Maximum Stay, Driver Must Not Leave Vehicle parking restrictions to also help with parking enforcement purposes. In addition, Council Officers are proposing to install new P5 parking spaces outside no.127 during school terms to further help with parking turn-over and reduce congestion problems.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves safety and accessibility for Tamariki and parents Improves parking availability <p>Net Parking Impact</p> <ul style="list-style-type: none"> Alteration of five existing pick-up drop-off parking spaces Convert five unrestricted parking spaces into P5 time limited parking during school terms <p>Pedestrian impact</p> <ul style="list-style-type: none"> Positive as there is safer access to the school by minimising unsafe parking practises
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 - 775 (2020 Affected by COVID Lockdown) - 1194 (2016) 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 Thursday 15 August 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

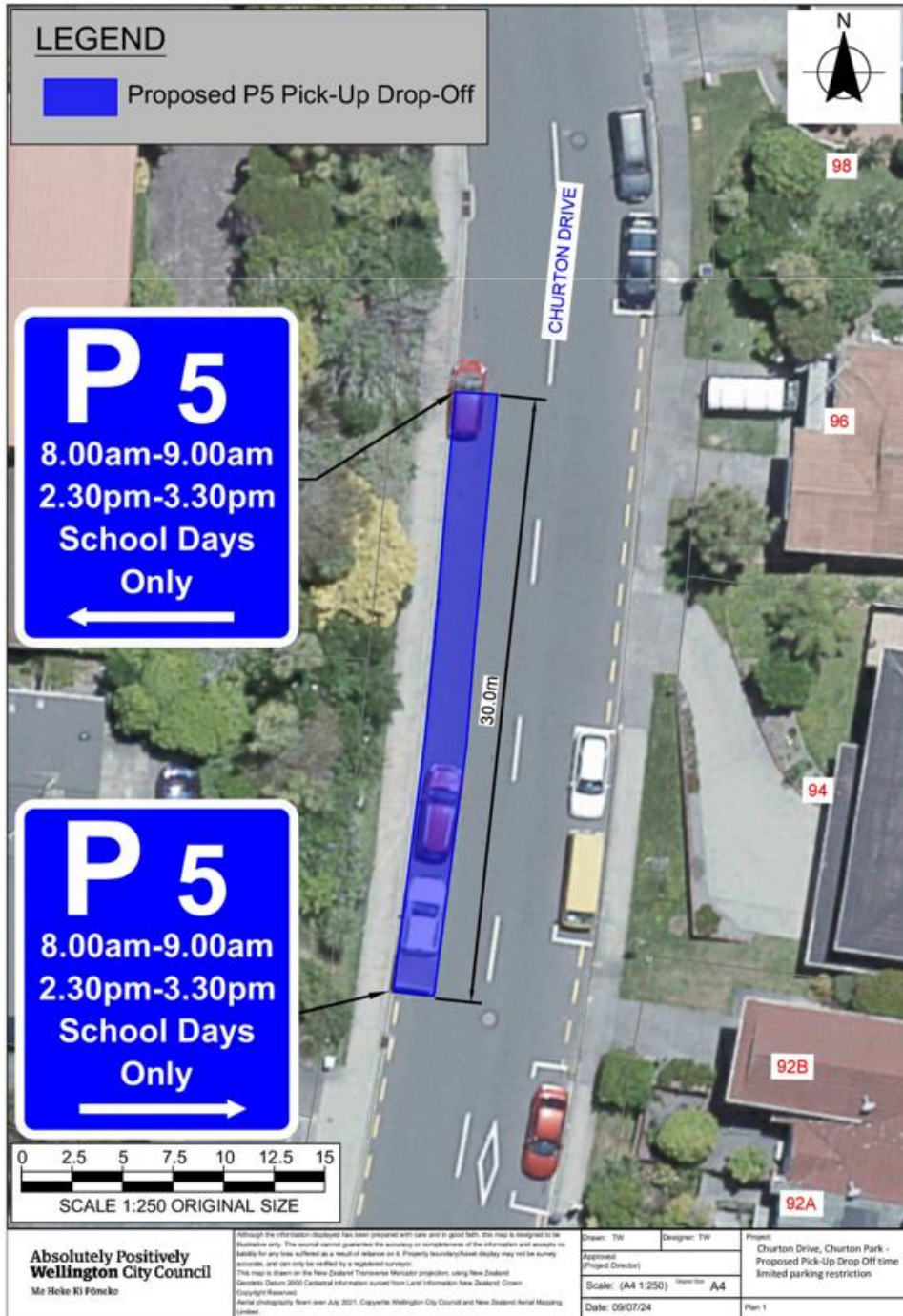
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	<p>All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also 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 Thursday 15 August 2024 and finishes at 5.00 pm Thursday 29 August 2024.</p>
Next Steps	<ol style="list-style-type: none">Feedback collated by Friday 30 August 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 3 October 2024.If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR89-24 Churton Drive, Churton Park – Proposed Pick-Up Drop Off Time Limited Parking Restriction



We are proposing a change in your area

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Traffic Resolution Plan: TR89-24 Churton Drive, Churton Park – Proposed Pick-Up Drop Off Time Limited Parking Restriction



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Churton Drive	<i>No Stopping, Except for Drop Off or Pick Up, Monday to Friday 8:00am - 9:00am, 2:30pm - 3:30pm, during school terms only.</i>	<i>East side, commencing 118 metres south of its intersection with Halswater Drive (Grid coordinates x=1751586.1m, y=5436660.1m), and extending in a southerly direction following the kerb line for 30 metres (5 parking spaces).</i>

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

Column One	Column Two	Column Three
Churton Drive	<i>Pick-Up Drop-Off Area, 2min Maximum Stay, Driver Must Not Leave Vehicle, School Days Only</i>	<i>East side, commencing 118 metres south of its intersection with Halswater Drive (Grid coordinates x=1751586.1m, y=5436660.1m), and extending in a southerly direction following the kerb line for 30 metres (5 parking spaces).</i>

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

Column One	Column Two	Column Three
Churton Drive	<i>P5 8:00am-9:00am, 2:30pm-3:30pm, School Days Only</i>	<i>West side, commencing 75 metres south of its intersection with Halswater Drive (Grid coordinates X=1751568.4m, y=5436655.4m), and extending in a southerly direction following the kerb line for 30 metres (5 parking spaces).</i>

Prepared By:	Tommy Wilson	(Transport Engineering Assistant)
Approved By:	Kate Gourdie	(Team Leader Traffic & Resolutions)
Approved Date:	26/07/2024	

Feedback Received

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Feedback

Name: Brian on behalf of The Churton Park Community Association

Suburb:

Agree: Yes

Kia ora koe,

Thank you for the opportunity to comment on this draft traffic regulation. The Churton Park Community Association supports the proposed change TR89-24. We agree with Churton Park School that the traffic congestion and risk to students at pick-up and drop-off time has long been a problem and is increasing.

Our only comment is that we are unsure about the practicality of the specified 2-minute permitted waiting time, but we defer to your experience in that matter.

Best wishes

Officer Response:

[Thank you for your feedback on TR89-24 Churton Drive, Churton Park – Proposed Pick-Up Drop-Off Time Limited Parking Restriction.](#)

The P2 time restriction is implemented to assist with enforcement purposes by our parking services team and ensure high turnover of vehicles.

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	TR111-24 Collier Avenue, Karori - No Stopping At All Times
Location – where we propose to make the change	Collier Avenue, Karori between no.42 and no.2A Ramsey Place
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"> • The Council has received a request from a member of the public to address safety concerns regarding parked vehicles on the western downward side of Collier Avenue by installing broken yellow lines. • Council Officers have evaluated the situation and found that vehicles parked in this area obstruct sightlines and force northbound traffic to cross the centre line on a bend, creating a safety hazard. • In addition, Collier Avenue is also a bus route for the no.33 bus. • To improve safety on this bend, officers propose installing No Stopping At All Times (broken yellow lines) along the road between the intersection with Ramsey Place and no.42, as outlined in the attached plans.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves safer turning movements. • Improves driver visibility. <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 daily traffic count – 170 (2016) • 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 Thursday 15 August 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
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We are proposing a change in your area

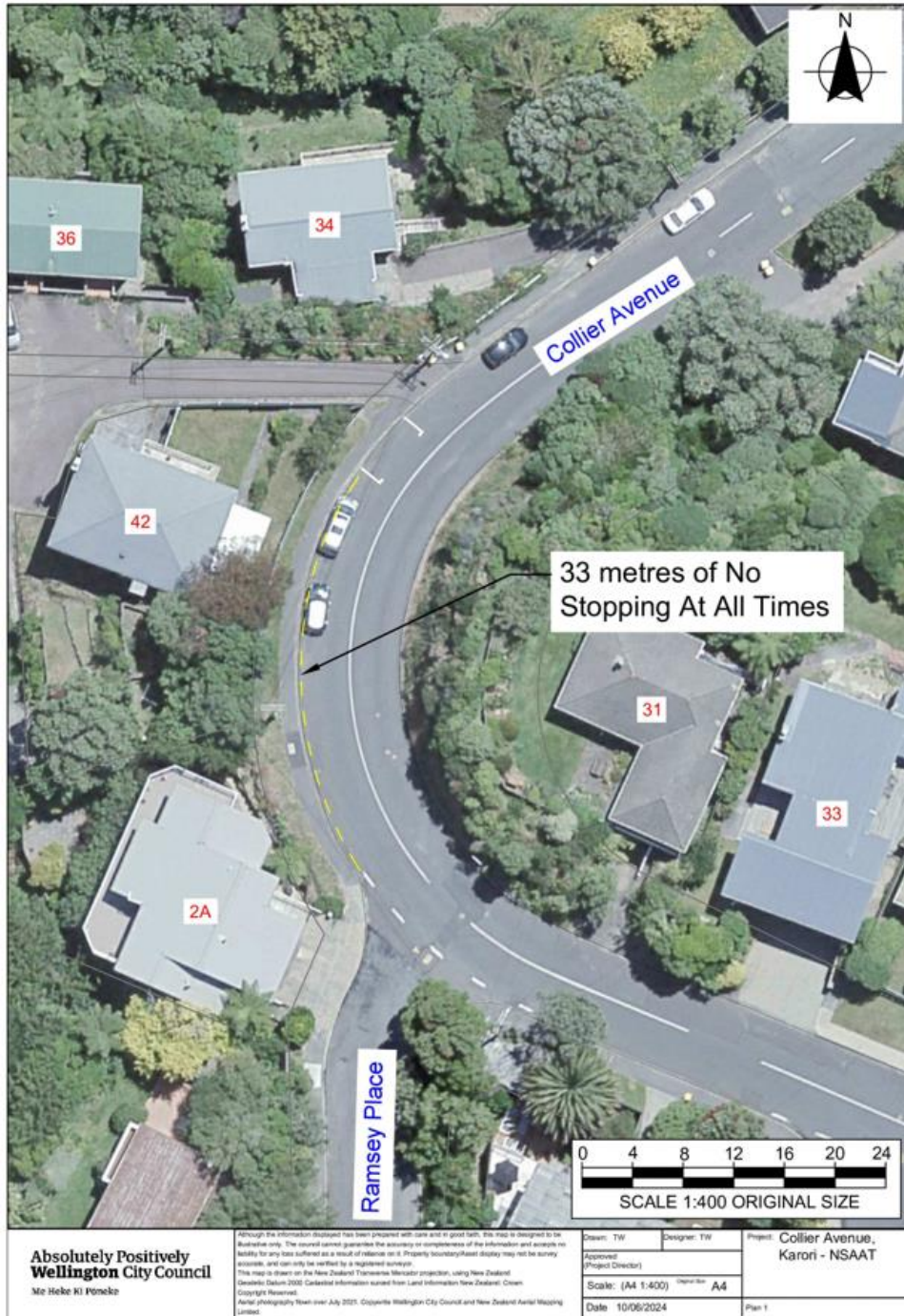
Absolutely Positively
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	<ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
Feedback	<ul style="list-style-type: none">If you would like to provide 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 9.00am Thursday 15 August 2024 and finishes at 5.00pm Thursday 29 August 2024.
Next Steps	<ol style="list-style-type: none">Feedback collated by Friday 30 August 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 3 October 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: TR111-24 Collier Avenue, Karori - No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
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Legal Description:

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

Column One	Column Two	Column Three
<i>Collier Avenue</i>	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Ramsey Place (Grid coordinates X=1,744,584.84m Y=5,427,747.61m) and extending in a northerly direction following the western kerb line for 33 metres.</i>

Prepared By: Tommy Wilson **(Transport Engineer Assistant)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 23/07/2024

Feedback Received

**Absolutely Positively
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Feedback

Name: Aaron

Suburb:

Agree: Yes

Tena koe,

I support the proposed traffic change in my area. The parked cars do create issues with visibility and safety. However, it is worth noting that I do not park my car in that area, so there are only benefits to my family. Thank you.

Officer Response:

[Thank you for your feedback on TR111-24 Collier Avenue, Karori - No Stopping At All Times.](#)

Feedback

Name: Wellyboy

Suburb: Karori

Agree: No

[Redacted] for 13 years. I regularly enter and exit [Redacted] driveway and have never found the cars parked on the bend to be a hindrance to [Redacted] access or add to any danger when entering or exiting the driveway.

In fact, it is quite the opposite. What I have noticed is when there are cars parked there that the traffic coming down Collier Avenue approaches the bend with more caution and less speed as they know a vehicle may be coming up the road. When there are no cars parked in that space the downward traffic travels a lot faster and can be surprised by the resident turning in or out of the driveway leading to near misses, or perhaps one day something worse.

I am aware of a parked car directly outside the driveway, which you have allowed to still be used for parking under the new proposal, being hit by another vehicle but as it was a hit and run, I would assume it was entirely the fault of the downward driver. Possible drunk or speeding. I notice that the reason for this proposal was because the council "received a request from a member of the public" so it seems disproportionate to the number of users each day if only one person has complained. I could spot hundreds of hazards in a short walk around Karori so if I reported them would you act on it every time?

Unfortunately, you cannot eliminate everything that poses risk in life and some personal responsibility must come into people's everyday decision making. This flawed logic is why we have so much nonsensical roadworks and layout changes in this city which has heavily divided the citizens of Wellington. Incidentally, there is more reckless driving now because of these changes. If this proposal is to go ahead it seems ridiculous to leave one car park directly outside the driveway 36-42

Feedback Received

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Collier Avenue. If you leave this one carpark you will have achieved absolutely nothing.

Officer Response:

Thank you for your feedback on TR111-24 Collier Avenue, Karori - No Stopping At All Times. We understand that in some situations, introducing broken yellow lines might lead to increased vehicle speeds. However, as you've pointed out, it's impossible to eliminate all risks in life, and personal responsibility must factor into everyday decisions.

The purpose of these broken yellow lines is to enhance driver visibility and prevent vehicles from crossing the centre line on a downward bend, which poses a significant risk of head-on collisions. Since this road is also a bus route, we aim to improve safety for both larger vehicles and everyday drivers at this bend.

Allowing a parking space outside 36-42 is reasonable, as drivers will have a clear view of oncoming vehicles and can manoeuvre around a parked car safely. This approach helps retain a parking space while maintaining safety.

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.

Reference	TR112-24 Clyde Street, Island Bay - Proposed Mobility Parking P10 Monday to Friday 8:30-9:15am to 2:45-3:30pm, Change of Class Restriction, No Stopping At All Times
Location – where we propose to make the change	Clyde Street, Island Bay opposite no.120
What we'd like to do	<ul style="list-style-type: none"> Install P10 Monday to Friday 8:30-9:15am to 2:45-3:30pm Mobility Parking.
Why we are proposing the change	<ul style="list-style-type: none"> Council have received request to install a mobility park from Island Bay School. This request has been made to ensure that the school is more inclusive to those who require mobility facilities. After an on-site investigation, engineers have assessed both Clyde Street and Thames Street as possible locations for the mobility park to be installed. The results of this investigation show that the grade of Thames Street is far too steep for a mobility park to be installed and poses a safety concern particularly for those in a wheelchair. Due to this, the remaining location of Clyde Street has been chosen for the most appropriate location for a mobility park. As part of this investigation, engineers also considered the option of a mobility park located on school land, but due to the topography of the school this is not a viable option. The positioning of the mobility park on Clyde Street has been chosen due to the proximity to the existing southern entrance of Island Bay School. In addition to the mobility park, engineers are proposing to install 8.0m of No Stopping At All Times road markings. The reasoning for these road markings is to ensure that small vehicles like motor bikes do not park in the small area between the southern edge of the proposed mobility park and the vehicle entrance to the south of this location. If vehicles were to park in this location, they may cause difficulty for mobility users and obscure sightlines.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves safety and accessibility for mobility park users <p>Net Parking Impact</p> <ul style="list-style-type: none"> Converting two unrestricted parking spaces to a single mobility 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 safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles. Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.

We are proposing a change in your area

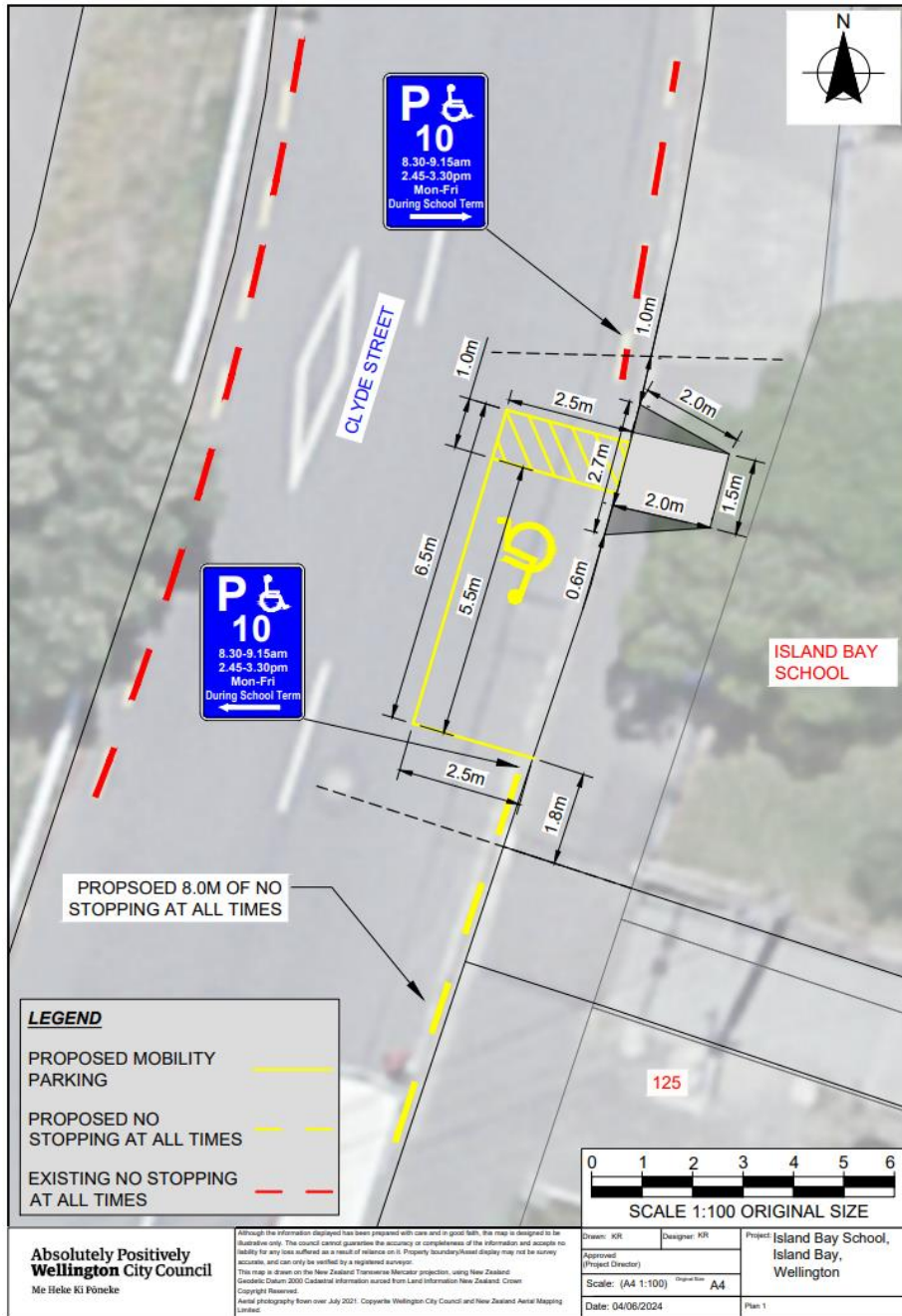
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Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 1,521 • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Thursday 15 August 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 Thursday 15 August 2024 and finishes at 5.00 pm Thursday 29 August 2024.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Friday 30 August 2024. 2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 3 October 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: TR112-24 Clyde Street, Island Bay - Proposed Mobility Parking P10 Monday to Friday 8:30-9:15am to 2:45-3:30pm, Change of Class Restriction, 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 At All Times) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Clyde Street	<i>No Stopping At All Times</i>	<i>East side, commencing 65.0 metres south of its intersection with Thames Street (Grid coordinates X= 1,748,507.92 Y= 5,422,497.34) and extending in an southerly direction following the eastern kerb line for 8.0 metres.</i>

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

Column One	Column Two	Column Three
Clyde Street	<i>Mobility Parking P10 Monday to Friday 8:30-9:15am to 2:45- 3:30pm</i>	<i>East side, commencing 58.0 metres south of its intersection with Thames Street (Grid coordinates X= 1,748,507.92 Y= 5,422,497.34) and extending in an southerly direction following the eastern kerb line for 7.0 metres.</i>

Prepared By: Karl Rudge **(Transport Engineer)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 26/07/2024

Feedback Received

Absolutely Positively
Wellington City Council
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Feedback:

Name: Dave
Suburb: Island Bay
Agree: Yes

Morning,

Realise this hasn't properly opened yet but heading overseas and just wanted to submit before doing so. Fully support the addition of this mobility park. Strongly recommend reconsidering the start time and moving it forward to at least 815am rather than 830am. Ideally 8am.

Kids are welcome in their classrooms from 830am, and to hang in the library from 8am. [Redacted], I know disabled kids and whanau will want to be able to be in classrooms by 830am sometimes to share learning and talk to the teacher, and it can take some time to safely do transfers.

Other parents will also use the park up to (and beyond) the stated time, and way better for them to not think of it as a useable space for drop offs. My youngest child is at preschool with a child who will be starting at IB school and using this park I imagine. Really want them to have the best experience possible within limitations of the topography.

Many thanks.

Officer Response:

[Thank you for your feedback on TR112-24 Clyde Street, Island Bay – Proposed Mobility Park P10 Monday-Friday 8:30am-9:15am to 2:45pm-3:30pm, Change of Class Restriction, No Stopping At All Times.](#)

[Thank you for your support on the proposed changes. The timing for the mobility park was determined through discussions with the school. At this point, we cannot alter the time restrictions as they have already been included in the public consultation. Any changes would require further consultation, which could delay the proposal, something we aim to avoid. However, we can revisit this issue in the future and consider adjustments if the school also wishes to make 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	TR114-24 Frankmoore Avenue, Johnsonville - Proposed P10 Time Limited Parking Restriction
Location – where we propose to make the change	Frankmoore Avenue, Johnsonville – outside Keith Spry Pool
What we'd like to do	<ul style="list-style-type: none"> Install two P10 Time Limited Parking restriction outside Keith Spry Pool and public toilets
Why we are proposing the change	<ul style="list-style-type: none"> Council have received concerns from a Councillor about the newly opened public toilets and the lack of appropriate short-stay time limited parking nearby for people using the public toilets. To improve parking turn-over and reduce congestion problems, Council Officers propose to remove 11 metres of No Stopping At All Times and replace with two P10 parks.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves safety and accessibility for drivers wishing to make use of the public toilet facilities Improves parking availability <p>Net Parking Impact</p> <ul style="list-style-type: none"> Addition of two time limited 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. 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 – 2835 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 Thursday 15 August 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

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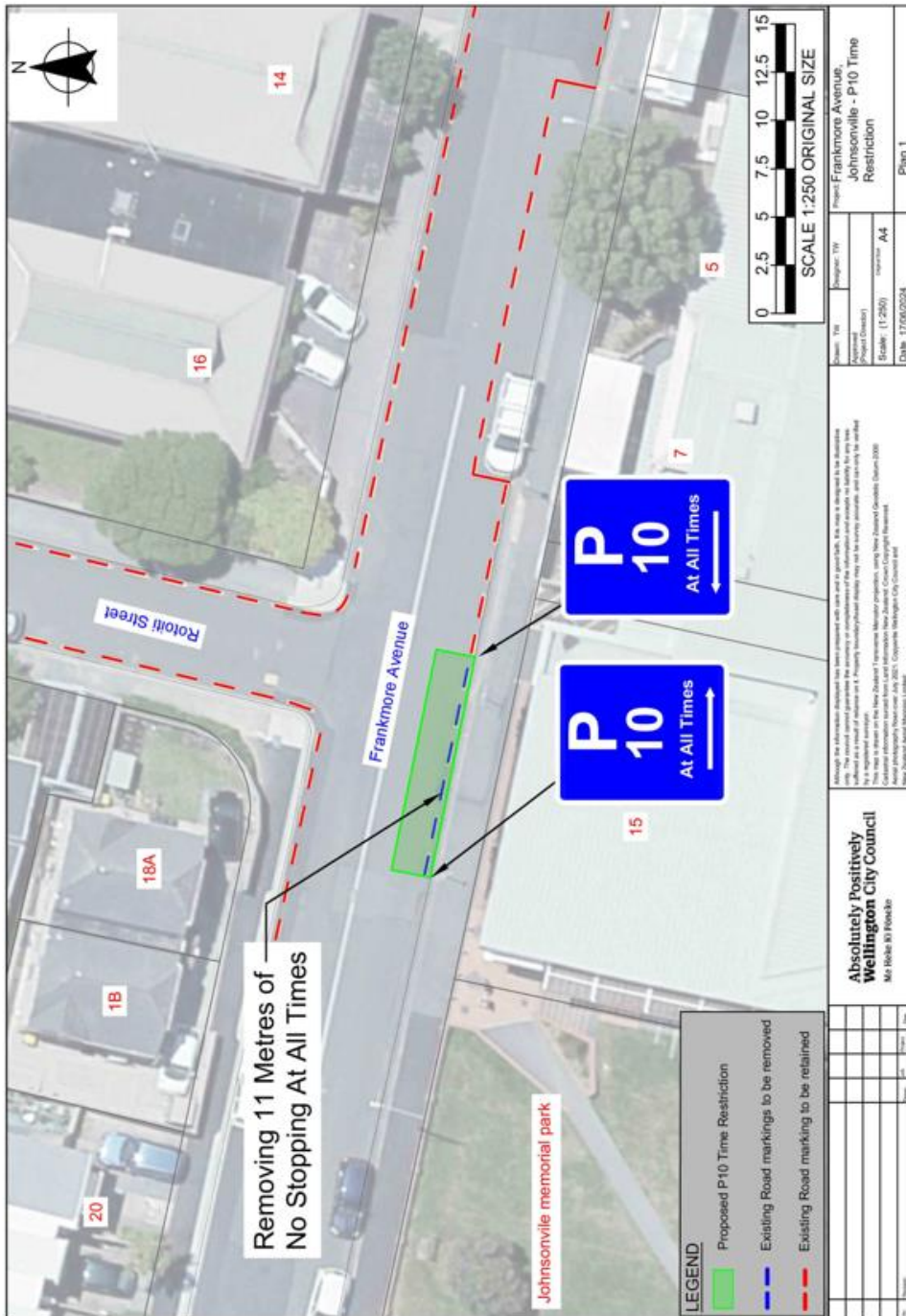
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	<p>consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p> <ul style="list-style-type: none"> For more information 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 Thursday 15 August 2024 and finishes at 5.00 pm Thursday 29 August 2024.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Friday 30 August 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 3 October 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: TR114-24 Frankmoore Avenue, Johnsonville - Proposed P10 Time Limited Parking



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Frankmoore Avenue	No Stopping At All Times	South side, commencing 52 metres East of its intersection with Dr Taylor Terrace (Grid coordinates X= 1,751,195.8239 m, Y= 5,435,034.2011 m) and extending in an easterly direction following the Southern kerb line for 21 metres.

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

Column One	Column Two	Column Three
Frankmoore Avenue	P10 At All Times	South side, commencing 52 metres East of its intersection with Dr Taylor Terrace (Grid coordinates X= 1,751,195.8239 m, Y= 5,435,034.2011 m) and extending in an easterly direction following the Southern kerb line for 11 metres.

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

Column One	Column Two	Column Three
Frankmoore Avenue	No Stopping At All Times	South side, commencing 63 metres East of its intersection with Dr Taylor Terrace (Grid coordinates X= 1,751,195.8239 m, Y= 5,435,034.2011 m) and extending in an easterly direction following the Southern kerb line for 10 metres.

Prepared By:	Tommy Wilson	(Transport Engineering Assistant)
Approved By:	Kate Gourdie	(Team Leader Traffic & Resolutions)
Approved Date:	29/07/2024	

Feedback Received

Absolutely Positively
Wellington City Council
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No Feedback Received

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	TR115-24 Hurman Street, Karori - No Stopping At All Times
Location – where we propose to make the change	Hurman Street, Karori from opposite no.18 through to outside no.24
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"> • The Council Transport Officers have received a request from Parking Services regarding vehicles parking in a manner that obstructs access to the street. • Additionally, Council Officers have determined that this narrow street will be inaccessible to emergency vehicles if vehicles are parked on both sides of the road. • To improve safety and accessibility, we propose installing No Stopping At All Times (broken yellow lines) along the road opposite property no.18 on the eastern kerb line and around the turning area outside no.24, as outlined in the attached plans where parking is not permitted.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves safety and accessibility for emergency vehicles and rubbish trucks. • Improves safer turning movements. <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Removal of seven 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 – 202 (2009) • 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 Thursday 15 August 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
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Next Steps	<ol style="list-style-type: none">Feedback collated by Friday 30 August 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 3 October 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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Wellington City Council**
Me Heke Ki Pōneke

Traffic Resolution Plan: TR115-24 Hurman Street, Karori - 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 At All Times) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Hurman Street</i>	<i>No Stopping At All Times</i>	<i>East side, commencing 108.5 metres west of its intersection with Duthie Street (Grid coordinates X=1,746,314,81m Y=5,427,681,18m) and extending in a South westerly direction following the East kerb line for 90 metres.</i>

Prepared By: Tommy Wilson (Transport Engineering Assistant)
Approved By: Kate Gourdie (Team Leader Traffic & Resolutions)
Approved Date: 26/07/2024

Feedback Received

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Feedback

Name: David

Suburb:

Agree: Yes

Kia ora Koata Hatepe

I wish to provide my feedback regarding the proposed 90 metres of no stopping at all times for Hurman Street, Karori, from opposite no.18 to outside no.24 as per your traffic resolution plan.

I agree with what has been proposed, but I don't think it goes far enough as Hurman Street is a narrow street and the no stopping at all times should include the eastern side of the street beginning at Duthie Street to the end of Hurman Street.

I hope your council officers duly take account of this to improve safety and accessibility, especially for emergency vehicles.

Ngā mihi

Officer Response:

[Thank you for your feedback for TR115-24 Hurman Street, Karori - No Stopping At All Times.](#)

Unfortunately, we are unable to add additional road markings to the current traffic resolution as this will need to undertake further consultation. However, we can certainly consider evaluating the rest of Hurman Street for future improvements.

Feedback

Name: Slawr

Suburb: Karori

Agree: Yes/No

This proposal is unnecessary as cars park along the section opposite #18 to outside #15. The turning section of the cul-de-sac provides useful parking for visitors and tradespeople that would be displaced to other areas, causing issues elsewhere. Large vehicles regularly use the turning part of the cul-de-sac without issue, even with cars parked in the area. If this proposal proceeds, I would support part of this proposal to install no stopping lines along the section opposite #18 and stopping at #15 but leave the large turning section unaffected.

Officer Response:

[Thank you for your feedback for TR115-24 Hurman Street, Karori - No Stopping At All Times.](#)

Feedback Received

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To ensure smooth traffic flow and safety, vehicles should avoid parking in designated turning areas on all streets. Drivers are encouraged to use caution and be considerate of others when stopping, standing, or parking on the road. To address this issue, broken yellow lines are proposed in the turning area.

Feedback

Name: 1wellingtonfamily

Suburb: Karori

Agree: No

Unnecessary and not relevant to requirements of street and surrounding households. Proposal includes traffic count for 2009 of 202 which seems way too high. It is definitely much lower.

Officer Response:

Thank you for your feedback for TR115-24 Hurman Street, Karori - No Stopping At All Times.

As per Wellington City Council guidelines, a minimum road width of 6.9 meters is required to allow parking on both sides of the street. If the road is narrower than this minimum, this could prevent large vehicles such as emergency services from passing through. In this case, 5.8/5.9 metres is too narrow and will involve installing broken yellow lines along the side of the street where there is no footpath.

Additionally, vehicles should not park without due consideration for other road users, particularly those trying to turn at the end of the cul-de-sac.

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	TR116-24 Kanpur Road, Broadmeadows - Formalise Bus Stop #3824
Location – where we propose to make the change	Kanpur Road, Broadmeadows – outside no.89
What we'd like to do	<ul style="list-style-type: none"> Formalise Bus Stop #3824 by installing adequate road markings.
Why we are proposing the change	<ul style="list-style-type: none"> Council have received a request from a member of the public to install bus stop entry and exit tapers (broken yellow lines) as parked vehicles are preventing busses from entering the bus stop. To enhance bus services, improve accessibility and ensure there is enough space for buses to safely manoeuvre in and out of bus stop #3824 outside No. 89, officers propose installing No Stopping At All Time (broken yellow lines) in accordance with NZTA guidelines. Refer to the attached plan for details.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves bus service Improves safer turning movements <p>Net Parking Impact</p> <ul style="list-style-type: none"> Removal of four 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 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.
Additional Information	<ul style="list-style-type: none"> Average monthly passenger number – 280 Boarding, 96 Alighting (June) Average daily traffic count – 179 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 Thursday 15 August 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 Thursday 15 August 2024 and finishes at 5.00 pm Thursday 29 August 2024 .</p>
Next Steps	<ol style="list-style-type: none">Feedback collated by Friday 30 August 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 3 October 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
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Traffic Resolution Plan: TR116-24 Kanpur Road, Broadmeadows - Formalise Bus Stop #3824



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
Kanpur Road	<i>No Stopping At All Times</i>	<i>West side, commencing 14 metres north of its intersection with Jaunpur Crescent (Grid coordinates X=1,750,266.42m Y=5,433,511.70m) and extending in a northerly direction following the western kerbline for 15 metres.</i>
Kanpur Road	<i>No Stopping At All Times</i>	<i>West side, commencing 40.5 metres north of its intersection with Jaunpur Crescent (Grid coordinates X=1,750,266.42m Y=5,433,511.70m) and extending in a northerly direction following the western kerbline for 9 metres.</i>

Prepared By: Tommy Wilson **(Transport Engineering Assistant)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 26/07/2024

Feedback Received

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Feedback

Name: Kanpur

Suburb: Broadmeadows

Agree: No

I would like to express my concern for the planned changes – Traffic Resolution Plan TR116-24 Kanpur Road. WCC have already limited the parking between 84 and 88 Kanpur Road on the East side of the road with the addition of BUS STOP 3823 (still temporary since approx. 2019). This has already limited the parking for residents and visitors to our homes. Why now shut down another 5 parking spaces on the west side also?

The location of BUS STOP 3823 directly adjacent to BUS STOP 3824 is the main reason buses are unable to navigate this area. The location of Stop 3823 has already caused heavily restrictive parking and traffic congestion. There is no other BUS STOP in Broadmeadows that has caused this amount of parking restrictions or congestion.

You state that you want to encourage public transport use, walking and bike riding, but how will the 24 BUS get a shift worker to work at 4am or home at 1am? Not everyone works a 9-5 traditional job. The Bus Stop on the East side of the Road (temporary bus stop 3823), the BUS drivers seem to have an issue with parking on this stop and continually go well over it and block driveways.

There are between 4-5 resident vehicles that park every evening on the road that you are going to now restrict. Where should we park? Where do our visitors park? WCC refer to the formalisation of BUS STOP 3824 – to my knowledge this has always been a permanent stop (for over 25 years with a shelter) and it is BUS STOP 3823 on the east side that is temporary.

You state that this is because a member of the public requested this change, is this one member of the public a resident who will be affected by the parking restrictions? If I start work at 4am I want to be able to walk to my car safely and be able to park near my home.

Officer Response:

Thank you for your feedback on TR116-24 Kanpur Road, Broadmeadows – Formalise Bus Stop #3824.

Wellington City Council are working closely with Greater Wellington Regional Council to formalise bus stops all over Wellington.

Unfortunately, formalising bus stops will remove on street parking due to the need of introducing Lead-in and Lead-out tapers for the kerbside bus stop.

Kerbside bus stops are the most common bus stop layout for most urban and suburban streets in New Zealand. Lead-in space is needed for buses to pull into the kerbside. If on-street parking is positioned too close to a bus stop, buses may have difficulty entering and exiting the stop, as well as

Feedback Received

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aligning properly with the kerb. These changes are supported by Greater Wellington Regional Council (GWRC) following NZTA standards.

We aim to minimise the removal of on-street parking spaces while also considering enhancements for other modes of transportation. It's worth noting that most properties in this area have off-street parking, with many able to accommodate multiple vehicles.

Feedback

Name: Susan

Suburb:

Agree: Yes/No

A. Re map:

Please clarify

Bus stop #3824 outside number 89 has been a permanent stop situated at the present location for longer than 24 years.

Bus stop #3823 outside number 88 is a temporary stop, having been installed several years ago during Mr. Lester's reign as mayor. Is bus stop #3823 the bus stop which needs to be formalised?

Number 84 Kanpur Road is labelled as 84A and visa versa.

B. Points for consideration:

As a regular user of both these stops I have never witnessed a bus being unable to pull in or out of them. However, surely the individual bus drivers driving this route should be consulted.

Re the parking policy: the topography of, and weather conditions in, this area are not conducive to enable walking and cycling as a means of transport for most people including the elderly, unwell, disabled, young children, those with prams.

Entry and exit tapers are already in place around bus stop #3823. It is imperative these existing lines remain (please refer to my previous submissions to the Wellington City Council and Greater Wellington Regional Council when this stop was installed).

Does the Wellington City Council own the green area adjacent to the bus stop #3824? Council and other service vehicles regularly park on this land (often leaving a muddy mess). If parks are removed and the WCC owns this land surely part of this area could be sectioned off and sealed to provide a designated parking area for both service vehicle and public parking.

Officer Response:

[Thank you for your feedback on TR116-24 Kanpur Road, Broadmeadows – Formalise Bus Stop #3824.](#)

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The Council proposes to add bus stop tapers to bus stop #3824 on the western side of Kanpur Road, bus stop #3823 on the eastern side will remain unchanged.

Kerbside bus stops are the most common bus stop layout for most urban and suburban streets in New Zealand. Lead-in space is needed for buses to pull into the kerbside. If on-street parking is positioned too close to a bus stop, buses may have difficulty entering and exiting the stop, as well as aligning properly with the kerb. These changes are supported by Greater Wellington Regional Council (GWRC) following NZTA standards.

The grass area referred in your submission is owned by Wellington City Council and Transport and Infrastructure are unaware of any plans for this area to change.

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	TR117-24 Old Karori Road, Karori – P10 Pick-Up, Drop-Off (Amended)
Location – where we propose to make the change	Old Karori Road, Karori – between no.79 and the Childspace Early Learning Centre
What we'd like to do	<ul style="list-style-type: none"> • Original - Install P5 7.30am-9:30am, 3:30pm-5:30pm, School Days Only Time Limited Parking Restriction between no.79 and the Childspace Early Learning Centre • Amendment - After feedback received, Council officers have decided to amend the original plan to propose a P5 pick up and drop off and to increase the restriction to a P10 pick up and drop off as requested by submitters
Why we are proposing the change	<ul style="list-style-type: none"> • Council have received a request from a member of the public to install a pick-up and drop-off space for parents with children attending the Childspace Early Learning Centre. • To improve parking turn-over and reduce congestion problems, Council Officers are proposing a P5 7.30am-9:30am, 3:30pm-5:30pm, school days only, time limited parking restriction. • From a safety perspective, this location was selected as Chaytor Street and Karori Road are main roads with high traffic volumes. Officers decided not to place this park, which is primarily used by parents with small children, too close to this intersection, as per the attached plan.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves safety and accessibility for parents • Improves parking availability <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Converting of one unrestricted parking space into one pick up and drop off P10 space <p>Pedestrian impact</p> <ul style="list-style-type: none"> • Positive for parents dropping children closer to the daycare, limiting the distance needed to travel on foot
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 – 5230 • 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

We are proposing a change in your area

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	Thursday 15 August 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 Thursday 15 August 2024 and finishes at 5.00 pm Thursday 29 August 2024.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Friday 30 August 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 3 October 2024. If approved, the proposal will be installed within the following three months.

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Original Traffic Resolution Plan: TR117-24 Old Karori Road, Karori - P5 Pick-Up, Drop-Off



We are proposing a change in your area

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Amended Traffic Resolution Plan: TR117-24 Old Karori Road, Karori – P10 Pick-Up, Drop-Off



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
Old Karori Road	<i>P10 7.30am-9:30am, 3:30pm-5:30pm School Days Only</i>	<i>East side, commencing 28 metres north of its intersection with Chaytor Street (Grid coordinates X=1,746,655.13m Y=5,428,579.80m) and extending in an northerly direction following the eastern kerb line for 5 metres.</i>

Prepared By: Tommy Wilson **(Transport Engineering Assistant)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 26/07/2024

Feedback Received

**Absolutely Positively
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Feedback

Name: Datalore

Suburb: Karori

Agree: No

I'm a parent who regularly picks up and drops off my kid here. While I agree with the overall premise of the proposal, it should be amended as follows:

1. During the pick-up/drop-off times specified, there is high demand for parent parking. Ideally, two spaces rather than one should be converted to P5. The space indicated and the one directly behind it.
2. If only one space can be converted to P5, the one selected is not a good choice because it is sandwiched between the spaces in front and behind. This will create a headache with parents needing to parallel park to pull in/out. Instead, the space directly behind that one should be made the P5 space to minimise the manoeuvring needed to get in/out.

Officer Response:

[Thank you for your feedback on TR117-24 Old Karori Road, Karori – P5 Pick-Up, Drop-Off - Amended.](#)

[The Council has designated a single space for pick-up and drop-off to accommodate residents' needs as well. The space behind this allocated pick up and drop off is a vehicle entrance and a driver must not stop, stand, or park the vehicle obstructing a vehicle crossing and driveway.](#)

[Since vehicles are not permitted to park in that area, parents should be able to use the pick-up and drop-off spot without any issues.](#)

Feedback

Name: Lauren

Suburb:

Agree: Yes

Kia ora,

Thank you so much for the proposal to install dedicated pick-up/drop-off parking on Old Karori Road. This will make a huge difference for the safety of current and future families of Childspace.

The time of day is perfect. Due to the age of children attending Childspace Karori, all under two years old, I believe 10 minutes would be a better timeframe. In most cases it takes longer than five minutes to get the baby out of the car and comfortably settled at Childspace, very different to a school drop off where you don't always even need to get out of your car (speaking as the mother of a six-year-old!). I would also suggest two parking spaces, if possible, as we often have more than one family dropping off at a time.

Feedback Received

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If you would like any further information about parking at Childspace Karori, please do not hesitate to get in touch.

Officer Response:

Thank you for your feedback on TR117-24 Old Karori Road, Karori – P5 Pick-Up, Drop-Off - Amended.

Council officers have recognised the feedback provided by submitters and have amended the original plan for a P5 pick up and drop off to a P10 pick up and drop off. To avoid delays and additional consultation for implementing another parking space, we are currently proposing just one P10 parking spot. If it becomes clear that more spaces are needed, we can consider adding another P10 park in the future.

Feedback

Name: Natalie

Suburb:

Agree: Yes

Hi there,

I wish to submit feedback on TR117-24 regarding the creation of a pick-up/drop-off park on Old Karori Road.

Thank you so much for considering this and the safety of our children who attend the Childspace daycare. The drop off situation causes daily issues for us, and the traffic is a real hazard when crossing with very young children (the centre is under 2s).

I wondered if you could please consider a drop off time of 10 minutes instead of 5 for the proposed space as often a baby takes longer to settle than 5 minutes at drop off.

Likewise, there are usually 3 or 4 caregivers parking at peak drop off or pick up times so I wondered if you could consider a designated space that fits 2-3 vehicles as there is easily room for this. This would also prevent parents needing to park over the road at the cemetery.

Thanks so much – happy to discuss.

Officer Response:

Thank you for your feedback on TR117-24 Old Karori Road, Karori – P5 Pick-Up, Drop-Off - Amended.

Council officers have recognised the feedback provided by submitters and have amended the original plan for a P5 pick up and drop off to a P10 pick up and drop off. To avoid delays and additional consultation for implementing another parking space, we are currently proposing just one

Feedback Received

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P10 parking spot. If it becomes clear that more spaces are needed, we can consider adding another P10 park in the future.

Feedback

Name: Beatrice
Suburb: Karori
Agree: Yes

I absolutely support this change as a parent with a child at Childspace. Parking in the morning and afternoon for peak drop-off and pick-up is really difficult with limited parking and access. I would propose to have 1 additional park allocated for those times on the same side of the road as this submission but also on the opposite side of the road outside the cemetery. This would allow for both directions of traffic and lessen the walking distance with child(ren) in tow.

Officer Response:

Thank you for your feedback on TR117-24 Old Karori Road, Karori – P5 Pick-Up, Drop-Off - Amended.

The idea for a dedicated pick up and drop off for parents is to be directly outside the facility it is intended for and to minimise the need to cross the road, especially with young children. Council has decided with a single space, so there are still available spaces for resident's needs. However, if it becomes clear that more spaces are needed, we can consider adding another P10 park in the future.

Feedback

Name: Sarah_S
Suburb: Karori
Agree: No

I have my child at Childspace currently, and I do not believe that a P5 carpark space would provide for the hazard reduction it is seeking to achieve. Unfortunately, this area is unsafe for multiple reasons, including the fact it is located in a heavy location. Spending rate payer money on a P5 park is unlikely to help, as multiple parents are dropping off their children at the same time. There is almost always a free park available in the area suggested for this P5 anyway.

I don't think the proposal addresses the real safety concerns of this road and its users and it would seem a waste and not good use of taxpayer money to go ahead with this proposal. Another option (although I understand would be much more costly), would be to have more parking available in the Karori cemetery and/or bridge over the road. Although I am well aware this would likely way exceed any funding available for this work. Ultimately it is just a very unsafe location for a ECE.

Feedback Received

Officer Response:

Thank you for your feedback on TR117-24 Old Karori Road, Karori – P5 Pick-Up, Drop-Off - Amended.

The Council believes that installing a single dedicated pick-up and drop-off space would enhance safety for parents by increasing turnover with a 10-minute limit, thereby reducing the need for parents to park elsewhere and navigate busy roads or long distances. This location was chosen because it is sufficiently set back from the intersection to avoid safety risks, while still being conveniently situated directly outside the facility.

Therefore, the dedicated P10 is a cost-effective solution to help enhance safety for parents and Tamariki.

Feedback

Name: Libby

Suburb:

Agree: No

Dear Wellington City Council,

I am writing to express my concerns regarding the proposed implementation of a 5-minute parking zone directly outside 79 Old Karori Road. While I understand the intention behind creating short-term parking spaces, I believe this measure may inadvertently significantly compromise safety and exacerbate traffic congestion in the small area.

Firstly, the introduction of a 5-minute parking zone will encourage drivers to engage in rapid and potentially unsafe parking manoeuvres, especially given the high turnover rate. This increased activity will lead to an elevated risk of accidents, particularly in an area where visibility is already limited due to parked vehicles and pedestrian traffic.

Moreover, the constant turnover of vehicles in a small short-term parking zone will contribute to traffic congestion. This could also result in frustrated drivers making hasty decisions, which further endangers pedestrians and other road users. Increasing the already high traffic turnover on this side of the road is not a good idea.

As nearby residents in the area with small children, we are well aware of the many U-turns that occur in Old Karori Road by Daycare parents particularly at drop off time in the morning. The large majority of parents who use the daycare are heading out of Karori towards the city in the morning and would prefer to be able to park on Chaytor Street. Traffic is often backed up down Old Karori Road in the morning as can be seen by the attached photos. Congestion does not occur like this on Chaytor Street.

Feedback Received

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Additionally, the presence of a 5-minute parking zone will impact local residents with the constant movement of vehicles across driveways causing unnecessary noise, disruption, and greater safety risk.

I urge the Council to consider alternative solutions that could balance the need for short-term parking with the safety and well-being of our community. A possible alternative could be to encourage parents (via the childcare centre) who park on the opposite side of the street to use the pedestrian crossing at the lights. This also sets a good example for their children on how to safely cross the road. As can be seen in the photo, there is often parking available on that side.

Should a 5 minute parking zone be required, this should either be on Chaytor Street where parents are able to safely pull into the park on their way into town for work or on the opposite side of Old Karori Road where again parents safely cross at the pedestrian crossing and then safely continue down the hill without having to fight the traffic coming up the hill. This would hopefully encourage parents to head down the hill and loop around to rejoin Chaytor Street via Whitehead Road (as many other drivers safely do). Parking recommendations could be communicated to parents via the Daycare centre.

Thank you for considering my concerns. I look forward to your response and hope that I have highlighted the significant safety concerns with having a 5-minute parking zone at your proposed site. Having a high turnover park at this location is only going to worsen the congestion and frustration that drivers coming into Karori already experience.



Feedback Received

Officer Response:

Thank you for your feedback on TR117-24 Old Karori Road, Karori – P5 Pick-Up, Drop-Off - Amended.

This area is currently used by parents for dropping off and picking up their children. The introduction of the P10 parking restriction aims to formalise this arrangement and ensure that parking remains available for parents during these times. Council officers have amended this plan based of feedback provided by submitters to change the restriction from a P5 pick up and drop off to a P10 pick up and drop off.

Residents and visitors will still be able to use this space outside of the designated P10 hours, as the restriction does not apply at all times. This location was chosen for the P10 park because it is adequately distanced from the intersection while remaining conveniently close to the facility it serves. In addition, this space also reduces the safety risk of parents and Tamariki having to cross the road.

Feedback

Name: Paul

Suburb: Karori

Agree: No

Kia ora feedback team,

Thank you for the option of replying anonymously to proposal TR117-24. However, given this proposal directly affects our home any feedback is impossible to anonymise. [Redacted] and experience the many and varied approaches to driving and parking when parents and carers drop off at Childspace.

We would be grateful if you could provide the content of the request/complaint (this sounds singular) that was made, as this will allow understanding and quantification of the real problem.

We have concerns, requests, and complaints around the approach that many parents currently take when parking outside our home. These have been raised with Childspace with variable success in altering behaviour. Cars will frequently park across our driveway and on the footpath outside our neighbour. The universal response of 'I'll just be 5 minutes' is universally an underestimate and a bit rude. We know it is essentially impossible to park, drop off and settle your child in day care and be back in under 10 minutes. There also seems a common misconception that having several centimetres of car inside the edge of 'the virtual parking line' allows parking for an extended period over our driveway and those of our neighbours.

We understand and support the idea of safe parking for parents dropping off and picking up at childcare. We also advocate for safe and consistent access and exit to our property and driveway. We believe that the temptation to squeeze in two cars across the single parking area will be too

Feedback Received

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great for most to resist most of the time. This will regularly and consistently result in compromised and unsafe access and exit from our garage and driveway.

In addition, we regularly observe audacious and frankly dangerous U-turns as parents swing across the road to park. The competition for the single space will now become even more intense. We feel that marked parking opposite the childcare centre would facilitate a less frantic and dangerous approach to parents and carers looking to drop off and pick up.

We offer several suggestions other than that provided by the council:

There is the whole side of the street opposite Childspace and outside the cemetery with a light facilitated pedestrian crossing that will deliver a person, pushchairs, and toddlers straight into the driveway of Childspace. This is safe and easy to manage for people of all ages, including the many grandparents who drop off and pick up. We note there is a precedent for this as TR89-24 proposes 5min parking opposite the school.

There are two potential parking spaces directly outside Childspace. This will prevent the inevitable 'I'll just be 5 minutes' car park creep that directly affects safe exit from our property. TR121-24 proposes something similar with parking outside the childcare centre only.

A further option already available is the cemetery carpark. This is a safe and easy parking area that could be used for Childspace drop off, again with the light facilitate pedestrian crossing delivering straight to the front entrance.

There is potential for a park in Chaytor Street like that proposed for Old Karori Road. The traffic lights will facilitate safe entry and exit from this parking area. This would likely suit the large number of parents from Karori doing a drop off.

In addition we would note that your policy supports 'community building' and 'attractive streetscapes.' We feel that the site proposed in TR117-24 does not enhance community building for the community living in the vicinity of Childspace. It certainly does not create an attractive streetscape for the residents when there are similar options with minimal visual impact immediately adjacent.

Thanks for the chance to feedback.

Officer Response:

[Thank you for your feedback on TR117-24 Old Karori Road, Karori – P5 Pick-Up, Drop-Off - Amended.](#)

[Thank you for providing various suggestions and alternatives for this proposal. The P10 zone was selected for its location because it is safely distanced from the intersection while remaining conveniently close to the facility it serves. Additionally, this location was chosen with residents'](#)

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

needs in mind, including formalising the distance from the vehicle accessway at property 79 and providing a clear visual cue for drivers about where not to park. Only one parking space is proposed to minimise any inconvenience to residents.

The cemetery is part of the parks and recreation facilities, and changing parking arrangements for visitors, particularly in the afternoon, is not feasible.

Chaytor Street is a principal road with high vehicle usage and serves as a major bus route, making it unsuitable for short-term parking designed for parents and young children. In contrast, Old Karori Road has a significantly lower traffic volume and is not a bus route, making it more appropriate for such parking. In addition, this space also reduces the safety risk of parents and Tamariki having to cross the road.

In reference to the parking policy, what you have mentioned is one aspect, this proposal is acting more in line with supporting city place-making, amenity, and safety, ensure on-street parking design and placement supports overall city amenity and safety.

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	TR120-24 Totara Road, Miramar - No Stopping At All Times
Location – where we propose to make the change	Totara Road, Miramar outside no.1
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"> • A member of the public provided a request for action form with 21 signatures all in agreement for Council to extend No Stopping At All Times in Totara Road from its intersection with Awa Road. • It has been assessed that when vehicles park in this section of the road, it hinders driver visibility when turning in and out of this intersection and forces vehicles to travel on the other side of the road near a bend causing safety concerns. • To improve safety and accessibility, we are proposing to install No Stopping At All Times along this section of the road outside property no. 1, as per the attached plans.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves safety and accessibility for vehicles travelling down this section of road • Improves driver visibility <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 daily traffic count – 372 (2015) • 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 Thursday 15 August 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

We are proposing a change in your area

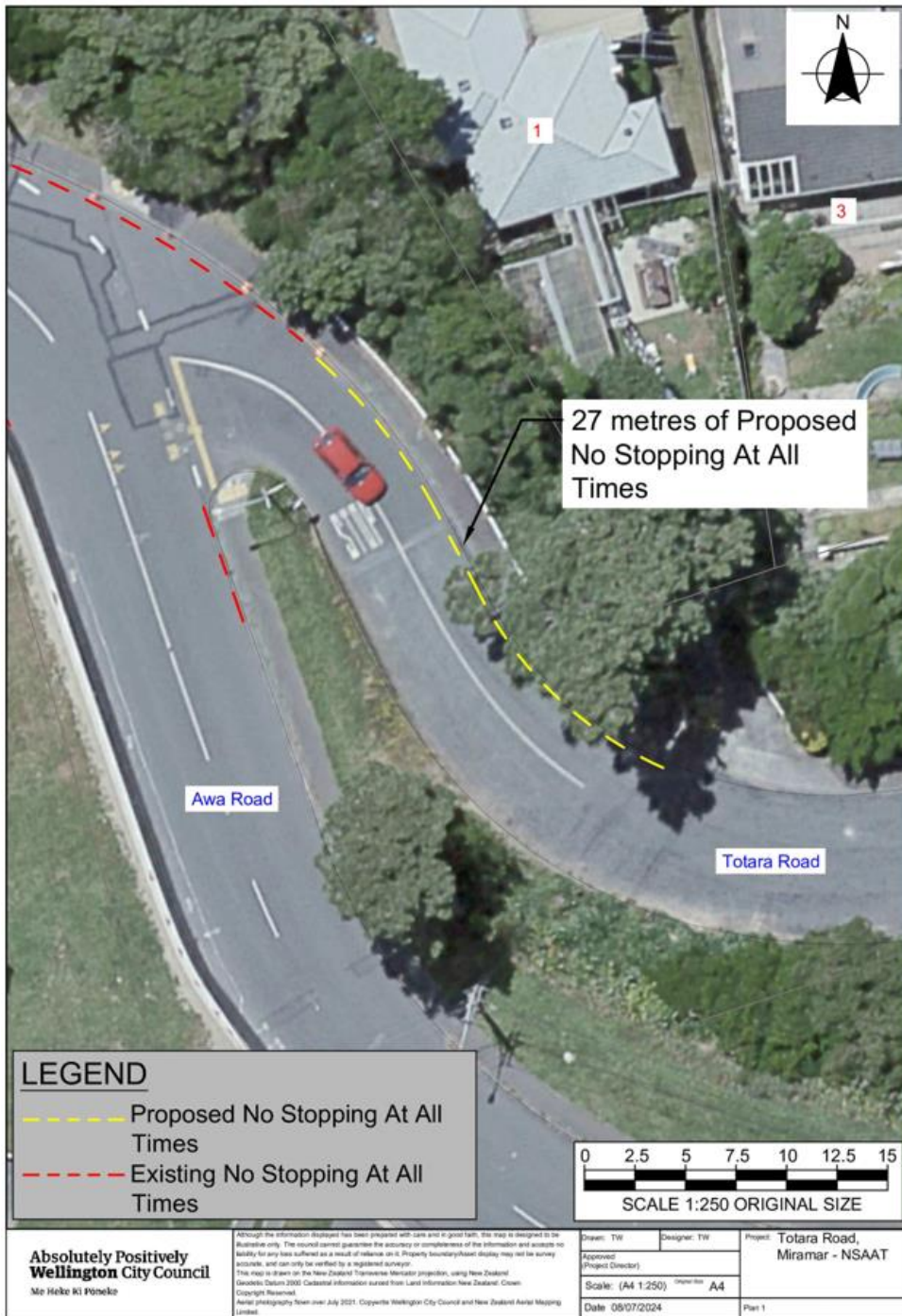
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<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 Thursday 15 August 2024 and finishes at 5.00 pm Thursday 29 August 2024.</p>
Next Steps	<ol style="list-style-type: none">Feedback collated by Friday 30 August 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 3 October 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: TR120-24 Totara Road, Miramar - No Stopping At All



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Totara Road	<i>No Stopping At All Times</i>	<i>North side, commencing from the intersection with Awa Road (Grid coordinates X=1752794.085m Y=5425015.987m) and extending in an easterly direction following the northern kerb line for 12 meters.</i>

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

Column One	Column Two	Column Three
Totara Road	<i>No Stopping At All Times</i>	<i>North side, commencing from the intersection with Awa Road (Grid coordinates X=1752794.085m Y=5425015.987m) and extending in an easterly direction following the northern kerb line for 39 meters.</i>

Prepared By: Tommy Wilson **(Transport Engineering Assistant)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 29/07/2024

Feedback Received

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

Feedback

Name: Datalore

Suburb: Karori

Agree: Yes

Always a pain driving there. This will help.

Officer Response:

[Thank you for your feedback on TR120-24 Totara Road, Miramar – No Stopping At All Times.](#)

Feedback

Name: Fraser

Suburb: Miramar

Agree: Yes

The change will provide substantially safer conditions for both drivers and pedestrians due to mutually improved visibility. This is particularly important for children walking to and from Worsler Bay School and those living in this family dense area. There have been several reported 'near misses' where a child was nearly hit by a vehicle at this intersection. Clearing the side of this narrow part of Totara Road, where indicated, would remove a major risk factor.

Officer Response:

[Thank you for your feedback on TR120-24 Totara Road, Miramar – No Stopping At All Times.](#)

We are proposing a change in your area

Kia ora,

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

Proposal:

Reference	TR121-24 Oxford Street, Tawa - Proposed P10 Time Limited Parking Restriction
Location – where we propose to make the change	Oxford Street, Tawa – outside no.57
What we'd like to do	<ul style="list-style-type: none"> • Install three P10 Time Limited Parking Restriction 7am-6pm Mon-Fri outside no.57 - Millie's House Childcare Centre. • Remove 4 metres of No Stopping at All Times across redundant vehicle crossing to allow for a third P10 park.
Why we are proposing the change	<ul style="list-style-type: none"> • Millie's House has recently received approval for their resource consent to increase the number of children attending the facility, and to extend their operating hours. • One condition of the consent required the installation of P10 parking spaces directly adjacent to Millie's House, designated for parents to use as a drop-off and pick-up area throughout the day. • This condition of consent is intended to ensure safe pick-up and drop-off directly outside the facility. The designated P10 parking spaces will promote higher turnover and minimise the need for parents to park across the road, reducing safety risks associated with crossing the road with their children. Time restrictions on these spaces will also discourage unsafe or illegal parking practices, such as blocking neighbour's vehicle entrances. • The proposal is to designate three P10 time-restricted parking spaces from 7am to 6pm Monday to Friday, aligning with the staggered pick-up and drop-off times for parents throughout the day.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves safety and accessibility for Tamariki and parents • Improves parking availability <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Convert three unrestricted parking spaces to P10 7am-6pm Mon-Fri <p>Pedestrian impact</p> <ul style="list-style-type: none"> • Positive – improves safer access to the Childcare Centre by minimising unsafe parking practices and allowing parking directly outside the centre
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 – 2190 (2019 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 Thursday 15 August 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 Thursday 15 August 2024 and finishes at 5.00 pm Thursday 29 August 2024.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Friday 30 August 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 3 October 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: TR121-24 Oxford Street, Tawa - Proposed P10 Time Limited Parking Restriction



We are proposing a change in your area

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

Legal Description:

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

Column One	Column Two	Column Three
Oxford Street	No Stopping At All Times	West side commencing 251 metres from its intersection with Cambridge Street and extending in a northerly direction for 33 metres to its intersection with Surrey Street.

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

Column One	Column Two	Column Three
Oxford Street	No Stopping At All Times	West side, commencing from its intersection with Surrey Street (Grid coordinates X=1,753,207.28 m, Y=5,441,007.09 m) and extending in an southerly direction following the western kerb line for 29 metres.

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

Column One	Column Two	Column Three
Oxford Street	P10 7:00am-6:00pm (Monday – Friday)	West side, commencing 29 metres from its intersection with Surrey Street (Grid coordinates X=1,753,207.28 m, Y=5,441,007.09 m) and extending in an southerly direction following the western kerb line for 16 metres.

Prepared By:	Charlotte Poi	(Transport Engineer Assistant)
Approved By:	Kate Gourdie	(Team Leader Traffic & Resolutions)
Approved Date:	26/07/2024	

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Richard

Suburb:

Agree: Yes

To whom it may concern,

I wish to submit in favour of TR121-24 Oxford Street, Tawa – Proposed P10 Time Limited Parking Restriction. I believe the proposal is sound and the outcome demonstrates efficient and safe use of the road environment.

[Redacted]

Thanks and kind regards,
Richard

Officer Response:

[Thank you for your feedback on TR121-24 Oxford Street, Tawa – Proposed P10 Time Limited Parking Restriction.](#)

Feedback

Name: Jaana

Suburb:

Agree: Yes

To whom it may concern,

I wish to submit in favour of TR121-24 Oxford Street, Tawa – Proposed P10 Time Limited Parking Restriction.

[Redacted] where there are 3 proposed P10 minute parking spaces outside the business.

The proposed 10 minute parking in front of 57 Oxford Street for Millie's House Oxford Street Kindy will be a hugely valuable aspect for the Kindy parents and children. Parents will be able to complete the drop off and pick up process in a timely fashion with 10-minute parking available right in front of the Kindy throughout the day as their need arises. It will ensure a smooth and safe process for children and their parents meaning that they will be able to park on the same side as the Kindy.

Officer Response:

[Thank you for your feedback on TR121-24 Oxford Street, Tawa – Proposed P10 Time Limited Parking Restriction.](#)

Wellington City Council | 5 of 6

Feedback Received

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

Feedback

Name: Paula

Suburb:

Agree: Yes

To whom it may concern,

I wish to submit in favour of TR121-24 Oxford Street, Tawa – Proposed P10 Time Limited Parking Restriction.

[Redacted] where there are 3 proposed P10 minute parking spaces outside the business.

The proposed 10 minute parking in front of 57 Oxford St, Millie’s House Oxford Street Kindy, will mitigate a huge safety risk with regards to parents and their children accessing safe parking for drop off and collection points. It will also provide for clear views for traffic throughout most of the days along the busy street.

Officer Response:

[Thank you for your feedback on TR121-24 Oxford Street, Tawa – Proposed P10 Time Limited Parking Restriction.](#)

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	TR123-24 Norway Stret, Te Aro - No Stopping At All Times
Location – where we propose to make the change	Norway Street, Te Aro outside no. 59
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"> • The Council has received safety and accessibility concerns from a resident on Norway Street regarding vehicles parking on the turning head at the end of the street. This situation is causing accessibility issues for larger vehicles, preventing them from turning around. • Additionally, rubbish truck drivers have reported that they are unable to turn around, forcing them to reverse down the entire length of Norway Street, which poses a safety risk. • To improve safety and accessibility, we propose installing No Stopping At All Times (broken yellow lines) outside no. 59, as vehicles are not permitted to park on the turning head, as per the attached plans.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves safety and accessibility for rubbish trucks and other large vehicles • Improves safer turning movements <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Removal of no legal 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 – NA • 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 Thursday 15 August 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

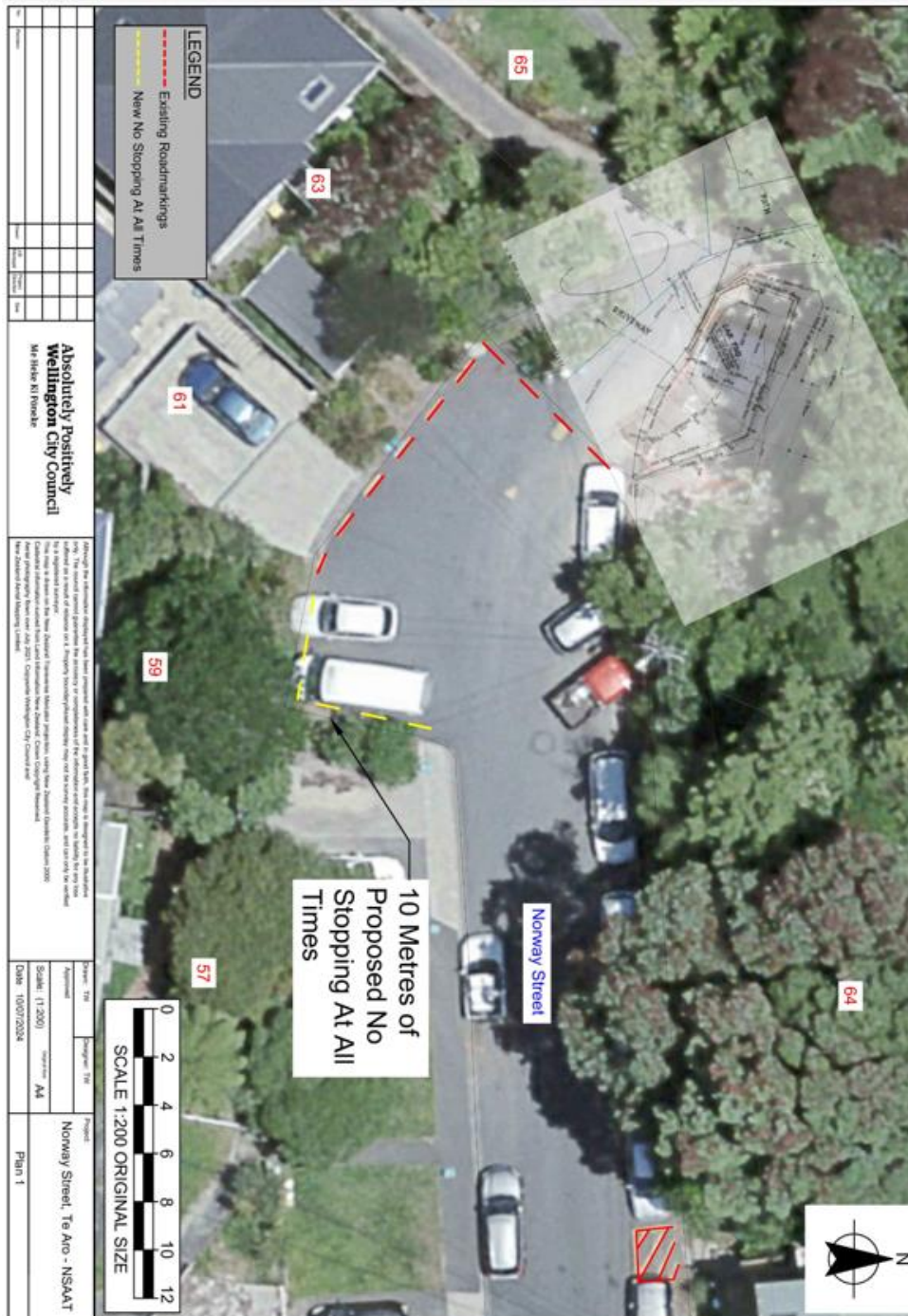
**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

	<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 Thursday 15 August 2024 and finishes at 5.00 pm Thursday 29 August 2024.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Friday 30 August 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 3 October 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: TR123-24 Norway Stret, Te Aro - 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
Norway Street	<i>No Stopping At All Times</i>	<i>South side, commencing 386 metres north of its intersection with entrance street (Grid coordinates X=1,747,408.56m Y=5,427,318.01m) and extending in an southerly direction following the eastern kerb line for 10 metres.</i>

Prepared By: Tommy Wilson **(Transport Engineering Assistant)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 26/07/2024

Feedback Received

Feedback

Name: Denis

Suburb:

Agree: No

Good Afternoon, WCC.

I refer to your advice received yesterday regarding the above. I oppose the proposed change for the following reasons:

1. The reasons given for seeking the change are not fully stated. What are the safety and accessibility concerns raised from a Norway Street resident?
2. What evidence do you have to support the claim that rubbish trucks reversing down Norway Street pose a safety risk? This isn't an unusual scenario given the size of the vehicles employed and the form of many Wellington Streets. The vehicles are suitably equipped with lights and reversing alarms.
3. The accessibility issues for larger vehicles won't be solved by the proposed no stopping at all times lines. Notwithstanding existing no stopping lines outside my residence and elsewhere in Norway Street vehicles are often illegally parked on those lines; on occasions I've had to ask that vehicles be towed as they are blocking access to my garage.
4. Accessibility issues result from the narrowness of the street and either poor or illegal parking, on yellow lines, further down both Norway and Entrance Streets. That issue will not disappear if yellow lines are installed in front of 59 Norway Street.
5. The proposed no stopping at all times lines will worsen already challenging accessibility issues for plumbers' etc service and delivery vehicles at the top of Norway Street. By taking away the public parking in front of 59 Norway Street, providing services for residents above and below that address, in particular those who live off of the pedestrian zigzag above 59 Norway Street will become significantly challenging. As it is, I am often asked if service vehicles can park in front of my garage while work is undertaken nearby. Where will those vehicles park if the front of 59 Norway Street has denied them?
6. WCC has a short memory. It recently approved private parking car pad on roadside reserve, across from 59 Norway Street despite strong opposition by immediately affected residents. Council officials gave repeated assurances at the time that the permit would not result in loss of available public parking. This proposal is a breach of that assurance.

Summary: the proposal to take away public parking in front of 59 Norway Street is not based on sound reasoning, will not provide the claimed benefits but will result in a loss of parking and services for residents notwithstanding Council's recent assurance to the contrary. A High Court judicial review will be required if this proposal proceeds.

Officer Response:

Feedback Received

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

Thank you for your feedback on TR123-24 Norway Stret, Te Aro - No Stopping At All Times.

Council is proposing this change in response to complaints from both a local resident and rubbish truck drivers who operate in the area. Drivers have raised safety concerns about reversing down the entire street causing a safety concern. The proposed broken yellow lines aims to help trucks safely turn around at the end of the street as well as other large vehicles.

Broken yellow lines serve as a visual guide for legal parking spaces. Although not all drivers follow the rules, issues with illegal parking should be reported to the Council so Mobile Parking Officers can be dispatched to enforce regulations. Parking in this location is inappropriate, particularly because it is a turning head and vehicles are parking too close to the driveway prolongation line of property 61. The broken yellow lines will formalise this restriction and indicate that parking is not permitted.

Regarding the parking carpad, its installation did not affect parking availability. The current changes address a separate issue and are unrelated to the carpad.

The proposal aims to reduce the amount of parking, while ensuring the street is accessible for moving vehicles. The northern angled parking was investigated to be formalised; however, it was determined that changes to this would result in higher parking loss. Therefore, to retain the most parking on street, removing the parking on the south side was considered the best solution.

Feedback

Name: Tim

Suburb:

Agree: No

Thank you for the notice advising of this plan and requesting feedback from interested & affected residents.

We residents agree that it is vital to maintain access for large vehicles, including Fire Services & Ambulances.

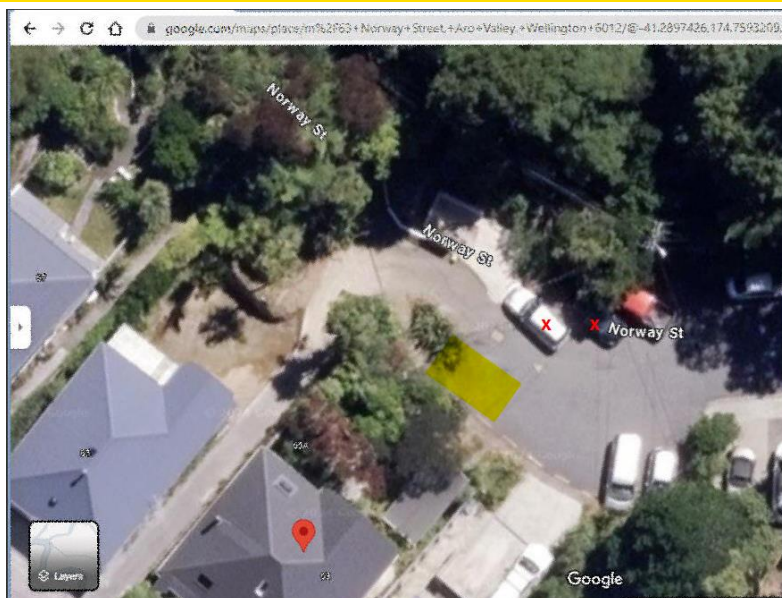
Our concern is that TR123-24 proposes to address this issue by removing the only two parks on flat land servicing the elderly &/or infirm living on the road reserve uphill from 59 Norway St.

Instead of thus extending the turning circle downhill (by removing the two parks outside 59 Norway St), we respectfully suggest that a more effective solution would be to:

- Clear the existing turning circle by removing the two steep parks marked "x" in the below screenshot; and
- Enforce the existing parking restriction in the area highlighted in yellow in the below screenshot – visitors to 63 Norway St often park in that area marked in yellow thus blocking the turning circle.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Officer Response:

Thank you for your feedback on TR123-24 Norway Street, Te Aro – No Stopping At All Times.

Parking in this area is problematic, especially since it is a turning head, and vehicles are parking too close to the driveway prolongation line of property 61. The broken yellow lines will formalise this restriction and clearly indicate that parking is not allowed.

We evaluated two different solutions to address the parking issues in your specified area. However, even if we remove the parking as suggested, larger vehicles will still struggle to make a complete turn without needing to eliminate more than two parking spaces. To enable large vehicles to turn successfully, the removal of the parking spots as shown in this plan is necessary.

Feedback

Name: Liam

Suburb: Aro Valley

Agree: Yes/No

Hi there,

I am a resident on Norway Street in Aro Valley. My email is in regard to the proposition to remove car parks for vehicles like rubbish & recycling trucks to turn around.

I am indifferent about the two spaces outside 59 as I can understand the need for space for larger vehicles to turn around however, the space against the bank leading up the walkway to Kelburn has

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

been a functional and usable space as long as people park properly. I originally got the council to put yellow lines across the top as it's part of our shared driveway and leads to the pedestrian access up. For the most part that's worked well but the spaces beside it are useful for 3-4 cars as a posed to just 1.

My alternative suggestion would be painted diagonal parks to optimise usage of the space, which would still give bigger vehicles space to turn around.

Thank you for your time.

Officer Response:

Thank you for your feedback on TR123-24 Norway Street, Te Aro – No Stopping At All Times.

A plan was developed to implement 45° angle parking along the northern part of Norway Street, extending as far as the end of property 60. However, even with this extension, there would still be an immediate loss of three parking spaces currently used by residents.

Additionally, introducing angle parking along the street would require the installation of broken yellow lines on the opposite side, as the road corridor would be too narrow for emergency vehicles to pass. This would result in further loss of parking spaces.

For vehicle to remain parking on the northern part of the cul de sac, formalised or not, to enable large vehicles to turn successfully, the removal of the parking spots as shown in this plan is required in order for trucks to turn around.

Feedback

Name: Jason
Suburb: Aro Valley
Agree: No

Good afternoon, WCC.

I refer to your advice received regarding the above. I oppose the proposed change for the following reasons:

1. As a owner occupier at the end of Norway Street I'm reliant on the already limited off street parking in Norway Street cul de sac, the council's proposal to remove the two legal public parking spaces outside no.59 is completely unnecessary.
2. Mainly as there is no issue for vehicles and rubbish trucks to turn at the end of Norway Street as they have done for years.
I.e. As residents take their cars to work on rubbish days or are out and about on the weekends, so there's always space available with ample room for rubbish trucks to drive up to no. 65's driveway to do a 3-point turn, then backing up to no. 61's driveway to head back down Norway street (as

Feedback Received

all vehicles do no problem).

3. The actual image you provided shows the ample room I mention above to do this even when residents or visitors cars are parked in front of no. 59.

4. Please see the photos below attached taken on rubbish the last two rubbish days for reference that highlight this.

5. And because the proposal seriously robs residents who live at the end of Norway Street, of the limited parking that already exists, particularly for those who live up the path who have / need cars for their jobs; and have no off-street carport or garage access, who's only option is on street parking in the cul de sac close to their homes for security reasons.

6. I also oppose the proposal because those living up the path at the end of Norway Street like myself, have elderly family members who visit, who use walking sticks and have problems walking short distances as it is, who need street parking in the cul de sac close to path to be able visit.

7. It would be a total lack of manaakitanga and poor kaitiakitanga for WCC to deprive the Norway Street cul de sac and the Norway Street path residents, friends, and family members from visiting. I hope WCC have some common decency and scrap this bad proposal based on one resident's complaint, as more residents oppose the proposal. Please see rubbish day photos below.



Image 21/8/2024 Rubbish / recycling collection day.

Feedback Received

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



Image 28/8/2024 Rubbish / recycling collection day.

Officer Response:

Thank you for your feedback on TR123-24 Norway Street, Te Aro – No Stopping At All Times.

A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on a road, whether attended or unattended, without due care or without reasonable consideration for other road users. This area is designated as a turning bay and should be used accordingly. Additionally, vehicles are parking within the prolongation line of vehicle entrances is illegal.

Council officers have conducted vehicle tracking tests with vehicles the size of rubbish trucks to evaluate their ability to manoeuvre using the driveway of property 65. Despite these efforts, the trucks were unable to complete the turn and got stuck between parked cars. To address this, the installation of broken yellow lines as outlined in the plan is necessary to allow trucks to make a complete turn.

Following concerns from truck drivers, who reported being unable to turn in the designated bay and having to reverse down Norway Street—a significant safety issue—the Council is working to resolve this problem as proposed.

While we appreciate the inconvenience of removing two on-street parks, the proposal aims to ensure accessibility for all vehicle types and reduce safety risks caused by trucks reversing down the street.

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	TR124-24 Mercer Street, Wellington Central - Proposed P10 Time Limited Parking Restriction.
Location – where we propose to make the change	Mercer Street, Wellington Central – outside no. 32
What we'd like to do	<ul style="list-style-type: none"> Install two P10 Time Limited Parking, Monday to Sunday, 7:30am – 8:00pm
Why we are proposing the change	<ul style="list-style-type: none"> Council have received a request from local businesses to convert two existing metered parking spaces into two P10 time-limited parking spaces. There are three active construction projects within Te Ngākau Precinct nearby that have required road closure to private vehicles on Wakefield Street and/or Victoria Street. As a result, access routes to businesses in the area are reduced, and with more projects within the precinct in pre-feasibility phase, these changes could impact traffic congestion in the area. To improve parking turnover and increase parking availability for business patrons wanting to briefly stop by businesses in the area, Council Officers are proposing to convert two metered parking spaces into two P10 time limited parking spaces.
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 two metered parking spaces to two P10 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 – 3980 (2023 count) Annual parking revenue impact - \$8386.96 revenue loss 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 Thursday 15 August 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

We are proposing a change in your area

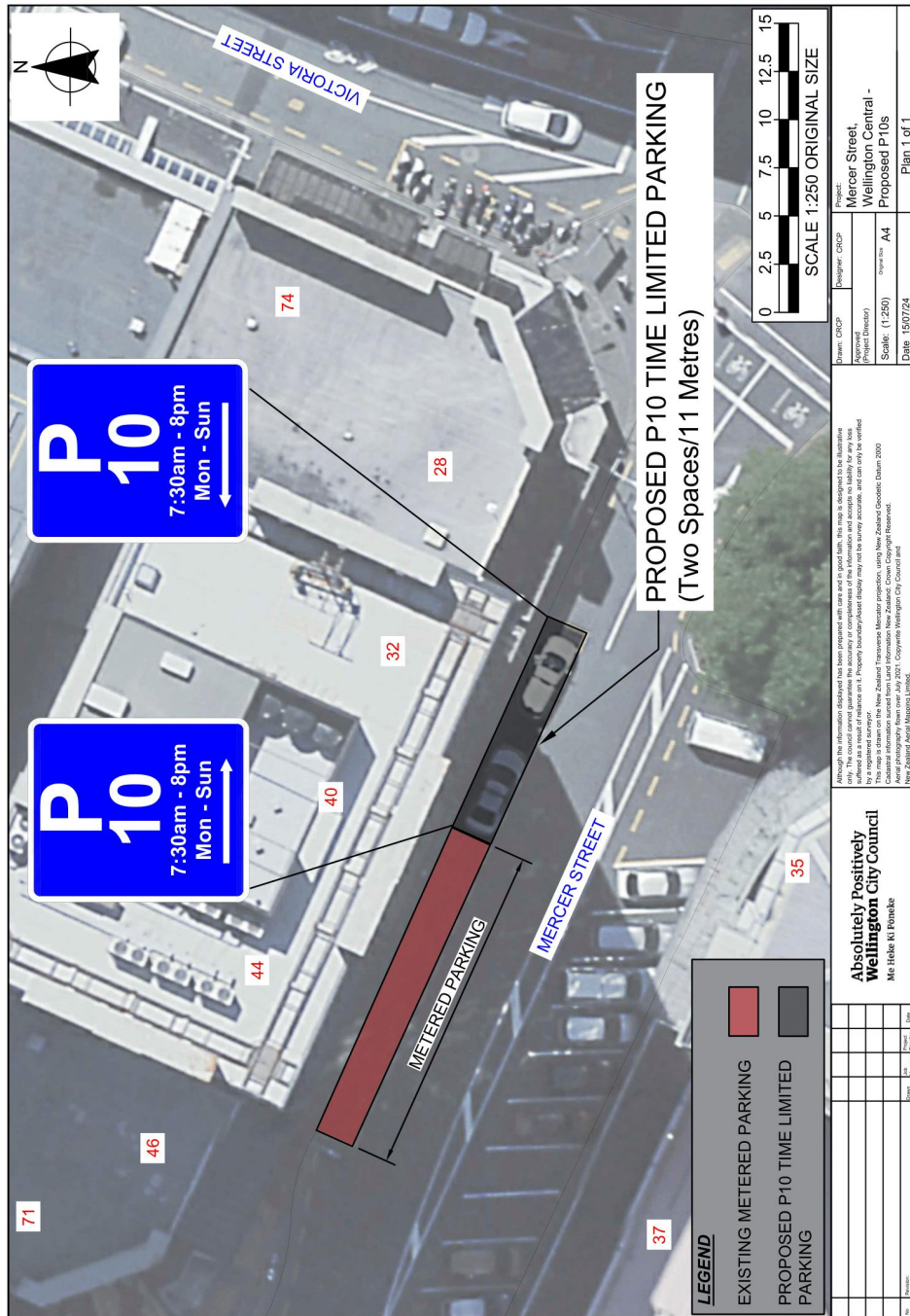
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	<p>the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected 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 9.00am Thursday 15 August 2024 and finishes at 5.00pm Thursday 29 August 2024.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Friday 30 August 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 3 October 2024. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR124-24 Mercer Street, Wellington Central – P10 Time Limited Parking



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Mercer Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am–6:00pm, Friday 8:00am– 8:00pm, Saturday and Sunday 8:00am – 6:00pm	North side, commencing 19 metres south-east of its intersection with Willis Street (Grid Coordinates X=1748657.8m, Y=5427730.6m) and extending in a south-easterly direction, following the northern kerb line for 29 metres (5 parallel parks).

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

Column One	Column Two	Column Three
Mercer Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am–6:00pm, Friday 8:00am– 8:00pm, Saturday and Sunday 8:00am – 6:00pm	North side, commencing 19 metres south-east of its intersection with Willis Street (Grid Coordinates X=1748657.8m, Y=5427730.6m) and extending in a south-easterly direction, following the northern kerb line for 18 metres (3 parallel parks).

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

Column One	Column Two	Column Three
Mercer Street	P10 Monday – Sunday 7:30am – 8:00pm	North side, commencing 37 metres south-east of its intersection with Willis Street (Grid Coordinates X=1748657.8m, Y=5427730.6m) and extending in a south-easterly direction, following the northern kerb line for 11 metres (2 parallel parks).

Prepared By: Charlotte Poi **(Transport Engineering Assistant)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 26/07/2024

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Lladnaar

Suburb: Wellington Central

Agree: Yes

More parking in central Wellington should be short term, rather than metered. Medium term parking should be moved to lots and buildings, rather than streets.

Officer Response:

[Thank you for your response on TR124-24 Mercer Street, Wellington Central – P10 Time Limited Parking.](#)

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	TR126-24 Lambton Quay, Pipitea – Convert Bus Only Lane to Bus Lane
Location – where we propose to make the change	Outside no.55 Lambton Quay, Pipitea, Wellington, 6011
What we'd like to do	<ul style="list-style-type: none"> Alter existing Bus Only Lane to Bus Lane
Why we are proposing the change	<ul style="list-style-type: none"> Due to changing timeframes of the Golden Mile project, including the two-way cycleway on Lambton Quay, the Lambton Quay section of the Thorndon Connections bike network project cannot be delivered at this time. An adapted interim design is needed to ensure safe access to the new cycle facilities up Molesworth. Altering the existing Bus Only Lane to a Bus Lane allows cyclists a route away from general traffic to reach the new Molesworth Street protected cycleway facility from Lambton Quay. Therefore, officer propose to change 85 metres of the existing “Bus Only Lane” to a “Bus Lane” to accommodate cyclists connecting to the protected cycleway facility on Molesworth Street.
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for cyclists Net parking impact - none Pedestrian impact - no change Buses – no discernible impacts on travel times are expected. Good sight lines available in this area.
How this relates to the parking policy	<ul style="list-style-type: none"> Support shift in type of transport used – facilitate a shift to using active (e.g. walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles. Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes
Additional Information	<ul style="list-style-type: none"> Average daily traffic count - 4680 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 Thursday 15 August 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

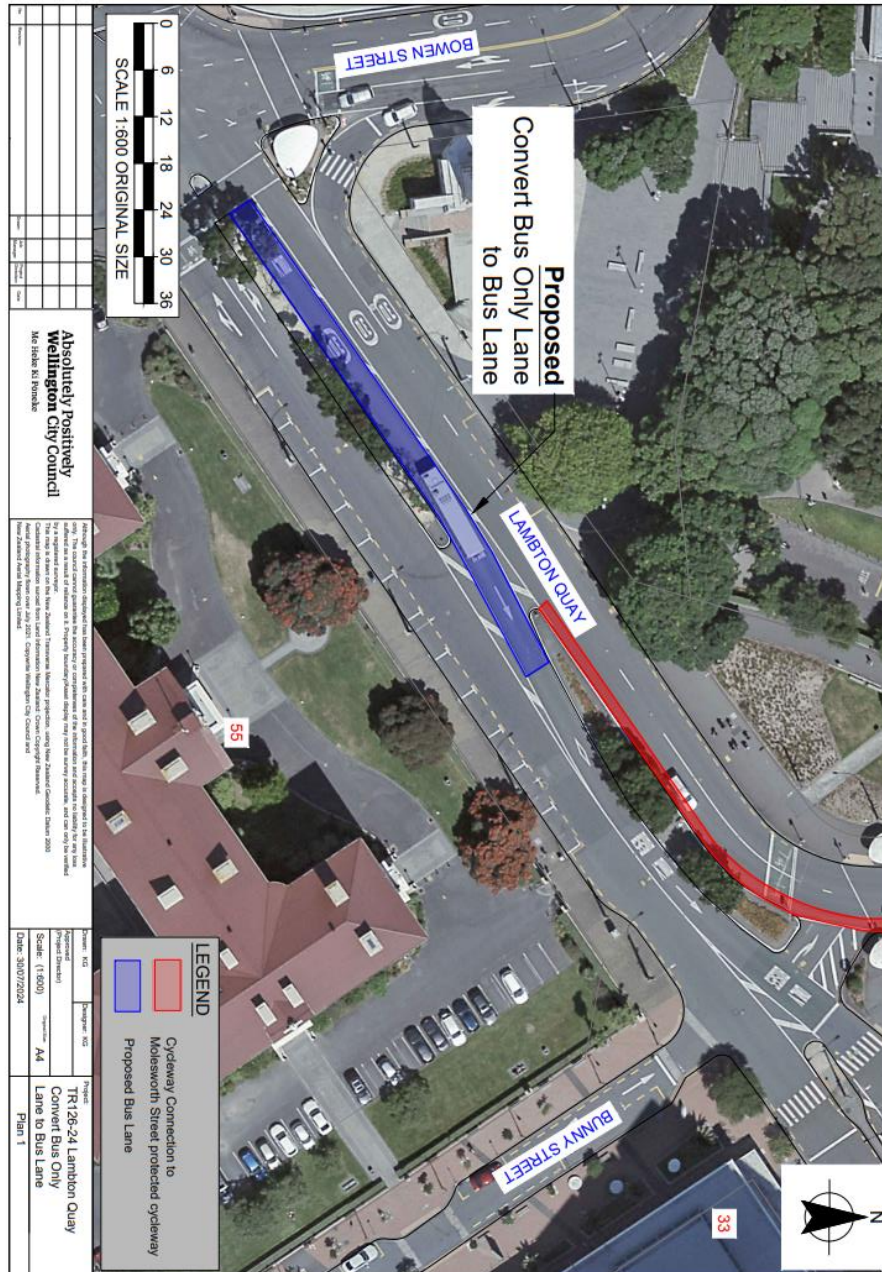
Absolutely Positively
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	<p>All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact 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 9.00am Thursday 15 August 2024 and finishes at 5.00pm Thursday 29 August 2024.</p>
Next Steps	<ol style="list-style-type: none">Feedback collated by Friday 30 August 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 3 October 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: TR126-24 Lambton Quay, Pipitea – Convert Bus Only Lane to Bus Lane



We are proposing a change in your area

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Wellington City Council
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Legal Description:

Add to Schedule C (Direction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Lambton Quay	<i>Bus Lane</i>	<i>North side, commencing from the intersection with Bowen St (Grid coordinates X=1748820.93m Y=5428690.2m) and extending in a north easterly direction following the northern kerb line for 85 metres.</i>
Lambton Quay	<i>Bus Only Lane</i>	<i>North side, commencing 85 metres north east of its intersection with Bowen St. (Grid coordinates X=1748820.93m Y=5428690.2m) and extending in a north easterly direction following the northern kerb line for 55 metres.</i>

Prepared By: Jacob Wahry **(Project Lead City Design)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 30/07/2024

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: LLadnaar

Suburb: Wellington Central

Agree: Yes

All bus “only” lanes should be converted to bus lanes to allow cyclists, unless there is an actual danger to cyclists using the lane. In London there are no bus “only” lanes, all bus lanes allow cyclists, and this substantially aids the cyclability of the city.

Officer Response:

[Thank you for your feedback on TR126-24 Lambton Quay, Pipitea – Convert Bus Only Lane to Bus Lane. In locations with high bus volumes and complex bus movements it is safer for cyclists and more efficient for bus services to separate out these road users.](#)

Feedback

Name: Datalore

Suburb: Karori

Agree: Yes

Minimizing cyclists sharing the road with cars is a good thing. This will help.

Officer Response:

[Thank you for your feedback on TR126-24 Lambton Quay, Pipitea – Convert Bus Only Lane to Bus Lane.](#)

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	Sean Johnson, Democracy Team Leader 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:
<https://meetings.wellington.govt.nz/your-council/decision-register?CommitteeName=Koata+H%C4%81tepe+%7C+Regulatory+Processes+Committee%2BP%C5%ABroro+H%C4%81tepe+%7C+Regulatory+Processes+Committee&UpdatedSinceLastMeeting=true>
4. If members have questions about specific resolutions, the best place to ask is through the written Q&A process.
5. This body passed 30 resolutions at the last meeting:
 - 8 are complete and 22 are still in progress.
6. 138 in progress resolutions were carried forward from previous reports:
 - 10 are now complete and 128 are still in progress.

Upcoming reports

7. The following items are scheduled to go to upcoming hui:
- Rāpare, 14 Whiringa-ā-rangi 2024 (Thursday, 14 November 2024)
- Proposed Road Closures (Chief Infrastructure Officer)
 - Te Motu Kairangi Bike Network Plan Traffic Resolution (Chief Planning Officer)
- Rāpare, 27 Hui-tanguru 2025 (Thursday, 27 February 2025)
- Proposed Road Closures (Chief Infrastructure Officer)
 - Traffic Resolutions (Chief Infrastructure Officer)

Takenga mai | Background

8. 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.
9. Resolutions from relevant decision-making bodies in previous trienniums are also included.
10. Elected members are able to view public excluded clauses on the Council website: <https://meetings.wellington.govt.nz/your-council/decision-register?CalendarYear=last12Months>
11. The upcoming reports list is subject to change on a regular basis.

Attachments

Nil