

**Absolutely Positively**  
**Wellington City Council**

Me Heke Ki Pōneke

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

9:30 am Rāpare, 14 Whiringa ā-rangi 2024

9:30 am Thursday, 14 November 2024

Ngake (16.09), Level 16, Tahiwi

113 The Terrace

Pōneke | Wellington





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

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## AREA OF FOCUS

The Koata Hātepe | Regulatory Processes Committee has responsibility for:

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

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

**Quorum:** 4 members





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# 1. Meeting Conduct

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## 1.1 Karakia

The Chairperson will open the hui with a karakia.

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

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

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

## 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 3 October 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.



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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](mailto: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 Hātepe | Regulatory Processes Committee seeks approval of proposed 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 whanau and communities. Engaging our community.

Relevant previous decisions

**Island Bay Festival** 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.

**Cuba Dupa 2025** is a repeat event held for many years and has been very successful over the previous years with retailers and the community being involved. The footprint is consistent with previous years events.

**Cuba Street Summer Series** is a new event where Council and Retailers are trying to activate this area over a series of weekends.

**Paniyiri (Greek food Festival)** This event has be held for several years but due to increased attendance organisers are now seeking a road closure to enable the community to safely attend.

**International Cricket** is a repeat for cricket at the Basin Reserve every year. The 2024 and 2025 closure is consistent with previous years.

**Domestic Cricket** is a repeat for cricket at the Basin Reserve every year. The 2024 and 2025 closure is consistent with 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

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

- 4. ...



Risk

☒ Low

☐ Medium

☐ High

☐ Extreme

5. ...

Author	Maria Taumaa, Street Activities Coordinator
Authoriser	Sean Woodcock, Customer, Compliance and Business Service Manager Brad Singh, Transport and Infrastructure Manager

## Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Agree to close Hania Street number 1 to 13 on Saturday 22 February 2025 9.00am to 3.00pm. This closure will enable **Paniyiri (Greek Food Festival)**.
3. Agree to close the Slip Lane between Buckle Street and Ellice Street on the following dates. This closure will enable the following **international cricket** matches to take place.
  - 3.1 English Test 2 December 2024 to 11 December 2024 6.00am to 9.00pm
  - 3.2 White Ferns 16 December 2024 to 24 December 2024 6.00am to 9.00pm
  - 3.3 Sri Lanka 2 January 2025 to 6 January 2025 6.00am to 9.00am
4. Agree to close the Slip Lane between Buckle Street and Ellice Street to enable **Domestic T20 cricket matches** to occur on the following dates:
  - 4.1 8 January to 9 January 2025 8.00am to 9.00pm.
  - 4.2 13 January to 16 January 2025 8.00am to 9.00pm
  - 4.3 19 January to 22 January 2025 8.00am to 9.00pm
  - 4.4 29 January to 3 February 2025 8.00am to 9.00pm
5. Agree to close The Parade (Reef Street to Derwent Street), Reef Street (The Parade and the Esplanade) and The Esplanade (Brighton Street to Derwent Street) on Sunday 9 February 2025 6.00am to 6.30pm to enable the **Island Bay Festival**.
6. Agree to close Cuba Street (between Ghuznee Street and Vivian Street), Swan Lane and Garret Street on 23 February 2025 and 1 March 2025, (8 March 2025, Rain Day) 23 March 2025 from 7.00am to 10.00pm to enable the **Cuba Street Summer Series**.
7. Agree to close the following streets to enable the **Cuba Dupa** event to occur with the following roads closed between Friday 28 March 2025 11.59pm to Monday 31 March 2025 3.00am:
  - 7.1 Cuba Street between Arthur Street/Karo Drive and Wakefield Street.
  - 7.2 Manners Street between Taranaki Street and Victoria Street
  - 7.3 Dixon Street between Taranaki Street and Victoria Street
  - 7.4 Eva Street off Dixon Street
  - 7.5 Egmont Street between Ghuznee Street and Dixon Street – restricted access
  - 7.6 Inglewood Place between Taranaki Street and Dixon Street
  - 7.7 Ghuznee Street between Taranaki Street and Victoria Street
  - 7.8 Leeds Street off Ghuznee Street

- 7.9 Marion Street restricted access to Swan Lane
- 7.10 Furness Lane
- 7.11 Garrett Street off Cuba Street
- 7.12 Swan Lane restricted access
- 7.13 Abel Smith Street between Taranaki Street and Victoria Street
- 7.14 Wigan Street with restricted access
- 7.15 Kensington Street with restricted access
- 7.16 Kelvin Grove
- 7.17 Footscray Avenue behind Toi Pōneke
- 7.18 Victoria Street Slip Lane
- 7.19 In addition, a lane closure on Vivian Street, Saturday 29 March 2025 5.00pm to Sunday 30 March 2025 5.00am to allow for safe passage of pedestrians to cross Vivian Street at key times.

### **Whakarāpopoto | Executive Summary**

- 6. The paper recommends the approval of road closures to facilitate International and Domestic Cricket, Paniyiri (Greek Food Festival), Cuba Dupa 2025, the Island Bay Festival, and the Cuba Street Summer Series.
- 7. 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**

- 8. The council receives numerous requests throughout the year for public roads to be closed for public and private events.
- 9. In order for the closures to have an effect under Schedule 10 of the Local Government Act 1974, council approval is required.
- 10. 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**

- 11. The report has been prepared in accordance with the procedures that were approved by the Committee on 15 December 2010. In summary these are:
  - a. An event organiser applies for a road closure when proposed events require one.
  - b. Council officers receive proposals and assess the merits and need for a road closure
  - c. Council advertised its intention to close the road in the public notice column of the local newspaper and on Council social media platforms

- d. Together with the events organisers, council officers ensure that consultation with effected stakeholders is carried out an a communication plan is formulated.
  - e. Any objection are followed up and resolved as far as practical
  - f. The event organiser works together with the council officers who are responsible for notifying any plans, responding to public submissions and preparing an impact report for the committee
  - g. Council officers recommend any conditions that should apply for approval
  - h. The committee deliberates on the proposed road closures
  - i. Council officers notify the event organiser of the committee decision
12. Clause 11e of schedule 10 of the Local Government 1974 provides for road closures to facillitate any exhibition, far, show, market, concert, film making, race or other sporting event, or public function provided that the Council finds no reasonable impact to traffic.
  13. The Act does not prohibit multiple recurring requests being granted by the Council as single approval.

### **Kōwhiringa | Options**

14. Option 1: Agrees to the temporary road closures.
15. Option 2: Do not agree to the temporary road closures.
16. Option 3: Agree to the temporary road closures with amendments, noting that any changes to the proposed closures would result in a need to consult and will also require a traffic engineering assessment.

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

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

17. The proposed closures support Council's aspiration to maintains a "dynamic city and thriving suburban centres", which is an outcome from the Economic Wellbeing Strategy.

### **Engagement and Consultation**

18. The City Events team has assessed the proposed closures and have confirmed their support.
19. Members of the public have been advised of the road closures and informed of the right to object.
20. Event organisers are working with the resident groups where applicable as well as community groups and local retailers.
21. The public notice advertising these proposed closures have been published via the following channels.
  - The Post
  - Council Social Media
  - Have Your Say

- Facebook

22. Members of the public will also be advised of the road closures prior to the event via:

- Advanced roadside event signage
- Media releases
- Council website
- Council's social media channels

### **Māori Impact Statement**

23. There are no Te Tiriti O Waitangi implications.

### **Financial implications**

24. Not Applicable

### **Legal considerations**

25. The road closures are proposed in accordance with Schedule 10, clause 11e, of the Local Government Act 1974 and the Transport (Vehicular Traffic Road closure) Regulations 1965

26. Schedule 10, clause 11e, of the Local Government Act 1974

*11 – The council may, subject to such conditions as it thinks fit (including the imposition of a*

*reasonable bond), and after consultation with the Police and the New Zealand Transport Agency, close any road or part of a road to all traffic or any specified type of traffic (including pedestrian traffic)*

- (a) While the road, or any drain, water race, pipe, or apparatus under, upon, or over the road is being constructed or repaired or*
- (b) Where, 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 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 promoter on adjoining land,*

## **Risks and mitigations**

27. All safety risks for road closures are managed by way of an approved Traffic Management Plan.
28. Clause 11e of Schedule 10 of the Local Government Act 1974 provides for road closures to facilitate any exhibition, fair, show, market, concert, film making, race or other sporting event, or public function provided that the Council finds no unreasonable impact to traffic.
29. Officers have undertaken the impacts assessment of the requests for the Cuba Dupa 2025, Domestic Cricket, International Cricket, Island Bays Festival, Cuba Street Summer Series, Paniyiri (Greek food Festival), and not found adverse impacts to traffic, that will be managed using an approved Traffic Management Plan.

## **Disability and accessibility impact**

30. 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**

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

## **Communications Plan**

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

## **Health and Safety Impact considered**

33. 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**

34. 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.



- 
35. Council officers will monitor the impact of closures and undertake a debrief with the organisers following the conclusion of the event.

**Attachments**

Attachment 1.	Cuba Dupa 2025 Impact	Page 17
Attachment 2.	Cuba Dupa 2025 Advert	Page 20
Attachment 3.	Cuba Dupa 2025 Map	Page 23

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## PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

### ***CUBA DUPA 2025***

***FRIDAY 28 MARCH 2025 11.59PM TO MONDAY 31 MARCH 2025 3.00AM***

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#### **1. Description of Event**

Cuba Dupa is an iconic family event where for two days pedestrians take over the streets to showcase and celebrate Wellington's Cuba quarter and surrounds. The diverse programme will include street performances, site-specific installations, music and performance, feature events and zones, hospitality and community participation. Cuba Dupa will encourage participants to engage in interactive activities and be entertained in surprising and fun ways whilst exploring and rediscovering all the nooks and crannies of the Cuba quarter.

The proposed road closures to vehicles, motorised scooters and cyclists, are as follows: Cuba Dupa 2025: Friday 28<sup>th</sup> March 2025 11.59pm to Monday 31 March 2025 3.00am.

- Cuba Street between Arthur Street / Karo Drive and Wakefield Street
- Manners Street between Taranaki Street and Victoria Street
- Dixon Street, between Taranaki Street and Victoria Street
- Eva Street off Dixon Street
- Egmont Street between Ghuznee Street and Dixon Street – restricted access
- Inglewood Place between Taranaki Street and Dixon Street
- Ghuznee Street between Taranaki Street and Victoria Street
- Leeds Street off Ghuznee Street
- Marion Street restricted access to Swan Lane
- Furness Lane
- Garrett Street off Cuba Street
- Swan Lane restricted access
- Abel Smith Street between Taranaki Street and Victoria Street
- Wigan Street restricted access
- Kensington Street restricted access
- Kelvin Grove
- Footscray Avenue behind Toi Pōneke
- Victoria Street Slip Lane
- A lane closure on Vivian Street Saturday 29 March 2025 5.00pm to Sunday 30 March 2025 5.00am to allow for safe passage of pedestrians to cross Vivian Street at key times.

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**

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Cuba Dupa is committed to improving and promoting sustainable practice in NZ Festivals. From the inception of the event, organisers have worked closely with some of Wellington's waste guidelines and goals have been implemented and measured each year. Organisers are working towards making Cuba Dupa a Zero Waste event. Some key focuses are ensuring that all participating street food stall are required to serve in compostable packaging, and the reusable bags and cups are exclusively used through the site. In 2021, Cuba Dupa achieved a 68% diversion rate from landfill. Organiser are aiming to get this to 75% in 2025.

### 2. Events Directorate Support

The Events Unit has no objection to this event.

### 3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 28 September 2024
- Social Media, Monday 30 September 2024
- Twitter, Monday 30 September 2024
- Facebook, Monday 30 September 2024
- Have your say, Monday 30 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:

## REGULATORY PROCESSES COMMITTEE

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- The road closure is valid from Friday 28<sup>th</sup> March 2025 11.59pm to Monday 31 March 2025 3.00am.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Cuba Dupa 2025 Friday 29 March 2025 11.59am to Monday 31 March 2025 3.00am subject to an Alcohol Licence being obtained.

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

### Attachments

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

*Maria Taumaa*

Prepared By .....  
Maria Taumaa  
Street Activities Coordinator

THE DOMINION POST

28 Sep 2024

## Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 14 November 2024 to consider the following temporary road closure for an event.

### International Cricket England Test

**Monday 2 December 2024 6.00am to Wednesday 11 December 2024 9.00pm**

#### Road Closures:

Slip Lane, Buckle Street and Ellice Street

### White Ferns ODI

**Monday 16 December 2024 6.00am to Tuesday 24 December 2024 9.00pm**

#### Road Closures:

Slip Lane, Buckle Street and Ellice Street

### Sri Lanka ODIS

**Thursday 2 January 2025 6.00am to Monday 6 January 2025 9.00pm**

#### Road Closures:

Slip Lane, Buckle Street and Ellice Street

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 11 October 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)

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PO Box 2199, Wellington 6140  
[Wellington.govt.nz](http://Wellington.govt.nz)

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# **Proposal to Close Roads**

The Regulatory Processes Committee will meet on Thursday 14 November 2024 to consider the following temporary road closure for an event.

## **Domestic Cricket T20 Games**

**Wednesday 8 January 2025 8.00am to Thursday 9 January 2025 9.00pm T20 vs ND**

**Monday 13 January 2025 8.00am to Thursday 16 January 2025 9.00pm T20 vs Otago**

**Sunday 19 January 2025 8.00am to Wednesday 22 January 2025 9.00pm T20 vs Auckland**

**Wednesday 29 January 2025 8.00am to Monday 3 February 2025 9.00pm T20 vs CD**

**Will also include T20 Elimination and T20 Grand Final**

## **Road Closures:**

Slip Lane, Buckle Street and Ellice Street

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 11 October 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)

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PO Box 2199, Wellington 6140  
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## **Proposal to Close Roads**

The Regulatory Processes Committee will meet on Thursday 14 November 2024 to consider the following temporary road closure for an event.

### **Cuba Dupa 2025**

**Friday 28 March 2025 11.59pm to Monday 31 March 2025 3.00am**

#### **Road Closures:**

**Cuba Street**, between Arthur Street/Karo Drive and Wakefield Street

**Manners Street**, between Taranaki Street and Victoria Street

**Dixon Street**, between Taranaki Street and Victoria Street

**Eva Street**, off Dixon Street

**Egmont Street**, between Ghuznee Street and Dixon Street – restricted access

**Inglewood Place**, between Taranaki Street and Dixon Street

**Ghuznee Street**, between Taranaki Street and Victoria Street

**Leeds Street**, off Ghuznee Street

**Marion Street**, restricted access to Swan Lane

**Furness Lane**

**Garrett Street**, off Cuba Street

**Swan Lane**, restricted access

**Abel Smith Street**, between Taranaki Street and Victoria Street

**Wigan Street**, restricted access

**Kensington Street**, restricted access

**Kelvin Grove**

**Footscray Avenue**, behind Toi Pōneke

**Victoria Street Slip Lane**

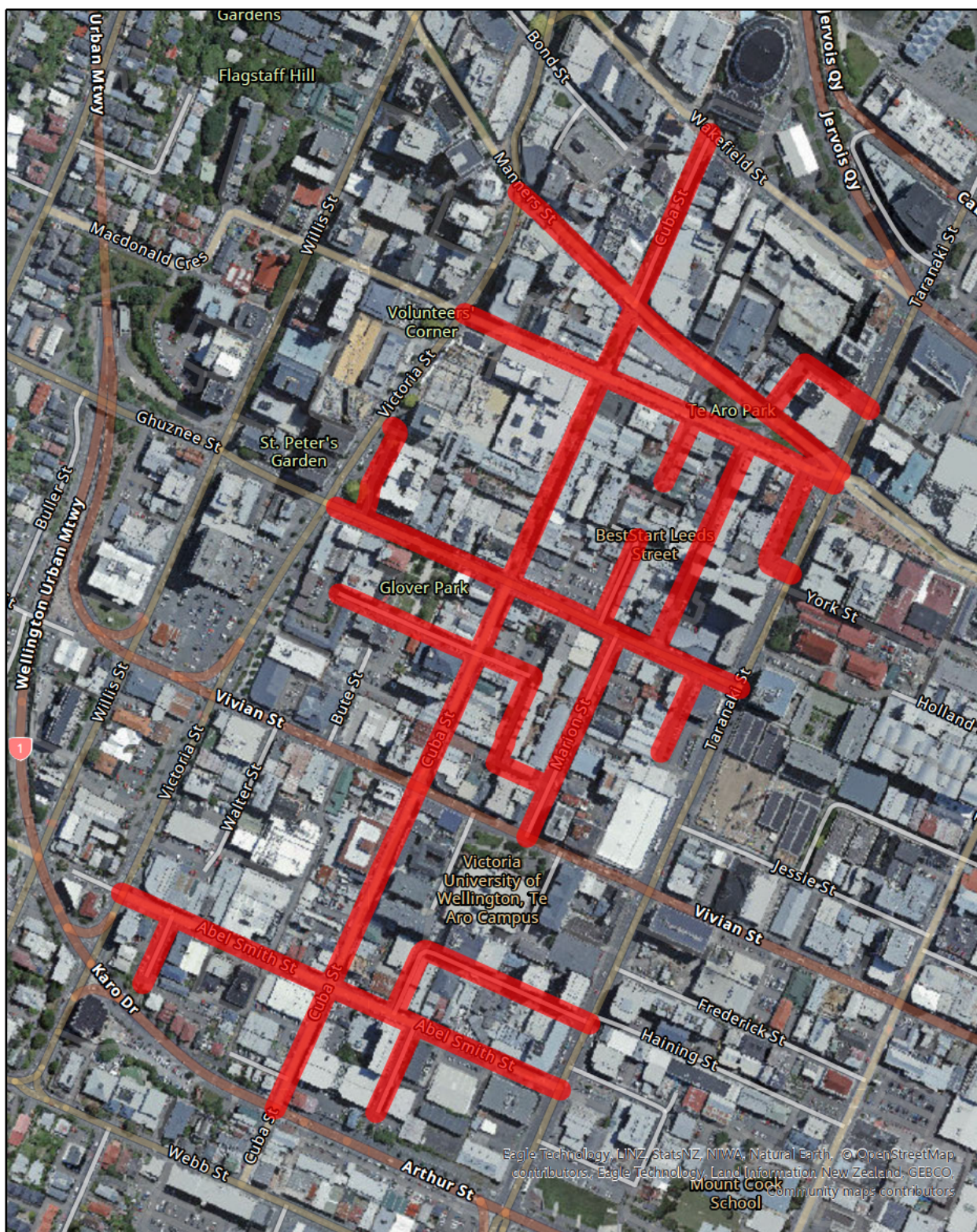
Also a lane closure on Vivian Street Saturday 29 March 2025 5.00pm to Sunday 30 March 2025 5.00am to allow for safe passage of pedestrians to cross Vivian Street at key times.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 11 October 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)

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Event Name: Cuba-Dupa

From: 28/03/2025 11:59:59

Until: 31/03/2025 3:00:00 am

Event Details: Lane closure on Vivian Street Saturday 29 March 2025 5pm to Sunday 30 March 2025 5am to allow for safe passage of pedestrians to cross Vivian Street at Key times.



## REGULATORY PROCESSES COMMITTEE

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### PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

#### **CUBA STREET SUMMER SERIES** **SUNDAY 23 FEBRUARY 2025 1 MARCH 2025, (8 MARCH 2025 RAIN DAY), 23** **MARCH 2025 7.00AM TO 10.00PM**

#### 1. Description of Event

The Team at Creative Capital Arts Trust in collaboration with the Wellington City Council have developed a new event to activate Cuba street in the summer – **Cuba Street Summer Series**. Across two Sundays (February 23 and March 23) and a Saturday (March 1), Cuba Street will host a vibrant celebration of community, business, art and food: creating a summer atmosphere of creativity and joy.

During the event, the street will be closed allowing businesses from Ghuznee Street to Vivian Street the opportunity to extend their business out onto the street: encouraging the community to come out and support local, unique and delightful offerings of our iconic central city street.

Each event day will have a unique activation of music, art and entertainment of local artists alongside the extension of businesses, to celebrate our rich tapestry of culture. These activations will include:

- 23<sup>rd</sup> February** – NZ Fringe Takeover: A homage to Edinburgh Fringe Garden Bars, with an array of performances, interactive experiences and culinary delight. Dinner and a show like no other!
- 1<sup>st</sup> March** – parking Day
- 23 March** – The CubaDupa Pre-Party: A spotlight for up-and coming Pōneke based musicians.

**The proposed road closures to vehicles, motor scooters, and cyclists, are as follows: Cuba Street Summer Series: 23 February 2025, 1 March 2025, (8 March 2025 Rain Day) 23 March 2025. 7.00am to 10.00pm.**

- **Cuba Street (between Ghuznee Street and Vivian Street)**
- **Swan lane**
- **Garrett 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 events will aim to be low waste with the use of existing restaurant tableware. Alongside this, the events will have sustainable waste management which will reduce single use plastic takeaway containers by supplying reusable or compostable tableware (likely using Non-Stop Solutions if available). The events will also have recycling station to divert waste from landfill and to compost waste where possible. The event is not expected to increase carbon emissions as it is focused on people on foot and is in the centre of the city, which enables people to walk or take public transport to get there.

## REGULATORY PROCESSES COMMITTEE

### 2. Events Directorate Support

The Events Unit has no objection to this event.

### 3. Proposal Notice and Consultation

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

- Dominion Post, Wednesday 23 October 2024
- Social Media, Thursday 24 October 2024
- Facebook, Thursday 24 October 2024
- Have your say, Thursday 24 October 2024

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and Waka Kotahi (NZTA) will be notified by way of traffic management.

### 4. Objections

There have been no objections to this road closure request.

### 5. Traffic Impact Assessment

#### Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: [Local Government Act 1974, Section 342, Schedule 10, clause 11\(e\)](#)

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

#### Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

#### Conditions:

- The road closure is valid from 7.00am to 10.00pm on 23 February 2025, 1 March 2025, (8 March 2025 rain day) 23 March 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.

## REGULATORY PROCESSES COMMITTEE

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- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Cuba Street summer Series, 23 February 2025, 1 March 2025, (8 March 2025 rain day) 23 March 2025 7.00am to 10.00pm. subject to an Alcohol Licence being obtained.

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

### Attachments

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

*Maria Taumaa*

Prepared By .....  
Maria Taumaa  
Street Activities Coordinator

# Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 14 November 2024 to consider the following temporary road closure for an event,

## **Cuba Street Summer Series**

### **Road Closed**

**23/02/25, 1/03/2025, 8/3/2025. Rainday 23/3/2025**

**7am to 10.00pm**

**Cuba Street (between Ghuznee Street and Vivian Street),  
Swan Lane, Garrett St.**

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Wednesday 6 November 2024. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email

**[street.activities@wcc.govt.nz](mailto:street.activities@wcc.govt.nz)**

### **Wellington City Council**

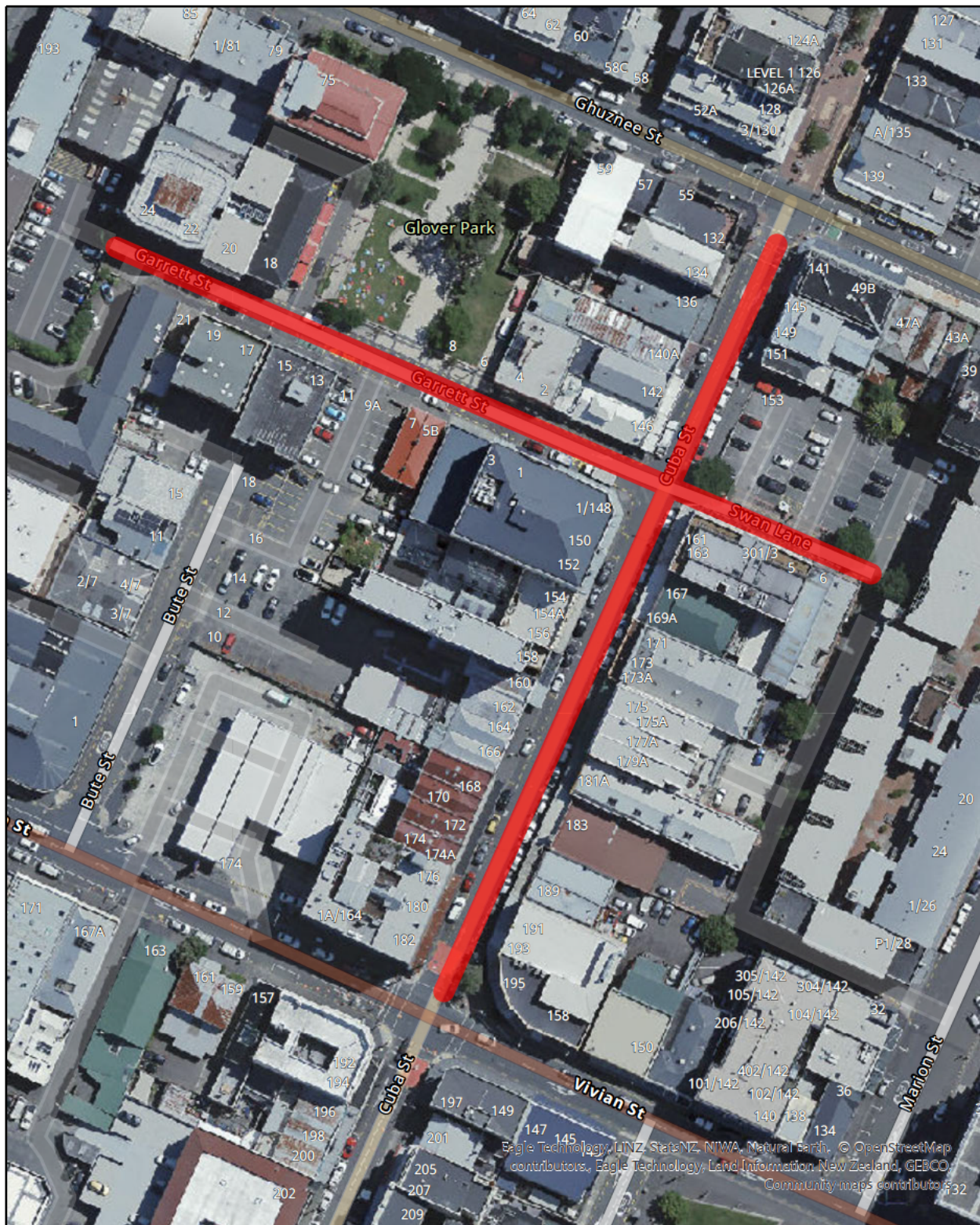
PO Box 2199, Wellington 6140

Wellington.govt.nz

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Wellington City Council**

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Event Name: Cuba Street Summer Series

From: 23/02/2025 7:00:00 pm

Until: 8/03/2025 10:00:00 pm

Event Details: 23/02/25, 1/03/2025, 8/3/2025 - 7am to 10pm on these days. Rainday 23/3/2025

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## PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

### *PANIYIRI GREEK FOOD FESTIVAL*

**SATURDAY 22 FEBRUARY 2025 9.00AM TO 3.00PM**

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#### **1. Description of Event**

The annual Paniyiri (food Festival) of the Greek Orthodox Community of Wellington has been going for at least the last 30 years, with the exception of 2021 and 2022 when organisers were concerned about possible-last minute Covid restrictions or the likelihood of Covid restrictions, it has returned to its former glory in the last two years and keeps attracting more and more people of all ethnic backgrounds.

**The proposed road closures to vehicles motorised scooters and cyclists, are as follows:**

**Paniyiri Greek Food Festival: Saturday 22 February 2025 9.00am to 3.00pm**

- **Hania Street number 1 to 13**
- **Access to Hania Street via Ellice 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**

Organisers hire a lot of bins to assist with managing waste and clearing of rubbish after the event. Although LPG is used, care is taken to ensure no gas is unnecessarily, and LPG is more climate-friendly than alternate fuels. Organisers are confident activities do not impinge negatively on climate sustainability.

#### **2. Events Directorate Support**

The Events Unit has no objection to this event.

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

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

- Dominion Post, Saturday 5 October 2024
- Social Media, Tuesday 8 October 2024
- Twitter, Tuesday 8 October 2024
- Facebook, Tuesday 8 October 2024
- Have your say, Tuesday 8 October 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 9.00am to 3.00pm on Saturday 22 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.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.

## REGULATORY PROCESSES COMMITTEE

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- 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



THE  
**DOMINION POST**  
5 Oct 2024

## Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 14 November 2024 to consider the following temporary road closure for an event,

**Paniyiri (Food festival)**

**Saturday 22 February 2025 9.00am to 3.00pm**

**Road closed:**

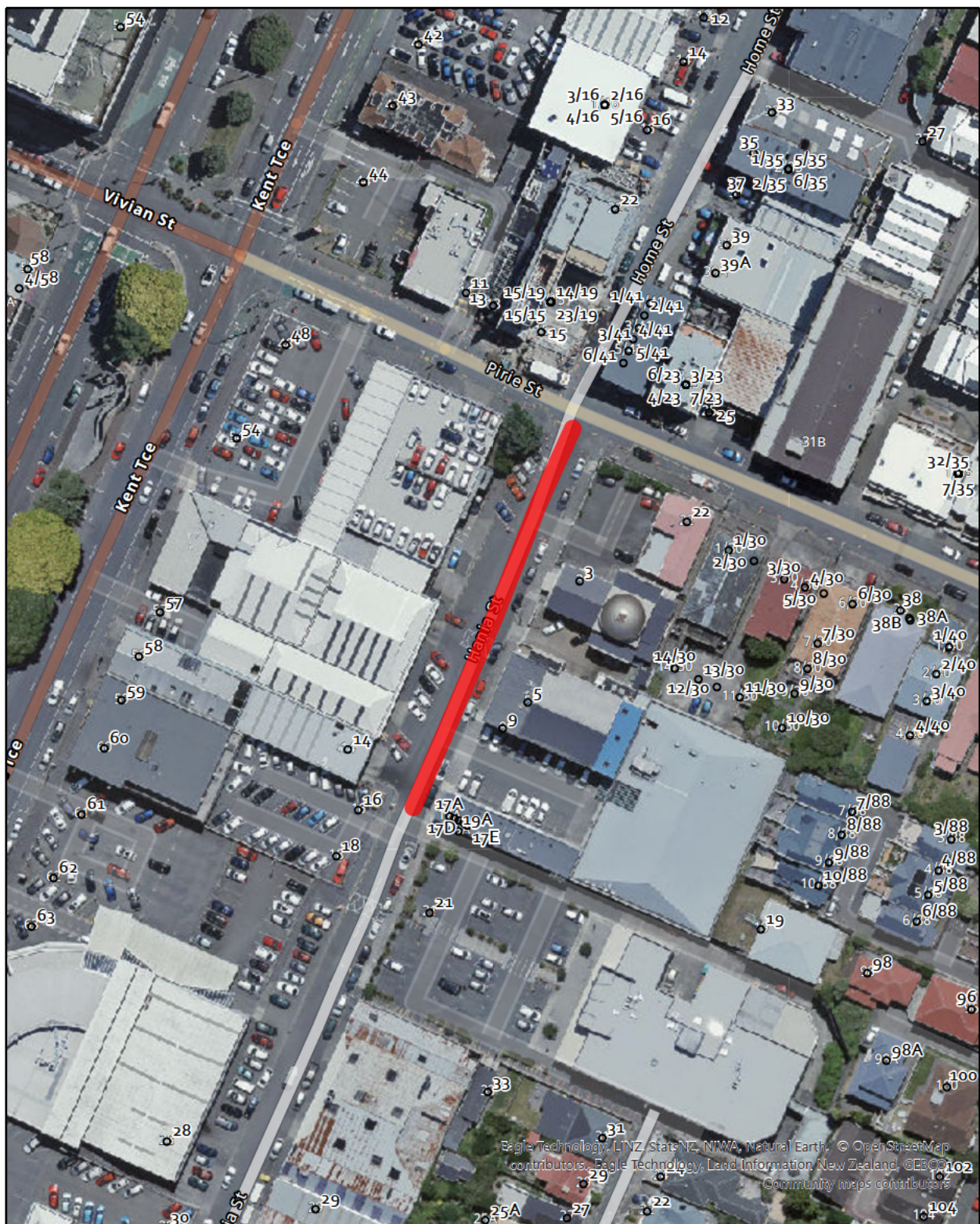
**Hania Street**, number 1 to number 13

Access to Hania Street via Ellice Street

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 18 October 2024. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email **street.activities@wcc.govt.nz**.

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

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Event Name: Paniyiri (Food Festival)      From: 22/02/2025 9:00:00 am      Until: 22/02/2025 3:00:00 pm

Event Details:



## REGULATORY PROCESSES COMMITTEE

### PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

#### INTERNATIONAL CRICKET 2024 TO 2025 SEASON

##### *Various Dates*

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#### 1. Description of Event

The Basin Reserve will once again be hosting several international crickets matches this 2024/2025 season. During which the Slip Lane between Buckle Street and Ellice Street is closed allowing for a greater space for food vendors and a safe point ensuring spectators do not have a busy road to cross to enter northern entrance to the ground.

**The proposed road closure of the slip lane between Buckle Street and Ellice Street to vehicles motorised scooters and cyclists, are as follows:**

- England Test: Monday 2 December 2024 6.00am to Wednesday 11 December 2024 9pm
- White Ferns ODI: Monday 16 December 2024 6.00am to Tuesday 24 December 2024 9.00pm
- Sri Lanka ODIs: Thursday 2 January 2025 6.00am to Monday 6<sup>th</sup> January 2025 9.00pm

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

The Basin Reserve as a venue is continuing to minimise its environment impact. In practical terms this means after each match event organisers try to ensure nothing is left behind to show it ever occurred. If anything had to be changed to accommodate the matches, it is returned to its original state afterwards. Waste management is a key part of the Basin Reserve Trust statement of intent. After each event organisers have a specialised waste management team to man a series of bins around the venue. The venue has been working with food vendors to ensure all plates, cutlery is compostable or recyclable. As a result, the volume of actual waste has been reducing in recent years.

#### 2. Events Directorate Support

The Events Unit has no objection to this event.

#### 3. Proposal Notice and Consultation

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

## REGULATORY PROCESSES COMMITTEE

- Dominion Post, Saturday 28 September 2024
- Social Media, Monday 30 September 2024
- Twitter, Monday 30 September 2024
- Facebook, 30 September 2024
- Have your say, 30 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 has been one objection to this road closure request included in Impact Report

### 5. Traffic Impact Assessment

#### Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: [Local Government Act 1974, Section 342, Schedule 10, clause 11\(e\)](#)

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

#### Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

#### Conditions:

- The road closure is valid from 6.00am to 9.00pm on the various dates listed in the impact report.
- 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.
- The landowner agrees to alcohol at the International England Test Monday 2 December 2024 to Wednesday 11 December 2024. White Ferns Monday 16 December 2024 to Tuesday 24 December 2024, Sri Lanka Thursday 2 January 2025 to Monday 6 January 2025 all 6.00am to 9.00pm subject to an Alcohol Licence being obtained.

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

### **Attachments**

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

*Maria Taumaa*

Prepared By .....  
Maria Tauma  
Street Activities Coordinator

## Maria Taumaa

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**From:** David A Lindsay [REDACTED]  
**Sent:** 29 September 2024 14:45  
**To:** BUS: Street Activities  
**Subject:** Proposal to Close Roads for Cricket games  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Completed

[REDACTED]

Re your two notices in The Post on Saturday, September 28, 2024, I object to the extensive closure of the Slip Lane, Buckle Street and Ellice Street for almost all of December and January.

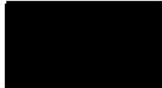
Before the cycle lane took over a whole lane of Cambridge Terrace, such a closure was of no impact because one could easily cross over from Cambridge Terrace to Kent Terrace at the first opportunity near the pedestrian crossing 20 or 30 metres north of the slip lane.

Now, with the cycle lane in place and all the other crossings closed, traffic driving north on Adelaide Road wanting to access the Mt Victoria Tunnel, with the slip lane closed, needs to drive on Cambridge Terrace as far north as Elizabeth Street to do a "U-turn" and drive all the way back down Kent Terrace to get access to the Mt Victoria Tunnel.

When the cycle lane was planned, was the ramification of closing the slip lane on match days considered?

With the road layout changed to such an extent, arrangements for the public to enter the Basin Reserve on match days should have been adjusted to remove the requirement to close the slip lane and require traffic to travel the extra kilometre or more (and traffic-light waiting) necessitated by the unnecessary extra distance.

--  
David A Lindsay





## Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 14 November 2024 to consider the following temporary road closure for an event.

### International Cricket England Test

**Monday 2 December 2024 6.00am to Wednesday 11 December 2024 9.00pm**

#### Road Closures:

Slip Lane, Buckle Street and Ellice Street

### White Ferns ODI

**Monday 16 December 2024 6.00am to Tuesday 24 December 2024 9.00pm**

#### Road Closures:

Slip Lane, Buckle Street and Ellice Street

### Sri Lanka ODIS

**Thursday 2 January 2025 6.00am to Monday 6 January 2025 9.00pm**

#### Road Closures:

Slip Lane, Buckle Street and Ellice Street

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 11 October 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](http://Wellington.govt.nz)

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## **Proposal to Close Roads**

The Regulatory Processes Committee will meet on Thursday 14 November 2024 to consider the following temporary road closure for an event.

### **Domestic Cricket T20 Games**

**Wednesday 8 January 2025 8.00am to Thursday 9 January 2025 9.00pm T20 vs ND**

**Monday 13 January 2025 8.00am to Thursday 16 January 2025 9.00pm T20 vs Otago**

**Sunday 19 January 2025 8.00am to Wednesday 22 January 2025 9.00pm T20 vs Auckland**

**Wednesday 29 January 2025 8.00am to Monday 3 February 2025 9.00pm T20 vs CD**

**Will also include T20 Elimination and T20 Grand Final**

### **Road Closures:**

Slip Lane, Buckle Street and Ellice Street

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 11 October 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)

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## Proposal to Close Roads

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The Regulatory Processes Committee will meet on Thursday 14 November 2024 to consider the following temporary road closure for an event.

### **Cuba Dupa 2025**

**Friday 28 March 2025 11.59pm to Monday 31 March 2025 3.00am**

#### **Road Closures:**

**Cuba Street**, between Arthur Street/Karo Drive and Wakefield Street

**Manners Street**, between Taranaki Street and Victoria Street

**Dixon Street**, between Taranaki Street and Victoria Street

**Eva Street**, off Dixon Street

**Egmont Street**, between Ghuznee Street and Dixon Street – restricted access

**Inglewood Place**, between Taranaki Street and Dixon Street

**Ghuznee Street**, between Taranaki Street and Victoria Street

**Leeds Street**, off Ghuznee Street

**Marion Street**, restricted access to Swan Lane

**Furness Lane**

**Garrett Street**, off Cuba Street

**Swan Lane**, restricted access

**Abel Smith Street**, between Taranaki Street and Victoria Street

**Wigan Street**, restricted access

**Kensington Street**, restricted access

**Kelvin Grove**

**Footscray Avenue**, behind Toi Poneke

**Victoria Street Slip Lane**

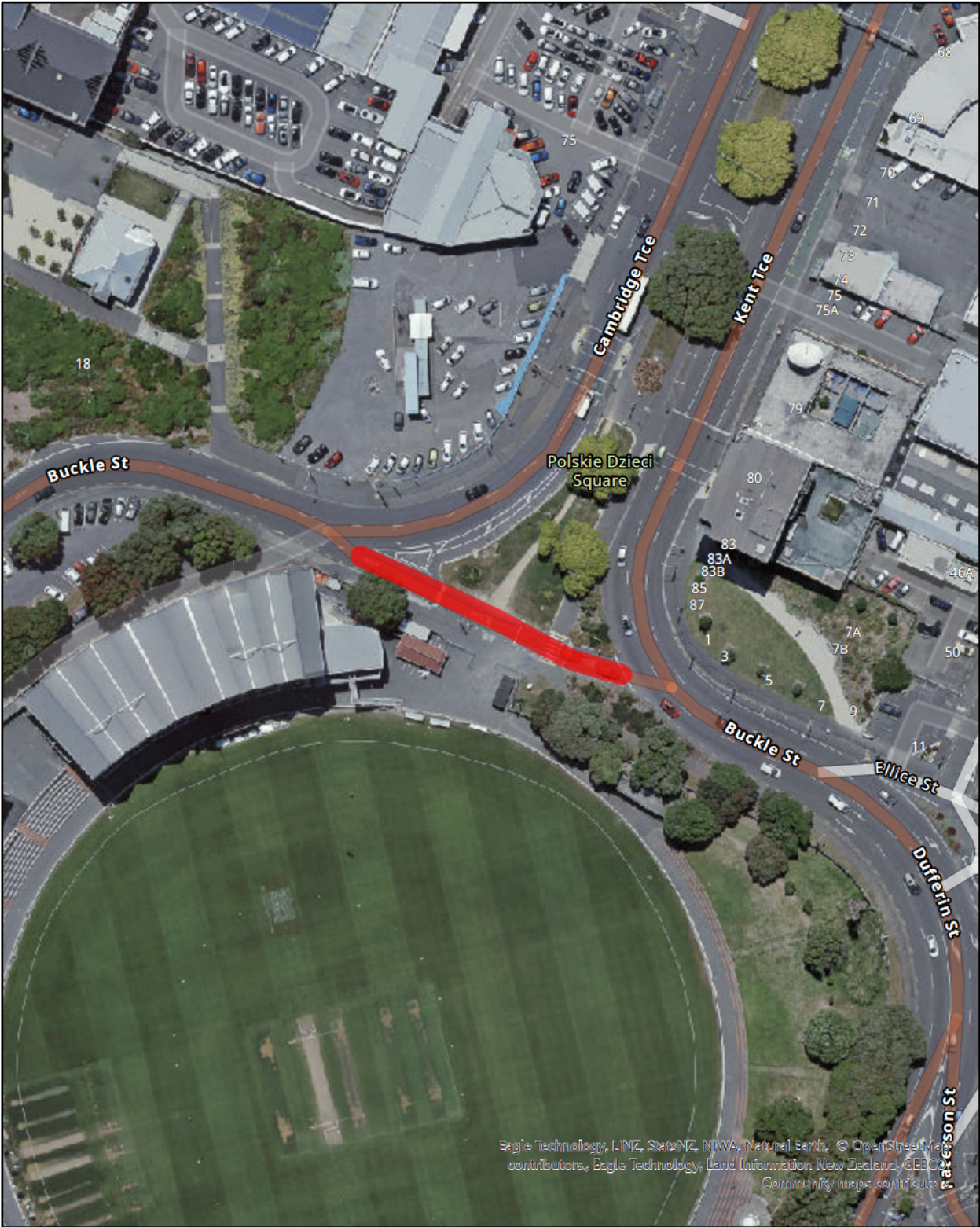
Also a lane closure on Vivian Street Saturday 29 March 2025 5.00pm to Sunday 30 March 2025 5.00am to allow for safe passage of pedestrians to cross Vivian Street at key times.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 11 October 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](http://Wellington.govt.nz)

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Event Name: International Cricket England Test      From: 2/12/2024 6:00:00 am      Until: 11/12/2024 9:00:00 pm

Event Details:

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## PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

### *DOMESTIC T20 CRICKET AT BASIN JANUARY 2025 TO FEBRUARY 2025 8.00AM TO 9.00PM*

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#### 1. Description of Event

The Basin Reserve will once again be hosting several domestic cricket matches this 2025 season. During which Buckle Street is closed allowing for a greater space for food vendors and a safe point ensuring spectators do not have a busy road to cross to enter northern entrance to the ground.

**The proposed road closure of the slip lane between Buckle Street and Ellice Street to vehicles motorised scooters and cyclists, are as follows:**

- T20 vs ND Wednesday 8 January 2025 to Thursday 9 January 2025 8.00am to 9.00pm
- T20 vs Otago Monday 13<sup>th</sup> January 2025 to Tuesday 14 January 2025 8.00am to 9.00pm
- T20 vs Auckland & Canterbury Sunday 19<sup>th</sup> January 2025 to Wednesday 22 January 2025 8.00am to 9.00pm
- T20 vs CD Wednesday 29 January 2025 to Monday 3 February 2025 8.00am to 9.00pm

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

The Basin Reserve as a venue is continuing to minimise its environment impact. In practical terms this means after each match event organisers try to ensure nothing is left behind to show it ever occurred. If anything had to be changed to accommodate the matches, it is returned to its original state afterwards. Waste management is a key part of the Basin reserve Trust statement of intent. After each event organisers have a specialised waste management team to man a series of bins around the venue. The venue has been working with food vendors to ensure all plates, cutlery is compostable or recyclable. As a result, the volume of actual waste has been reducing in recent years.

#### 2. Events Directorate Support

The Events Unit has no objection to this event.

#### 3. Proposal Notice and Consultation

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

## REGULATORY PROCESSES COMMITTEE

- Dominion Post, Saturday 28 September 2024
- Social Media, Monday 30 September 2024
- Twitter, Monday 30 September 2024
- Facebook, Monday 30 September 2024
- Have your say, Monday 30 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 has been an objection to this road closure request. Attached to the Impact report.

### 5. Traffic Impact Assessment

#### Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: [Local Government Act 1974, Section 342, Schedule 10, clause 11\(e\)](#)

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

#### Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

#### Conditions:

- The road closure is valid from 8.00am to 9.00pm on for various dates in January 2025 and 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.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.

## REGULATORY PROCESSES COMMITTEE

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

- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Domestic Cricket 2025 various dates January 2025 to February 2025 8.00am to 9.00pm subject to an Alcohol Licence being obtained.

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

### Attachments

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

*Maria Taumaa*

Prepared By .....

Maria Taumaa

Street Activities Coordinator



**THE DOMINION POST**

28 Sep 2024

## **Proposal to Close Roads**

The Regulatory Processes Committee will meet on Thursday 14 November 2024 to consider the following temporary road closure for an event.

### **International Cricket England Test**

**Monday 2 December 2024 6.00am to Wednesday 11 December 2024 9.00pm**

#### **Road Closures:**

Slip Lane, Buckle Street and Ellice Street

### **White Ferns ODI**

**Monday 16 December 2024 6.00am to Tuesday 24 December 2024 9.00pm**

#### **Road Closures:**

Slip Lane, Buckle Street and Ellice Street

### **Sri Lanka ODIS**

**Thursday 2 January 2025 6.00am to Monday 6 January 2025 9.00pm**

#### **Road Closures:**

Slip Lane, Buckle Street and Ellice Street

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 11 October 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](http://Wellington.govt.nz)

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# Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 14 November 2024 to consider the following temporary road closure for an event.

## Domestic Cricket T20 Games

Wednesday 8 January 2025 8.00am to Thursday 9 January 2025 9.00pm T20 vs ND

Monday 13 January 2025 8.00am to Thursday 16 January 2025 9.00pm T20 vs Otago

Sunday 19 January 2025 8.00am to Wednesday 22 January 2025 9.00pm T20 vs Auckland

Wednesday 29 January 2025 8.00am to Monday 3 February 2025 9.00pm T20 vs CD

Will also include T20 Elimination and T20 Grand Final

## Road Closures:

Slip Lane, Buckle Street and Ellice Street

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 11 October 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)

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# Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 14 November 2024 to consider the following temporary road closure for an event.

**Cuba Dupa 2025**

**Friday 28 March 2025 11.59pm to Monday 31 March 2025 3.00am**

**Road Closures:**

**Cuba Street**, between Arthur Street/Karo Drive and Wakefield Street

**Manners Street**, between Taranaki Street and Victoria Street

**Dixon Street**, between Taranaki Street and Victoria Street

**Eva Street**, off Dixon Street

**Egmont Street**, between Ghuznee Street and Dixon Street – restricted access

**Inglewood Place**, between Taranaki Street and Dixon Street

**Ghuznee Street**, between Taranaki Street and Victoria Street

**Leeds Street**, off Ghuznee Street

**Marion Street**, restricted access to Swan Lane

**Furness Lane**

**Garrett Street**, off Cuba Street

**Swan Lane**, restricted access

**Abel Smith Street**, between Taranaki Street and Victoria Street

**Wigan Street**, restricted access

**Kensington Street**, restricted access

**Kelvin Grove**

**Footscray Avenue**, behind Toi Pōneke

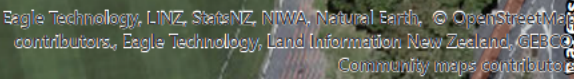
**Victoria Street Slip Lane**

Also a lane closure on Vivian Street Saturday 29 March 2025 5.00pm to Sunday 30 March 2025 5.00am to allow for safe passage of pedestrians to cross Vivian Street at key times.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 11 October 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)

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Until: 3/02/2025 9:00:00 pm

Wed 8th Jan 2025 8.00am to Thurs 9th Jan 2025 9.00pm T20 vs ND  
Mon 13 Jan 2025 8.00am to Tues 14 Jan 9.00pm T20 vs Otago  
Sun 19 Jan 2025 8.00am to Wed 22 Jan 2025 9.00pm T20 vs Auckland  
Wed 29 Jan 2025 to Mon 3 Feb 2025 T20 vs CD

## REGULATORY PROCESSES COMMITTEE

### PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

#### *ISLAND BAY FESTIVAL 2025 SUNDAY 9 FEBRUARY 2025 6.00AM TO 6.30PM*

#### 1. Description of Event

The Island Bay Enhancement Trust has successfully held events in Island Bay for more than 28 years. The 2025 festival programme is planned to span seven days, with two major events in the programme being Day in the Bay and the festival parade now on the same day.

**The proposed road closures to vehicles, motorised scooters, and cyclists, are as follows: Island Bay Festival 2025: Sunday 9 February 2025 6.00am to 6.30pm**

- **The Parade** Reef Street to Derwent Street
- **Reef Street between** The Parade and The Esplanade
- **The Esplanade** Brighton Street to Derwent Street
- **Island Bay Parade** rolling lane closures Sunday 9 February 2025 9.00am to 10.30am approximately. Avon Street to the Parade into Reef Street.

Please refer to the map attachment for further detail.

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

#### Climate Change

For some years the Island Bay Festival has attempted to minimise its environmental impact as waste management is a key part of the organiser's strategy. In recent years the organisers have contracted a specialised waste management business and have focussed on sourcing volunteers to man a series of bin stations. The contractor has been working with food vendors to ensure all plates, cutlery is compostable or recyclable. As a result, the volume of actual waste has been slowly dropping.

#### 2. Events Directorate Support

The Events has no objection to this event.

#### 3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 12 October 2024
- Social Media, Monday 14 October 2024
- Twitter, Monday 14 October 2024
- Facebook, Monday 14 October 2024
- Have your say, Monday 14 October 2024



## REGULATORY PROCESSES COMMITTEE

The New Zealand Police will be advised closer to the event by way of phoning the watch tower at central police station, and Waka Kotahi (NZTA) will be notified by way of traffic management.

### 4. Objections

There have been no objections to this road closure request.

### 5. Traffic Impact Assessment

#### Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: [Local Government Act 1974, Section 342, Schedule 10, 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 6.30pm on Sunday 9 February 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.

REGULATORY PROCESSES COMMITTEE

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- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.

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

Attachments

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

Maria Taumaa

Prepared By .....  
Maria Taumaa  
Street Activities Coordinator

## **Proposal to Close Roads**

The Regulatory Processes Committee will meet on Thursday 14 November 2024 to consider the following temporary road closure for an event.

### **Island Bay Festival**

**Sunday 9 February 2025 6.00am to 6.30pm**

#### **Road Closures:**

**The Parade**, Reef Street to Derwent Street

**Reef Street**, between The Parade and The Esplanade

**The Esplanade**, between Derwent Street and Brighton Street

### **Island Bay Festival**

**Sunday 9 February 2025 9.00am to 10.30am approximately**

#### **Rolling Lane Closures:**

**Avon Street**, The Parade into Reef Street

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 25 October 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)

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Event Name: Island Bay Festival

From: 9/02/2025 6:00:00 am

Until: 9/02/2025 6:30:00 pm

Event Details: Rolling Lane Closure Sunday 9th February 9.00am - 10.30am Approximately (Avon St The parade into Reef St)

# NEW COMMUNITY RECREATION LEASES: WELLINGTON ART CLUB INCORPORATED, AND SEATOUN ASSOCIATION FOOTBALL CLUB INCORPORATED

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## Kōrero taunaki | Summary of considerations

### Purpose

1. This report requests Koata Hātepe | Regulatory Processes Committee:
  - Approve a new ground lease for Wellington Art Club Incorporated based at Chelsea Street Reserve, Miramar, subject to public consultation.
  - Approve a new premises lease for Seatoun Association Football Club Incorporated at Seatoun Park, subject to 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; nurture and grow our arts sector.

### Relevant previous decisions

3. In 2004, a new ground lease was approved for Wellington Art Club Incorporated, and a new premises lease was approved for Seatoun Association Football Club Incorporated.

### 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	Sarah Sullivan, Community Recreation Leases Advisor
Authoriser	Ben Keat, Community Partnerships Manager James Roberts, Chief Operating Officer



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## **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Approve a new ground lease for Wellington Art Club Incorporated for five years with one right of renewal of five years.
3. Approve a new premises lease for Seatoun Association Football Club Incorporated for five years with one right of renewal of five years.

## **Whakarāpopoto | Executive Summary**

5. 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 land managed as reserve land.
6. This paper requests Koata Hātepe | Regulatory Processes Committee approval for the next step in the leasing process under the Leases Policy for the following organisations:
  - **Wellington Arts Club Incorporated ("WAC")**: Located at 27 Chelsea Street, Miramar, within Chelsea Street Reserve. WAC's ground lease expired in June 2024. Council officers recommend a new five-year lease term with an option for one five-year renewal.
  - **Seatoun Association Football Club Incorporated ("SAFC")**: Located at 56 Ludlam Street, Seatoun, at Seatoun Park. SAFC's premises lease expired in December 2023. Council officers recommend a new five-year lease term with one right of renewal for an additional five years.
7. WAC, established in 1892 and based at Chelsea Street Reserve since 1984, actively supports visual arts in Wellington and currently has 87 active members. The clubrooms are regularly used for workshops and visiting artists, making them a well-utilised resource for the membership. The club meets the Council's leasing policy requirements and builds on previous decisions made in 2004, when a new lease was approved for the club.
8. SAFC, founded in 1909, promotes football for all ages and skill levels, with 288 active members and 50 supporter club members. The clubrooms serve as a venue for community events and public meetings. SAFC meet the requirements set out in the Council's Lease Policy, demonstrating their commitment to providing accessible and inclusive recreation activities that fulfill community demand.

## **Takenga mai | Background**

### **Wellington Art Club Incorporated**

9. WAC was established in 1892 by artists to support the development of visual arts in Wellington. After a long and challenging search for a permanent home, the club purpose-built its present-day clubrooms and moved in 1984.

10. Run by artists for artists, the club continues to foster the growth of visual arts in Wellington by sponsoring individual and group exhibitions, offering workshops, and providing education and information to the artistic community and its patrons.
11. WAC currently has 87 active paid members, a number that has remained steady over the past few years. In addition to workshops open to non-members, the clubrooms are available for hire by other art groups and are frequently used by visiting lecturers offering workshops. WETA staff also regularly utilise the space to explore their creativity. Outside of these offerings, the clubrooms serve as a studio where members can work on their individual projects.

### **Seatoun Association Football Club Incorporated**

12. SAFC was established in 1909 with the aim of providing a space for everyone to play football, regardless of age or skill level. The club offers teams catering to all abilities, creating a welcoming environment for everyone to enjoy the game.
13. In recent years, the club has seen growth in its women's teams, though there has been a slight decline in youth teams—a trend observed across many sports. SAFC currently has 288 active members, along with an additional 50 supporter club members, all overseen by a dedicated committee of nine volunteers.
14. The club offers a variety of teams across different divisions and makes its clubrooms available for use by community groups for public meetings, gatherings, and events. Additionally, they run a range of junior programs throughout the year.

## **Kōrerorero | Discussion**

### **Legislative Compliance**

15. Both the proposed lease for WAC, located on Local Purpose Reserve land, and the lease for SAFC, situated on Recreation Reserve land, must comply with the Reserves Act 1977. Both community groups meet the necessary requirements under this Act.

### **Lease Policy Compliance**

16. Leases Policy sets out the criteria to consider when assessing a new lease application:
  - **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*  
 WAC and SAFC offer recreational activities that encourage public participation and promote the community's health and well-being.
  - **Organisational structure:** *The group must be an incorporated society or trust*  
 Both organisations are incorporated societies.
  - **Membership:** *The group must be sustainable in terms of membership and/or users of the service for the term of the lease*  
 WAC and SAFC have strong membership numbers for their activities and have a highly engaged membership base.
  - **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*

Both organisations have provided satisfactory information confirming their financial capacity to maintain their leased areas to a suitable standard and possess healthy cash reserves relative to their organisational activities.

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

The WAC clubrooms and facilities are extensively utilised by the club, its members, as well as visiting artists and art-related organisations, demonstrating their commitment to sharing the space. Similarly, SAFC experiences broad usage by both the club and community groups.

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

All groups offer recreational activities, making them a legitimate fit for recreation reserve land.

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

Both WAC and SAFC have maintained steady memberships over the past few years. These organisations effectively address community needs by offering accessible and inclusive activities.

Officers are satisfied that the proposed leases for WAC and SAFC meets the Lease Policy.

## **Kōwhiringa | Options**

### **Wellington Art Club Incorporated**

17. Koata Hātepe | Regulatory Processes Committee has the following options for each organisation:
18. Approve new lease for WAC, subject to the outcome of public consultation (recommended); or
19. Decline new lease for WAC, thereby ending the Lease Policy process (not recommended).

### **Seatoun Association Football Club Incorporated**

20. Approve new lease for SAFC, subject to the outcome of public consultation (recommended); or
21. Decline new lease for SAFC, thereby ending the Lease Policy process (not recommended).

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

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

22. The proposed leases align with the Leases Policy, Te Awe Māpara, Te Whai Oranga Pōneke, and the Suburban Reserves Management Plan 2015.

## **Engagement and Consultation**

23. The approval process for new leases and licence is assessed as low significance per the Significance and Engagement Policy.
24. If the recommendations in this report are supported, officers will begin public consultation, as per the Leases Policy and Reserves Act 1977 requirements, for WAC and SAFC which will include:
  - Letters to Mana Whenua.
  - Letters to relevant residents' groups.
  - Notice on WCC website "Have Your Say".
  - Notice in The Post newspaper.
25. The period for public consultation will be 30 days. Following the receipt of feedback, officers will meet with submitters as required to discuss any matters raised.

## **Māori Impact Statement**

26. The proposed lease for WAC is located near Maupuia Pā, an area of cultural significance to Taranaki Whānui as identified in the Draft District Plan.
27. The proposed lease for SAFC is located near Oruaiti Pā and Te Turanga-o-Kupe, areas of cultural significance to Taranaki Whānui as identified in the Draft District Plan.
28. However, there are no specified sites of significance in the immediate vicinity of the proposed leases. Mana Whenua have been informed that the leases are up for review, and they have expressed no further feedback.

## **Financial implications**

29. There are no significant financial implications for Council for the proposed leases.

## **Legal considerations**

30. The proposed leases are consistent with the Reserves Act 1977.

## **Risks and mitigations**

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

## **Disability and accessibility impact**

32. The SAFC building is fully accessible, while the WAC building has recently undergone bathroom upgrades to improve accessibility. WAC is also actively exploring options to enhance accessibility at its building entrances, ensuring greater ease of access in the future. Both the lessees and the Council are committed to addressing these issues, as outlined in Te Awe Māpara. Council officers will continue working closely with the lessees to implement further accessibility improvements as part of future building renewal projects.

## **Climate Change impact and considerations**

33. The proposed leases are for the continuation of an existing activity. There are no specific climate change impacts for consideration.

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### **Communications Plan**

34. The proposed leases are publicly notified following the Leases Policy.

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

35. The proposed lessees have submitted health and safety plans in accordance with the leasing policy. Council officers are currently working with SAFC to finalise their documentation to ensure full compliance prior to a lease being signed.

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

36. Commence public consultation WAC's and SAFC's proposed lease. If no sustained objections are received, both leases will be drafted, negotiated, and signed.

### **Attachments**

Attachment 1.	Wellington Arts Club Incorporated - Leased Area	Page 61
Attachment 2.	Seatoun Association Football Club Incorporated - Leased Area	Page 62







# THE NEWLANDS/PAPARANGI HORSE RIDING SOCIETY INCORPORATED LICENCE REQUEST ON RESERVE LAND

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## Kōrero taunaki | Summary of considerations

### Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee is requesting a decision on the application for a new licence for Newlands/Paparangi Horse Riding Society Incorporated.

### Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include engaging our community, making our city accessible and inclusive for all, and environmental wellbeing - a city restoring and protecting nature.

### Relevant previous decisions

3. In 2014, Council approved a new 10-year licence for Newlands/Paparangi Horse Riding Society Incorporated.

### Significance

4. 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

5. There are no major financial implications for the Council regarding this decision.

### Risk

- ☒ Low      ☐ Medium      ☐ High      ☐ Extreme

Authors	Parrish Evans, Community Recreation Leases Advisor Sanjay Patel, Sports and Clubs Partnership Lead
Authoriser	Paul Andrews, Manager Parks, Sports & Rec James Roberts, Chief Operating Officer

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### **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Agree to not grant a new licence to Newlands/Paparangi Horse Riding Society Incorporated pursuant to the Wellington City Council Leases Policy for Community and Recreation Groups and its assessment criteria.

### **Whakarāpopoto | Executive Summary**

3. Newlands/Paparangi Horse Riding Society Incorporated (the Club) holds a grazing licence for part of the land in Glenside Reserve, which is classified as Recreation Reserve and managed under the Reserves Act 1977 (the Act).
4. The club's current licence expired on 5 April 2024 and is currently in holdover, with the terms and conditions of the original grazing licence still in effect.
5. Officers engaged with the club in April 2023 to initiate the licence renewal process, following the Leases Policy for Community and Recreation Groups (the Leasing Policy).
6. Officers assess lease applications by adhering to the Act, the Northern Reserves Management Plan, the Leasing Policy, and other relevant Council policies and bylaws.
7. The Leasing Policy includes seven assessment criteria that must be met for officers to support a new agreement. Upon reviewing the club's application against the Leasing Policy, it was identified that the club was not meeting multiple criteria and did not provide sufficient information on how it could sustainably meet the criteria over the duration of a licence.
8. Officers recommend not issuing a new licence for the club and propose developing a transition plan to facilitate the club's departure from the reserve.
9. The space will then be available for a diverse range of passive and active recreation activities, including walking, picnicking, nature-based initiatives, environmental projects, and community volunteering. Additionally, officers will continue their conservation and restoration efforts within the reserve, which has been challenging alongside the grazing activities. These conservation outcomes focus on improving the health of the stream and its network, as well as addressing bank erosion.

### **Takenga mai | Background**

10. Glenside Reserve is approximately 13 hectares and serves as the principal recreational reserve in the Glenside area. It is home to the historic Halfway House, a heritage-listed building and garden area, and provides a substantial and important area of open green space for the community in an identified growth area. The reserve also marks the beginning of a continuum of open space associated with the Porirua Stream and Willowbank Reserve.
11. The club has been located at Glenside Reserve since the late 1980s and was granted a new grazing licence in 2014, which expired on 5 April 2024. The licenced area covers approximately 7.5 hectares of green space, with the licence agreement stipulating that the area is a public reserve open for walking and other recreational activities. The club currently pays an annual fee of \$575.00 plus GST for the grazing area, which includes several temporary and permanent structures such as stables, a hay barn, a portacabin,

sheds, fencing, and gates. All structures within the grazing area are the club's responsibility, including their maintenance.

12. Council officers engaged with the club in April 2023 to initiate the new licensing application process, as outlined in the Leasing Policy.
13. In October 2023, the Council received the club's licence application. The information provided was compiled and assessed according to the Leasing Policy, specifically section 7, which outlines the assessment criteria. Applications must meet all criteria in this section for Council officers to recommend a new agreement. The details of the club's application and the assessment criteria are outlined in the Kōrerorero | Discussion section of this report.
14. The club's application lacked substantial information needed to meet the assessment criteria. Based on the initial assessment, it was identified that the club was not meeting several criteria outlined in the Leasing Policy, particularly the following requirements:
  - The group's purpose and activities must align with the Council's strategic direction to promote healthy lifestyles and build strong communities.
  - The group must be in a financial position to fulfil its lease obligations for the duration of the lease, including but not limited to rent, insurance, and building and grounds maintenance.
  - The land and/or buildings must be utilised to the fullest extent practicable.
  - The activity must not have the potential to adversely affect open space values or other legitimate activities.
  - There must be demonstrated support and need within the community for the activity.
15. To help the club better meet the assessment criteria, officers requested additional information and provided prompting questions for the committee to address, seeking further evidence on how they could sustainably meet these criteria over the course of a new licence. The prompting questions included, but were not limited to, areas such as promotion for wider community outcomes, demonstrate the committee's active engagement, managing public access, financial viability, and community need.
16. The club resubmitted their application and provided additional information. Although, the new information showed that the club is willing to explore changes to the club operations to better align with the assessment criteria, there remains a lack of evidence and confidence that the club and its committee are committed to sustainably make the necessary changes and to manage the licensed area and club activities to an appropriate standard.
17. Officers recommend not issuing a new licence for the club and propose developing a transition plan to facilitate the club's departure from the reserve. The space will then be available for a diverse range of passive and active recreation activities, including walking, picnicking, nature-based initiatives, environmental projects, and community volunteering. Additionally, officers will continue their conservation and restoration efforts within the reserve, which has been challenging alongside the grazing activities. These conservation outcomes focus on improving the health of the stream and its network, as well as addressing bank erosion.

## **Kōrerorero | Discussion**

18. Officers assess applications for new leases and licences on Reserve land following the Reserves Act 1977, the Northern Reserves Management Plan, the Leases Policy for Community and Recreation Groups, and other relevant policies and strategies.

## **Leases Policy for Community and Recreation Groups**

19. The Leases Policy sets out the criteria to consider when assessing a new lease and licence applications which underpins all of the relevant acts, plans and policies:

- a) **Strategic Fit:** *The group's purpose and activities must be consistent with the Council's strategic direction to promote healthy lifestyles and build strong communities*

The club states in its application that it has offered various programmes in the past, including children's training, adult lessons, and educational initiatives. While these are positive examples of the programmes the club can provide, there is uncertainty about whether they are still ongoing. When we asked the club for further information about these programmes, they were unable to provide specifics such as dates, attendance numbers, or details of who ran the programmes. The club was also unable to provide supporting evidence for other community initiatives stated in their application. In the supplementary information provided, they expressed openness to exploring more programmes; however, there is little evidence to suggest this will be followed through or sustained for the duration of the licence request.

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

While the club is a registered incorporated society, it has not provided sufficient evidence that the committee is engaged and proactive. This assessment is based on several factors, including the committee's challenge in providing AGM minutes from previous years and a lack of focus on forward planning evident in the submitted minutes. Additionally, there is no affiliation with regional or national bodies, minimal programme development to engage the wider community, and concerns regarding the committee's perception of its financial position in relation to the current state of the licence area and the submitted maintenance plan. Furthermore, there has been a previous disinterest in allowing other community groups or the public access to the reserve.

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

The club reported an increase of 8 members over the past 5 years, reaching a total of 32 members, with around 8-12 horses on the grounds depending on the season. However, the club's application makes it difficult to assess member engagement and participation. One way to establish a baseline for membership engagement, given the lack of evidence, is to compare membership numbers with the revenue generated from membership fees. The club's membership fee structure is donation-based, making it challenging to gauge a baseline accurately. There is also limited evidence of participation in the community, as well as minimal evidence of promotion or recruitment efforts for new members and committee 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.*

The club currently has limited income sources, with its primary revenue reported as "Donations." While the club has covered its annual fees and public liability insurance for now, there are concerns about its ability to manage ongoing and larger expenses, such as fencing repairs and renewals, structure maintenance, and



potential future rent increases. The club has provided additional information on its plans to mitigate these risks, which include selling horse manure, applying for grants, and creating merchandise for sale. However, the club has not provided evidence that these ideas will be actioned or sustained.

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

The club has not met the criteria, which has become a point of contention for other community members and groups wishing to use the open green space. The club's current licence includes Special Provisions stating that the area is a public reserve open for walking and other recreational activities. In the past, the club has resisted public use, as demonstrated by their behaviour regarding shared access to the reserve. There have been multiple instances where access has been obstructed by ropes, electric fencing, and other barriers.

When we requested further information on how the club could meet these criteria and support greater public access, the club indicated they were open to exploring possibilities for increased use of the reserve. However, their past resistance to shared use of the licensed area offers little confidence that they will commit to this. Additionally, the club recently submitted a request for exclusive use of the reserve, primarily citing safety concerns for both people and horses. They are worried that the general public, unfamiliar with horse behaviour, could unintentionally startle the animals, potentially leading to accidents. In their proposal for exclusive use, the club emphasised that they remain an "open club," welcoming new members. However, this stance contradicts the primary purpose of the reserve as an important open green space for the wider community, intended for public use. Additionally, there is a lack of confidence that the club will promote open membership which is highlighted by the club's minimal evidence of current membership promotion or recruitment efforts.

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

Public access for community volunteer initiatives has been limited by the club, and their support for Council-led restoration projects has been minimal, hindering environmental efforts. The club has provided little assistance for Council-led and volunteer restoration efforts, which negatively impacts these environmental projects. Although the club has recently expressed interest in aligning with Council objectives, evidence of a sustained commitment to environmental stewardship and shared use is lacking.

Issues persist with grazing activities and restoration efforts, particularly in riparian zones designated for planting in the Northern Reserves Management Plan, which support the stream network and help address bank erosion. Observations of horse droppings and damage to newly planted areas highlight the impact of grazing, compounded by the club's resistance to implementing necessary fence management to mitigate these effects. Overall, the club's limited support and ongoing challenges present significant barriers to achieving the desired environmental outcomes.

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



While the horse-riding club has internal support for its activities, there is limited evidence of broader community engagement. In the recently submitted supplementary information, the club outlined plans to work with schools, local organisations, and neighbouring residents through events and outreach. However, despite this potential for a collaborative approach, the club has yet to demonstrate a commitment to fostering these relationships, as it struggled to provide evidence of relevant initiatives in its supporting documents for the licence, as well as a lack of collaboration with other community groups in the reserve.

Furthermore, the Glenside Progressive Association (GPA), which is actively involved in the management and restoration of Glenside Reserve, does not support the extension of the horse grazing licence. There have been challenges in establishing a collaborative relationship between the GPA and the horse-riding club, as the concerns raised by the GPA, have not been adequately addressed. These ongoing issues raised by the GPA, such as the piling of horse manure along the garden boundary and obstructed access to the reserve, have persisted despite complaints from both the Heritage Gardeners and the GPA. GPA advocates for a clear end date to facilitate the transition of the reserve into a natural wildlife and recreation area.

**Lease Application Conclusion:**

20. Based on the information provided by the club over the last 18 months, it has not met multiple criteria outlined in the leasing policy and has, in several instances, adversely affected the core principles of the Reserves Act 1977, which emphasises the importance of public enjoyment, community involvement, and maintenance and restoration. In response to the Council Officers' request for a proposal on how the club will sustainably meet these criteria, the club offered some positive insights on addressing certain aspects. However, due to past behaviour and the challenges the committee faced in providing supporting information, there is little confidence or evidence that these outcomes will be achieved and sustained throughout the requested licence's duration. On this basis, the Officers do not recommend granting a new licence to the Newlands/Paparangi Horse Riding Society.

**Te Whai Oranga Pōneke Open Space and Recreation Strategy 2023**

21. This strategy prioritises accessible, shared green spaces that support both passive and active recreation, fostering inclusivity and community engagement. It promotes multi-use areas to enhance public interaction while preserving recreational and environmental values. As highlighted in the assessment criteria, the club's past behaviour indicates a failure to align with these principles, including their request for exclusive use of the current licensed area. While they express a willingness to better align with Council objectives, there is little evidence to suggest that they will follow through or sustain such efforts in the future.

**National Equestrian Facilities Strategy 2023**

22. Although the club is not affiliated with equestrian groups, the National Equestrian Facilities Strategy 2023 is beneficial for assessing the club's role in providing equestrian activities. The strategy emphasises:
- **Collaboration and Engagement:** Promotes community involvement among equestrian groups.
  - **Sustainable Practices:** Highlights the need to minimise environmental impacts.

- Public Access: Supports recreational access to facilities.
23. Access to the reserve has been contentious, as the club has restricted public entry and provides limited support for Council-led restoration efforts. The club has recently expressed they will explore aligning with Council objectives, but there is little evidence of a sustained commitment to environmental outcomes and shared use. Additionally, challenges remain with grazing activities and restoration in riparian zones designated for planting in the Northern Reserves Management Plan.

## **Kōwhiringa | Options**

Koata Hātepe | Regulatory Processes Committee has the following options:

24. Approve recommendations to not grant a new licence for Newlands/Paparangi Horse Riding Society Incorporated.
25. Decline the recommendations and grant a new licence for Newlands/Paparangi Horse Riding Society Incorporated.

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

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

26. The recommendations are consistent with Northern Reserves Management Plan, Leases Policy for Community and Recreation Groups and Te Whai Oranga Pōneke Open Space and Recreation Strategy 2023.

### **Engagement and Consultation**

27. The decision for community leases and licences is assessed as low significance per the Significance and Engagement Policy.
28. Should the committee decide to not grant a new lease, Officers will then provide the club with a termination letter outlining the specific requirements stated in the licence that need to be fulfilled before vacating the premises.
29. Should the committee decide to grant a new licence, Officers will conduct public consultation as per the Leases Policy for Community and Recreation Groups and Reserves Act 1977 requirements, including:
  - Letters to Mana Whenua;
  - Letters to relevant residents' groups;
  - Notice on WCC website "Have Your Say";
  - Notice in the Dominion Post.
30. The period for public consultation will be 30 days. Following the receipt of feedback officers will meet with submitters as required to discuss any matters raised.

### **Māori Impact Statement**

31. There are no specified sites of significance in the immediate vicinity of the licenced area.

### **Financial implications**

32. If a new licence is not granted, the Council will assume responsibility for the upkeep of the grounds, including lawn care. Ongoing requirements for maintenance from Council officers will be minimal.

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### **Legal considerations**

33. The recommendations are consistent with the Reserve Act 1977.

### **Risks and mitigations**

34. This decision is rated as low risk on Council's risk framework.

### **Disability and accessibility impact**

35. Public access to the reserve is currently limited to a stile. If no licence is granted, the entrance gate will be opened, providing improved accessibility.

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

36. There are no specific climate change impacts or considerations.

### **Communications Plan**

37. If the licence is supported, the proposed licence will be publicly notified following the Lease Policy. The process includes:
- An advertisement inviting feedback published in the Public Notice section of The Post;
  - Letters to relevant residents' groups;
  - A letter sent to the Port Nicholson Block Settlement Trust and Ngāti Toa;
  - A notice inviting feedback on the "Have Your Say" section of the Council website.

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

38. Agreed health and safety plans are required under any lease or licence agreement on reserve land. If a licence is supported, the club will provide their updated health and safety documentation to Council.

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

39. Following committee's approval of the recommendations, Officers will undertake the following next steps:
- Officers will provide the club with a termination letter outlining the specific requirements stated in the licence that need to be fulfilled before vacating the premises, which includes removal of club assets.
40. Officers will work with the Club to determine a suitable timeframe for transitioning out of the reserve. According to the licence criteria, a minimum of 30 days' notice is required for licence termination. However, Officers will provide sufficient time to ensure a smooth transition for the club.
41. Should the committee decide to grant a new licence, Officers will undertake the following next steps:
- Public consultation of the proposed lease as required under the Reserves Act 1977 and Leases Policy for Community and Recreation Groups.

- The outcome of consultation will be reported back to Committee if there are any sustained objections.
- Documents will be negotiated, drafted, and signed by Council.

## **Attachments**

Attachment 1. Glenside Reserve Grazing Area

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# TRAFFIC RESOLUTIONS

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## Kōrero taunaki | Summary of considerations

### Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee outlines details of the eleven proposed traffic resolutions issued for consultation between Thursday 26 September and Thursday 10 October 2024, as well as one traffic resolution (TR143-24) from the Koata Hātepe | Regulatory Processes Committee in 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

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

### Risk

6. ☐ Low      ☒ Medium      ☐ High      ☐ Extreme

Author	Sophie Dobbs, TR Coordinator
Authoriser	Brad Singh, Transport and Infrastructure Manager Jenny Chetwynd, Chief Infrastruture Officer

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## **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 TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement
  - 2.2 TR128-24 Adelaide Road, Berhampore – Southbound Stop #6126 Relocation
  - 2.3 TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times
  - 2.4 TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction
  - 2.5 TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction (Amended)
  - 2.6 TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking
  - 2.7 TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times
  - 2.8 TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes
  - 2.9 TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments
  - 2.10 TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions
  - 2.11 TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes
  - 2.12 TR143-24 Kenya Street, Ngaio – No Stopping At All Times

## **Whakarāpopoto | Executive Summary**

7. Fourteen traffic resolutions were available for submission on the Kōrero Mai Let's Talk platform from Thursday 26 September to Thursday 10 October 2024. All input received throughout the consultation period has been incorporated into the traffic resolutions report provided in this document, along with relevant responses from officers.
8. After reviewing feedback, eleven resolutions are being recommended for approval (refer to recommendations), as well as one traffic resolution (TR143-24) from the Regulatory Processes Committee in August. Further information on this traffic resolution can be found at No.13.
9. TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction, was amended post consultation. Officers propose to reduce the scope of broken yellow lines to the south of the vehicle entrance to the Mosque on Queens Drive and extend the proposed P90 parking bay.
10. TR129-24 Willowbank Reserve, Boscobel Lane, Tawa – P120 At All Times, was deferred post consultation for further investigation into the feedback that was received.
11. TR133-24 Sutherland Road & Queens Drive, Lyall Bay – Formalise Bus Stops (#7337, #6336 and #6335) & No Stopping At All times, was deferred post consultation due to

the amount of feedback received. Officers have decided that further engagement with the local community is necessary.

12. TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking, was deferred post consultation to allow more time to review, understand, and respond to submitters.
13. TR90-24 Kenya Street, Ngaio – No Stopping At All Times, was available for public consultation from Friday 21 June 2024, to Friday 5 July 2024. This traffic resolution was presented at the Regulatory Processes Committee on 8 August 2024 where the following amendment was passed:
  - 3a. Agree to defer until such time as officers can engage further with the local community (including local schools) on the proposed changes.Officers have since sought further feedback from the original submitters, the local community (Ngaio Residents Associations, Ngaio School, and Ngaio Church), and have also attended an on-site meeting with residents, officers, and Councillor Ray Chung. No changes have been made to the originally proposed Broken Yellow Lines in the updated plans, however, minor changes that do not require a traffic resolution have been made to TR143-24.

### **Takenga mai | Background**

14. On 26 September 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**

15. 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**

16. The attached Traffic Resolutions Summary Table RPC November 2024 outlines the options reviewed and the resultant proposed changes which are detailed in the attached Traffic Resolutions.
17. The proposed changes were developed using WCC Standard Operating Procedures which are aligned to national NZTA Standards as well as good engineering practice.
18. Options considered post consultation are outlined further in the Officers responses to feedback as well as reflected in the Traffic Resolutions Summary Table.

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

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

19. The proposed changes are in alignment with the Council Parking Policy at: [Policies - Plans, policies and bylaws - Wellington City Council](#).

### **Engagement and Consultation**

20. On Thursday 26 September 2024, fourteen traffic resolutions were publicly announced in the Dominion 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.
21. The Kōrero Mai Let's Talk platform hosted an online submission form for a period of 14 days, from 9am Thursday 26 September 2024, to 5pm Thursday 10 October 2024, allowing submissions during this timeframe.

### **Māori Impact Statement**

22. No specific impact to Tūpuki Ora Māori strategy or the Tākai Here partnership.

### **Financial implications**

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

### **Legal considerations**

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

### **Risks and mitigations**

25. None identified.

### **Disability and accessibility impact**

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

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

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

### **Communications Plan**

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



## Health and Safety Impact considered

29. 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

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

### Attachments

Attachment 1.	Traffic Resolutions Summary Table RPC November 2024	Page 81
Attachment 2.	Traffic Resolutions Legal Description RPC November 2024	Page 89
Attachment 3.	TR125-24 Rintoul Street and Luxford Street, Berhampore - Bus Stop Removal and Reinstatement	Page 122
Attachment 4.	TR128-24 Adelaide Road, Berhampore - Southbound Bus Stop #6126 Relocation	Page 145
Attachment 5.	TR130-24 Sutherland Road, Lyall Bay - No Stopping At All Times	Page 163
Attachment 6.	TR131-24 Kaiwharawhara Road, Kaiwharawhara - P180 Restriction	Page 189
Attachment 7.	TR134-24 Queens Drive & Cruickshank Street, Kilbirnie - Proposed P90 Time Limited Parking & No Stopping At All Times Restriction (Amended)	Page 209
Attachment 8.	TR136-24 Featherston Street, Pipitea - Proposed Metered Mobility Parking	Page 225
Attachment 9.	TR137-24 Oriental Parade, Oriental Bay - Proposed Resident Parking At All Times and No Stopping At All Times	Page 241
Attachment 10.	TR138-24 Johnsonville Pool and Library Carpark, Johnsonville - Carpark Changes	Page 268
Attachment 11.	TR139-24 Newtown West & Berhampore - Parking Scheme Zone, Parking Restriction Amendments	Page 296
Attachment 12.	TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea - Amendment of Legal Descriptions	Page 321
Attachment 13.	TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria - Kerbside Parking Changes	Page 443
Attachment 14.	TR143-24 Kenya Street, Ngaio - No Stopping At All Times	Page 470



### Traffic Resolutions Summary Table RPC November 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)		
TR125-24	Rintoul Street & Luxford Street, Berhampore	Bus Stop	Removing & Reinstating 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 people moving along transport corridors rather than people parking or storing stationary vehicles. Support move to become an eco-city – facilitate the uptake of transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to reduced carbon emissions and better air quality.	Bus stop #7123 was proposed to be removed as part of the Berhampore to Newtown bus, bike, and pedestrian improvements as there were four stops in close proximity. There was a communal preference to retain bus stop #7123. Following further consultation, officers have decided to remove bus stop #7122 and retain #7123.	<b>Option 1:</b> Combine both stops at 186 Rintoul Street. This option was consulted on in September 2023. Feedback was received that this would not provide a stop for SWIS students on the Kilbirnie Schools bus with an option to get off the bus after the town centre. Residents of the South Rintoul St catchment also said the extra 150m they had to walk was too far for some. <b>Option 2:</b> Combine both stops outside 208 Rintoul Street. This option is between both current bus stops and would provide a location that is equidistant for current users from either current bus stop #7122 & #7123. This option would serve SWIS students wishing to get off the bus before it turns into Te Wharepouri Street. Metlink was unable to obtain agreement to place a shelter in this location, so we are unable to pursue this option.	No change	N/A	Rintoul Street: 3,300, (6% heavy) Luxford Street: 7,670 (6% heavy)	#7122: 2,304 boarding, 914 alighting #7123: 1,659 boarding, 307 alighting	Improves safety for people on bikes on Rintoul Street by reducing bus/bike conflict on the uphill. Improves accessibility for bus users from the southern Rintoul Street catchment and SWIS students over what was previously approved. Improves bus service efficiency.	<ul style="list-style-type: none"> <li>Remove bus stop #7122 on Rintoul Street and reinstate bus stop #7123 on Luxford Street.</li> </ul>	Yes= 19 No= 5
TR128-24	Adelaide Road, Berhampore	Bus Stop	Formalising Bus Stop & No Stopping At All Times	Support shift in type of transport used – facilitate a shift to using active (e.g.	The bus stop platforms at Duppa Street were installed as part of the	<b>Option 1:</b> Locating the bus stop before the crossing. The road width is more	No change	N/A	12,800, (8% heavy)	70 boarding, 1,880 alighting	Improves safety and accessibility for all users of the pedestrian crossing.	<ul style="list-style-type: none"> <li>Move Bus Stop #6126 for public safety reasons.</li> </ul>	Yes= 18 No= 2

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Traffic Resolutions Summary Table RPC November 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)		
				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 good by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.	Berhampore to Newtown bus, bike, and pedestrian improvements project. When the bus stop was installed, construction adaptations onsite resulted in the bus box being closer to the crossing than designed, restricting visibility of people crossing.	constrained here and this would have meant creating a completely new bus stop platform and drainage. This would have been costly and taken several weeks longer than extending the current platform for which drainage was already in place. It would have also created a very tight situation when two buses were in the stops. From our discussions with emergency services, we know they would like as much space as possible between opposing in-lane bus stops.					Improves accessibility and safety for public transport users needing to cross the road to the bus stop. Improves driver visibility of pedestrians. Improves visibility of pedestrians on the crossing and increases safety for pedestrians of all ages.		
TR130-24	Sutherland Road, Lyall Bay	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 accessibility concerns from residents and Council Parking Enforcement Officers about access for large vehicles, including rubbish trucks and emergency vehicles, to the Sutherland Road Extension between nos. 167 and 185.	<b>Option 1:</b> Broken Yellow Lines entirely on both sides of the Sutherland Road extension. This option is not preferred as it would remove all on-street parking for residents. <b>Option 2:</b> Broken Yellow Lines only around the bend of the Sutherland Road extension. This option is not preferred as the beginning straight section of the Sutherland Road extension is still too narrow for access by larger vehicles with parked vehicles and	Removal of seven unrestricted parking spaces.	N/A	110 (2023)	N/A	Improves safety and accessibility for large vehicles, especially emergency vehicles such as ambulances. Improves safer turning movements.	<ul style="list-style-type: none"><li>Install No Stopping At All Times (Broken Yellow Lines).</li></ul>	Yes= 23 No= 2 Yes/No=1

**Traffic Resolutions Summary Table RPC November 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)		
						would not resolve the concerns raised.							
<b>TR131-24</b>	Kaiwharawhara Road, Kaiwharawhara	Unlimited 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 to install a time limit on the existing unlimited parking located on Kaiwharawhara Road. Reports from the public have made officers aware that these parking spaces are being used as all day parking, likely by those who are working further down Kaiwharawhara Road.	<b>Option 1:</b> P120 – This time limit is too short for this scenic location and would not be consistent with the parking restrictions further down Kaiwharawhara Road.	Converting five unrestricted parking spaces to P180. Formalising three unrestricted parking spaces into P180.	N/A	7885 (2023)	N/A	Improves parking availability.	<ul style="list-style-type: none"> <li>Propose P180 8am – 6pm Monday – Friday Time Limited Parking Restrictions.</li> </ul>	Yes= 18 No= 6
<b>TR134-24</b>	Queens Drive & Cruickshank Street, Kilbirnie	Unrestricted Parking	Time Limited Parking, NSAAT	Supports business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. Support city placemaking, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage,	Council has received concerns from the Kilbirnie Mosque regarding the limited parking availability in the area due to the unrestricted parking on Cruickshank Street which encourages all day parking, particularly for commuters.	<b>Option 1:</b> Install P120 parking instead of P90. This option is not preferred as it does not provide enough parking turnover of vehicles, therefore limiting accessibility for those accessing the Mosque. <b>Option 2:</b> Extend the P90 down the whole northern side of Cruickshank Street. This option is not preferred as it limits parking availability for nearby residents.	Converting five parallel P120 parks to P90 parks and seven angled unrestricted parks to P90. <b>Amendment:</b> convert one unrestricted parking space outside the Mosque on Queens Drive to P90	N/A	Queens Drive: 5,598 (2022) Cruickshank Street: 369 (2011)	N/A	Improves safety and accessibility for visitors to the Mosque and nearby businesses by promoting a higher turnover of parked vehicles. Improves safer access for those visiting the Mosque with parking directly outside.	<ul style="list-style-type: none"> <li>Convert five P120 parallel parks to P90 Monday – Sunday 8am – 8pm on Queens Drive.</li> <li>Convert seven unrestricted angled parks to P90 Monday – Sunday 8am – 8pm on Cruickshank Street.</li> <li>Install seven metres No Stopping At All Times restriction over Kilbirnie Masjid vehicle entrance on Queens Drive.</li> <li><b>Amendment:</b> post consultation, officers propose to reduce the scope of broken yellow lines to the south of the vehicle entrance to the Mosque on Queens</li> </ul>	Yes= 5 No= 5



Traffic Resolutions Summary Table RPC November 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)		
				creative arts, good urban design outcomes and attractive streetscapes.			and extend parking bay.					Drive and extend the proposed P90 parking bay.	
TR136-24	Featherston Street, Pipitea	Metered Parking	Metered Mobility Parking	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. Supports 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 from a member of the public to install a mobility parking space near Bay Audiology Wellington at No. 63 Featherston Street.	<b>Option 1:</b> Convert one of the middle Metered Parking bays into a Metered Mobility Park, rather than at an end bay. This option is not preferred as middle parking bays can be less accessible for mobility park users. <b>Option 2:</b> Convert the opposite end Metered Parking Bay closest to Bunny Street into a Metered Mobility park, rather than the proposed end bay outside no. 63 Featherston Street. This option is not preferred as this parking bay is a farther distance from Bay Audiology than the proposed location.	Converting one Metered Parking space to one Metered Mobility Parking At All Times	N/A	10,065 (2021)	N/A	Improves the viability of business wellbeing. Improves safety and accessibility for mobility park users.	<ul style="list-style-type: none"> <li>Install one Metered Mobility Parking At All Times, P120 Maximum, Monday – Friday 8:00am – 5:00pm, P180 Maximum Monday – Friday 5:00pm – 8:00pm, Saturday – Sunday 8:00am – 8:00pm.</li> <li>Remove one metre of No Stopping At All Times to allow for yellow hatching and a mobility ramp.</li> </ul>	Yes= 13 No= 5
TR137-24	Oriental Parade, Oriental Bay	Metered Parking	Residents Parking	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.	A new vehicle crossing has been installed at No.108 Oriental Parade as part of a redevelopment of the site.	<b>Option 1:</b> Remove on Resident Parking space outside no. 108 Oriental Parade, but not permanently convert any of the temporary angled Resident Parking spaces into permanent Resident parks and returning them to Metered Parking spaces. This option is not preferred as this would result in a loss	Removal of one Resident Parking space. Convert two Metered Parking spaces to Resident Parking spaces on the north side. Gain one Residents	\$17,800 revenue loss	14,876 (2023)	N/A	Improves parking availability.	<ul style="list-style-type: none"> <li>Remove one parallel Resident Parking space outside No.108 Oriental Parade.</li> <li>Install two angled Resident Parking spaces opposite No.108 Oriental Parade.</li> <li>Install eight metres of No Stopping At All Times across the new vehicle crossing for No.108 Oriental Parade.</li> </ul>	Yes= 19 No= 13

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**Traffic Resolutions Summary Table RPC November 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)		
						of Resident Parking for the neighbourhood.	Parking space.						
<b>TR138-24</b>	Johnsonville Pool & Library Carpark, Johnsonville	Time Limited Parking	Time Limited Parking At All Times	Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. Support city placemaking, 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.	The Council has received complaints from facility users about vehicles exceeding their time limits, particularly during the morning and afternoon hours.	<b>Option 1:</b> Change the existing parking restrictions from 81m – 6pm to 6am – 9pm in lieu of “At All Times” – this option is not preferred as this may encourage people to leave vehicles overnight.	N/A	N/A	N/A	N/A	Improves safety and accessibility for Council facilities. Improves safety and accessibility for mobility park users. Improves parking availability.	<ul style="list-style-type: none"> <li>Change the parking restrictions to At All Times:</li> <li>P120 8am – 6pm to P120 At All Times</li> <li>Mobility to Mobility At All Times</li> <li>P10 Loading Zone to P10 Loading Zone At All Times</li> <li>Authorised Vehicles Only to Authorised Vehicles Only At All Times</li> </ul>	Yes= 25 No= 11
<b>TR139-24</b>	Newtown West & Berhampore	Inaccurately identified parking restrictions	Formalising Parking Restrictions	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 placemaking, amenity, and safety – ensure on-street parking design and placement.	During the installation of the new signs, poles, and markings, we discovered minor discrepancies in the original traffic resolution for the Newtown West and Berhampore zones.	Options were considered as part of the Newtown & Berhampore Parking Management Plan TR157-23 consultation (including letter drops and drop-in sessions), further information on this consultation can be found at <a href="#">Supporting documents   WCC Transport Projects</a> .	Formalising what is currently existing.	N/A	N/A	N/A	Improves parking accessibility for residents and mobility users. Improves short-stay accessibility for visitors, shoppers, and tradespeople. Formalising existing restrictions in order to be enforceable.	<ul style="list-style-type: none"> <li>Retain existing P10 Loading Zone and reduce the P180 by one parking space.</li> <li>Retain one existing P30 park and reduce P180 restriction by one parking space.</li> <li>Retain two existing P30 parks and reduce the P180 by two parking spaces.</li> <li>Retain existing mobility park and reduce the P180 by one parking space.</li> <li>Reduce P180 parking by one space due to difficult pole location for signage.</li> <li>Retain one existing P10 park and reduce P180 by one parking space.</li> <li>Removal of P120 parking to unrestricted parking (seven parks).</li> </ul>	Yes= 15 No= 4

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Traffic Resolutions Summary Table RPC November 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)		
												<ul style="list-style-type: none"> <li>Retain existing bus stop and remove P180 restriction (five parks).</li> <li>Remove two P180 parking spaces to No Stopping At All Times as part of the Berhampore to Newtown Cycleway Project.</li> </ul>	
TR141-24	Thorndon Quay, Pipitea	Metered & Time Limited Parking	Amendment of Legal Descriptions	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.	In response to feedback from stakeholder engagement during the construction phase of the project.	N/A	Providing an additional two parks to the approved original traffic resolution - TR26-23.		Monthly counts: Traffic: 295,000 Cyclists: 16,000	160,000	Improved levels of service for bus users including improved access, journey times and reliability. Provides sufficient capacity for growth in public transport. Improved levels of service and reduces the safety risk for people walking and cycling along and across Thorndon Quay and Hutt Road. Reduces the frequency and severity of crashes. Improves the amenity of Thorndon Quay to support the current and future place aspirations for the corridor/area. Maintains similar access for people and freight to the ferry terminal.	<ul style="list-style-type: none"> <li>Amend the approved TR26-23, this involves:</li> <li>Amend the legal description of the metered and mobility parking. This does not involve changing what had been consulted on previously for this area. The aim is to clarify the existing restrictions to ensure clarity.</li> <li>Mobility and loading zone locations in the approved design have been shifted to provide better accessibility along the corridor.</li> <li>Parking restriction changes were made to improve accessibility to certain locations.</li> </ul>	Yes= 12 No= 20 Yes/No=1
TR142-24	Kent Terrace & Majoribanks Street, Mount Victoria	Kerbside Parking	Kerbside Parking Changes	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 –	This work forms Stage 1 of the Golden Mile transformation project.	<b>Kent Terrace:</b> We considered the option of removing the loading bays and motorbike bays entirely. However, this approach was not favoured, as these spaces are essential for local businesses. Additionally, this area is a popular	5m loss of Motorcycle parking. Removal of two metered parking spaces.	\$8386.96 revenue loss	Kent Terrace: 11,000 Majoribanks Street: 4500-6400 300 cyclists	N/A	Improved pedestrian safety and connectivity between Courtenay Place and Kent Terrace. Supporting businesses through an improved street environment.	<b>Kent Terrace:</b> <ul style="list-style-type: none"> <li>Remove 16m of No Stopping</li> <li>Remove 13.5m of No Stopping</li> <li>Remove 10.6m of Motorcycle Parking</li> <li>Remove 12m of P10 Loading Zone – Goods Vehicles and Authorised Vehicles Only, P10, Monday – Saturday 8pm – 6pm</li> <li>Remove 18m of Taxi Stand, At All Times</li> </ul>	Yes= 13 No= 14

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Traffic Resolutions Summary Table RPC November 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)		
				facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing any stationary vehicles. Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. Support city placemaking, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes. Support 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		motorbike parking spot, and there is a high demand for motorbike parking throughout the city. <b>Majoribanks Street:</b> We considered removing the parking by installing broken yellow lines instead of extending the clearway hours. However, this option was not preferred as it would restrict loading and parking for local businesses during non-peak hours when queuing isn't a problem at the signalised intersection.						<ul style="list-style-type: none"> <li>Remove 12m of Metered Parking P120 Monday – Thursday 8am – 6pm, Friday 8am – 8pm, Saturday and Sunday 8am – 6pm (5 parallel spaces)</li> <li>Propose 38m of No Stopping</li> <li>Proposed 8m of No Stopping</li> <li>Propose 5m of Motorcycle Parking</li> <li>Propose 12m P10 Loading Zone – For Goods Vehicles and Authorised Vehicles Only, P10, Monday – Saturday 8am – 6pm</li> <li>Propose 18m of Taxi Stand At All Times</li> </ul> <b>Majoribanks Street:</b> <ul style="list-style-type: none"> <li>Remove 51m of Clearway, Monday – Friday 7am – 9am</li> <li>Remove 18m of existing metered parking (time varies)</li> <li>Remove existing P30 Loading Zone 9am – 6pm and 6pm – 7am Monday – Sunday</li> <li>Propose 55m of Clearway, Monday – Friday, 7am – 9am and 4pm – 6pm</li> <li>Propose 18m of metered parking (time varies) 9am – 4pm and 6pm – 8pm Monday – Friday and 8am – 8pm Saturday and Sunday</li> <li>Proposed P30 Loading Zone 9am – 4pm and 6pm – 7am Monday – Friday and At All Times Saturday and Sunday</li> </ul>	



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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)		
				mobility parking across the city. Support move to become 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 reduced carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes.									
TR143-24	Kenya Street, Ngaio	Unrestricted Parking	No Stopping At All Times	Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.	Council have received safety concerns from Ngaio residents about cars parked on the corner of Kenya Street outside No. 68.	<b>Option 1:</b> Do nothing. This option retains the existing parking layouts and does not resolve the safety issues raised by the public.	Removal of three unrestricted parking spaces.	N/A	7,537	N/A	Improves safety and accessibility for road users (drivers and cyclists) on Kenya St. Improves bus services. Improves driver visibility for those exiting Trellissick Crescent.	<ul style="list-style-type: none"><li>Install 37 metres of No Stopping At All Times (Broken Yellow Lines)</li></ul>	Feedback from TR90-24: Yes= 2 No= 2



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<b>A)</b>	<b>TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement</b>		
	<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Luxford Street</b>	<i>Bus Stop, At All Times</i>	<i>North side, commencing 24.5 metres west of its intersection with Rintoul Street (Grid coordinates X=1,748,795.17m Y=5,424,210.87m) and extending in a westerly direction following the northern kerb line for 15.0 metres.</i>
	<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Rintoul Street</b>	<i>No Stopping At All Times</i>	<i>West side, commencing at the intersection with Te Wharepouri Street (Grid coordinates X=1,748,802.13m Y=5,424,322.49m) and extending in a southerly direction following the western kerb line for 112.0 metres.</i>
<b>B)</b>	<b>TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation</b>		
	<u>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Adelaide Road</b>	<i>Bus Stop, At All Times</i>	<i>East side, commencing 75 metres south of its intersection with Dawson Street (Grid coordinates x= 1748566.51 m, y= 5423845.54 m), and extending in a southerly direction following the eastern kerb line for 15 metres.</i>
	<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Adelaide Road</b>	<i>Bus Stop, At All Times</i>	<i>East side, commencing 83 metres south of its intersection with Dawson Street (Grid coordinates X= 1,748,566.54m Y= 5,42,3845.88m) and extending in a southerly direction following the eastern kerb line for 15 metres.</i>
	<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Adelaide Road</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 63.4 metres south of its intersection with Dawson Street (Grid coordinates X= 1,748,566.54m Y= 5,42,3845.88m) and extending in a southerly direction following the eastern kerb line for 19.6 metres.</i>
<b>D)</b>	<b>TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times</b>		
	<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Sutherland Road - #167 Extension</b>	<i>No Stopping, At All Times</i>	<i>West side, commencing 7 metres south then east of its intersection with Sutherland Road (Grid coordinates X = 1,749,786.37m, Y = 5,423,127.79m) and</i>

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			extending in a northerly direction following the western kerb line for 115 metres, then extending in a southerly direction following the eastern kerb line for 19.5m.
	<b>Sutherland Road - #167 Extensions</b>	No Stopping, At All Times	East side, commencing 83.5 metres north-east of its intersection with Sutherland Road (Grid coordinates X = 1,749,786.37m, Y = 5,423,127.79m) and extending in a southerly direction following the northern kerb line for 61 metres.
	<b>Sutherland Road - #167 Extension</b>	No Stopping, At All Times	East side, commencing 17.5 metres north-east of its intersection with Sutherland Road (Grid coordinates X = 1,749,786.37m, Y = 5,423,127.79m) and extending in a southerly direction following the northern kerb line for 20 metres.
<b>E)</b>	<b>TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction</b>		
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Kaiwharawhara Road Slip Lane</b>	P180 8:00am – 6:00pm (Monday – Friday)	East side, commencing 19 metres west of its intersection with Kaiwharawhara Road (Grid coordinates X= 1,749,091.37m Y= 5,431,119.43m) and extending in a westerly direction following the eastern kerb line for 32 metres.
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Kaiwharawhara Road Slip Lane</b>	P180 8:00am – 6:00pm (Monday – Friday)	West side, commencing 49 metres west of its intersection with Kaiwharawhara Road (Grid coordinates X= 1,749,099.05m Y= 5,431,116.91m) and extending in a northerly direction following the western kerb line for 16.5 metres.
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Kaiwharawhara Road Slip Lane</b>	No Stopping At All Times	East side, commencing 12 metres west of its intersection with Kaiwharawhara Road (Grid coordinates X= 1,749,091.37m Y= 5,431,119.43m) and extending in a westerly direction following the eastern kerb line for 9 metres.
	<b>Kaiwharawhara Road Slip Lane</b>	No Stopping At All Times	West side, commencing 9 metres west of its intersection with Kaiwharawhara Road (Grid coordinates X=

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			1,749,099.05m Y= 5,431,116.91m) and extending in a north westerly direction following the western kerb line for 42 metres.
	<b>Kaiwharawhara Road Slip Lane</b>	No Stopping At All Times	West side, commencing 4.5 metres west of its intersection with Kaiwharawhara Road (Grid coordinates X= 1,749,065.02m Y= 5,431,165.82m) and extending in a southerly direction following the western kerb line for 22 metres.
	<b>Kaiwharawhara Road Slip Lane</b>	No Stopping At All Times	East side, commencing 4.5 metres west of its intersection with Kaiwharawhara Road (Grid coordinates X= 1,749,065.13m Y= 5,431,155.01m) and extending in a southerly direction following the Eastern kerb line for 6 metres.
<b>F)</b>	<b>TR134-24 Queens Drive and Cruickshank Street, Lyall Bay – Proposed P90 Time Limited Parking &amp; No Stopping At All Times Restriction (Amended)</b>		
	<u>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</u>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Queens Drive</b>	Monday – Saturday 8:00am – 6:00pm	East side, commencing 7.5 metres north of its intersection with Cruickshank Street and extending in a northerly direction following the eastern kerbline for 30 metres.
	<u>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</u>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Queens Drive</b>	P90 8am – 8pm Monday – Sunday	East side, commencing 6 metres north of its intersection with Cruickshank Street (Grid coordinates X=1,750,130.26m Y=5,424,093.56m) and extending in a northerly direction following the eastern kerb line for 30.5 metres.
	<b>Cruickshank Street</b>	P90 8am – 8pm Monday – Sunday	North side, commencing 11 metres east of its intersection with Queens Drive (Grid coordinates X=1,750,130.26m Y=5,424,093.56m) and extending in an easterly direction following the northern kerb line for 22 metres.
	<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Queens Drive</b>	No Stopping At All Times	East side, commencing 33 metres north of its intersection with Cruickshank Street (Grid coordinates X=1,750,130.26m Y=5,424,093.56m) and extending in a northerly direction following the eastern kerb line for 7 metres.
<b>G)</b>	<b>TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking</b>		
	<u>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		

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	Column One	Column Two	Column Three
	<b>Featherston Street</b>	No Stopping At All Times	East side, commencing 77.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 5 metres.
	<u>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	<b>Featherston Street</b>	Metered Parking, P120 Maximum, Monday – Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm	East side, commencing 16.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 61 metres (10 parallel parking spaces).
	<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	<b>Featherston Street</b>	Metered Mobility Parking At All Times, P120 Maximum, Monday – Friday 8:00am – 6:00pm  P180 Maximum, Monday – Friday 5:00pm – 8:00pm, Saturday and Sunday 8:00am – 8:00pm	East side, commencing 72 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 6.5 metres (1 parallel parking spaces).
	<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	<b>Featherston Street</b>	No Stopping At All Times	East side, commencing 78.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 4 metres.
	<u>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	<b>Featherston Street</b>	Metered Parking, P120 Maximum, Monday – Friday 8:00am – 5:00pm  P180 Maximum, Monday – Friday 5:00pm – 8:00pm, Saturday and Sunday 8:00am – 8:00pm	East side, commencing 16.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 55.5 metres (9 parallel parking spaces).
H)	<b>TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times</b>		
	<u>Delete from Schedule E (Resident Parking) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three



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	<b>Oriental Parade</b>	Resident Parking At All Times, Displaying an Authorised Resident Vehicle Parking Permit Only	South side, following the kerbline 320 metres west of its intersection with Oriental Parade (Slip Lane 2 near Oriental Terrace) (Grid coordinates X=2,660,099.35m, Y=5,989,110.73m) and extending in a westerly direction for 21 metres.
<u>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Oriental Parade</b>	Metered Parking, P12 hours Maximum, Monday – Sunday 8:00am – 8:00pm	North side, commencing 108 metres east of its intersection with Herd Street (Grid coordinates X= 1749591.4 m, Y= 5427318.6 m), and extending in an easterly direction, and then northern for 170 metres (47 angle carparks).
<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Oriental Parade</b>	No Stopping At All Times	South side, following the kerbline 333 metres west of its intersection with Oriental Parade (Slip Lane 2 near Oriental Terrace) (Grid Coordinates X=2660099.35m, Y=5989110.73m) and extending in a westerly direction for 8 metres.
<u>Add to Schedule E (Resident Parking) of the Traffic Restrictions Schedule</u>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Oriental Parade</b>	Resident Parking At All Times, Displaying an Authorised Resident Vehicle Parking Permit Only	South side, following the kerbline 320 metres west of its intersection with Oriental Parade (Slip Lane 2 near Oriental Terrace) (Grid Coordinates X=2,660,099.35m, Y=5,989,110.73m) and extending in a westerly direction for 13 metres.
	<b>Oriental Parade</b>	Resident Parking At All Times, Displaying an Authorised Resident Vehicle Parking Permit Only	North side, commencing 108 metres east of its intersection with Herd Street (Grid coordinates X= 1,749,591.4m, Y= 5,427,318.6m), and extending in an easterly direction for 7 metres (2 angle carparks).
<u>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Oriental Parade</b>	Metered Parking, P12 hours Maximum, Monday – Sunday 8:00am – 8:00pm	North side, commencing 11 metres east of its intersection with Herd Street (Grid coordinates X= 1,749,591.4m, Y= 5,427,318.6m), and extending in an easterly direction, and then northern for 13 metres (45 angle carparks).
I)	<b>TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes</b>		
<u>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</u>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>



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	<b>Johnsonville Pool and Library Carpark</b>	P120, Monday – Sunday 8:00am – 6:00pm. Angle Parking	West side, commencing at its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,223.49 m, Y= 5,434,913.23 m) and extending in a northerly direction for 44 metres.
	<b>Johnsonville Pool and Library Carpark</b>	P120, Monday – Sunday 8:00am – 6:00pm. Angle Parking	East side, commencing at its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m) and extending in a northerly direction for 36 metres.
	<b>Johnsonville Community Centre Carpark</b>	Authorised volunteer and staff parking	East side, commencing at its intersection with the South side of Frankmoore Avenue (Grid Coordinates X= 1,751,305.37 m, Y= 5,435,011.13 m) and extending in a southerly direction following the building line for 43 metres.
	<b>Johnsonville Community Centre Carpark</b>	P120 angle parking	West side, commencing at its intersection with the South side of Frankmoore Avenue (Grid Coordinates X= 1,751,299.29 m, Y= 5,435,012.33 m) and extending in a southerly direction following the building line for 43 metres.
<u>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Johnsonville Pool and Library Carpark</b>	Mobility Parking, displaying a mobility parking permit only at all times	West side, commencing 44m north of its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,223.49 m, Y=5,434,913.23 m) and extending in a northerly direction for 7 metres.
	<b>Johnsonville Pool and Library Carpark</b>	P10 Loading Zone	East side, commencing 36m north of its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m)) and extending in a northerly direction for 3 metres.
	<b>Johnsonville Pool and Library Carpark</b>	Mobility Parking, displaying a mobility parking permit only at all times	East side, commencing 39m north of its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m) and extending in a northerly direction for 5 metres.
<u>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</u>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Johnsonville Pool and Library Carpark</b>	P120, At All Times	West side, commencing 15.7 metres of the Northern kerbline of Wanaka St (Grid X= 1,751,223.49 m, Y= 5,434,913.23 m) and extending in a northerly direction for 25 metres.
	<b>Johnsonville Pool and Library Carpark</b>	P120, At All Times	East side, commencing 3.2 metres of the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m) and extending in a northerly direction for 26.5 metres.

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	<b>Johnsonville Community Centre Carpark</b>	<i>P120, At All Times</i>	<i>East side, commencing 9 metres south of the southern kerb line of Frankmoore Avenue (Grid Coordinates X= 1,751,305.37 m, Y= 5,435,011.14 m) and extending in a southerly direction following the building line for 36 metres.</i>
	<b>Johnsonville Community Centre Carpark</b>	<i>P120, At All Times</i>	<i>West side, commencing 38 metres south of the southern kerb line of Frankmoore Avenue (Grid Coordinates X= 1,751,299.29 m, Y= 5,435,012.33 m) and extending in a southerly direction following the building line for 6.4 metres.</i>
	<b>Johnsonville Community Centre Carpark</b>	<i>P120, At All Times</i>	<i>North side, commencing 16.5 metres west of the western kerb line of Moorefield Road (Grid Coordinates X= 1,751,319.49 m, Y= 5,434,954.53 m) and extending in a westerly direction for 6 metres.</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Johnsonville Pool and Library Carpark</b>	<i>Mobility Parking At All Times, Displaying a mobility parking permit only at all times</i>	<i>West side, commencing 40m north of the Northern kerbline of Wanaka St (Grid X= 1,751,223.49 m, Y= 5,434,913.23 m) and extending in a northerly direction for 6 metres.</i>
	<b>Johnsonville Pool and Library Carpark</b>	<i>P10 Loading Zone, At All Times</i>	<i>East side, commencing 29.7 metres north of the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m) and extending in a northerly direction for 2.6 metres.</i>
	<b>Johnsonville Pool and Library Carpark</b>	<i>Mobility Parking At All Times, Displaying a mobility parking permit only at all times</i>	<i>East side, commencing 32.4 metres north of the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m) and extending in a northerly direction for 4 metres.</i>
	<b>Johnsonville Community Centre Carpark</b>	<i>Authorised Vehicles only At All Times</i>	<i>West side, commencing 26 metres south of the southern kerb line of Frankmoore Avenue (Grid Coordinates X= 1,751,299.29 m, Y= 5,435,012.33 m) and extending in a southerly direction following the building line for 11 metres.</i>
	<b>Johnsonville Community Centre Carpark</b>	<i>Authorised Vehicles only At All Times</i>	<i>West side, commencing 2.5 metres south of the southern kerb line of Frankmoore Avenue (Grid Coordinates X= 1,751,299.29 m, Y= 5,435,012.33 m) and extending in a southerly direction for 5.5 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>

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	<b>Johnsonville Community Centre Carpark</b>	No Stopping At All Times	East side, commencing 26 metres west of the western kerb line of Moorefield Road (Grid Coordinates X= 1,751,319.49 m, Y= 5,434,954.53 m) and extending in a northerly direction for 6 metres.
	<b>Johnsonville Community Centre Carpark</b>	No Stopping At All Times	East side, commencing 4 metres south of the southern kerb line of Frankmoore Avenue (Grid Coordinates X= 1,751,319.49 m, Y= 5,434,954.53 m) and extending in a southerly direction for 5 metres.
<b>J)</b>	<b>TR139-24 Newtown West and Berhampore – Parking Scheme Zone, Parking Restriction Amendments</b>		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Newtown West Phase 1</b>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Colombo Street</b>	P120 Except for vehicles displaying an Authorised Resident's Vehicle Parking Permit, Monday – Friday 8:00am – 8:00pm	South side, commencing 34 metres west of its intersection with Rintoul Street (Grid coordinates, x= 1748900.8 m, y= 5425029.2 m), and extending in a westerly direction following the southern kerb line for 40 metres. (7 parallel parking spaces).
	<b>Adelaide Road</b>	P120 8am – 8pm Monday – Friday, Resident Permit Exempt	East side commencing from grid coordinates x=1748815.116 m, y=5425527.203 m and extending in a northerly direction, following the eastern kerb line for 24 metres (4, parallel parks).
	<b>Adelaide Road</b>	P180 8am – 8pm Monday – Friday, Resident Permit Exempt	West side commencing from grid coordinates x=1748790.858 m, y=5425468.032 m and extending in a southerly direction, following the western kerb line for 17 metres (3, parallel parks).
	<b>Hanson Street</b>	P180 8am – 8pm Monday – Friday, Resident Permit Exempt	West side commencing from grid coordinates x=1748697.465 m, y=5425487.93 m and extending in a southerly direction, following the western kerb line for 32 metres (6, parallel parks).
	<b>Nikau Street</b>	P180 8am – 8pm Monday – Friday, Resident Permit Exempt	South side commencing from grid coordinates x=1748792.482 m, y=5425380.951 m and extending in an easterly direction, following the southern kerb line for 25 metres (5, parallel parks).
	<b>Rintoul Street</b>	P180 8am – 8pm Monday – Friday, Resident Permit Exempt	West side commencing from grid coordinates x=1748898.909 m, y=5425018.893 m and extending in a southerly direction, following the western kerb line for 18 metres (3, parallel parks).

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	<b>Colombo Street</b>	P180 8am – 8pm Monday – Friday, Resident Permit Exempt	North side commencing from grid coordinates x=1748807.536 m, y=5425062.16 m and extending in a westerly direction, following the northern kerb line for 17 metres (3, perpendicular parks).
	<b>Colombo Street</b>	P180 8am – 8pm Monday – Friday, Resident Permit Exempt	East side commencing from grid coordinates x=1748868.06 m y=5425043.638 m and extending in a westerly direction, following the northern kerb line for 40 metres. (7 parallel parking spaces).
	<b>Adelaide Road</b>	P180 8am – 8pm Monday – Friday, Resident Permit Exempt	East side commencing from grid coordinates x=1748636.072 m, y=5424812.028 m and extending in a northerly direction, following the eastern kerb line for 26 metres (5, parallel parks).
<b>Berhampore Phase 1</b>			
	<b>Rintoul Street</b>	P180 8am – 8pm Monday – Friday, Resident Permit Exempt	West side commencing from Grid Coordinates X=1748794.342 m, Y=5424189.628 m and extending in a Southerly direction, following the Western kerb line for 10 metres (2, Parallel parks).
<b>Newtown Phase 2</b>			
	<b>Adelaide Road</b>	P180 8am – 8pm Monday – Friday, Resident Permit Exempt	West side commencing from Grid Coordinates X=1748800.903 m, Y=5425509.656 m and extending in a Southerly direction, following the Western kerb line for 25 metres (3, Parallel parks).
<u>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>			
<b>Newtown West Phase 1</b>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Adelaide Road</b>	Bus Stop	East side commencing from grid coordinates x= 1748643.401 m, y=5424850.464 m and extending in a northerly direction, following the eastern kerb line for 12m.
<u>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</u>			
<b>Newtown West Phase 1</b>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Colombo Street</b>	P10 9:00 – 9:30am and 3:00 – 3:30pm Monday – Friday	North side commencing from grid coordinates x=1748795.392 m, y=5425062.378 m and extending in a westerly direction, following the northern kerb line for 5 metres (1, parallel park).
	<b>Adelaide Road</b>	P30 8am – 6pm Monday – Friday	West side commencing from grid coordinates x= 1748790.858 m, y= 5425468.032m and extending in an

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			<i>easterly direction, following the southern kerb line for 12 metres (2, parallel park).</i>
	<b>Adelaide Road</b>	<i>P30 8am – 6pm Monday – Friday</i>	<i>West side commencing from grid coordinates x= 1748796.123 m, y= 5425491.211 m and extending in an easterly direction, following the southern kerb line for 5 metres (1, parallel park).</i>
	<b>Adelaide Road</b>	<i>P180 8am – 8pm Monday – Friday, Resident Permit Exempt</i>	<i>East side commencing from grid coordinates x=1748815.116 m, y=5425527.203 m and extending in a northerly direction, following the eastern kerb line for 18 metres (3, parallel parks).</i>
	<b>Adelaide Road</b>	<i>P180 8am – 8pm Monday – Friday, Resident Permit Exempt</i>	<i>West side commencing from grid coordinates x=1748787.777 m, y=5425456.171 m and extending in a southerly direction, following the western kerb line for 5 metres (1, parallel parks).</i>
	<b>Nikau Street</b>	<i>P180 8am – 8pm Monday – Friday, Resident Permit Exempt</i>	<i>South side commencing from grid coordinates x=1748792.482 m, y=5425380.951 m and extending in an easterly direction, following the southern kerb line for 20 metres (4, parallel parks).</i>
	<b>Rintoul Street</b>	<i>P180 8am – 8pm Monday – Friday, Resident Permit Exempt</i>	<i>West side commencing from grid coordinates x=1748898.909 m, y=5425018.893 m and extending in a southerly direction, following the western kerb line for 18 metres (2, parallel parks).</i>
	<b>Colombo Street</b>	<i>P180 8am – 8pm Monday – Friday, Resident Permit Exempt</i>	<i>North side commencing from grid coordinates x=1748807.536 m, y=5425062.16 m and extending in a westerly direction, following the northern kerb line for 17 metres (2, perpendicular parks).</i>
<b>Newtown West Phase 2</b>			
	<b>Adelaide Road</b>	<i>P180 8am – 8pm Monday – Friday, Resident Permit Exempt</i>	<i>West side commencing from Grid Coordinates X=1748800.903 m, Y=5425509.656 m and extending in a Southerly direction, following the Western kerb line for 19 metres (2, Parallel parks).</i>
<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>			
<b>Newtown West Phase 1</b>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Adelaide Road</b>	<i>Bus Stop At All Times</i>	<i>East side commencing from grid coordinates x= 1748633.084 m, y=5424837.924 m and extending in a northerly direction, following the eastern kerb line for 11m.</i>



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	<b>Rintoul Street</b>	Mobility Parking At All Times	West side commencing from grid coordinates x=1748895.964 m, y=5425007.211 m and extending in a southerly direction, following the western kerb line for 6 metres (1, parallel park).
	<b>Adelaide Road</b>	P10 Loading Zone Goods Vehicles and Authorised Vehicles Only, 8am – 6pm Monday – Friday	East side commencing from grid coordinates x=1748819.646 m, y=5425544.73 m and extending in a westerly direction, following the northern kerb line for 6 metres (1, parallel park).
<b>K)</b>	<b>TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions</b>		
	<u>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</u>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Thorndon Quay</b>	P10 Monday – Friday 9:30am – 6pm, Saturday and Sunday 8am – 6pm	East side, following the centreline 153 metres north of its intersection with Davis Street (Grid coordinates x= 1749317.6 m, y= 5429400.8 m), and extending in a northerly direction for 18 metres. (3 parallel parking space).
	<b>Thorndon Quay</b>	P10 Maximum, At All Times	East side, following the centreline 68 metres north of its intersection with Davis Street (Grid coordinates x= 1749362.5 m, y= 5429307.9 m), and extending in a northerly direction for 22 metres. (4 parallel parking spaces).
	<b>Thorndon Quay</b>	P10 Maximum, At All Times	East side, following the centreline 475 metres north of its intersection with Davis Street (Grid coordinates x= 1749211.7 m, y= 5429684.6 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).
	<u>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>		
	<b>Thorndon Quay</b>	Mobility Parking 6:30pm – 4:30pm Monday – Friday, At All Times Saturday and Sunday	West side, following the centreline 380 metres north of its intersection with Bunny Street (Grid x= 1749168.0 m, y= 5429018.8 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).
	<b>Thorndon Quay</b>	Mobility Parking 6:30pm – 4:30pm Monday – Friday, At All Times Saturday and Sunday	East side, following the centreline 426 metres north of its intersection with Bunny Street (Grid coordinates x= 1749205.5 m, y= 5429046.2 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).
	<b>Thorndon Quay</b>	Loading Zone (P15) 6:30pm – 4:30pm Monday – Friday, At All Times Saturday and Sunday	West side, following the centreline 570 metres north of its intersection with Bunny Street (Grid coordinates x= 1749326 m, y= 5429121.7 m) and

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			extending in a northerly direction for 12 metres.
	<b>Thorndon Quay</b>	Motorcycle Parking 9:30am – 6:30am Monday – Friday, At All Times Saturday and Sunday	East side, following the centreline 685 metres north of its intersection with Bunny Street (Grid coordinates x= 1749389.0 m, y= 5429215.2 m), and extending in a northerly direction for 6 metres.
	<b>Thorndon Quay</b>	Loading Zone (P15) 9:30am – 6:30am Monday – Friday, At All Times Saturday and Sunday	East side, following the centreline 690 metres north of its intersection with Bunny Street (Grid coordinates x= 1749389.9 m, y= 5429221.0 m) and extending in a northerly direction for 12 metres.
	<b>Thorndon Quay</b>	Mobility Parking 9:30am – 6:30am Monday – Friday, At All Times Saturday and Sunday	East side, following the centreline 702 metres north of its intersection with Bunny Street (Grid x= 1749389.7 m, y= 5429232.6m), and extending in a northerly direction for 6 metres. (1 parallel parking space).
	<b>Thorndon Quay</b>	Bus Stop, At All Times	East side, following the centreline 27 metres north of its intersection with Davis Street (Grid coordinates x= 1749369.2 m, y= 5429266.4 m), and extending in a northerly direction for 26 metres.
	<b>Thorndon Quay</b>	Bus Stop, At All Times	West side, following the centreline 31 metres north of its intersection with Davis Street (Grid coordinates x= 1749374.8 m, y= 5429273.3 m), and extending in a northerly direction for 30 metres.
	<b>Thorndon Quay</b>	Mobility Parking 6:30pm – 4:30pm Monday – Friday, At All Times Saturday and Sunday	West side, following the centreline 104 metres north of its intersection with Davis Street (Grid coordinates x= 1749336.4 m, y= 5429338.9 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).
	<b>Thorndon Quay</b>	Mobility Parking 9:30am – 6:30am Monday – Friday, At All Times Saturday and Sunday	East side, following the centreline 118 metres north of its intersection with Davis Street (Grid coordinates x= 1749338.8 m, y= 5429353.4 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).
	<b>Thorndon Quay</b>	Mobility Parking 6:30pm – 4:30pm Monday – Friday, At All Times Saturday and Sunday	West side, following the centreline 370 metres north of its intersection with Davis Street (Grid coordinates x= 1749236.4 m, y= 5429582.8 m), and extending in a northerly direction for 6 metres. (1 parallel parking space)/

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	<b>Thorndon Quay</b>	Loading Zone (P15) 9:30am – 6:30am Monday – Friday, At All Times Saturday and Sunday	East side, following the centreline 365 metres north of its intersection with Davis Street (Grid coordinates x= 1749246.4 m, y= 5429580.7 m) and extending in a northerly direction for 18 metres.
	<b>Thorndon Quay</b>	Motorcycle Parking 9:30am – 6:30am Monday – Friday, At All Times Saturday and Sunday	East side, following the centreline 384 metres north of its intersection with Davis Street (Grid coordinates x= 1749240.4 m, y= 5429597.7 m), and extending in a northerly direction for 6 metres.
	<b>Thorndon Quay</b>	Motorcycle Parking 9:30am – 6:30am Monday – Friday, At All Times Saturday and Sunday, Bus Lane	East side, following the centreline 395 metres north of its intersection with Davis Street (Grid coordinates x= 1749237.8 m, y= 5429603.4 m), and extending in a northerly direction for 6 metres. (1 parallel parking space)/
	<b>Thorndon Quay</b>	Mobility Parking 6:30pm – 4:30pm Monday – Friday, At All Times Saturday and Sunday	West side, following the centreline 512 metres north of its intersection with Davis Street (Grid coordinates x= 1749188.7 m, y= 5429716.2 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).
	<b>Thorndon Quay</b>	Mobility Parking 9:30am – 6:30am Monday – Friday and At All Times Saturday and Sunday	East side, following the centreline 599 metres north of its intersection with Davis Street (Grid coordinates x= 1749175.8 m, y= 5429802.4 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).
	<b>Thorndon Quay</b>	Motorcycle Parking 9:30am to 6:30am Monday – Friday and At All Times Saturday and Sunday	East side, following the centreline 606 metres north of its intersection with Davis Street (Grid coordinates x= 1749175.0 m, y= 5429808.8 m), and extending in a northerly direction for 6 metres.
	<b>Thorndon Quay</b>	Loading Zone (P15) 9:30am – 6:30am Monday – Friday and At All Times Saturday and Sunday	East side, following the centreline 612 metres north of its intersection with Davis Street (Grid coordinates x= 1749174.0 m, y= 5429814.7 m) and extending in a northerly direction for 12 metres.
	<b>Thorndon Quay</b>	Motorcycle Parking 6:30pm – 4:30pm Monday – Friday, At All Times Saturday and Sunday	West side, following the centreline 719 metres north of its intersection with Davis Street (Grid coordinates x= 1749178.7 m, y= 5429921.1 m), and extending in a northerly direction for 6 metres.
	<b>Thorndon Quay</b>	Mobility Parking 6:30pm – 4:30pm Monday – Friday, At	West side, following the centreline 725 metres north of its intersection with Davis Street (Grid coordinates x=

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		<i>All Times Saturday and Sunday</i>	<i>1749180.4 m, y= 5429926.9 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).</i>
	<b>Hutt Road</b>	<i>Bus Stop, At All Times</i>	<i>West side, following the centreline 1189 metres north of its intersection with Davis Street (Grid coordinates x= 1749437.0 m, y= 5430309.0 m), and extending in a northerly direction for 15 metres.</i>
<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Thorndon Quay</b>	<i>Metered Parking, Time Varies: 6:30pm to 4:30pm Monday – Friday and At All Times Saturday and Sunday</i>	<i>West side, following the centreline 250 metres north of its intersection with Bunny Street (Grid coordinates x= 1749113.3 m, y= 5428899.9 m) and extending in a northerly direction for 24 metres. (4 parallel parking spaces).</i>
	<b>Thorndon Quay</b>	<i>Metered Parking, Time Varies: 9:30am to 6:30am Monday – Friday and At All Times Saturday and Sunday</i>	<i>East side, following the centreline 261 metres north of its intersection with Bunny Street (Grid coordinates x= 1749125.7 m, y= 5428908.7), and extending in a northerly direction for 53 metres. (9 parallel parking spaces).</i>
	<b>Thorndon Quay</b>	<i>Metered Parking, Time Varies: 6:30pm to 4:30pm Monday – Friday and At All Times Saturday and Sunday</i>	<i>West side, following the centreline 287 metres north of its intersection with Bunny Street (Grid coordinates x= 1749127.3 m, y= 5428934.3 m), and extending in a northerly direction for 35 metres. (6 parallel parking spaces).</i>
	<b>Thorndon Quay</b>	<i>Metered Parking, Time Varies: 9:30am to 6:30am Monday – Friday and At All Times Saturday and Sunday</i>	<i>East side, following the centreline 432 metres north of its intersection with Bunny Street (Grid coordinates x= 1749210.6 m, y= 5429049.5 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).</i>
	<b>Thorndon Quay</b>	<i>Metered Parking, Time Varies: 6:30pm to 04:30pm Monday – Friday and At All Times Saturday and Sunday</i>	<i>West side, following the centreline 491 metres north of its intersection with Bunny Street (Grid coordinates x= 1749258.6 m, y= 5429084.0 m), and extending in a northerly direction for 30 metres. (5 parallel parking spaces).</i>
	<b>Thorndon Quay</b>	<i>Metered Parking, Time Varies: 9:30am to 6:30am Monday – Friday and At All Times Saturday and Sunday</i>	<i>East side, following the centreline 508 metres north of its intersection with Bunny Street (Grid coordinates x= 1749277.8 m, y= 5429082.5 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).</i>
	<b>Thorndon Quay</b>	<i>Metered Parking, Time Varies: 06:30pm to 4:30pm Monday – Friday and At All Times Saturday and Sunday</i>	<i>West side, following the centreline 537 metres north of its intersection with Bunny Street (Grid coordinates x= 1749295.8m, y= 5429101.2m), and</i>

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			extending in a northerly direction for 18 metres. (3 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking, Time Varies: 9:30am to 6:30am Monday – Friday and At All Times Saturday and Sunday	East side, following the centreline 575 metres north of its intersection with Bunny Street (Grid coordinates x= 1749336.0 m, y= 5429118.6 m), and extending in a northerly direction for 112 metres. (19 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking, Time Varies: 06:30pm to 04:30pm Monday – Friday and At All Times Saturday and Sunday	West side, following the centreline 616 metres north of its intersection with Bunny Street (Grid coordinates x= 1749357.2 m, y= 5429154.7 m), and extending in a northerly direction for 12 metres. (2 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking, Time Varies: 6:30pm to 4:30pm Monday – Friday and At All Times Saturday and Sunday	West side, following the centreline 63 metres north of its intersection with Davis Street (Grid coordinates x= 1749352.4m, y= 5429302.5 m), and extending in a northerly direction for 6 metres. (1 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking Monday – Friday – Bus Lane 6:30am – 9:30am Monday – Friday – Metered Parking. P120 Restriction 9:30am – 6pm Monday – Friday – Free Parking, No Restriction 6pm – 6:30am Saturday and Sunday – Metered Parking. P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am	East side, following the centreline 68 metres north of its intersection with Davis Street (Grid coordinates x= 1749362.5 m, y= 5429307.9 m), and extending in a northerly direction for 22 metres. (4 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking, Time Varies: 6:30pm to 4:30pm Monday – Friday and At All Times Saturday and Sunday	West side, following the centreline 125 metres north of its intersection with Davis Street (Grid coordinates x= 1749328.5 m, y= 5429355.2 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking, Time Varies: 6:30pm to 4:30pm Monday – Friday and At All Times Saturday and Sunday	West side, following the centreline 206 metres north of its intersection with Davis Street (Grid coordinates x= 1749295.3 m, y= 5429428.2 m), and extending in a northerly direction for 16 metres. (3 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking, Time Varies: 06:30pm to 04:30pm Monday – Friday and At All Times Saturday and Sunday	West side, following the centreline 259 metres north of its intersection with Davis Street (Grid coordinates x= 1749273.7 m, y= 5429477.7 m), and



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			extending in a northerly direction for 36 metres. (6 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking, Time Varies: 6:30pm to 4:30pm Monday – Friday and At All Times Saturday and Sunday	West side, following the centreline 403 metres north of its intersection with Davis Street (Grid coordinates x= 1749225.4 m, y= 5429612.6 m), and extending in a northerly direction for 16 metres. (3 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking, Time Varies: 6:30pm to 4:30pm Monday – Friday and At All Times Saturday and Sunday	West side, following the centreline 429 metres north of its intersection with Davis Street (Grid coordinates x= 1749216.3 m, y= 5429637.9 m), and extending in a northerly direction for 5 metres. (1 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking, Time Varies: 9:30am to 6:30am Monday – Friday and At All Times Saturday and Sunday	East side, following the centreline 431 metres north of its intersection with Davis Street (Grid coordinates x= 1749224.2 m, y= 5429642.1 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking, Time Varies: 6:30pm to 4:30pm Monday – Friday and At All Times Saturday and Sunday	West side, following the centreline 445 metres north of its intersection with Davis Street (Grid coordinates x= 1749211.1 m, y= 5429652.7 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking Monday – Friday – Bus Lane 6:30am – 9:30am Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm Monday – Friday – Free Parking, No Restriction 6pm – 6:30am Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am	East side, following the centreline 475 metres north of its intersection with Davis Street (Grid coordinates x = 1749211.7 m, y= 5429684.6 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking, Time Varies: 6:30pm to 4:30pm Monday – Friday and At All Times Saturday and Sunday	West side, following the centreline 584 metres north of its intersection with Davis Street (Grid coordinates x= 1749170.1 m, y= 5429786.2 m), and extending in a northerly direction for 65 metres. (11 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking, Time Varies: 9:30am to 6:30am Monday – Friday and At All Times Saturday and Sunday	East side, following the centreline 648 metres north of its intersection with Davis Street (Grid coordinates x= 1749174.1 m, y= 5429849.8 m), and

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			extending in a northerly direction for 24 metres. (4 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking, Time Varies: 6:30pm to 4:30pm Monday – Friday and At All Times Saturday and Sunday	West side, following the centreline 651 metres north of its intersection with Davis Street (Grid coordinates x= 1749166.3 m, y= 5429853.7 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking, Time Varies: 6:30pm to 4:30pm Monday – Friday and At All Times Saturday and Sunday	West side, following the centreline 677 metres north of its intersection with Davis Street (Grid coordinates x= 1749169.6 m, y= 5429879.4 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking, Time Varies: 9:30am to 6:30am Monday – Friday and At All Times Saturday and Sunday	East side, following the centreline 681 metres north of its intersection with Davis Street (Grid coordinates x= 1749178.8 m, y= 5429886.8 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).
<u>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Thorndon Quay</b>	No Stopping, At All Times	East side, following the kerbline 97 metres north of its intersection with Davis Street (Grid coordinates x= 1749350.2 m, y= 5429334.0 m), and extending in a northerly direction for 11 metres.
	<b>Thorndon Quay</b>	No Stopping, At All Times	East side, following the kerbline 449 metres north of its intersection with Davis Street (Grid coordinates x= 1749220.1 m, y= 5429659.8 m), and extending in a northerly direction for 19 metres.
	<b>Thorndon Quay</b>	No Stopping, At All Times	East side, following the kerbline 507 metres north of its intersection with Davis Street (Grid coordinates x= 1749200.6 m, y= 5429714.3 m), and extending in a northerly direction for 18 metres.
<u>Add to Schedule A (Time Limited) of the Traffic Resolutions Schedule</u>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Thorndon Quay</b>	P10 At All Times	East side, following the centreline 153 metres north of its intersection with Davis Street (Grid coordinates x= 1749317.6 m, y= 5429400.8 m), and extending in a northerly direction for 18 metres. (3 parallel parking space).
	<b>Thorndon Quay</b>	P10 7:00am – 9:00am and 3:00pm – 6:00pm Monday – Friday	East side, following the centreline 68 metres north of its intersection with Davis Street (Grid coordinates x=

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			1749362.5 m, y= 5429307.9 m), and extending in a northerly direction for 22 metres. (4 parallel parking spaces).
	<b>Thorndon Quay</b>	P10 7:00am – 9:00am and 3:00pm – 6:00pm Monday – Friday	East side, following the centreline 475 metres north of its intersection with Davis Street (Grid coordinates x= 1749211.7 m, y= 5429684.6 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).
<u>Add to Schedule B (Class Limited) of the Traffic Restrictions Schedule</u>			
	<b>Thorndon Quay</b>	Mobility Parking Monday – Friday – Bus Lane 6:30am – 9:30am Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm Monday – Friday – 6pm – 6:30am Free Parking, No Parking Restriction Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction – 6pm – 8am	East side, following the centreline 120 metres north of its intersection with Lambton Quay (Grid coordinates x= 1749159.7 m, y= 5428984.2 m) and extending in a northerly direction for 7 metres.
	<b>Thorndon Quay</b>	Mobility Parking Monday – Friday – Bus Lane 4:40pm – 6:30pm Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm Monday – Friday – Free Parking, No Restriction – 6:30pm – 8am Saturday and Sunday – Overnight Free Parking, No Restriction – 6pm – 8am	West side, following the centreline 380 metres north of its intersection with Bunny Street (Grid x= 1749168.0 m, y= 5429018.8 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).
	<b>Thorndon Quay</b>	Loading Zone, Time Varies, 6:30pm – 4:30pm Monday – Friday, At All Times Saturday and Sunday	West side, following the centreline 616 metres north of its intersection with Bunny Street (Grid coordinates x= 1749357.2 m, y= 5429154.7 m), and extending in a northerly direction for 12 metres.
	<b>Thorndon Quay</b>	Bus Stop, At All Times	West side, following the centreline 27 metres north of its intersection with Davis Street (Grid coordinates x= 1749369.2 m, y= 5429266.4 m), and extending in a northerly direction for 26 metres.
	<b>Thorndon Quay</b>	Bus Stop, At All Times	East side, following the centreline 31 metres north of its intersection with

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			Davis Street (Grid coordinates x= 1749374.8 m, y= 5429273.3 m), and extending in a northerly direction for 30 metres.
	<b>Thorndon Quay</b>	Mobility Parking Monday – Friday – Bus Lane 4:30pm – 6:30pm Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm Monday – Friday – Free Parking, No Restriction – 6:30pm – 8am	West side, following the centreline 104 metres north of its intersection with Davis Street (Grid coordinates x= 1749336.4 m, y= 5429338.9 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).
	<b>Thorndon Quay</b>	Mobility Parking Monday – Friday – Bus Lane 6:30am – 9:30am Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm	East side, following the centreline 118 metres north of its intersection with Davis Street (Grid coordinates x= 1749338.8 m, y= 5429353.4 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).
	<b>Thorndon Quay</b>	Mobility Parking Monday – Friday – Bus Lane 6:30 – 9:30am Monday – Friday – Metered Parking, P120 Restriction 9:30 – 6pm Monday – Friday – 6pm – 6:30am, Free Parking, No Restriction Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction – 6pm – 8am	East side, following the centreline 365 metres north of its intersection with Davis Street (Grid coordinates x= 1749246.4 m, y= 5429580.7 m) and extending in a northerly direction for 9 metres.
	<b>Thorndon Quay</b>	Loading Zone 9:30am – 6:30am Monday – Friday, At All Times Saturday and Sunday	East side, following the centreline 374 metres north of its intersection with Davis Street (Grid coordinates x= 1749244.0 m, y= 5429586.1 m) and extending in a northerly direction for 18 metres.
	<b>Thorndon Quay</b>	Mobility Parking Monday – Friday – Bus Lane 4:30pm – 6:30pm Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm Monday – Friday – Free Parking, No Restriction 6:30pm – 8am	West side, following the centreline 512 metres north of its intersection with Davis Street (Grid coordinates x= 1749188.7 m, y= 5429716.2 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).

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		<i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday overnight – Free Parking, No Restriction 6pm – 8am</i>	
	<b>Thorndon Quay</b>	<i>Mobility Parking Monday – Friday – Bus Lane 6:30am – 9:30am Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm Monday – Friday – Free Parking, No Restriction 6pm – 6:30am Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i>	<i>East side, following the centreline 681 metres north of its intersection with Davis Street (Grid coordinates x= 1749175.8 m, y= 5429867.8 m), and extending in a northerly direction for 8 metres.</i>
	<b>Thorndon Quay</b>	<i>Loading Zone, Time Varies 9:30am – 6:30am Monday – Friday, At All Times Saturday and Sunday</i>	<i>East side, following the centreline 693 metres north of its intersection with Davis Street (Grid coordinates x= 1749181.1, y= 5429898.0 m), and extending in a northerly direction for 16 metres.</i>
	<b>Thorndon Quay</b>	<i>Mobility Parking Monday – Friday – Bus Lane 4:30pm – 6:30pm Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm Monday – Friday – Free Parking, No Restriction 6:30am – 8am Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday Overnight Free Parking, No Restriction 6pm – 8am</i>	<i>West side, following the centreline 719 metres north of its intersection with Davis Street (Grid coordinates x= 1749178.7 m, y= 5429921.1 m), and extending in a northerly direction for 6 metres.</i>
	<b>Hutt Road</b>	<i>Bus Stop, At All Times</i>	<i>West side, following the centreline 1207 metres north of its intersection with Davis Street (Grid coordinates x= 1749448.3 m, y= 5430322.9m), and extending in a northerly direction for 15 metres.</i>
<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>



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	<b>Thorndon Quay</b>	<p>Metered Parking Monday – Friday – Bus Lane 4:30pm – 6:30pm Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm Monday – Friday – Free Parking, No Restriction 6:30pm – 8am Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</p>	<p>West side, following the centreline 250 metres north of its intersection with Bunny Street (Grid coordinates x= 1749113.3 m, y= 5428899.9 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).</p>
	<b>Thorndon Quay</b>	<p>Metered Parking Monday – Friday – Bus Lane 6:30am – 9:30am Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm Monday – Friday – Free Parking, No Restriction 6pm – 6:30am Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</p>	<p>East side, following the centreline 261 metres north of its intersection with Bunny Street (Grid coordinates x= 1749125.7 m, y= 5428908.7), and extending in a northerly direction for 53 metres. (9 parallel parking spaces).</p>
	<b>Thorndon Quay</b>	<p>Metered Parking Monday – Friday – Bus Lane 4:30pm – 6:30pm Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm Monday – Friday – Free Parking, No Restriction 6:30pm – 8am Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</p>	<p>West side, following the centreline 287 metres north of its intersection with Bunny Street (Grid coordinates x= 1749362.5 m, y= 5428934.3 m), and extending in a northerly direction for 35 metres. (6 parallel parking spaces).</p>
	<b>Thorndon Quay</b>	<p>Metered Parking Monday – Friday – Bus Lane 6:30am – 9:30am Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm</p>	<p>East side, following the centreline 432 metres north of its intersection with Bunny Street (Grid coordinates x= 1749210.6 m, y= 5429049.5 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).</p>

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		<p><i>Monday – Friday – Free Parking, No Restriction 6pm – 6:30am</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	
	<b>Thorndon Quay</b>	<p><i>Metered Parking</i></p> <p><i>Monday – Friday – Bus Lane 4:30pm – 6:30pm</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6:30pm – 8am</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>West side, following the centreline 491 metres north of its intersection with Bunny Street (Grid coordinates x= 1749258.6 m, y= 5429084.0 m), and extending in a northerly direction for 30 metres. (5 parallel parking spaces).</i></p>
	<b>Thorndon Quay</b>	<p><i>Metered Parking</i></p> <p><i>Monday – Friday – Bus Lane 6:30am – 9:30am</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6pm – 6:30am</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>East side, following the centreline 508 metres north of its intersection with Bunny Street (Grid coordinates x= 1749277.8 m, y= 5429082.5 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).</i></p>
	<b>Thorndon Quay</b>	<p><i>Metered Parking</i></p> <p><i>Monday – Friday – Bus Lane 4:30pm – 6:30pm</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6:30pm – 8am</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm</i></p>	<p><i>West side, following the centreline 537 metres north of its intersection with Bunny Street (Grid coordinates x= 1749295.8m, y= 5429101.2m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).</i></p>

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		<i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i>	
	<b>Thorndon Quay</b>	<i>Metered Parking</i> <i>Monday – Friday – Bus Lane 6:30am – 9:30am</i> <i>Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm</i> <i>Monday – Friday – Free parking, No Restriction 6pm – 6:30am</i> <i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm</i> <i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i>	<i>East side, following the centreline 575 metres north of its intersection with Bunny Street (Grid coordinates x= 1749336.0 m, y= 5429118.6 m), and extending in a northerly direction for 136 metres. (23 parallel parking spaces).</i>
	<b>Thorndon Quay</b>	<i>Metered Parking</i> <i>Monday – Friday – Bus Lane 4:30pm – 6:30pm</i> <i>Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm</i> <i>Monday – Friday – Free Parking, No Restriction 6:30pm – 8am</i> <i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm</i> <i>Saturday – Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i>	<i>West side, following the centreline 63 metres north of its intersection with Davis Street (Grid coordinates x= 1749352.4m, y= 5429302.5 m), and extending in a northerly direction for 6 metres. (1 parallel parking spaces).</i>
	<b>Thorndon Quay</b>	<i>Metered Parking</i> <i>Monday – Friday – Bus Lane 6:30am – 9:30am</i> <i>Monday – Friday – Metered Parking, P120 Restriction 9:00am – 3:00pm</i> <i>Monday – Friday – P10 7:00am – 9:00am and 3:00pm – 6:00pm</i> <i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm</i> <i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i>	<i>East side, following the centreline 68 metres north of its intersection with Davis Street (Grid coordinates x= 1749362.5 m, y= 5429307.9 m), and extending in a northerly direction for 22 metres. (4 parallel parking spaces).</i>
	<b>Thorndon Quay</b>	<i>Metered Parking</i> <i>Monday – Friday – Bus Lane 4:30pm – 6:30pm</i>	<i>West side, following the centreline 125 metres north of its intersection with Davis Street (Grid coordinates x=</i>

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		Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm Monday – Friday – Free Parking, No Restriction 6:30pm – 8am Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am	1749328.5 m, y= 5429355.2 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking Monday – Friday – Bus Lane 4:30pm – 6:30pm Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm Monday – Friday – Free Parking, No Restriction 6:30pm – 8am Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am	West side, following the centreline 206 metres north of its intersection with Davis Street (Grid coordinates x= 1749295.3 m, y= 5429428.2 m), and extending in a northerly direction for 16 metres. (3 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking Monday – Friday – Bus Lane 4:30pm – 6:30pm Monday – Friday – Metered Parking, P120 Restriction Between 8am – 4:30pm Monday – Friday – Free Parking, No Restriction 6:30pm – 8am Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am	West side, following the centreline 243 metres north of its intersection with Davis Street (Grid coordinates x= 1749272.6 m, y= 5429481.2 m), and extending in a northerly direction for 36 metres. (6 parallel parking spaces).
	<b>Thorndon Quay</b>	Metered Parking Monday – Friday – Bus Lane 4:30pm – 6:30pm Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm Monday – Friday – Free Parking, No Restriction 6:30pm – 8am	West side, following the centreline 370 metres north of its intersection with Davis Street (Grid coordinates x= 1749236.4 m, y= 5429582.8 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).

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		<p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm</i></p> <p><i>Saturday – Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	
	<b>Thorndon Quay</b>	<p><i>Mobility Parking</i></p> <p><i>Monday – Friday – Bus Lane 4:30pm – 6:30pm</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6:30pm – 8am</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>West side, following the centreline 403 metres north of its intersection with Davis Street (Grid coordinates x= 1749225.4 m, y= 5429612.6 m), and extending in a northerly direction for 16 metres. (3 parallel parking spaces).</i></p>
	<b>Thorndon Quay</b>	<p><i>Metered Parking</i></p> <p><i>Monday – Friday – Bus Lane 4:30pm – 6:30pm</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6:30pm – 8am</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>West side, following the centreline 429 metres north of its intersection with Davis Street (Grid coordinates x= 1749216.3 m, y= 5429637.9 m), and extending in a northerly direction for 5 metres. (1 parallel parking spaces).</i></p>
	<b>Thorndon Quay</b>	<p><i>Metered Parking</i></p> <p><i>Monday – Friday – Bus Lane 6:30am – 9:30am</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm</i></p> <p><i>Monday – Friday – Free Parking No Restriction 6pm – 6:30am</i></p> <p><i>Saturday and Sunday – Metered Parking P180 Restriction 8am – 6pm</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>East side, following the centreline 431 metres north of its intersection with Davis Street (Grid coordinates x= 1749224.2 m, y= 5429642.1 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).</i></p>



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	<b>Thorndon Quay</b>	<p>Metered Parking Monday – Friday – Bus Lane 4:30pm – 6:30pm Monday – Friday – Metered Parking P120 Restriction 8am – 4:30pm Monday – Friday – Free Parking, No Restriction 6:30pm – 8am Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</p>	<p>West side, following the centreline 445 metres north of its intersection with Davis Street (Grid coordinates x= 1749211.1 m, y= 5429652.7 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).</p>
	<b>Thorndon Quay</b>	<p>Metered Parking Monday – Friday – Bus Lane 6:30am – 9:30am Monday – Friday – Metered Parking, P120 Restriction 9:0am – 3pm Monday – Friday – P10 7am – 9am and 3pm – 6pm Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</p>	<p>East side, following the centreline 475 metres north of its intersection with Davis Street (Grid coordinates x= 1749211.7 m, y= 5429684.6 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).</p>
	<b>Thorndon Quay</b>	<p>Metered Parking Monday – Friday – Bus Lane 4:30pm – 6:30pm Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm Monday – Friday – Free Parking, No Restriction 6:30pm – 8am Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</p>	<p>West side, following the centreline 584 metres north of its intersection with Davis Street (Grid coordinates x= 1749170.1 m, y= 5429786.2 m), and extending in a northerly direction for 65 metres. (11 parallel parking spaces).</p>
	<b>Thorndon Quay</b>	<p>Metered Parking Monday – Friday – Bus Lane 6:30am – 9:30am Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm Monday – Friday – Free</p>	<p>East side, following the centreline 599 metres north of its intersection with Davis Street (Grid coordinates x= 1749175.8 m, y= 5429802.4 m), and extending in a northerly direction for 24 metres. (4 parallel parking space).</p>

<b>Traffic Resolutions Legal Descriptions RPC November 2024</b>
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		<i>Parking, No Restriction 6pm – 6:30am Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i>	
	<b>Thorndon Quay</b>	<i>Metered Parking Monday – Friday – Bus Lane 6:30am – 9:30am Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm Monday – Friday – Free Parking, No Restriction 6pm – 6:30am Saturday – Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i>	<i>East side, following the centreline 648 metres north of its intersection with Davis Street (Grid coordinates x= 1749174.1 m, y= 5429849.8 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).</i>
	<b>Thorndon Quay</b>	<i>Metered Parking Monday – Friday – Bus Lane 4:30pm – 6:30pm Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm Monday – Friday – Free Parking, No Restriction 6:30pm – 8am Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i>	<i>West side, following the centreline 651 metres north of its intersection with Davis Street (Grid coordinates x= 1749166.3 m, y= 5429853.7 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).</i>
	<b>Thorndon Quay</b>	<i>Metered Parking Monday – Friday Bus Lane 4:30pm – 6:30pm Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm Monday – Friday – Free Parking, No Restriction 6:30pm – 8am Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday –</i>	<i>West side, following the centreline 677 metres north of its intersection with Davis Street (Grid coordinates x= 1749169.6 m, y= 5429879.4 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).</i>

**Traffic Resolutions Legal Descriptions RPC November 2024**

		<i>Overnight Free Parking, No Restriction 6pm – 8am</i>	
	<b>Thorndon Quay</b>	<i>Metered Parking Monday – Friday – Bus Lane 6:30am – 9:30am Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm Monday – Friday Free Parking, No Restriction 6pm – 6:30am Saturday – Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i>	<i>East side, following the centreline 681 metres north of its intersection with Davis Street (Grid coordinates x= 1749178.8 m, y= 5429886.8 m), and extending in a northerly direction for 12 metres.</i>
	<b>Thorndon Quay</b>	<i>Metered Parking Monday – Friday – Bus Lane 4:30pm – 6:30pm Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm Monday – Friday – Free Parking, No Restriction 6:30pm – 8am Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i>	<i>West side, following the centreline 725 metres north of its intersection with Davis Street (Grid coordinates x= 1749180.4 m, y= 5429926.9 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).</i>
	<b>Hutt Road</b>	<i>Metered Parking Monday – Friday – Bus Lane 4:30pm – 6:30pm Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm Monday – Friday – Free Parking, No Restriction 6:30pm – 8am Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm Saturday – Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i>	<i>West side, following the kerbline 1954 metres north of its intersection with Bunny Street (Grid coordinates x= 1749470.3 m, y= 5430351 m) and extending in a northerly direction for 27 metres. (5 parallel parking spaces).</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Thorndon Quay</b>	<i>No Stopping, At All Times</i>	<i>East side, following the kerbline 5 metres North of its intersection with Bunny</i>

# **Traffic Resolutions Legal Descriptions RPC November 2024**

			Street (Grid coordinates 1749012.8 m, 5428689.2 m) and extending in the North direction for 150 metres.
	<b>Thorndon Quay</b>	No Stopping, At All Times	West side, following the kerblin 15 metres South of its intersection with Mulgrave Street (Grid coordinates 1749072.3 m, 5428826.6 m) and extending in the North direction for 12 metres.
	<b>Thorndon Quay</b>	No Stopping, At All Times	West side, following the kerblin 2 metres North of its intersection with Lambton Quay (Grid coordinates 1749080.3 m, 5428872.6 m) and extending in the North direction for 23 metres.
	<b>Thorndon Quay</b>	No Stopping, At All Times	East side, following the kerblin 66 metres north of its intersection with Lambton Quay (Grid coordinates x= 1749364.7 m, y= 5429301.6 m) and extending in a northerly direction for 7 metres.
	<b>Thorndon Quay</b>	No Stopping, At All Times	East side, following the kerblin 104 metres north of its intersection with Lambton Quay (Grid coordinates x= 1749354.9 m, y= 5429328.6 m) and extending in a northerly direction for 18 metres.
	<b>Thorndon Quay</b>	No Stopping, At All Times	East side, following the kerblin 392 metres north of its intersection with Davis Street (Grid coordinates x= 1749244.0 m, y= 5429586.1 m) and extending in a northerly direction for 14 metres.
	<b>Thorndon Quay</b>	No Stopping, At All Times	East side, following the kerblin 449 metres north of its intersection with Lambton Quay (Grid coordinates x= 1749220.1 m, y= 5429659.8 m) and extending in a northerly direction for 27 metres.
	<b>Thorndon Quay</b>	No Stopping, At All Times	East side, following the kerblin 517 metres north of its intersection with Lambton Quay (Grid coordinates x= 1749205.3 m, y= 5429706.9 m) and extending in a northerly direction for 28 metres.
<b>L)</b>	<b>TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes</b>		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Kent Terrace</b>	Motorcycle Parking, At All Times	East side, following the kerblin 33 metres south of its intersection with Majoribanks Street (Grid Coordinates

**Traffic Resolutions Legal Descriptions RPC November 2024**

			X=2,659,399.005683 m, Y=5,988,773.985475 m NZMG) and extending in a southerly direction for 6 metres.
	<b>Kent Terrace</b>	Loading Zone – Goods Vehicles and Authorised Vehicles Only, P10, Monday – Saturday 8:00am – 6:00pm	East side, following the kerbline 43 metres south of its intersection with Majoribanks Street (Grid coordinates x= 1,749,377.0 m, y= 5,427,061.8 m) and extending in a southerly direction for 12 metres.
	<b>Kent Terrace</b>	Taxi Stand, At All Times	East side, following the kerbline commencing 54 metres south of its intersection with Majoribanks Street (Grid Coordinate X = 1,749,381.9m Y=5,427,069.9m) and extending in a southerly direction following the eastern kerbline for 18 metres. (3 parking spaces).
	<b>Majoribanks Street</b>	P30 Loading Zone At All Times	South side, commencing 32 metres east of its intersection with Kent Terrace (Grid Coordinates X= 1749377.7 m, Y= 5427061.9 m) and extending in an easterly direction following the southern kerbline for 12 metres. (2 carparks).
	<b>Majoribanks Street</b>	P120 Mobility Parking, Vehicles displaying an Operation Mobility Permit only. Times varies.	South side, commencing 27 metres east of its intersection with Kent Terrace (Grid Coordinates X= 1749377.7 m, Y= 5427061.9 m) and extending in an easterly direction following the southern kerbline for 5 metres. (1 carpark).
<u>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</u>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Majoribanks Street</b>	P10, At All Times	South side, commencing 15 metres west of its intersection with Lipman Street and extending in a westerly direction following the southern kerb line for 16 metres.
<u>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Kent Terrace</b>	No Stopping At All Times	East side, following the kerbline from its intersection with Majoribanks Street (Grid Coordinates X=2,659,399.005683 m, Y=5,988,773.985475 m NZGM) and extending in a southerly direction for 16 metres.
	<b>Kent Terrace</b>	No Stopping At All Times	East side, following the kerbline 19.5 metres south of its intersection with Majoribanks Street (Grid Coordinates X=2,659,399.005683 m, Y=5,988,773.985475 m NZGM) and

# Traffic Resolutions Legal Descriptions RPC November 2024

			extending in a southerly direction for 13.5 metres.
	<b>Majoribanks Street</b>	Clearway Monday – Friday 7am – 9am	South side, commencing 15 metres west of its intersection with Lipman Street and extending in a westerly direction following the southern kerb line for 51 metres.
<u>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Kent Terrace</b>	Metered Parking, P120 Maximum, Monday – Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm	East side, following the kerbline commencing 54 metres south of its intersection with Majoribanks Street (Grid Coordinate X = 1,749,381.9m Y=5,427,069.9m) and extending in a southerly direction following the eastern kerbline for 12 metres (2 parallel parks).
	<b>Majoribanks Street</b>	P120 Maximum, Monday – Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday 8:00am – 1:00pm	South side, commencing 64 metres east of its intersection with Kent Terrace and extending in an easterly direction following the southern kerbline for 16.5 metres. (3 carparks).
<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Kent Terrace</b>	Motorcycle Parking, At All Times	East side, commencing 50 metres south of its intersection with Majoribanks Street (Grid coordinates X=1,749,377.71 m, Y=5,427,061.90 m) and extending in a southerly direction following the eastern kerbline for 5 metres.
	<b>Kent Terrace</b>	Loading Zone – Goods Vehicles and Authorised Vehicles Only, P10, Monday – Sunday 8:00am – 8:00pm	East side, commencing 55 metres south of its intersection with Majoribanks Street (Grid coordinates X=1,749,377.71 m, Y=5,427,061.90 m) and extending in a southerly direction following the eastern kerbline for 12 metres.
	<b>Kent Terrace</b>	Taxi Stand, At All Times	East side, commencing 67 metres south of its intersection with Majoribanks Street (Grid coordinates X=1,749,377.71 m, Y=5,427,061.90 m) and extending in a southerly direction following the eastern kerbline for 18 metres.
	<b>Majoribanks Street</b>	P30 (Loading Zone), 9am – 4pm, 6pm – 7am Monday – Friday, 8am – 8pm Saturday and Sunday. Goods Vehicles and Authorised Vehicles Only	South side, commencing 32 metres east of its intersection with Kent Terrace (Grid Coordinates X= 1749377.7 m, Y= 5427061.9 m) and extending in an easterly direction following the southern kerbline for 12 metres. (2 carparks).
	<b>Majoribanks Street</b>	P120 Mobility Parking, Vehicles displaying an Operation Mobility Permit Only. 9am – 4pm, 6pm –	South side, commencing 30 metres east of its intersection with Kent Terrace (Grid Coordinates X= 1749377.7 m, Y= 5427061.9 m) and extending in an



**Traffic Resolutions Legal Descriptions RPC November 2024**

		7am Monday – Friday, At All Times Saturday and Sunday	easterly direction following the southern kerbline for 5 metres. (1 carpark).
<b>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</b>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Majoribanks Street</b>	P10, 9am – 4pm, 6pm – 8pm Monday – Friday, 8am – 8pm Saturday and Sunday	South side, commencing 15 metres west of its intersection with Lipman Street (Grid Coordinates X= 1,749,464.7 m, Y= 5,427,022.1 m) and extending in a westerly direction following the southern kerb line for 17 metres (3 parallel carparks).
<b>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</b>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Kent Terrace</b>	No Stopping At All Times	East side, commencing from its intersection with Majoribanks Street (Grid Coordinates X=1,749,377.71 m, Y=5,427,061.90 m) and extending in a southerly direction following the eastern kerbline for 38 metres.
	<b>Kent Terrace</b>	No Stopping At All Times	East side, commencing 43 metres south from its intersection with Majoribanks Street (Grid Coordinates X=1,749,377.71 m, Y=5,427,061.90 m) and extending in a southerly direction following the eastern kerbline for 8 metres.
	<b>Majoribanks Street</b>	Clearway Monday – Friday 7am – 9am and 4pm – 6pm	South side, following the kerbline 27 metres east from its intersection with Majoribanks Street (NZTM X=1,749,377.71 m, Y=5,427,061.90 m) and extending in an easterly direction for 55 metres.
<b>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</b>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Majoribanks Street</b>	P120 Maximum, Monday – Friday 9am – 4pm, 6pm – 8pm, Saturday and Sunday 8am – 8pm	South side, commencing 50 metres east of its intersection with Kent Terrace (Grid Coordinates X= 1,749,377.7 m, Y= 5,427,061.9 m) and extending in an easterly direction following the southern kerbline for 18 metres. (3 parallel carparks).
<b>M)</b>	<b>TR143-24 Kenya Street, Ngaio – No Stopping At All Times</b>		
<b>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</b>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Kenya Street</b>	No Stopping At All Times	West side, commencing from its intersection with Trelissick Crescent (Grid coordinates x= 1,748,384.32m, y=5,431,331.66m) and extending in a northerly direction following the western kerb line for 37 metres.

<b>Traffic Resolutions Legal Descriptions RPC November 2024</b>
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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:

<b>Reference</b>	TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement
<b>Location – where we propose to make the change</b>	Rintoul Street, Berhampore – outside no.186 and Luxford Street, Berhampore - outside no.4
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Remove bus stop #7122 on Rintoul Street and reinstate bus stop #7123 on Luxford Street</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>Bus stop number #7123 was proposed to be removed as part of the Berhampore to Newtown bus, bike and pedestrian improvements as there were four bus stops in very close proximity. This creates better spacing between bus stops to make bus trips more efficient.</li> <li>We heard from the community during consultation that there was a preference to retain the Luxford Street stop #7123 as they had previously lost a bus service to the southern Rintoul Street catchment. South Wellington Intermediate School (SWIS) also highlighted that a northbound stop was needed before Te Wharepouri Street for students who use the Kilbirnie bus service which goes along Te Wharepouri Street instead of continuing on Rintoul Street.</li> <li>As a result, the Council agreed to amend the traffic resolution to trial a new combined bus stop in the area of 202 Rintoul Street between stops #7122 and #7123.</li> <li>Since this new bus stop location was approved in December, several issues have arisen with locating a new bus stop shelter here which is important for high use bus stops like this one.</li> <li>As a result, the new recommendation for a combined stop is at the existing site of #7123, on Luxford Street. Retaining this stop is now possible because of kerb changes that have been made earlier this year on both sides of the street at the Luxford/Rintoul corner through a combination of routine maintenance work on one side and changes made on the other side for this project. The space in this area was limited in the original designs due to the tracking required for large vehicles at the corner.</li> <li>Retaining stop #7122 at Te Wharepouri Street would require a new bus platform to be built to keep people on bikes safe around the bus stop and the bus would stop in the traffic lane. There is a risk that this will hold up northbound traffic at the lights. It is also only 196m from the next bus stop outside Village in the Park further up Rintoul Street which in turn will be moved 46m south from its current location.</li> <li>Instead we are proposing to remove this bus stop and install broken yellow lines along the western side of the road outside no.186 and no. 188 Rintoul Street.</li> </ul>

## We are proposing a change in your area

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	<ul style="list-style-type: none"> <li>For residents of Te Wharepouri Street, the bus stop on Luxford Street will be 126m from the corner of Te Wharepouri Street and Rintoul Street.</li> <li>The new proposed bus stop arrangement achieves more efficient bus stop spacing while improving access for residents in the southern Rintoul Street area.</li> </ul>
<b>Impact</b>	<p><b>Improvements</b></p> <ul style="list-style-type: none"> <li>Improves safety for people on bikes on Rintoul Street by reducing bus/bike conflict on the uphill</li> <li>Improves accessibility for bus users from the southern Rintoul Street catchment and SWIS students over what was previously approved</li> <li>Improves bus service efficiency</li> </ul> <p><b>Net Parking Impact</b></p> <ul style="list-style-type: none"> <li>No change</li> </ul> <p><b>Pedestrian impact</b></p> <ul style="list-style-type: none"> <li>No Change</li> </ul>
<b>How this related to the parking policy</b>	<ul style="list-style-type: none"> <li>Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.</li> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> <li>Support move to becoming an eco-city – facilitate the uptake of transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to reduced carbon emissions and better air quality.</li> </ul>
<b>Other options considered</b>	<p><b>Option 1: Combine both stops at 186 Rintoul Street</b></p> <ul style="list-style-type: none"> <li>This option was consulted on in September 2023.</li> <li>Feedback was received that this would not provide a stop for SWIS students on the Kilbirnie Schools bus with an option to get off the bus after the town centre.</li> <li>Feedback was also received from residents of the Southern Rintoul Street catchment that the extra 150m walk was too far for some residents.</li> </ul> <p><b>Option 2: Combine both stops outside 208 Rintoul Street</b></p> <ul style="list-style-type: none"> <li>This option is between both current bus stops and would provide a location that is equidistant for current users from either current bus stop (#7122 and #7123).</li> <li>This option would serve SWIS students wishing to get off the bus before it turns into Te Wharepouri Street.</li> <li>Metlink was unable to obtain agreement to place a shelter in this location and so we are unable to pursue this option.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average monthly passenger numbers: <ul style="list-style-type: none"> <li>Stop 7122: 2,304 Boarding, 914 Alighting</li> <li>Stop 7123: 1,659 Boarding, 307 Alighting</li> </ul> </li> <li>Average daily traffic count – Rintoul Street 3300 (6% heavy), Luxford Street 7670 (6% heavy)</li> </ul>

## We are proposing a change in your area

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Wellington City Council**  
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	<ul style="list-style-type: none"> <li>Annual parking revenue impact – N/A</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Thursday 26 September at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Privacy</b>	<ul style="list-style-type: none"> <li>Your privacy is important to us. Please <b>DO NOT</b> add specific personal details to your feedback (i.e.: full name, address, etc)</li> <li>What we do with your personal information: All submissions (including your <b>first name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> <li>For more information regarding our Privacy Statement please check our webpage: <a href="#">Privacy statement - Wellington City Council</a>.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00am Thursday 26 September and finishes at 5.00pm Thursday 10 October.</b></li> </ul>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by Friday 11 October 2024.</li> <li>The proposal will go to the Koata Hātepe   Regulatory Processes Committee meeting on Thursday 14 November.</li> <li>If approved, the proposal will be installed within the following three months.</li> </ol>



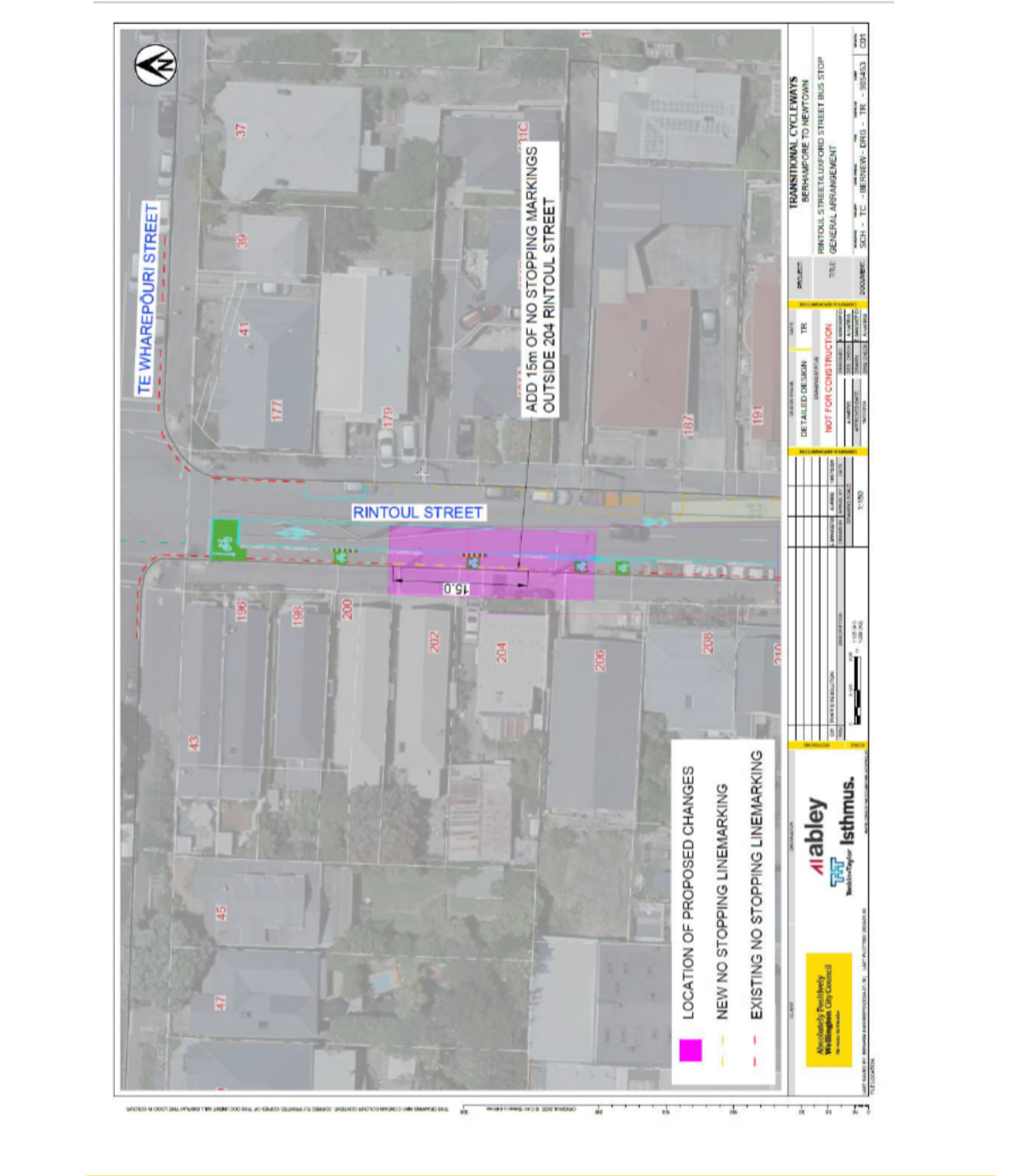
**Feedback Received**

Absolutely Positively  
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**Feedback Received**

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

**Traffic Resolution Plan: TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement**

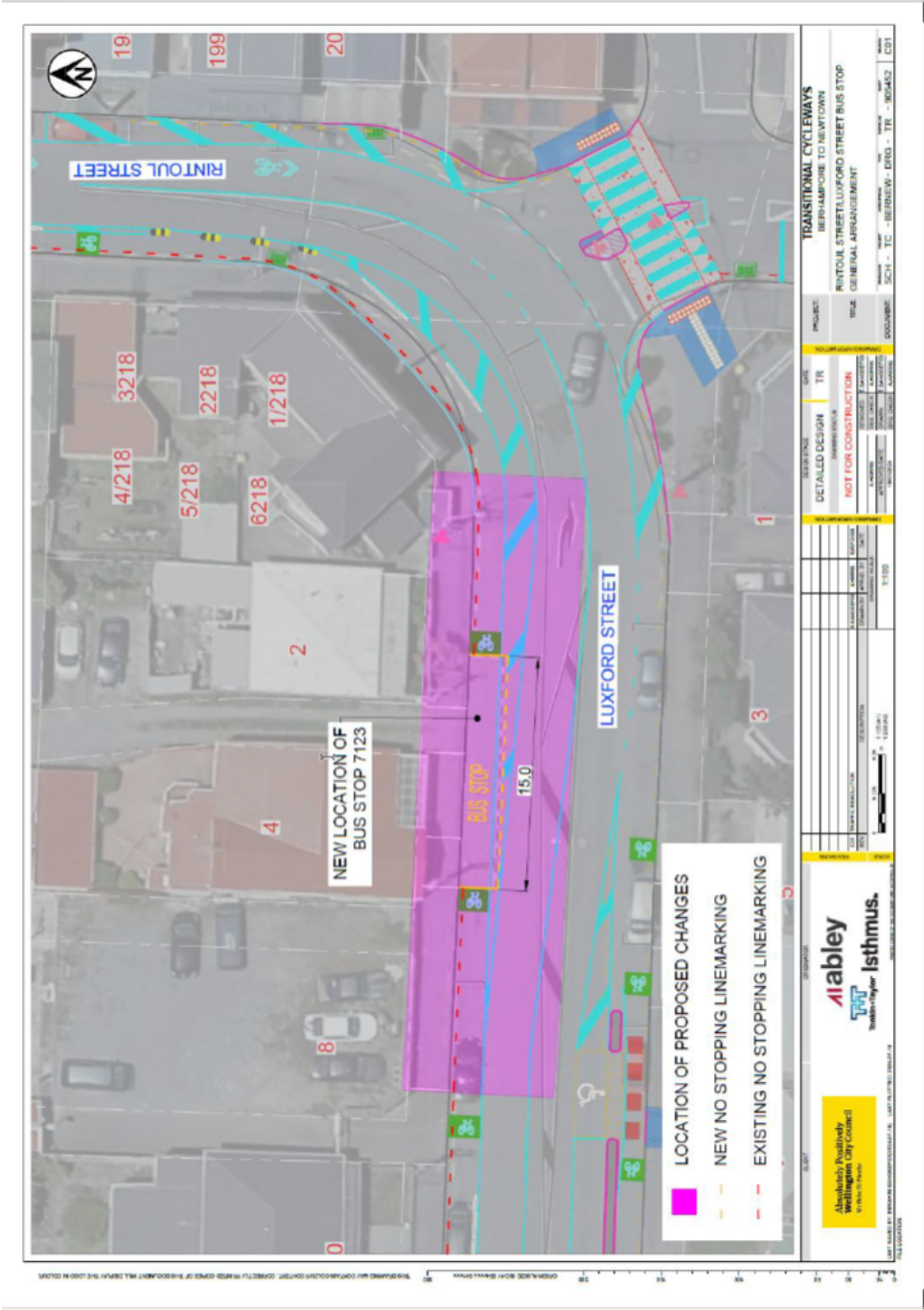




Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Traffic Resolution Plan: TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop  
Removal and Reinstatement



## Feedback Received

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Luxford Street</b>	<i>Bus Stop, At All Times</i>	<i>North side, commencing 24.5 metres west of its intersection with Rintoul Street (Grid coordinates X=1,748,795.17m Y=5,424,210.87m) and extending in a westerly direction following the northern kerb line for 15.0 metres.</i>

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

Column One	Column Two	Column Three
<b>Rintoul Street</b>	<i>No Stopping At All Times</i>	<i>West side, commencing at the intersection with Te Wharepouri Street (Grid coordinates X=1,748,802.13m Y=5,424,322.49m) and extending in a southerly direction following the western kerb line for 112.0 metres</i>

Prepared By:

Nicola Mitchell

**Project Manager, Transitional  
Team, City Design  
(Team Leader Traffic &  
Resolutions)**

Approved By:

Kate Gourdie

Approved Date:

4/9/2024

## Feedback Received

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

### Feedback

**Name:** Nikki  
**Suburb:** Karori  
**Agree:** No

Nothing I see around town is making movement of traffic, safety of travellers, ability to have a business that flourishes, indeed ANYTHING any better. Mobility is decreasing. People are going out to Porirua or the Hutt or Petone to shop – lots moving there. Masses of unenvironmental materials are being used – confusing signage, too many cones, crazy stuff appearing overnight – too many workers with fluoro jackets on, not working and using their phones more often than not and certainly not working. Crazy policies are destroying the city not helped by the govt destruction of Wgtn's workforce and this council needs to stop and think – you are not getting the support that you want and you are not listening.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. These changes will make it safer and easier for people of all ages and abilities to bus, bike, and walk around Berhampore and to and from the central city. Better transport options will reduce pressure on our streets and keep our city moving. Retaining this bus stop in the Luxford Street location addresses the concerns we heard in our initial consultation.

### Feedback

**Name:** Suhan  
**Suburb:** Karori  
**Agree:** No

Stop building underutilised cycle lanes, restore parking, bus lanes. There is a large portion of the community who cannot cycle due to family duties and disability. Your plans over the past few years have been extremely discriminating towards those members of the community. It also helps the businesses, public transport and the motorists who are paying road user charges and various taxes and levies.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide it. We can free up our streets by providing safer and easier options to walk, bike, or bus so that more of us can get places without relying on cars. Better transport options will reduce pressure on our streets and keep our city moving. This will also make it easier for those with mobility issues who really need to use a vehicle to get around.

## Feedback Received

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

As part of this project we have also added two mobility parks in the area and added raised pedestrian crossings which make it easier for those with mobility issues to cross the road. With the installation of the Newtown to City cycle lanes we have seen an increase of 62% post installation and we expect this to increase further once these connections are complete.

Retaining this bus stop in the Luxford Street location addresses the concerns we heard in our initial consultation regarding serving the southern Rintoul Street patrons and schools students better.

---

### Feedback

**Name:** Gera

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement.

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### Feedback

**Name:** James

**Suburb:** Berhampore

**Agree:** Yes

While I understand the reasoning behind this decision the removal of the bus stop on Rintoul st does make some things more difficult. For example, my family live on the other side of the road near the corner of Milton. There is no easy way to access the bus stop on the other side of Luxford as there is no nearby crossing, meaning we lose our nearby bus stop on Rintoul and have no easy way of accessing an alternative with our kids.

I understand that it is planned to move the bus stop outside Village at the Park further south. This would help a little bit but not a huge amount. I think the plan is to move it south by 50m. Could this be made further please? For example 75 or 100m? I realize that this has flow on effects.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide feedback.

Unfortunately, moving the Village in the Park stop any further south would create conflict with the cycle lane and require a bus platform. This stop was moved closer to the entrance of Village in the Park in response to feedback from elderly residents.

## Feedback Received

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

---

### Feedback

**Name:** Callum  
**Suburb:** Newtown  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement.

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### Feedback

**Name:** Jacinta  
**Suburb:** Berhampore  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement.

---

### Feedback

**Name:** Natasha  
**Suburb:** Berhampore  
**Agree:** Yes

The change seems well thought out, and won't have much of a negative impact as the only difference is walking under 2 mins more. Retaining the 7122 stop definitely seems like a higher safety risk, and the current clustering of stops is quite unusual.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide support on the proposed changes.

## Feedback Received

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

### Feedback

**Name:** Maria

**Suburb:** Berhampore

**Agree:** Yes

I support the reinstatement of stops what worries me is that bus stop shelters are being used as shelter for the less fortunate in Newtown. Also the constant damages and costly effect of maintaining stops. Would the new designs be able to deflect these two issues?

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. The shelters will be remaining the same as they are now but we will pass your feedback on to Metlink.

---

### Feedback

**Name:** Priscilla

**Suburb:** Island Bay

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide support on the proposed changes.

---

### Feedback

**Name:** John

**Suburb:** Crofton Downs

**Agree:** No

Stop wasting money making the city worse. Having a portfolio for traffic doesn't mean you must change things. Put aside your ego and think about the people of Wellington.

You ought to fix the pipes, remove congesting bike lanes which hinder emergency services and work to reduce rates especially in tough economic times.

---



## Feedback Received

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

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. . We appreciate you taking the time to provide it.

We can free up our streets by providing safer and easier option to walk, bike, or bus so that more of us can get places without relying on cars. Better transport options will reduce pressure on our streets and keep our city moving.

Wellingtonians have made it clear they want action on climate change and transport. These changes will mean people have more choice in how they get around, including being able to make climate friendly transport choices.

---

### Feedback

**Name:** Cwhite

**Suburb:** Taita

**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement.

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### Feedback

**Name:** Csscaddan

**Suburb:** Wadestown

**Agree:** No

Please leave things.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. These changes will make it safer and easier for people of all ages and abilities to bus, bike, and walk around Berhampore and to and from the central city. Better transport options will reduce pressure on our streets and keep our city moving. Retaining this bus stop in the Luxford Street location is in response to the concerns we heard in our initial consultation.

## Feedback Received

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

### Feedback

**Name:** Cassandra  
**Suburb:** Newtown  
**Agree:** Yes

Sounds good, the reasons are sensible. Would trust SWIS's advice.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide support on the proposed changes.

---

### Feedback

**Name:** Richard  
**Suburb:**  
**Agree:** No

Do not do anything to change the Rintoul St bus stop. It's just fine as it is and you don't need to waste ratepayers limited resources on the fanciful projects that make roads more dangerous.

We have all had a guts full of council officers lying to us, ignoring citizens and pursuing their own personal agendas to create stress, reduce mobility for many, and kill off local services.

What you have done in Island Bay has wrecked the village atmosphere, impacted negatively on businesses. Fire engines can't negotiate corners anymore because the kerbs extend into the lanes, but you ignore this.

The Island Bay shop centre is like Siberia now, a big bland sheet of Stalinist concrete architecture.

There is nowhere to park to drop in and pick up a prescription or drop someone at the doctors. Buses have to mount the kerb outside the hospital to let ambulances pass, nurses are sleeping in their cars so they can get to their shifts, families are picking up and dropping off hospital staff increasing emissions, rather than reducing them. All while WCC officials work from home with 40% less productivity across the Council. Shame on you all.

You've installed sharp steel edges in Island Bay that everyone says is a hazard. This is a health and safety risk for tripping. Even the contractors agree it's dangerous, but they have to do it because WCC requires it.

How can you spend so much money to foist bad things on Wellington and ruin things? How long do

## Feedback Received

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

we need to put up with WCC transport planners ruinous ideas and vast expenses?

You are not consulting us when you throw multiple changes at us like this. You're treating us with disdain. You do not listen. There should be a community meeting about this batch of changes, instead of you planners pushing them through in a hurry and as a fait accompli, without listening.

Just stop this traffic planning fantasy madness. You don't need to do this.  
Do nothing in Berhampore and Island Bay. Drop all these unwarranted and unwanted changes.  
You can do it, just get off the 'change everything' planning drugs.  
You are not trusted to analyse and report on community feedback, so give this take to people in the community experienced in community engagement.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate your feedback on recent changes around Island Bay, Newtown and Berhampore. We will pass this feedback on to the Island Bay project team.

Retaining this bus stop in the Luxford Street location addresses the concerns we heard in our initial consultation regarding serving the southern Rintoul Street patrons and schools students better.

---

### Feedback

**Name:** Niall  
**Suburb:** Newtown  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide support on the proposed changes.

---

### Feedback

**Name:** Smahon  
**Suburb:** Newlands  
**Agree:** Yes

No comment.

## Feedback Received

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

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide support on the proposed changes.

---

### Feedback

**Name:** Ddducnz  
**Suburb:** Wadestown  
**Agree:** No

Waste of money.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement.

These changes will make it safer and easier for people of all ages and abilities to bus, bike, and walk around Berhampore and to and from the central city. Better transport options will reduce pressure on our streets and keep our city moving. Retaining this bus stop in the Luxford Street location addresses the concerns we heard in our initial consultation.

---

### Feedback

**Name:** GB  
**Suburb:** Wadestown  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide support on the proposed changes.

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### Feedback

**Name:** Splame  
**Suburb:** Berhampore

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Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide support on the proposed changes.

Feedback

Name: Hugo  
Suburb: Karori  
Agree: No

No comment.

Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement.

Feedback

Name: Thom  
Suburb: Churton Park  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide support on the proposed changes.

Feedback

Name: Scoppard  
Suburb: Island Bay  
Agree: Yes

## Feedback Received

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

No comment.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide support on the proposed changes.

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### Feedback

**Name:** Lainey

**Suburb:** Berhampore

**Agree:** No

Kia ora, I was notified of the changes in print as I am an occupier in the neighbourhood.

It was poorly written so I cannot be sure I know what changes are now proposed. The changes seem to give priority to the bus 'efficiency' over bus accessibility, which is sad as a post-cycling elder. The proposed changes seem to be:

#### Removal of north (city) bound bus stops:

- i. The one before the Berhampore shops on Adelaide Road
- ii. The one outside the BP garage on Luxford Street
- iii. On Rintoul Street by Te Wharepouri Street

#### New northbound (city) bus stops:

- i. Within the shopping area on Adelaide Road

#### My submissions

1. Re-consider the Adelaide Road bus stop! I don't know anyone or any business that is 'happy' with the plan.
2. Have an electronic board at the Luxford Street 7123 stop
3. Give us better bus shelters at Luxford 7123 & 7122 Rintoul Street stops so we can shelter and see the bus coming and be seen by the driver
4. Consider moving bus stop 7122 further south so it is closer to SWIS, Village in the Park and Wakefield and more visible from them and from the road. (Currently it is over the top of the hill so sitting in the bus shelter you can't see the bus coming in time to get out and walk to the actual stop!)

Another submission: especially if the quality of this paper to the public is what councillors get: (then I feel sorry for the councillors). Please put the relevant staff through a 'writing plain english' course.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide it.

---



## Feedback Received

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

This proposal only refers to stop #7122 and #7123. The changes to the town centre bus stops were resolved at the Regulatory Processes Committee in December 2023 and are under construction. Greater Wellington Regional Council manage the shelters and electronic boards and we will pass your feedback regarding these onto them.

The bus stop near Arvida Village in the Park is stop #7121 which is already being moved approximately 50 metres south, closer to the entrance of the village and the top of the hill. This was also resolved at the Regulatory Processes Committee in December 2023.

---

### Feedback

**Name:** Pnkplumb  
**Suburb:** Karori  
**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide it.

---

### Feedback

**Name:** Mark  
**Suburb:** Island Bay  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide support on the proposed changes.

---

### Feedback

**Name:** Giovanni  
**Suburb:** Berhampore  
**Agree:** Yes

## Feedback Received

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

The changes seem very sensible and, if anything, overdue.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide support on the proposed changes.

---

### Feedback

**Name:** Diane  
**Suburb:** Island Bay  
**Agree:** Yes

It seems sensible.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide support on the proposed changes.

---

### Feedback

**Name:** Julian  
**Suburb:** Kilbirnie  
**Agree:** No

Cost money and damage the local business they need parking for the customer.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. This bus stop retention at Luxford St and removal at Te Wharepouri Street have no impact on parking.

---

### Feedback

**Name:** Eamon  
**Suburb:** Newtown  
**Agree:** Yes

---

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

No comment.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide support on the proposed changes.

### Feedback

**Name:** Katherine  
**Suburb:** Berhampore  
**Agree:** Yes

Kia ora,

In relation to the above TR, can you please tell me the potential outcomes of this TR?

There's a bit of neighbourhood Facebook discussion and we are not sure whether this TR relates to just the markings and signage or whether one outcome of this decision is a change to the location of the the new bus stop outside the shops on Adelaide Road.

My understanding was that the decision on the location of the new bus stop has already been made (it is under construction) and this just confirms the road markings and signage. Is this understanding correct?

I strongly support this change because the shopping centre is the natural and obvious location for a bus stop (rather than down the road outside random houses).

This change avoids the danger and frustration associated with having 2 separate bus stops for the 1 and 32x buses.

Yay for public transport and bus lanes! These are the future for our city. Individual private cars are inefficient and antisocial, we need to stop allocating so much space and priority for them.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide it.

This TR for Rintoul Street and Luxford Street relates to the stop at the eastern end of Luxford street (Luxford/Rintoul Corner) which was going to be removed but this TR proposes to keep it. The Te Wharepouri Street stop on Rintoul Street is proposed to be closed. We had resolved to combine these stops in the middle outside 208 Rintoul Street (in response to feedback we received in

## Feedback Received

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

consultation) however we could not get consent from a resident to put a bus stop shelter in this location so we have had to work on another solution hence the TR consultation.

The town centre bus stop is not included in the current consultation and is already resolute on Adelaide Road. You are correct that the buildout for this stop has already been constructed. The purpose of the buildout is to prevent double decker buses hitting the verandahs and poles in this location. There will be a traffic lane adjacent to the bus stop. We anticipate having this stop opened in late October.

---

### Feedback

**Name:** Neale  
**Suburb:** Berhampore  
**Agree:** No

This is a heavily used bus stop.

It also has significant use from SWIS students. Moving it further from the school will require children to walk further down the road away from school to use public transport.

There is already a lot of concern about this change on the community pages. I suggest the council conducts genuine consultation with residents before making another unpopular and controversial change.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide it. We will consider all feedback provided on this change.

---

### Feedback

**Name:** Pults  
**Suburb:**  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide support on the proposed changes.

## Feedback Received

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

### Feedback

**Name:** Alexandra  
**Suburb:** Newtown  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide support on the proposed changes.

### Feedback

**Name:** Hardev  
**Suburb:** Berhampore  
**Agree:** No

Not sure what road works will achieve. It's continually disruptive and there seems no end in sight. I suppose it's in the interest of Fulton Hogan to take their time to ensure maximum profits. Should not the Council have one goal only? That is to fix the water issues which grow more dire by the day. Please focus on the number one issue which will bring Wellington its knees in the foreseeable future.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement.

These changes will make it safer and easier for people of all ages and abilities to bus, bike, and walk around Berhampore and to and from the central city. Better transport options will reduce pressure on our streets and keep our city moving. Retaining this bus stop in the Luxford Street location addresses the concerns we heard in our initial consultation.

Nearly a third (29%) of the entire City Council budget over the next 10 years is going towards water-related costs.

### Feedback

**Name:** Ellardclout  
**Suburb:** Melrose  
**Agree:** Yes

## Feedback Received

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

No comment.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide support on the proposed changes.

---

### Feedback

**Name:** Colleen

**Suburb:** Berhampore

**Agree:** Yes

I am a resident of Rintoul Street and support the proposal.

I note WCC's stated objectives of:

- 1) Retaining bus stop 7123 near its current position on Luxford St to provide a bus stop for the residents of the South Rintoul St catchment area; and
- 2) Shifting the bus stop outside Village at the Park south so that there is even spacing between the bus stops.

For the record, I wish to state that Rintoul St is very narrow and is not suitable for bicycle lanes.

The busiest, most congested section of Rintoul St, is between Luxford and Te Wharepouri St. 85% of the traffic moves between Luxford St, along this short section of Rintoul St and into Te Wharepouri St. This section is hazardous for pedestrians and all road users.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide it. We are working to make this section of road safer for all users.

---

### Feedback

**Name:** Kenny

**Suburb:** Island Bay

**Agree:** No

Get rid of the mayor.

### Officer Response:



Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement.

Feedback

Name: Patrick  
Suburb: Te Aro  
Agree: Yes

This fixes the bus stop problem in this area with new bike lane.

Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement. We appreciate you taking the time to provide support on the proposed changes.

## 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:

<b>Reference</b>	TR128-24 Adelaide Road, Berhampore - Southbound Bus Stop #6126 Relocation
<b>Location – where we propose to make the change</b>	Adelaide Road, Berhampore – outside no.547 and no.549
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>• Move Bus Stop #6126 for public safety reasons</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• The bus stop platforms at Duppa Street were installed as part of the Berhampore to Newtown bus, bike and pedestrian improvements project. This project seeks to provide a wider range of safe transport options for the community.</li> <li>• The bus stop platforms are an important part of keeping people on bikes safe around bus stops and maintaining good access for bus users to the bus service. The new platform design seeks to minimise conflict between pedestrians and people on bikes by providing a wider on/off boarding area, as well as separate spaces for people on bikes and the footpath.</li> <li>• The raised pedestrian crossing was installed to provide a safer crossing point for pedestrians near the Duppa and Lavaud Street steps and improve safe access to these busy bus stops.</li> <li>• When the bus stop was installed, construction adaptations onsite resulted in the bus box being closer to the crossing than designed.</li> <li>• Since installation, Council officers have observed, and received feedback from the community, that the proximity of the bus to the crossing has resulted in restricted visibility of people crossing.</li> <li>• To improve this situation, we have had to relocate the bus stop around 20 metres south away from the crossing for safety reasons. The proposal is to formalise the changes through the traffic resolution process which is still subject to committee's approval.</li> <li>• Council officers contacted residents living adjacent to the new stop location and met with those directly affected to discuss the change.</li> <li>• The changes include: replacing the existing bus stop box with No Stopping At All Times (broken yellow lines) adjacent to the zebra crossing and outside property nos.543 and 545 Adelaide Road, and installing bus stop road markings outside nos.547 and 549 Adelaide Road as per the attached plans.</li> </ul>
<b>Impact</b>	<p><b>Improvements</b></p> <ul style="list-style-type: none"> <li>• Improves safety and accessibility for all users of the pedestrian crossing</li> <li>• Improves accessibility and safety for public transport users needing to cross the road to the bus stop</li> <li>• Improves driver visibility of pedestrians</li> </ul> <p><b>Net Parking Impact</b></p> <ul style="list-style-type: none"> <li>• No Change</li> </ul>

## We are proposing a change in your area

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

	<b>Pedestrian impact</b> <ul style="list-style-type: none"> <li>Positive – improves visibility of pedestrians on the crossing and increases safety for pedestrians of all ages.</li> </ul>
Other options considered	<b>Option 1: Locating the bus stop before the crossing</b> <ul style="list-style-type: none"> <li>The road width is more constrained here and this would have meant creating a completely new bus stop platform and drainage. This would have been costly and taken several weeks longer than extending the current platform for which drainage was already in place.</li> <li>In addition, it would have created a very tight situation when two buses were in the stops. From our discussions with emergency services we know they would like as much space as possible between opposing in-lane bus stops.</li> </ul>
How this relates to the parking policy	<ul style="list-style-type: none"> <li>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.</li> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>
Additional Information	<ul style="list-style-type: none"> <li>Average monthly passenger number – 70 Boarding, 1,880 Alighting</li> <li>Average daily traffic count – 12,800, 8% heavy</li> <li>Annual parking revenue impact – N/A</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Thursday 26 September at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
Privacy	<ul style="list-style-type: none"> <li>Your privacy is important to us. Please <b>DO NOT</b> add specific personal details to your feedback (i.e.: full name, address, etc)</li> <li>What we do with your personal information: All submissions (including your <b>first name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> <li>For more information regarding our Privacy Statement please check our webpage: <a href="#">Privacy statement - Wellington City Council</a>.</li> </ul>
Feedback	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00am Thursday 26 September 2024 and finishes at 5.00pm Thursday 10 October.</b></li> </ul>
Next Steps	<ol style="list-style-type: none"> <li>Feedback collated by Friday 11 October, 2024.</li> </ol>

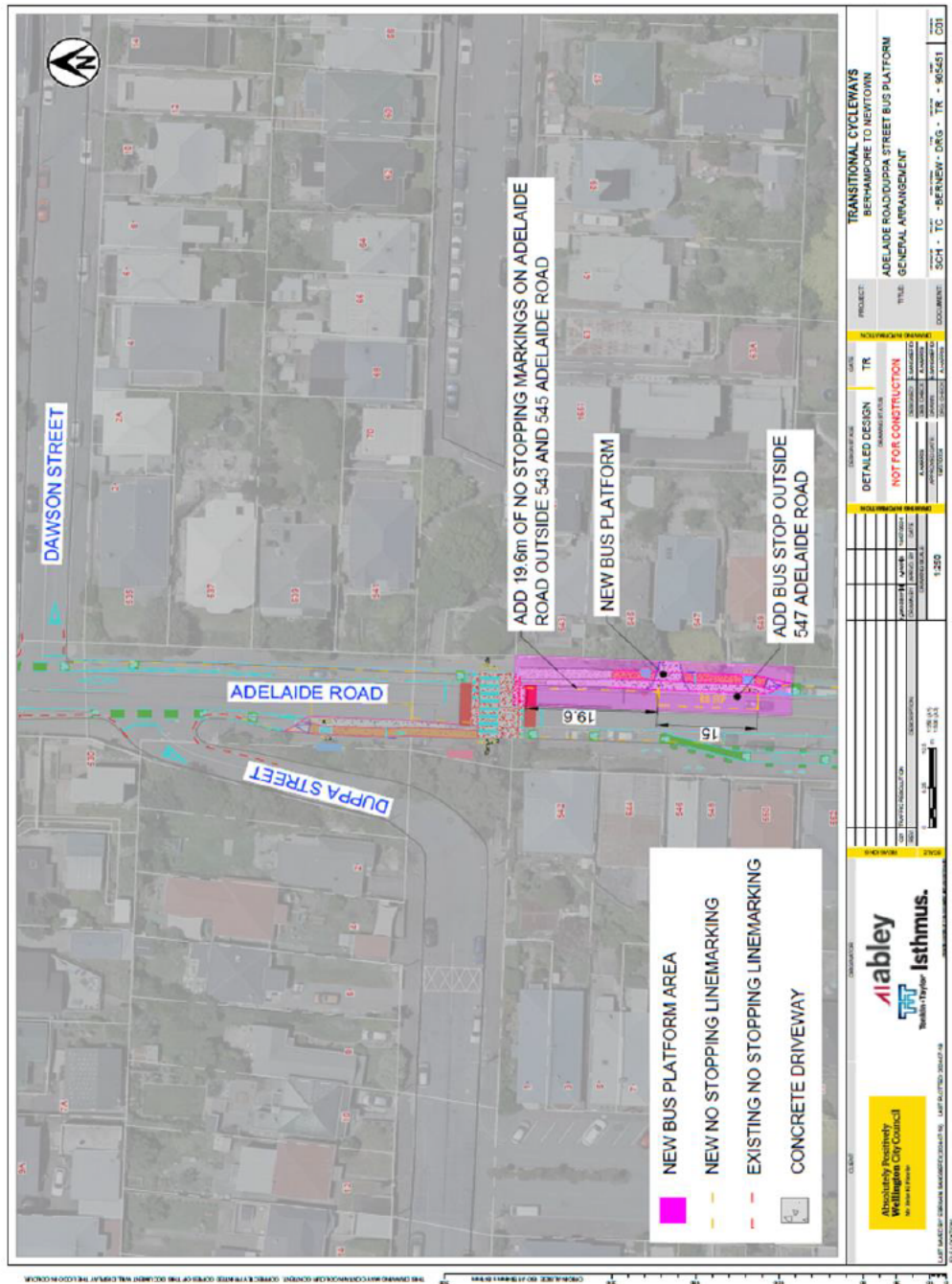
## We are proposing a change in your area

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

- |  |   |
|--|---|
|  | <ol style="list-style-type: none"><li>2. The proposal will go to the Koata Hātepe   Regulatory Processes Committee meeting on Thursday 14 November.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol> |
|--|---|

Feedback Received

Traffic Resolution Plan: TR128-24 Adelaide Road, Berhampore - Southbound Bus Stop #6126  
Relocation





## Feedback Received

### Legal Description:

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

Column One	Column Two	Column Three
<b>Adelaide Road</b>	<i>Bus Stop, At All Times</i>	<i>East side, commencing 75 metres south of its intersection with Dawson Street (Grid coordinates x= 1748566.51 m, y= 5423845.54 m), and extending in a southerly direction following the eastern kerb line for 15 metres.</i>

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

Column One	Column Two	Column Three
<b>Adelaide Road</b>	<i>Bus Stop, At All Times</i>	<i>East side, commencing 83 metres south of its intersection with Dawson Street (Grid coordinates X= 1,748,566.54m Y= 5,42,3845.88m) and extending in a southerly direction following the eastern kerb line for 15 metres.</i>

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

Column One	Column Two	Column Three
<b>Adelaide Road</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 63.4 metres south of its intersection with Dawson Street (Grid coordinates X= 1,748,566.54m Y= 5,42,3845.88m) and extending in a southerly direction following the eastern kerb line for 19.6 metres.</i>

<b>Prepared By:</b>	Nicola Mitchell	<b>(Project Manager – Transitional Team – City Design) (Team Leader Traffic &amp; Resolutions)</b>
<b>Approved By:</b>	Kate Gourdie	
<b>Approved Date:</b>	9/9/2024	



## Feedback Received

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

### Feedback

**Name:** Katherine  
**Suburb:** Berhampore  
**Agree:** Yes

Tēnā koe

I am writing with a question and submitting in response to a letter I received today about TR128-24. I live on Adelaide Road Berhampore, right at the new bus stop, so I am directly affected.

I found the letter a little unclear, is it correct that the proposed change does not involve any further physical works is just a paper change to confirm physical changes already completed? If so, I strongly support the resolution and gently encourage the author to consider making that point more clearly and upfront in any similar letters in future. Reading the letter, it would be easy to gain the impression that the bus stops are being redesigned and built a third time which would reasonable be pretty unpopular with residents.

Please let me know if I am mistaken in my interpretation, further works might cause my to change my submission.

Also – thank you again for all the work you’ve done in building a more complete cycle lane network and promoting mode shift. I ride daily and the infrastructure you are building makes a huge difference to the accessibility of our city. I know there are a loud group of people who are resistant to change, but please know that there are also big groups of people and families who are benefiting from the investment you are making – now and in the future.

I would be happy to discuss this submission with Council staff or Councillors if that would assist.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

You are correct that we are formalising what has already been completed. Apologies if this was not made clear in the letter. We can assure you that we do not anticipate any further building work on these platforms.

### Feedback

**Name:** Nikki  
**Suburb:** Karori  
**Agree:** No

Nothing I see around town is making movement of traffic, safety of travellers, ability to have a business that flourishes, indeed ANYTHING any better. Mobility is decreasing. People are going out

## Feedback Received

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

to Porirua or the Hutt or Petone to shop – lots moving there. Masses of unenviromental materials are being used – confusing signage, too many cones, crazy stuff appearing overnight – too many workers with fluro jackets on, not working and using their phones more often than not and certainly not working. Crazy policies are destroying the city not helped by the govt destruction of Wgtn's workforce and this council needs to stop and think – you are not getting the support that you want and you are not listening.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. Shifting this bus stop south was necessary due to safety concerns for pedestrians at this location.

---

### Feedback

**Name:** Suhan

**Suburb:** Karori

**Agree:** No

Stop building underutilised cycle lanes, restore parking, bus lanes. There is a large portion of the community who cannot cycle due to family duties and disability. Your plans over the past few years have been extremely discriminating towards those members of the community. It also helps the businesses, public transport and the motorists who are paying road user charges and various taxes and levies.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide it. Shifting this bus stop south was necessary due to safety concerns for pedestrians at this location.

---

### Feedback

**Name:** Gera

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the proposed changes.

---

## Feedback Received

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

### Feedback

**Name:** Callum  
**Suburb:** Newtown  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

### Feedback

**Name:** Jacinta  
**Suburb:** Berhampore  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

### Feedback

**Name:** Maria  
**Suburb:** Berhampore  
**Agree:** Yes

I support the reinstatement of stops what worries me is that bus stop shelters are being used as shelter for the less fortunate in Newtown. Also the constant damages and costly effects of maintaining stops. Would the new designs be able to deflect these two issues?

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes. The shelters will be remaining the same as they are now but we will pass your feedback on to Metlink.

## Feedback Received

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

### Feedback

**Name:** Priscilla  
**Suburb:** Island Bay  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

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### Feedback

**Name:** John  
**Suburb:** Crofton Downs  
**Agree:** No

Stop wasting money making the city worse. Having a portfolio for traffic doesn't mean you must change things. Put aside your ego and think about the people of Wellington.

You ought to fix the pipes, remove congesting bike lanes which hinder emergency services and work to reduce rates especially in tough economic times.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. Shifting this bus stop south was necessary due to safety concerns for pedestrians at this location.

---

### Feedback

**Name:** Cwhite  
**Suburb:** Taita  
**Agree:** Yes

No comment.

### Officer Response:

Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

Feedback

Name: Csscaddan  
Suburb: Wadestown  
Agree: No

Prefer bus stop to remain.

Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. The bus stop is remaining – it has just been shifted slightly south due to safety concerns for pedestrians.

Feedback

Name: Cassandra  
Suburb: Newtown  
Agree: Yes

Sensible.

Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

Feedback

Name: Niall  
Suburb: Newtown  
Agree: Yes

No comment.

Officer Response:

## Feedback Received

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

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

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### Feedback

**Name:** Smahon

**Suburb:** Newlands

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

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### Feedback

**Name:** Ddducz

**Suburb:** Wadestown

**Agree:** No

Waste.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide it. Shifting this bus stop south was necessary due to safety concerns for pedestrians at this location.

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### Feedback

**Name:** GB

**Suburb:** Wadestown

**Agree:** Yes

No comment.

### Officer Response:



Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

Feedback

Name: Splame  
Suburb: Berhampore  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

Feedback

Name: Hugo  
Suburb: Karori  
Agree: No

No comment.

Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide it. Shifting this bus stop south was necessary due to safety concerns for pedestrians at this location.

Feedback

Name: Thom  
Suburb: Churton Park  
Agree: Yes

No comment.

Officer Response:

## Feedback Received

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

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

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### Feedback

**Name:** Scoppard  
**Suburb:** Island Bay  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

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### Feedback

**Name:** Pnkplumb  
**Suburb:** Karori  
**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide it. Shifting this bus stop south was necessary due to safety concerns for pedestrians at this location.

---

### Feedback

**Name:** Mark  
**Suburb:** Island Bay  
**Agree:** Yes

No comment.

### Officer Response:

## Feedback Received

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

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

---

### Feedback

**Name:** Giovanni  
**Suburb:** Berhampore  
**Agree:** Yes

The changes seem very sensible and, if anything, overdue.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

---

### Feedback

**Name:** Diane  
**Suburb:** Island Bay  
**Agree:** Yes

It should not cause any problems.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

---

### Feedback

**Name:** Julian  
**Suburb:** Kilbirnie  
**Agree:** No

Cost money and damage the local business they need parking for the customer.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop

## Feedback Received

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

#6126 Relocation. There are no businesses at this location. Shifting this bus stop south was necessary due to safety concerns for pedestrians at this location.

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### Feedback

**Name:** Eamon

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

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### Feedback

**Name:** Pults

**Suburb:**

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

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### Feedback

**Name:** Alexandra

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

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## Feedback Received

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

### Feedback

**Name:** Hardev  
**Suburb:** Berhampore  
**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide it. Shifting this bus stop south was necessary due to safety concerns for pedestrians at this location.

### Feedback

**Name:** Ellardclout  
**Suburb:** Melrose  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

### Feedback

**Name:** Hopkin  
**Suburb:** Karori  
**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide it. Shifting this bus stop south was necessary due to safety concerns for pedestrians at this location.

## Feedback Received

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

### Feedback

**Name:** Kenny  
**Suburb:** Island Bay  
**Agree:** Yes

Safety.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

---

### Feedback

**Name:** Patrick  
**Suburb:** Te Aro  
**Agree:** Yes

This fixes the bus stop problem in this area with new bike lane.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation. We appreciate you taking the time to provide support on the changes.

---

### Feedback

**Name:** [REDACTED] Elspeth  
**Suburb:** Berhampore  
**Agree:** Yes

I agree with the relocation. I note that the bus stop has already been dug up from its original build location and rebuilt, showing that this opportunity to submit thoughts is nonsense. However, I will take this opportunity to note that the frequent response from WCC officers to points raised by submitters on this transport project was that submitters were effectively 'wrong' because the plans had been through 30% design, they had been through 90%, and they have been safety audited by a third party. It is pretty unbelievable to me that you can therefore build bus stops which obscure sight lines, at the top of the rise you were told over and over was a blind rise, and only after they have been built do you realise there is a problem, as well as blame it on 'contractor changes' when those contractors are project managed by you.

Those of us living nearby endured a full 14 weeks longer than the scheduled 5-6 weeks to replace

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## Feedback Received

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

the two bus stops and make one raised crossing Lavaud/Duppa. Despite the fact the works wrapped up weeks ago now we still do not have lit beacons at the crossing nor an electronic bus stop board. So still not finished.

Please get better at your project design and delivery (no, delays were not from weather, it was primarily very good for civil works) so it is not such an endurance test to live next to – twenty weeks for two bus stops plus a crossing is rather too long, and please do not be so dismissive of local input next time you are given specific information about local streets or environment.

### Officer Response:

Thank you for your feedback on TR128-24 Adelaide Road, Berhampore – Southbound Bus Stop #6126 Relocation.

Unfortunately, when the bus stop was installed, construction adaptations onsite resulted in the bus box being closer to the crossing than originally designed. We however have noted down the points you have raised regarding the construction of the project and appreciate your feedback and providing comments on the bus stop changes.

## 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:

<b>Reference</b>	TR130-24 Sutherland Road, Lyall Bay - No Stopping At All Times
<b>Location – where we propose to make the change</b>	Sutherland Road – No.167 Extension (Ext), Lyall Bay – outside Nos. 167 to 185
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>• Install No Stopping At All Times (Broken Yellow Lines)</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• Council have received accessibility concerns from residents and Council Parking Enforcement Officers about access for large vehicles, including rubbish trucks and emergency vehicles, to the Sutherland Road Extension, between nos. 167 and 185.</li> <li>• The Sutherland Road Extension is 4.6m and narrower along the straight sections, which is too narrow to allow parking on one side of the road while still enabling access for larger vehicles.</li> <li>• Following consultation and feedback from residents on a previously proposed traffic resolution (TR84-24), officers are proposing to retain one existing carpark at the top of the Sutherland Road extension, outside no. 169.</li> <li>• To improve accessibility and safety by enabling larger vehicles to travel almost to the end of the street, officers are proposing to install No Stopping At All Times (broken yellow lines) along the Sutherland Road extension between property nos. 167 and 185, retaining one existing marked parking space outside no. 169, as per the attached plan.</li> </ul>
<b>Impact</b>	<p><b>Improvements</b></p> <ul style="list-style-type: none"> <li>• Improves safety and accessibility for large vehicles, especially emergency vehicles such as ambulances</li> <li>• Improves safer turning movements from properties</li> </ul> <p><b>Net Parking Impact</b></p> <ul style="list-style-type: none"> <li>• Removal of seven unrestricted parking spaces</li> </ul> <p><b>Pedestrian impact</b></p> <ul style="list-style-type: none"> <li>• No Change</li> </ul>
<b>Other options considered</b>	<p><b>Option 1:</b></p> <ul style="list-style-type: none"> <li>• Broken Yellow Lines entirely on both sides of the Sutherland Road extension. This option is not preferred as it would remove all on-street parking for residents.</li> </ul> <p><b>Option 2:</b></p> <ul style="list-style-type: none"> <li>• Broken Yellow Lines only around the bend of the Sutherland Road extension. This option is not preferred as the beginning straight section of Sutherland Road extension is still too narrow for access by larger vehicles with parked vehicles and would not resolve the concerns raised.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>• Average daily traffic count – 110 (2023 Estimate. No counts available)</li> </ul>

## We are proposing a change in your area

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

	<ul style="list-style-type: none"> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Thursday 26 September at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Privacy</b>	<ul style="list-style-type: none"> <li>Your privacy is important to us. Please <b>DO NOT</b> add specific personal details to your feedback (i.e.: full name, address, etc)</li> <li>What we do with your personal information: All submissions (<b>including your first name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> <li>For more information regarding our Privacy Statement please check our webpage: <a href="#">Privacy statement - Wellington City Council</a>.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00am Thursday 26 September and finishes at 5.00pm Thursday 10 October.</b></li> </ul>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by Friday 11 October.</li> <li>The proposal will go to the Koata Hātepe   Regulatory Processes Committee meeting on Thursday 14 November.</li> <li>If approved, the proposal will be installed within the following three months.</li> </ol>

We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Traffic Resolution Plan: TR130-24 Sutherland Road, Lyall Bay - 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
<b>Sutherland Road - #167 Extension</b>	No Stopping, At All Times	West side, commencing 7 metres south then east of its intersection with Sutherland Road (Grid coordinates X = 1,749,786.37m, Y = 5,423,127.79m) and extending in a northerly direction following the western kerb line for 115 metres, then extending in a southerly direction following the eastern kerb line for 19.5m.
<b>Sutherland Road - #167 Extension</b>	No Stopping, At All Times	East side, commencing 83.5 metres north-east of its intersection with Sutherland Road (Grid coordinates X = 1,749,786.37m, Y = 5,423,127.79m) and extending in a southerly direction following the northern kerb line for 61 metres.
<b>Sutherland Road - #167 Extension</b>	No Stopping, At All Times	East side, commencing 17.5 metres north-east of its intersection with Sutherland Road (Grid coordinates X = 1,749,786.37m, Y = 5,423,127.79m) and extending in a southerly direction following the northern kerb line for 20 metres.

Prepared By:

Approved By:

Approved Date:

Charlotte Poi

Kate Gourdie

4/9/2024

(Transport Engineering Assistant)

(Team Leader Traffic & Resolutions)



## Feedback Received

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

### Feedback

**Name:** Richard  
**Suburb:** Lyall Bay  
**Agree:** Yes

Hi there

I live at [Redacted] Sutherland Road and note that you are going to keep this park [Redacted], would it be possible to make this a resident only park and I have a permit as I know that it will be used (have even had temporary cones removed by others to then park in that bay) and I would still then have no access to park outside. Am happy to discuss alternative plans i.e. removing the gate and fence to create a drive on car park, though that would require a curb to be put in that way you can make the whole part of the no exit no parking. Just trying to pre-empt any friction between neighbours.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times.

We are unable to reserve parking spaces on-street for specific households as Sutherland Road is still a public road. Lyall Bay is also not part of a current residents parking scheme, therefore we are unable to convert any parking into residents parking at this time. It is also worth noting that areas that do have residents parking pay an annual fee for a permit, however permit-holders are not always guaranteed a parking space on-street.

To apply for Vehicle Access to create a car-pad or other form of off-street carparking at your address, please visit the below link to our website for more information on the Vehicle Access application process.

<https://wellington.govt.nz/property-rates-and-building/how-can-i/create-a-driveway-or-kerb>

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### Feedback

**Name:** Susan  
**Suburb:** Lyall Bay  
**Agree:** Yes

I can be available to speak to this, but I don't think it will be necessary as I am supporting the council's proposal and simply measuring the space left for emergency vehicles when cars, vans, trailers are parked on this section of the road should be evidence enough.

I live nearby at [Redacted] Sutherland Road but have had discussions with people who live in that section and agree with their concerns about this narrow part of the street which is more of a shared driveway than a road. With one exception residents in that section of the street already have access to at least one immediate off-street designated carpark, garage or carport or driveway.



## Feedback Received

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

The council has made a realistic proposal as this stretch of Sutherland Road is so narrow that when cars and trailers are parked on the street they leave only the narrowest access making it very difficult for emergency vehicles to access houses along this section. Rubbish collection, grocery and postal delivery vehicles have difficulty getting up the road (I've seen small vans inching through) and there is no turning area except for that on private property at the top.

When vehicles – particularly vans and trailers are parked at the narrowest parts (particularly) near the entrance to this section of Sutherland Road they leave little room for resident's vehicles to easily reach/exit their own properties. As well there is a lot of vegetation that often intrudes on the roadway (that may not appear to be on the council's maintenance schedule) and it's only because one of residents bothers to trim it back that the access isn't even narrower.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

We strongly encourage you to come along to speak at the Koata Hātepe |Regulatory Processes Committee if you are able to. Support for these changes will really help the committee make an informed decision on whether to proceed with these changes or not.

---

### Feedback

**Name:** Tracy  
**Suburb:** Lyall Bay  
**Agree:** Yes

To whom it may concern

Thank you for continuing to review this matter. It is encouraging to see Wellington City Council's commitment to improving safety and taking a fair and considered approach to the feedback received – both in favour of and against the installation of broken yellow lines.

I am a resident of Sutherland Road in support of the revised proposal. As I have previously mentioned, this road has always been a slip road, and each property (prior to the development) had ample off-street parking available.

After reviewing the submissions from June 2024, I noticed that some were from individuals who do not reside on the street. Removing these submissions makes it clear that the majority of residents support broken yellow lines.

There was also a claim that emergency vehicle access has never been an issue, which is simply untrue. On two separate occasions, an ambulance was unable to reach our property, and both times a gurney was needed to transport the patient while the ambulance remained at the start of the Sutherland Road extension.

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Our property spans more than 60 metres from the street to the boundary. It would be impossible for a fire hose to reach the house if a fire truck had to park on the street above the extension, as these trucks only carry hoses that are 30 metres long. By the time an alternative was found, the house could be well ablaze.

While emergency vehicle access is clearly important, it wasn't the main reason for the original request to review the parking situation. The main concern was that our neighbours, particularly those between 167 and 175, were struggling to navigate the street due to the number of cars and the way they were parked.

I empathise with the residents of the housing development who currently park in the extension. However, this issue should be addressed with the developer and the Senior Planner who signed off on the scheme. Feedback was given by concerned residents when the Resource Application was submitted, but it was overlooked in favour of building more houses and reducing the original number of car parks. As it stands, each townhouse has an allocated parking space within the development.

Thank you for your time and consideration.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

Your local knowledge and insight into the current parking, accessibility and safety issues on the street is very helpful.

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### Feedback

**Name:** Nikki  
**Suburb:** Karori  
**Agree:** No

Nothing I see around town is making movement of traffic, safety of travellers, ability to have a business that flourishes, indeed ANYTHING any better. Mobility is decreasing. People are going out to Porirua or the Hutt or Petone to shop – lots moving there. Masses of unenvironmental materials are being used – confusing signage, too many cones, crazy stuff appearing overnight – too many workers with fluoro jackets on, not working and using their phones more often than not and certainly not working. Crazy policies are destroying the city not helped by the govt destruction of Wgtn's workforce and this council needs to stop and think – you are not getting the support that you want and you are not listening.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes. The purpose of this proposal is to address the access concerns that have been raised for the Sutherland Road extension,

Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

regarding it being too narrow for larger vehicles to travel along when cars are parked on the roadside. The proposed broken yellow lines highlight areas in which cars should not be parking in order to ensure that larger vehicles can travel up the street.

Feedback

Name: Suhan  
Suburb: Karori  
Agree: No

Stop building underutilised cycle lanes, restore parking, bus lanes. There is a large portion of the community who cannot cycle due to family duties and disability. Your plans over the past few years have been extremely discriminating towards those members of the community. It also helps the businesses, public transport and the motorists who are paying road user charges and various taxes and levies.

Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

Feedback

Name: Gera  
Suburb: Newtown  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to support the proposed changes.

Feedback

Name: Callum  
Suburb: Newtown  
Agree: Yes

No comment.

Officer Response:

## Feedback Received

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

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to support the proposed changes.

---

### Feedback

**Name:** John  
**Suburb:** Crofton Downs  
**Agree:** No

Stop wasting money making the city worse. Having a portfolio for traffic doesn't mean you must change things. Put aside your ego and think about the people of Wellington.

You ought to fix the pipes, remove congesting bike lanes which hinder emergency services and work to reduce rates especially in tough economic times.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

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### Feedback

**Name:** Cwhite  
**Suburb:** Taita  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to support the proposed changes.

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### Feedback

**Name:** Csscaddan  
**Suburb:** Wadestown  
**Agree:** No

It will cause parking issues.

### Officer Response:

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Wellington City Council | 9 of 26

Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

While we appreciate that the removal of parking may be inconvenient for some residents, the purpose of this proposal is to address the safety issues of the Sutherland Road extension being too narrow for large vehicles to travel down when vehicles are parked on the roadside where broken yellow lines have been proposed.

Feedback

Name: Cassandra  
Suburb: Newtown  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to support the proposed changes.

Feedback

Name: Vernon  
Suburb:  
Agree: Yes

I am in support of the no stopping at all times proposal.

Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

Feedback

Name: Smahon  
Suburb: Newlands  
Agree: Yes

No comment.

## Feedback Received

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

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to support the proposed changes.

---

### Feedback

**Name:** Andrew  
**Suburb:** Lyall Bay  
**Agree:** Yes

I frequently visit houses on this street and cannot access the street when cars are parked as the street is too narrow. If there was no stopping it would make my visits far easier.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

---

### Feedback

**Name:** Harrison  
**Suburb:**  
**Agree:** Yes

Gday my names Harrison, I'm in support of the no stopping at all times on Sutherland Road, visit a mate up there pretty often and it's a nightmare.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

---

### Feedback

**Name:** Mike  
**Suburb:**  
**Agree:** Yes



Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

I'm in support of no stopping at all times. The road is far too narrow for parking and stationary vehicles. This is referenced in an earlier letter.

Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

Feedback

Name: Ddducnz  
Suburb: Wadestown  
Agree: No

Waste.

Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes. The purpose of this proposal is to address the access concerns that have been raised for the Sutherland Road extension, regarding it being too narrow for larger vehicles to travel along when cars are parked on the roadside. The proposed broken yellow lines highlight areas in which cars should not be parking in order to ensure that larger vehicles can travel up the street.

Feedback

Name: GB  
Suburb: Wadestown  
Agree: No

No comment.

Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

## Feedback Received

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

### Feedback

**Name:** Judy

**Suburb:**

**Agree:** Yes

I support broken yellow lines on both sides of Sutherland road between 167 – 185 – it is the preferred option on the proposed change document.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times.

A previous proposal for No Stopping At All Times on the whole of the Sutherland Road extension (TR84-24) was deferred earlier this year following public consultation so that officers could further consider the feedback received from residents. After carrying out further investigation officers determined that an amended plan could be proposed to retain the single carpark outside number 169 and propose No Stopping At All Times on the remainder of the street. This proposal has been designed to provide a balance between the concerns raised by residents, specifically regarding access as well as unnecessary loss of on-street parking.

---

### Feedback

**Name:** Brendon

**Suburb:**

**Agree:** Yes

I'm in support for the No Stopping At All Times. The street is far too narrow.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

---

### Feedback

**Name:** Erin

**Suburb:** Lyall Bay

**Agree:** No

I think leaving one carpark at the top end of the street makes it difficult for vehicles to turn around in a tight space at the end. To improve access, it feels like it would be better to have the whole no exit part of the street no stopping at all times.

### Officer Response:

## Feedback Received

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

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

A previous proposal for No Stopping At All Times on the whole of the Sutherland Road extension (TR84-24) was deferred earlier this year following public consultation so that officers could further consider the feedback received from residents. After carrying out further investigation officers determined that an amended plan could be proposed to retain the single carpark outside number 169 and propose No Stopping At All Times on the remainder of the street. This proposal has been designed to provide a balance between the concerns raised by residents, specifically regarding access as well as unnecessary loss of on-street parking.

Due to the narrowness of the Sutherland Road extension, should these changes be implemented the retained carpark should have little impact on the ability for drivers to turn at the top of the street, as there are vehicle crossings prior to the carpark and further up the street which drivers may use to turn around without being obstructed by a vehicle parked in the retained space. Should these changes be implemented, future monitoring can be made if required on the use of the carpark and turning area.

---

### Feedback

**Name:** Scott  
**Suburb:** Lyall Bay  
**Agree:** Yes

I am in full support of the no stopping at all times (broken yellow lines). We have lived up this street for over 10 years and recently the parking has made it much more difficult and at times impossible to access and/or depart our home.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

---

### Feedback

**Name:** Tania  
**Suburb:** Lyall Bay  
**Agree:** Yes

I support no stopping at all times, broken yellow lines on either side of the road from 167- 185 as outlined as the council's preferred option in the TR130-24 document.

I can only reiterate what I said in my previous feedback, that parked cars create accessibility barriers on this narrow slip road. Over the 10+ years we have lived here we have witnessed multiple

## Feedback Received

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

occasions where emergency vehicles could not enter our street. Additionally, rubbish trucks, courier vans, moving trucks, cement trucks and other vehicles have struggled and/or failed.

This is likely the most narrow street I have encountered in Wellington. While once we could knock on our neighbour's door and ask people to move their car, this is no longer possible with the townhouse development.

Thank you for considering this feedback.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

---

### Feedback

**Name:** Swaxyz

**Suburb:**

**Agree:** Yes

I support installing no stopping at all times (yellow lines).

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

---

### Feedback

**Name:** Hugo

**Suburb:** Karori

**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

---

Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Feedback

Name: Thom  
Suburb: Churton Park  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to support the proposed changes.

Feedback

Name: Scoppard  
Suburb: Island Bay  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to support the proposed changes.

Feedback

Name: Pnkplumb  
Suburb: Karori  
Agree: No

No comment.

Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Feedback

Name: Louise  
Suburb: Lyall Bay  
Agree: Yes/No

To whom it may concern

I would like to provide feedback on this proposal, and while I agree with installing 'No stopping at all times' as previously suggests, I do think this is a bit harsh on the residents that park there.

It's too late to say 'if only' but, if they had listened to us during the consent process for the new development, we would not be having to deal with this again.

The issues of the parks between 175 and 179 could be solved by restoring the footpath back to what it was before they took out the driveways etc for the new development and widened the footpath, we had minimal access or parking issues before that was changed even though it was questioned at the time.

Have you considered the following:

- Installing broken yellow lines across all the driveways in the Extension and extending them to 2 metres either side to allow for narrow turning in and out of the driveways.
- Installing broken yellow lines – 2 metres each side of the Road where the narrow bend is (where the lamp post is outside 175b)
- Installing Road markings for 1 car park outside 175a
- Retaining the existing 4 car parks that were previously road marked between the narrow corner and 179. Ideally, they would start at the end of the new yellow lines being installed at the narrow bend in the road.

I actually do agree with keeping the broken yellow lines at the entrance to the extension (and I do feel for the neighbours that park there), but we have constant issues having to squeeze our vehicles past cars there that are not parked close enough to the kerb and/or not retracting their side mirrors. This part of the extension needs to be clear to allow access for larger family vehicles and Service vehicles at all times.

Also, there is a **high-pressure water mains pipe** that used to be set into the side of the wall across from 183, this has been broken a couple of times by larger vehicles trying to gain access to the extension and when this happens **high pressure water floods** down the driveway at 181.

In previous feedback there was mention about how long people have resided in the extension and they have not had any issues with service vehicles accessing the extension. I have lived here for more than 33 years and have had more parking and access issues in the last three years than the previous 30 put together. An ambulance for my neighbour and another for myself in the last few years both had to park on the road, and they had to walk the gurney down the drive both times.

I also dispute what was written in previous feedback that Fire Engines have 30 metre hoses and would have ample reach with those if parked on the road. The drive at 181 is at least 60 (if not 100)



## Feedback Received

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

metres long and a 30-metre hose is not going to reach to the houses at the bottom of the drive. By the time they worked out that they might get closer access via a driveway in queens drive it would be too late to save those houses.

Thanks again for listening to my feedback.

### **Officer Response:**

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

We are unable to widen the road on the Sutherland Road extension by reducing the width of the footpath, as this would not align with the new Parking Policy which came into effect in 2020 which prioritises the safe, efficient movement of people and active and public transport over private vehicles.

Opting to only install broken yellow lines over the driveways in the extension and extending these by 2 metres either side would not address the access issue of the road not being wide enough for larger vehicles to travel up the extension past vehicles parked on the roadside. Allowing cars to continue to park outside number 175A, and in the section between number 179 and the corner of the extension, would also not address the same problem.

Thank you for taking the time to provide these suggestions, and we appreciate your comments that support the purpose of this proposal.

---

### **Feedback**

**Name:** Julian  
**Suburb:** Kilbirnie  
**Agree:** No

Cost money and damage the local business they need parking for the customer.

### **Officer Response:**

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

The purpose of this proposal is to address the safety issue of the Sutherland Road extension being too narrow for large vehicles to travel down when vehicles are parked on the roadside where broken yellow lines have been proposed, as the Sutherland Road extension is a narrow, dead-end slip lane.

## Feedback Received

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

### Feedback

**Name:** Mac  
**Suburb:** Lyall Bay  
**Agree:** Yes

Dear WCC,

I am writing to express our support for the proposed changes to on-street parking on Sutherland Road. Our three primary concerns are detailed below:

#### 1. Emergency and Other Large Vehicle Access

Our main concern is ensuring that emergency vehicles can access our street without obstruction, which is critical for the safety and well-being of all residents. We believe the proposed changes will significantly improve the situation and enhance overall safety. Currently, we lack confidence that emergency vehicles can access the slip road. For instance, our garbage service was cancelled because the truck could no longer reach our house (see attached photo).

[Image redacted]

#### 2. Inconsiderate Parking

We are regularly prevented from entering and exiting our garage due to inconsiderate parking. The road is simply too narrow at the top for a parked car. We have made several complaints to WCC, and in one instance, a car had to be towed. Please see the attached photos for reference.

#### 3. Carpark retained outside 169

Can you please elaborate why this park is being retained? It will continue to prevent emergency vehicles access to the houses at the top of Sutherland Road. Also, it is the biggest source of inconsiderate parking on the street. The road is just too narrow when a car is parked there.

Thank you for your consideration.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

A previous proposal for No Stopping At All Times on the whole of the Sutherland Road extension (TR84-24) was deferred earlier this year following public consultation so that officers could further consider the feedback received from residents. After carrying out further investigation officers determined that an amended plan could be proposed to retain the single carpark outside number 169 and propose No Stopping At All Times on the remainder of the street, as this would still allow larger emergency vehicles to be able to reach almost the end of the extension. This proposal has been designed to provide a balance between the concerns raised by residents, specifically regarding access as well as potential loss of on-street parking. Should these changes be implemented, future assessment can be made as to whether it is beneficial to the street for the carpark to remain in place.

## Feedback Received

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

### Feedback

**Name:** Elle  
**Suburb:** Lyall Bay  
**Agree:** Yes

I am writing to express our support for the proposed changes to on-street parking on Sutherland Road. Our three primary concerns are detailed below:

#### 1. Emergency and Other Large Vehicles

Our main concern is ensuring that emergency vehicles can access our street without obstruction, which is critical for the safety and well-being of all residents. We believe the proposed changes will significantly improve the situation and enhance overall safety. Currently, we lack confidence that emergency vehicles can access the slip road. Additionally, our yellow bit bag was not collected on Friday while the rest of the house's bags were, the only reason I presume this happened was due to lack of access?

#### 2. Inconsiderate Parking

We are regularly prevented from entering and exiting our garage due to inconsiderate parking. The road is simply too narrow at the top for a parked car. We have made several complaints to WCC, and in one instance, a car had to be towed.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

### Feedback

**Name:** Pults  
**Suburb:**  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to support the proposed changes.

## Feedback Received

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

### Feedback

**Name:** Anatola

**Suburb:**

**Agree:** Yes

To whom it may concern,

I support broken yellow lines on both sides of the road as outlined in the preferred council option.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

---

### Feedback

**Name:** Alexandra

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to support the proposed changes.

---

### Feedback

**Name:** Ellardclout

**Suburb:** Melrose

**Agree:** Yes

No comment.

### Officer Response:

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to support the proposed changes.

### Feedback

**Name:** Harry  
**Suburb:** Lyall Bay  
**Agree:** Yes

I support broken yellow lines on both sides of the road as outlined in the preferred council option.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

### Feedback

**Name:** Carolyn  
**Suburb:** Lyall Bay  
**Agree:** Yes

I am a long-term resident (19 years) of Sutherland Road, and I am in **support** of the revised proposal, **option one**.

This section of Sutherland Road is a slip / service road, not a main thoroughfare and needs to be treated as such.

I feel it is there to provide not only residential access but access for essential services for residents including for emergency vehicles.

All of the properties have off street parking including those in the Queens Drive development.

Given the amount of people that now live in this street and the parking requirements the long-term solution and I think the best solution would be to substantially narrow the foot path, enough to accommodate a wheelchair or the like. Not the cheapest but the best!  
This would allow enough room for vehicle access and parking.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times

## Feedback Received

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

To widen the road width through narrowing the footpath is not an option Wellington City Council may consider as this does not align with council policy, which came into effect in 2020 prioritising the safe, efficient movement of people and active and public transport over private vehicles.

However, we appreciate your support and taking the time to comment on the proposed changes.

---

### Feedback

**Name:** Kenny

**Suburb:** Island Bay

**Agree:** Yes

Safety.

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

---

### Feedback

**Name:** Janine

**Suburb:** Lyall Bay

**Agree:** No

To whom it may concern

We object to the proposal of yellow lines on the Sutherland Road extension for the following reasons.

#### 1) Limited alternative on street parking

Sutherland Road and the surrounding Lyall Bay area on street car parks are already at maximum capacity. Our biggest concern with the proposal is the availability to find a close alternative on street car park for our household as we can use the car park directly outside our house ([Redacted] Sutherland Road) several times a day. Removal of close car parking to our residence is not ideal for unloading young children and groceries which we rely on being able to park close by to our residence (we have a large household of 6 people – 2 adults and 4 children) and this proposal will cause **considerable stress** if an alternative carpark is not available near our house.

Limited on street car parking is due to the recent housing development (170 Queens Drive) which created 26 new units nearby and increased demand for on street car parking on the extension. Secondly the airport close by limits car parking with travellers using this suburb to park due to having



## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

no residential permit parking and being in close proximity to the airport. Thirdly the service station mechanics nearby on Queens Drive further reduce car parking on the street, as they use nearby on-street parking to store customer cars they are working on a daily basis.

Over the last few months, we have noticed a recent increase in demand for car parks on our street and have had to park our family car one block away on several occasions which highlights the current lack of on-street car parks. **There is currently not sufficient free parking to move 10 residents' car parks from the extension to the neighbouring Sutherland Road if this proposal goes ahead.**

### 2) Emergency and Other Large Vehicle Access

Our greater family has owned this house for 50 years. There has yet to be a fire truck that has required access onto the Sutherland Road extension to our knowledge.

On June 24<sup>th</sup> I briefly consulted the Kilbirnie Fire Station. They had no knowledge of this proposal, confirmed they weren't consulted for any feedback on Fire Truck access and mentioned Wellington has numerous driveways and road extensions similar to this which car parking isn't being removed. They said they are trained and equipped to deal with fire emergencies with limited access and could make do as their hoses reach 30metres away. The local fire department pointed to the map and said they could park above the driveway extension on Sutherland Road (on the other side of the bush reserve) if they had no access getting down the driveway. They also pointed out that their only concern with the driveway would be that there should be yellow lines just painted around the bend on the road outside 175 Sutherland Rd as emergency vehicles find it hard to turn corners and there should be no parking on a corner.

Other Emergency vehicles, e.g. Ambulance can currently fit down the extension way with the current on street car parking as we have witnessed it arrive to our neighbours at 181 Sutherland rd several times in the last year with no issue getting past parked cars. If an ambulance can travel past the supposed narrowest part of the road between 181 to 185 Sutherland Rd then there is no reason it can't reach the end of the extension? We have also called the ambulance twice personally to our address at 183 Sutherland Rd between 2015 and 2019 and it had no problem getting past parked cars and attending an emergency at our home.

Currently the oversize Council rubbish and recycling truck parks at the foot of the driveway and the worker runs down the extension to collect bags (where there is ample room to leave a large vehicle running safely for vehicles to still pass by). I have talked to the Council worker briefly and they had no issues doing this (as there are only a few bags to collect down the extension). There is also a smaller Council recycling ute that collects the glass bottles every alternative Thursday that fits down this driveway extension without problem.

### **Disputed Information In Proposal**

We also dispute the current road measurements given in the proposal. We have manually measured and found these alternative measurements and request an independent review of the current measurements as it appears the entrance is much wider than noted on the proposal.

4.6metres – entrance to driveway

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

- 4.55 metres – ½ way between entrance and 183 Sutherland (says 4.1metres on proposal)
- 4.5 metres – outside 183 Sutherland garage
- 4.45metres – outside right curb 181 Sutherland Rd
- 4.4metres – outside 177units (says 4.2metres on proposal)

Further we have counted and photographed **10 carparks** used daily on the extension where it is proposed to install no stopping lines (not the noted 7).

### Alternative Proposal

The only requirement for yellow lines we have personally proposed for on this driveway extension due to accessibility issues is the ones outside 181 Sutherland Rd (1 metre of lines on the side of a private driveway) which were installed months ago. These have done their job, and our household has no further issues turning out from a private drive on this extension.

We are aware other neighbours located further down the driveway extension have difficulty getting past the cars parked between 175 and 177 Sutherland Rd (approx. 4 parks) mainly due to a corner bend outside 177 Sutherland Rd. We feel neighbours' accessibility issues further down the extension could be supported with just yellow lines between 175 and 177 Sutherland Rd where the road bends so they can easily turn into the end section of the extension as they feel overwhelmed with the cars on this corner. We have talked to neighbours at the end of the extension, and they have expressed no issue with parked cars between 177 and 185 Sutherland Rd near the entranceway.

A further idea would be to cut back the footpath by 10-20cms which we support. The footpath was recently widened by this amount to our amazement. There is limited foot traffic on this driveway extension by passersby's and we did not feel the recent widening was justified seeing the road was already narrow and it is a very low use foot traffic area.

### Conclusion

Our family has lived here for 10 years, and our greater family 50 years before us and we have not encountered any significant access issues for Emergency or oversized vehicles on this driveway extension that it justifies removing resident's car parks which we value highly due to the lack of nearby on-street car parking on Sutherland Rd. Wellington is filled with narrow roads and Fire Trucks have strategized ways to make do in this city and it is possible they do not have to park directly outside the residences to respond to a callout due to their 30metre fire hoses and the road directly above the extension for them to park on. We have witnessed Ambulances access the Sutherland Rd extension and respond to callouts and the Council rubbish and recycling truck is able to park up at the end of the driveway and collect the bags without any great inconvenience, with the smaller glass recycling ute having no concerns with access. We strongly recommend a review of the measurements, and a new proposal drawn up for yellow lines only on the cornered section between 175 and 177 road due to the road bend which neighbours at the end of the extension have only voiced their concerns about. If this proposal goes ahead, it will cause great stress to the nearby residents who use and value these car parks on a daily basis and have a carry on effect to all other residents down Sutherland Rd and nearby neighbouring blocks as there will be an increased demand of up to 10 car parks which will affect the entire neighbourhood.

## Feedback Received

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

### Officer Response:

Thank you for your feedback on TR130-24 Sutherland Road, Lyall Bay – No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

While we sympathize with the inconvenience of on-street parking near your address potentially being removed, the purpose of this proposal is to address the access concerns that have been raised for the Sutherland Road extension, regarding it being too narrow for larger vehicles to travel along when cars are parked on the roadside. While residents have raised concerns regarding fire truck access, this proposal has been designed to improve accessibility for larger vehicles in general travelling to the upper part of the street.

The measurements on the proposal plan were collected by officers on site and accurately represent the width of the road of the Sutherland Road extension in which vehicles may park. The proposed number of carparks that these changes would remove have also been determined based on the spaces in which vehicles may legally park, without being parked within 1 metre of either side of any driveways on the Sutherland Road extension. The road width on the Sutherland Road extension is also unable to be widened by reducing the width of the footpath, as this would not align with the Council's Parking Policy which came into effect in 2020 which prioritises the safe, efficient movement of people and active and public transport over private vehicles.

Sutherland Road extension is not the only street we are looking at, many proposed traffic resolutions are a result of streets being too narrow for parking on one or both sides of the road, given the constrained Wellington topography. These issues get raised with Council by concerned residents as well as emergency services in which Council Officers investigate and propose a traffic resolution to install broken yellow lines if it is determined to be a health and safety issue.

While we appreciate your concerns, our aim is to ensure safe, unrestricted access to the whole of Sutherland Road extension for all vehicle types.

## 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:

<b>Reference</b>	TR131-24 Kaiwharawhara Road, Kaiwharawhara - P180 Restriction
<b>Location – where we propose to make the change</b>	Kaiwharawhara Road by scenic reserve
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Propose P180 8am – 6pm, Monday – Friday, Time Limited Parking Restrictions</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>Council have received a request to install a time limit on the existing unlimited parking located on Kaiwharawhara Road.</li> <li>These parking spaces are located near the entrance to Trelissick Park and installed as part of the Ngaio Gorge stabilisation project.</li> <li>Reports from the public have made officers aware that these parking spaces are being used as all day parking, likely by those who are working further down Kaiwharawhara Road.</li> <li>As the location is very close to Trelissick Park, officers have discussed this with the Parks, Sport and Recreation team who have confirmed they have had reports of this same issue occurring causing problems with those trying to access the park.</li> <li>To improve parking turn-over and reduce congestion problems, Council Officers are proposing the P180 8am-6pm Monday – Friday parking restriction.</li> </ul>
<b>Impact</b>	<p><b>Improvements</b></p> <ul style="list-style-type: none"> <li>Improves parking availability.</li> </ul> <p><b>Net Parking Impact</b></p> <ul style="list-style-type: none"> <li>Converting of five unrestricted parking spaces to P180 (eastern side).</li> <li>Formalising three unrestricted parking spaces into P180 (western side).</li> </ul> <p><b>Pedestrian impact</b></p> <ul style="list-style-type: none"> <li>No Change.</li> </ul>
<b>Other options considered</b>	<p><b>Option 1:</b></p> <ul style="list-style-type: none"> <li>P120 – This time limit is too short for this scenic location and would not be consistent with the parking restrictions further down Kaiwharawhara Road.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> <li>Support city place-making, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 7885 (2023)</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am</li> </ul>

## We are proposing a change in your area

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

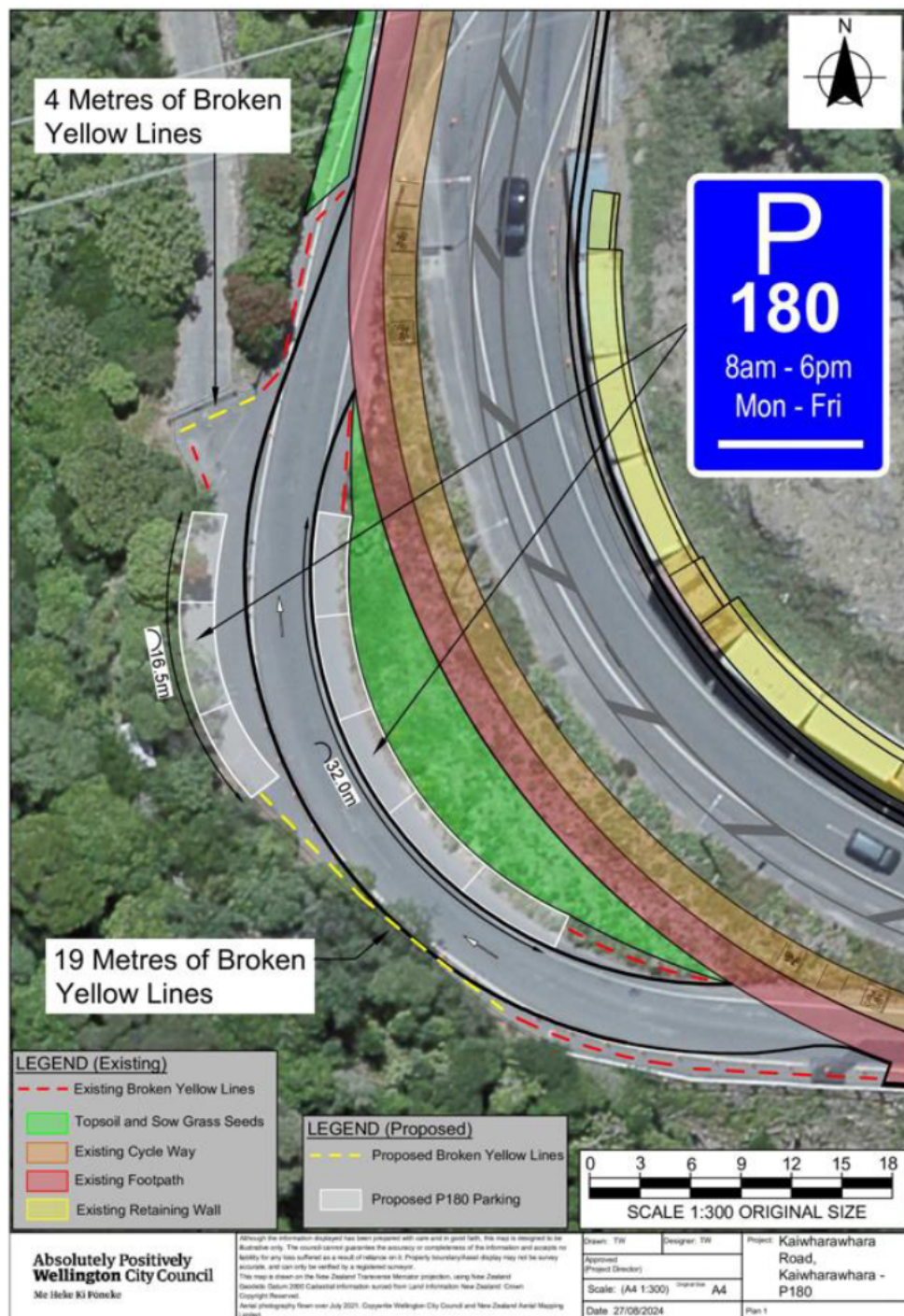
	Thursday 26 September at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.
<b>Privacy</b>	<ul style="list-style-type: none"> <li>Your privacy is important to us. Please <b>DO NOT</b> add specific personal details to your feedback (i.e.: full name, address, etc)</li> <li>What we do with your personal information: All submissions (<b>including your first name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> <li>For more information regarding our Privacy Statement please check our webpage: <a href="#">Privacy statement - Wellington City Council</a>.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00am Thursday 26 September and finishes at 5.00pm Thursday 10 October.</b></li> </ul>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by Friday 11 October.</li> <li>The proposal will go to the Koata Hātepe   Regulatory Processes Committee meeting on Thursday 14 November.</li> <li>If approved, the proposal will be installed within the following three months.</li> </ol>



## We are proposing a change in your area

**Absolutely Positively  
Wellington City Council**  
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### Traffic Resolution Plan: TR131-24 Kaiwharawhara Road, Kaiwharawhara - P180 Restriction





## We are proposing a change in your area

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Me Heke Ki Pōneke

### Legal Description:

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

Column One	Column Two	Column Three
<b>Kaiwharawhara Road Slip Lane</b>	P180 8:00am – 6:00pm (Monday – Friday)	East side, commencing 19 metres west of its intersection with Kaiwharawhara Road (Grid coordinates X= 1,749,091.37m Y= 5,431,119.43m) and extending in a westerly direction following the eastern kerb line for 32 metres.

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

Column One	Column Two	Column Three
<b>Kaiwharawhara Road Slip Lane</b>	P180 8:00am – 6:00pm (Monday – Friday)	West side, commencing 49 metres west of its intersection with Kaiwharawhara Road (Grid coordinates X= 1,749,099.05m Y= 5,431,116.91m) and extending in a northerly direction following the western kerb line for 16.5 metres.

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

Column One	Column Two	Column Three
<b>Kaiwharawhara Road Slip Lane</b>	No Stopping At All Times	East side, commencing 12 metres west of its intersection with Kaiwharawhara Road (Grid coordinates X= 1,749,091.37m Y= 5,431,119.43m) and extending in a westerly direction following the eastern kerb line for 9 metres.
<b>Kaiwharawhara Road Slip Lane</b>	No Stopping At All Times	West side, commencing 9 metres west of its intersection with Kaiwharawhara Road (Grid coordinates X= 1,749,099.05m Y= 5,431,116.91m) and extending in a north westerly direction following the western kerb line for 42 metres.
<b>Kaiwharawhara Road Slip Lane</b>	No Stopping At All Times	West side, commencing 4.5 metres west of its intersection with Kaiwharawhara Road (Grid coordinates X= 1,749,065.02m Y= 5,431,165.82m) and extending in a southerly direction following the western kerb line for 22 metres.

We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

<b>Kaiwharawhara Road Slip Lane</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 4.5 metres west of its intersection with Kaiwharawhara Road (Grid coordinates X= 1,749,065.13m Y= 5,431,155.01m) and extending in a southerly direction following the Eastern kerb line for 6 metres.</i>
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<b>Prepared By:</b>	Tommy Wilson	<b>(Transport Engineering Assistant)</b>
<b>Approved By:</b>	Kate Gourdie	<b>(Team Leader Traffic &amp; Resolutions)</b>
<b>Approved Date:</b>	4/9/2024	

## Feedback Received

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

### Feedback

**Name:** Unplug  
**Suburb:** Ngaio  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.  
We appreciate you taking the time to support the proposed changes.

### Feedback

**Name:** Nikki  
**Suburb:** Karori  
**Agree:** No

Nothing I see around town is making movement of traffic, safety of travellers, ability to have a business that flourishes, indeed ANYTHING any better. Mobility is decreasing. People are going out to Porirua or the Hutt or Petone to shop – lots moving there. Masses of unenvironmental materials are being used – confusing signage, too many cones, crazy stuff appearing overnight – too many workers with fluoro jackets on, not working and using their phones more often than not and certainly not working. Crazy policies are destroying the city not helped by the govt destruction of Wgtn's workforce and this council needs to stop and think – you are not getting the support that you want and you are not listening.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.  
We appreciate you taking the time to provide feedback on the proposed changes.

Changing these spaces to time limited will create higher vehicle turnover enabling more people to utilise these spaces to visit the scenic reserve, this in turn is making movement to traffic.

### Feedback

**Name:** Suhan  
**Suburb:** Karori  
**Agree:** No

Stop building underutilised cycle lanes, restore parking, bus lanes. There is a large portion of the community who cannot cycle due to family duties and disability. Your plans over the past few years

## Feedback Received

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

have been extremely discriminating towards those members of the community. It also helps the businesses, public transport and the motorists who are paying road user charges and various taxes and levies.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate you taking the time to provide feedback on the proposed changes.

This traffic resolution is irrelevant to cycleways, the plan is only showing what already exists. The idea to make these parking spaces time limited is to create higher vehicle turnover creating more movement for people wanting to visit the scenic reserve.

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### Feedback

**Name:** Gera

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate you taking the time to support the proposed changes.

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### Feedback

**Name:** Mr E Wid

**Suburb:** Crofton Downs

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate you taking the time to support the proposed changes.

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### Feedback

**Name:** Rowan

**Suburb:** Te Aro

## Feedback Received

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

### Agree: Yes

No comment.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.  
We appreciate you taking the time to support the proposed changes.

### Feedback

**Name:** Callum

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.  
We appreciate you taking the time to support the proposed changes.

### Feedback

**Name:** Deb

**Suburb:** Ngaio

**Agree:** No

While I agree that this parking should primarily be for those using Trelissick Park, the fact that these vehicles are parking here in numbers falls squarely on Wellington City Council who have failed, when installing the Ngaio cycleway, to compensate elsewhere for the parks it removed in this commercial and light industrial area. Until such time as Council addresses the loss of parking it would be total wrong, and unacceptable, for Council to impose a time limit on these parks. Therefore, I do not support or agree with a time limit being imposed at this time.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.  
We appreciate you taking the time to provide feedback on the proposed changes.

The purpose of this proposal and introducing a time restriction to these parking spaces is to increase parking turn-over and therefore availability of parking for visitors to this area and to discourage commuters parking all day in these spaces.

## Feedback Received

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

### Feedback

**Name:** John

**Suburb:** Crofton Downs

**Agree:** No

Stop wasting money making the city worse. Having a portfolio for traffic doesn't mean you must change things. Put aside your ego and think about the people of Wellington.

You ought to fix the pipes, remove congesting bike lanes which hinder emergency services and work to reduce rates especially in tough economic times.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate you taking the time to provide feedback on the proposed changes.

The only change to this area in this plan is to create time limited parking spaces to improve vehicle turnover enabling fair use of spaces for people visiting the scenic reserve.

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### Feedback

**Name:** Cwhite

**Suburb:** Taita

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate you taking the time to support the proposed changes.

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### Feedback

**Name:** Csscaddan

**Suburb:** Wadestown

**Agree:** No

No comment.

### Officer Response:



Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.  
We appreciate you taking the time to provide feedback on the proposed changes.

Feedback

Name: Cassandra  
Suburb: Newtown  
Agree: Yes

Yep good idea.

Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.  
We appreciate your support and taking the time to comment on the proposed changes.

Feedback

Name: Tateeldo  
Suburb: Kaiwharawhara  
Agree: No

Changes to the parking will massively increase already strained parking on Cameron St. This will  
create even more traffic and non-compliant parking on this small street and cycleway.

Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.  
We appreciate you taking the time to provide feedback on the proposed changes.

The purpose of this proposal and introducing a time restriction to these parking spaces is to increase  
parking turn-over and therefore availability of parking for visitors to this area and to discourage  
commuters parking all day in these spaces.

Feedback

Name: Sarah  
Suburb: Ngaio  
Agree: Yes

The car parks provide access to a recreational area.

Officer Response:

## Feedback Received

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

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.  
We appreciate your support and taking the time to comment on the proposed changes.

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### Feedback

**Name:** Caleb  
**Suburb:** Newlands  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.  
We appreciate you taking the time to support the proposed changes.

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### Feedback

**Name:** Smahon  
**Suburb:** Newlands  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.  
We appreciate you taking the time to support the proposed changes.

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### Feedback

**Name:** Gordon  
**Suburb:** Ngaio  
**Agree:** Yes

I walk or drive up Ngaio Gorge several times a day and see these parks being for commuter parking, and even worse by a trucking company based at the bottom of the Gorge (Cameron Ryan), who at times have left a truck in these parks 24 x 7 for a number of days at a time, and while I have the opportunity this same company parks in the 10 min loading zone near the company depot for many hours at a time. I would say this location is not appropriate for this company as also in the morning

---

## Feedback Received

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

at leading time they frequently block the footpath.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate your support and taking the time to comment on the proposed changes.

If you do notice vehicles illegally overstaying the time restriction of P180, we encourage you to call our contact centre on 04 499 4444 with the details of the vehicle so that our Parking Services team may assess for illegal parking.

---

### Feedback

**Name:** Lynne

**Suburb:** Khandallah

**Agree:** Yes

These parks need to be available for people accessing Trelissick Park. I agree that 120 mins is not long enough.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate your support and taking the time to comment on the proposed changes.

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### Feedback

**Name:** Trelissick Park Group

**Suburb:** Trelissick Park, Ngaio

**Agree:** Yes

The Trelissick Park Group (TPG) supports the WCC making this park bay P180. TPG volunteers need to use the parking bay to take equipment for track work, planting, weeding and pest control into the park. Working bees run for up to 180mins, so the change to P180 would provide volunteers with just enough time to access the park for their purposes.

Currently, there is fierce competition from long-term parkers for parking spaces, meaning our volunteers often have to cart materials a long distance into the park.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.

## Feedback Received

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

We appreciate your support and taking the time to comment on the proposed changes. We hope these changes will ease the parking issues you are facing here and encourage higher turnover of parked vehicles.

---

### Feedback

**Name:** Ddducnz  
**Suburb:** Wadestown  
**Agree:** No

Waste.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate you taking the time to provide feedback on the proposed changes.

This proposal is to improve vehicle turnover creating fair use of these spaces for people visiting the scenic reserve.

---

### Feedback

**Name:** GB  
**Suburb:** Wadestown  
**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate you taking the time to provide feedback on the proposed changes.

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### Feedback

**Name:** Napiers  
**Suburb:** Ngaio  
**Agree:** Yes

I lead regular volunteer working bees in Trelissick Park. We have often parked in the layby. Of late, it appears that commuters are parking all day, which has been preventing us from using this access. In

---

Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

addition, I believe this parking bay should be for park users, not for commuters.

Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate your support and taking the time to comment on the proposed changes. We hope these changes will ease the parking issues you are facing here and encourage higher turnover of parked vehicles.

Feedback

Name: Vance  
Suburb: Ngaio  
Agree: Yes

Agree that these parks should be for park users. I would have no objection to longer parking outside of daylight hours say 9pm-6am.

Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate your support and taking the time to comment on the proposed changes.

Feedback

Name: Mark  
Suburb: Pipitea  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate you taking the time to support the proposed changes.

Feedback

Name: PD  
Suburb: Khandallah

## Feedback Received

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

### Agree: Yes

Just consider where this will displace this parking activity instead of here. Likely being used by more than local workers because there is reasonable bus service to cbd from this location.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate your support and taking the time to comment on the proposed changes.

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### Feedback

**Name:** Hugo

**Suburb:** Karori

**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate you taking the time to provide feedback on the proposed changes.

---

### Feedback

**Name:** Thom

**Suburb:** Churton Park

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate you taking the time to support the proposed changes.

---

### Feedback

**Name:** Nick

**Suburb:** Tawa

**Agree:** Yes



Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Of course you should have to pay for the infrastructure you use, with your own money instead of my taxpayers dollars. How is this even up for debate?

Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate you taking the time to provide feedback on the proposed changes.

This plan shows what already exists and the proposal is to change the unrestricted parking spaces into P180 time limited spaces to encourage higher vehicle turnover for people visiting the scenic reserve. Rates that Wellington City Council collects are used to deliver essential services including parks and the ability to use them.

Feedback

Name: Sarah  
Suburb: Ngaio  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate you taking the time to support the proposed changes.

Feedback

Name: Paul  
Suburb: Khandallah  
Agree: No

Stop restricting our parking and restricting its use. Don't want this proposal and don't waste my money on it.

Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate you taking the time to provide feedback on the proposed changes.

This proposal is due to concerns that have been raised by the public on access to Trelissick Park. The purpose of introducing a time restriction to these parking spaces is to increase parking turn-over and therefore availability of parking for visitors to this area.

## Feedback Received

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

### Feedback

**Name:** Lynn

**Suburb:** Wellington

**Agree:** Yes

No response.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.  
We appreciate you taking the time to support the proposed changes.

---

### Feedback

**Name:** Pnkplumb

**Suburb:** Karori

**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.  
We appreciate you taking the time to provide feedback on the proposed changes.

---

### Feedback

**Name:** Julian

**Suburb:** Kilbirnie

**Agree:** No

Cost money and damage the local business they need parking for the customer.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.  
We appreciate you taking the time to provide feedback on the proposed changes.

---

## Feedback Received

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

This proposal is due to concerns that have been raised by the public on access to Trelissick Park. The purpose of introducing a time restriction to these parking spaces is to increase parking turn-over and therefore availability of parking for visitors to this area.

---

### Feedback

**Name:** Rua

**Suburb:** Crofton Downs

**Agree:** No

This area is used a lot for people walking to work. Because parking has been taken away from Old Hutt Road and Thorndon Quay, there is little option of where people are able to park and walk to work.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.

This proposal is due to concerns that have been raised by the public on access to Trelissick Park. The purpose of introducing a time restriction to these parking spaces is to increase parking turn-over and therefore availability of parking for visitors to this area.

---

### Feedback

**Name:** Jan

**Suburb:** Khandallah

**Agree:** No

If people are parking in this area for the day this is something that Council has created by removing carparks and putting in the fixed cycle lane which barely gets used outside the core times. There is very little parking in this area when there used to be parking. The best solution would be to remove the fixed cycleway and have it as a clearway between the hours of 4-6pm when there is heavy use in this area. Until that occurs there should be no restriction on the time people are able to park in these spots.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction. We appreciate you taking the time to provide feedback on the proposed changes.

This proposal is due to concerns that have been raised by the public on access to Trelissick Park. The purpose of introducing a time restriction to these parking spaces is to increase parking turn-over and therefore availability of parking for visitors to this area.

## Feedback Received

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

---

### Feedback

**Name:** Pults

**Suburb:**

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.  
We appreciate you taking the time to support the proposed changes.

---

### Feedback

**Name:** Patrick

**Suburb:** Te Aro

**Agree:** Yes

This prioritises park users' parking over commuter parking in this area with new bike lane. Aligns with WCC parking policy.

### Officer Response:

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.  
We appreciate your support and taking the time to comment on the proposed changes.

---

### Feedback

**Name:** Tegdeffuts

**Suburb:** Khandallah

**Agree:** No

Needs to be permanently that way. Blocking traffic and hindering the movement of emergency vehicles is unacceptable. If people want to permanently park vehicles in places, which is what you are essentially allowing, you are giving people free parking at the expensive of others.

### Officer Response:

## Feedback Received

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

Thank you for your feedback on TR131-24 Kaiwharawhara Road, Kaiwharawhara – P180 Restriction.  
We appreciate you taking the time to provide feedback on the proposed changes.

This proposal is to create higher turnover in this location to prevent people parking here indefinitely.  
This will allow fair use of these spaces for people visiting the scenic reserve.

## We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Kia ora,

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

### Proposal:

<b>Reference</b>	TR134-24 Queens Drive & Cruickshank Street, Kilbirnie - Proposed P90 Time Limited Parking & No Stopping At All Times Restriction (Amended)
<b>Location – where we propose to make the change</b>	Outside Kilbirnie Masjid (Mosque) – 11 Queens Drive, Kilbirnie
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>• Convert approx. five P120 parallel parks to P90 Mon-Sun 8am-8pm on Queens Drive.</li> <li>• Convert seven unrestricted angled parks to P90 Mon-Sun 8am-8pm on Cruickshank Street.</li> <li>• Install 7 metres No Stopping At All Times restriction over Kilbirnie Masjid vehicle entrance on Queens Drive (Amended).</li> <li>• <b>(Amendment –</b> post consultation, officers propose to reduce the scope of broken yellow lines to the south of the vehicle entrance to the Mosque on Queens Drive and extend the proposed P90 parking bay)</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• Council has received concerns and request from the Kilbirnie Mosque regarding the limited parking availability in the area due to the unrestricted parking on Cruickshank Street which encourages all day parking, particularly for commuters.</li> <li>• Council officers visited the Mosque along with a local Councillor to understand the concerns raised. Officers concluded that implementing additional time-limited parking would encourage a higher parking turnover, therefore providing more parking availability in the area.</li> <li>• To improve parking turnover and parking availability for people visiting the Mosque and other nearby businesses in Kilbirnie Village, Council Officers propose to convert approx. five parallel P120 parks to P90 8am-8pm Monday- Sunday on Queens Drive and seven unrestricted angled parks to P90 8am-8pm Monday- Sunday on Cruickshank Street.</li> <li>• Additionally, concerns were raised about vehicles parking across the vehicle entrance to the Mosque on Queens Drive, which could restrict access in the event of emergency. To address this, officers propose installing 7 metres of broken yellow lines across the entrance.</li> </ul>
<b>Impact</b>	<p><b>Improvements</b></p> <ul style="list-style-type: none"> <li>• Improves safety and accessibility for visitors to the Mosque and nearby businesses by promoting a higher turnover of parked vehicles.</li> </ul> <p><b>Net Parking Impact</b></p> <ul style="list-style-type: none"> <li>• Converting approx. five parallel P120 parks to P90 parks and seven angled unrestricted parks to P90.</li> <li>• <b>(Amendment –</b> convert one unrestricted parking space outside the Mosque on Queens Drive to P90 and extend parking bay.</li> </ul> <p><b>Pedestrian Impact</b></p> <ul style="list-style-type: none"> <li>• Positive as it improves safer access for those visiting the Mosque with parking directly outside.</li> </ul>



## We are proposing a change in your area

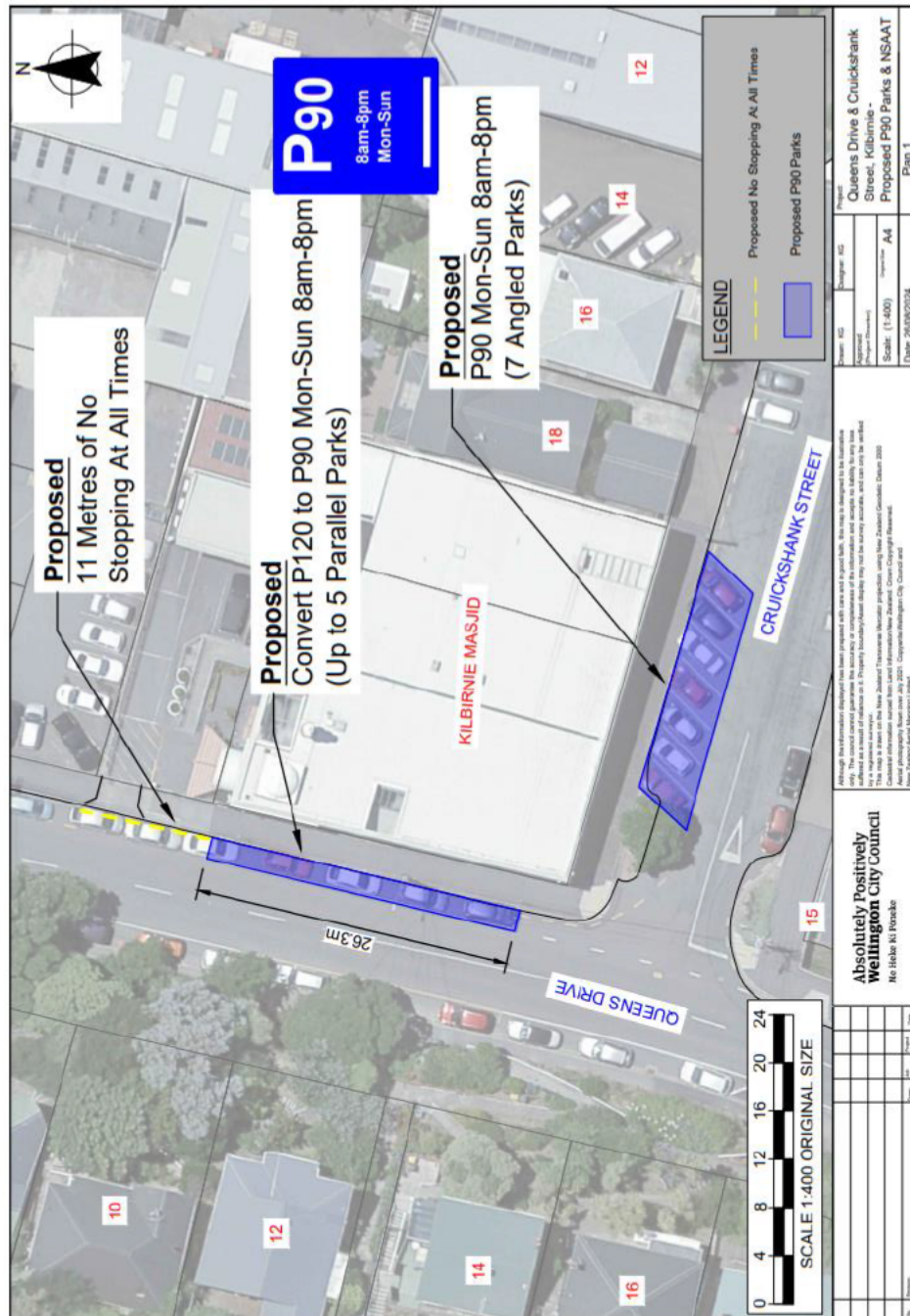
**Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke

<b>Other options considered</b>	<p><b>Option 1:</b></p> <ul style="list-style-type: none"> <li>Install P120 parking instead of P90. This option is not preferred as it does not provide enough parking turnover of vehicles, therefore limiting accessibility for those accessing the Mosque.</li> </ul> <p><b>Option 2:</b></p> <ul style="list-style-type: none"> <li>Extend the P90 down the whole northern side of Cruickshank Street. This option is not preferred as it limits parking availability for nearby residents.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.</li> <li>Support city place-making, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – Queens Drive 5,598 (2022 Data), Cruickshank Street 369 (2011 Data).</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Thursday 26 September at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Privacy</b>	<ul style="list-style-type: none"> <li>Your privacy is important to us. Please <b>DO NOT</b> add specific personal details to your feedback (i.e.: full name, address, etc)</li> <li>What we do with your personal information: All submissions (including your <b>first name</b>, but not contact details) are provided in <b>their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> <li>For more information regarding our Privacy Statement please check our webpage: <a href="#">Privacy statement - Wellington City Council</a>.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00am Thursday 26 September and finishes at 5.00pm Thursday 10 October.</b></li> </ul>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by Friday 11 October.</li> <li>The proposal will go to the Koata Hātepe   Regulatory Processes Committee meeting on Thursday 14 November.</li> <li>If approved, the proposal will be installed within the following three months.</li> </ol>

We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

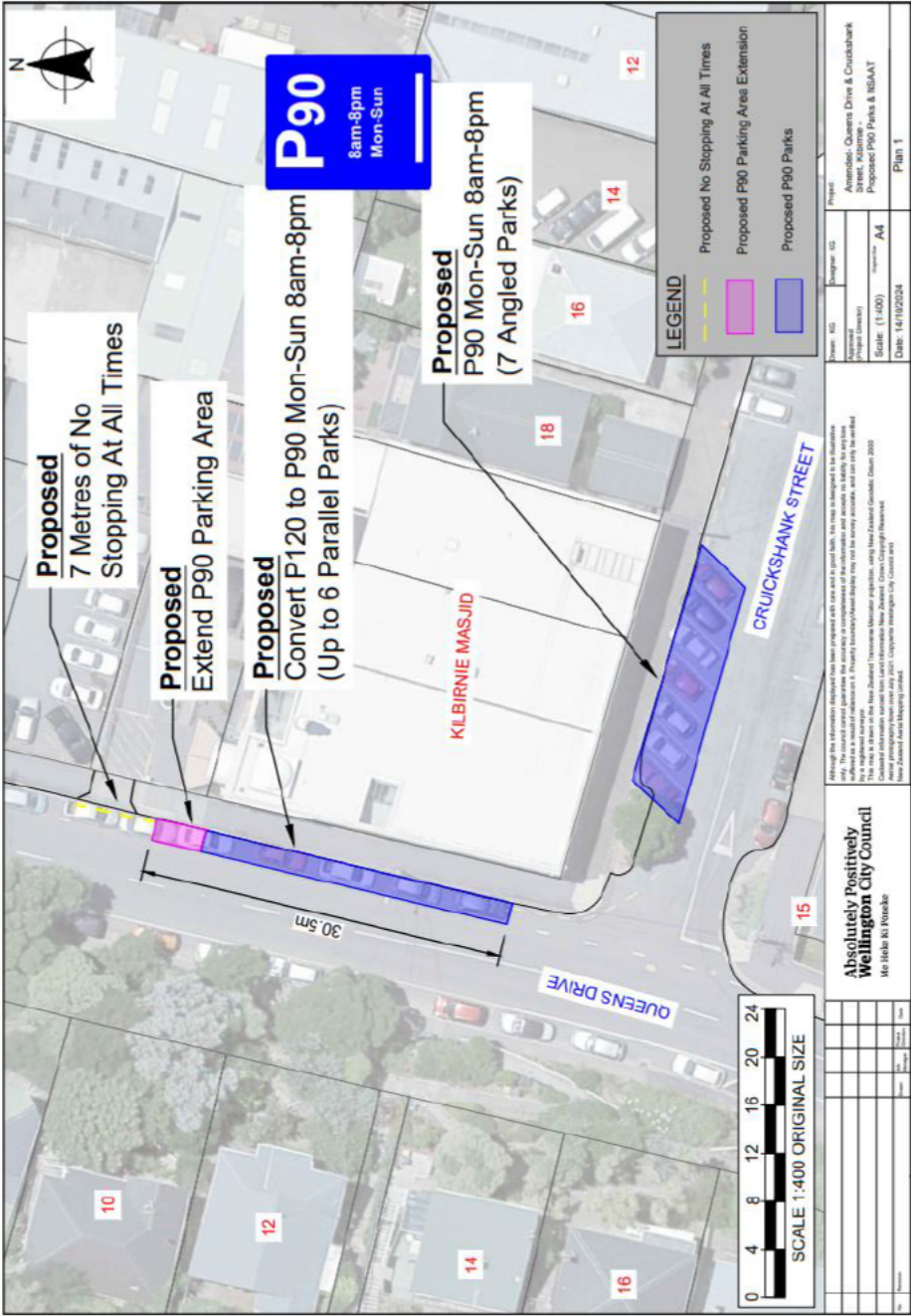
Original Plan: Traffic Resolution Plan: TR134-24 Queens Drive & Cruickshank Street, Kilbirnie - Proposed P90  
Time Limited Parking & No Stopping At All Times Restriction



We are proposing a change in your area

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

Amended Plan: Traffic Resolution Plan: TR134-24 Queens Drive & Cruickshank Street, Kilbirnie - Proposed P90 Time Limited Parking & No Stopping At All Times Restriction





## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Queens Drive</b>	Monday to Saturday, 8:00am - 6:00pm	East side, commencing 7.5 metres north of its intersection with Cruickshank Street and extending in a northerly direction following the eastern kerbline for 30 metres.

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

Column One	Column Two	Column Three
<b>Queens Drive</b>	P90 8am-8pm Monday-Sunday	East side, commencing 6 metres north of its intersection with Cruickshank Street (Grid coordinates X=1,750,130.26m Y=5,424,093.56m) and extending in a northerly direction following the eastern kerb line for 30.5 metres.
<b>Cruickshank Street</b>	P90 8am-8pm Monday-Sunday	North side, commencing 11 metres east of its intersection with Queens Drive (Grid coordinates X=1,750,130.26m Y=5,424,093.56m) and extending in an easterly direction following the northern kerb line for 22 metres.

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

Column One	Column Two	Column Three
<b>Queens Drive</b>	No Stopping At All Times	East side, commencing 33 metres north of its intersection with Cruickshank Street (Grid coordinates X=1,750,130.26m Y=5,424,093.56m) and extending in a northerly direction following the eastern kerb line for 7 metres.

Prepared By:	Charlotte Poi	(Transport Engineer Assistant)
Approved By:	Kate Gourdie	(Team Leader Traffic & Resolutions)
Approved Date:	4/8/2024	

## Feedback Received

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

### Feedback

**Name:** Nikki  
**Suburb:** Karori  
**Agree:** No

Nothing I see around town is making movement of traffic, safety of travellers, ability to have a business that flourishes, indeed ANYTHING any better. Mobility is decreasing. People are going out to Porirua or the Hutt or Petone to shop – lots moving there. Masses of unenvironmental materials are being used – confusing signage, too many cones, crazy stuff appearing overnight – too many workers with fluro jackets on, not working and using their phones more often than not and certainly not working. Crazy policies are destroying the city not helped by the govt destruction of Wgtn's workforce and this council needs to stop and think – you are not getting the support that you want and you are not listening.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

The proposed changes aim to increase the turnover of parked vehicles in the area visiting the Mosque and those heading to Kilbirnie Shopping Centre which are often being occupied by all day commuters. By implementing time restrictions, we can enhance parking availability, making it easier for drivers to find a spot.

### Feedback

**Name:** Suhan  
**Suburb:** Karori  
**Agree:** No

Stop building underutilised cycle lanes, restore parking, bus lanes. There is a large portion of the community who cannot cycle due to family duties and disability. Your plans over the past few years have been extremely discriminating towards those members of the community. It also helps the businesses, public transport and the motorists who are paying road user charges and various taxes and levies.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

The proposed changes aim to increase the turnover of parked vehicles in the area visiting the Mosque and those heading to Kilbirnie Shopping Centre which are often being occupied by all day commuters. By implementing time restrictions, we can enhance parking availability, making it easier for drivers to find a spot.

## Feedback Received

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

### Feedback

**Name:** Mneilson

**Suburb:** Kilbirnie

**Agree:** Yes

I believe on the whole these changes make sense and will provide better availability for parking for more people. It is possible the improvement for visitors to the Mosque may be limited as their attendance is generally at set times, where other users will be more random. But it should definitely improve things for visitors at the Mosque.

The traffic count for Cruickshank Street from 2011 is possibly not a good measure of traffic volumes today. There will be increased traffic exiting Cruickshank Street onto Queens Drive after the recent blocking of right turn onto Onepu Road. I believe this has actually added more risk of accidents as the view north from Cruickshank Street onto Queens Drive is invariably blocked by the southern most of the 5 parks on the eastern side of Queens Drive. This could be alleviated by removing the southernmost park.

Alternatively, the council could reinstate the right turn from Cruickshank Street onto Onepu Road as that is a much safer intersection than at the western end of Cruickshank Street onto Queens Drive.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

The 2011 data is the most recent information available. In the proposed traffic resolution, we strive to use the latest data, but we recognise that it may not fully reflect the current situation. We value your feedback regarding other traffic concerns on Cruickshank Street and Queens Drive. While these issues fall outside the scope of the proposed traffic resolution, we appreciate your input and will investigate them separately.

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### Feedback

**Name:** Gera

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.



## Feedback Received

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

### Feedback

**Name:** Sean  
**Suburb:** Seatoun  
**Agree:** No

As if it isn't hard enough to find a park in Wellington already. Yet another bad decision.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

The proposed changes aim to increase the turnover of parked vehicles in the area. By implementing time restrictions, we can enhance parking availability, making it easier for drivers to find a spot. The proposal does not remove any existing on-street parking.

### Feedback

**Name:** Callum  
**Suburb:** Newtown  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

### Feedback

**Name:** John  
**Suburb:** Crofton Downs  
**Agree:** No

Stop wasting money making the city worse. Having a portfolio for traffic doesn't mean you must change things. Put aside your ego and think about the people of Wellington.

You ought to fix the pipes, remove congesting bike lanes which hinder emergency services and work to reduce rates especially in tough economic times.

### Officer Response:

## Feedback Received

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

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

The proposed changes aim to increase the turnover of parked vehicles in the area visiting the Mosque and those heading to Kilbirnie Shopping Centre which are often being occupied by all day commuters. By implementing time restrictions, we can enhance parking availability, making it easier for drivers to find a spot.

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### Feedback

**Name:** Cwhite

**Suburb:** Taita

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

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### Feedback

**Name:** Csscaddan

**Suburb:** Wadestown

**Agree:** No

Stop removing parking.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

The proposed changes aim to increase the turnover of parked vehicles in the area. By implementing time restrictions, we can enhance parking availability, making it easier for drivers to find a spot. The proposal does not remove any existing on-street parking.

## Feedback Received

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

### Feedback

**Name:** Cassandra  
**Suburb:** Newtown  
**Agree:** Yes

Good decision making process

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction. We appreciate your support and taking the time to comment on the proposed changes.

### Feedback

**Name:** Smahon  
**Suburb:** Newlands  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

### Feedback

**Name:** Deb  
**Suburb:** Kilbirnie  
**Agree:** No

I understand that it can be hard to balance the needs of different users for one space, but this proposal appears to be out of balance.

To take into consideration about the 2 sets of times parks:

- When the mosque moved into the building, they were aware of the parking limitations, and made their choice anyway.

- As a long term neighbour very close to the mosque, we have had ample opportunity to observe how it being there has affected residents. For eg, there have been many times we have had to tell

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

people not to visit at certain times of the week as they would not be able to park anywhere near. There are times they take every available park, including parking on the resident parking zones.

- Have you considered that the reason that parking has become more difficult recently is because of the car parks lost in the Kilbirnie / Lyall Bay area due to the bike lane? (And incidentally, where was your concern for the residents then? I know personally of at least 2 people with disabled members of their households who have very difficult accessibility now).

- The 120 min parks directly outside the mosque ARE probably shoppers or other short-term visitors to the area. But the angle parks in Cruickshank Street are less likely to be. From our observations, the parks in that street are mostly taken by residents and bus drivers.

Yes, we know that there are resident parks opposite the mosque and in Cruickshank St, but they are costly. Should residents have to pay a hefty yearly sum to be able to park near their homes every day of the week, to make it easier on the mosque users?

Especially as the times the mosque is busiest is around 1pm on Fridays, and late morning to early afternoon on Sundays. This is maybe 4 hours a week. It is unfair to penalise other user 168 hours a week to make it easier on some for 4 hours.

Regarding the proposed No Stopping area outside the gate:

11 metres seems excessive. Surely the gates only open to around 4-5 metres wide?

From our observations, the only time the non-park areas have cars parked there now are when the mosque is busy, and the cars parked there belong to mosque users.

In summary:

5 parks outside the mosque being reduced from 120 to 90 minutes – no objection.

7 angle parks on the N side of Cruickshank being changed to timed parks – object on the grounds of unreasonable penalty to other users, as above.

11 metres outside the mosque gates being No Stopping at all times – object to 11m, but have no objection to a more reasonable 4-5m (but don't think it will make the slightest bit of difference).

Note that the neighbourhood have always had an amicable relationship with the mosque until now. But I think WCC and the mosque could find that goodwill strained in the local community if this goes ahead.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction. We appreciate your local knowledge and insight into the current parking issues in the area.

## Feedback Received

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

The proposal for time limit parking is only proposed to be restricted from 8am-8pm Mon to Sun, outside of these hours, residents are able to park in these spaces with no restrictions. It should also be noted that most properties on Cruickshank Street have access to off-street parking. This proposal seeks to balance the needs of residents and short-term parking users, benefiting both visitors to the Mosque and those heading to Kilbirnie Shopping Centre while ensuring there is still plenty of on-street parking for residents.

We have amended the proposal by reducing the scope of the broken yellow lines south of the Mosque's vehicle entrance and extended the P90 parking bay on Queens Drive.

---

### Feedback

**Name:** Ddducnz  
**Suburb:** Wadestown  
**Agree:** No

Waste.

### Officer Response:

Thank you for your feedback on TR125-24 Rintoul Street and Luxford Street, Berhampore – Bus Stop Removal and Reinstatement.

The proposed changes aim to increase the turnover of parked vehicles in the area visiting the Mosque and those heading to Kilbirnie Shopping Centre which are often being occupied by all day commuters. By implementing time restrictions, we can enhance parking availability, making it easier for drivers to find a spot.

---

### Feedback

**Name:** GB  
**Suburb:** Wadestown  
**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

## Feedback Received

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

### Feedback

**Name:** Hugo  
**Suburb:** Karori  
**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

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### Feedback

**Name:** Thom  
**Suburb:** Churton Park  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

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### Feedback

**Name:** Pnkplumb  
**Suburb:** Karori  
**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

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## Feedback Received

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

### Feedback

**Name:** Carrie  
**Suburb:** Miramar  
**Agree:** No

You are reducing the ability for people to spend extended time in the mosque, especially for the older person who relies on the socialism at the mosque.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

The proposed P90 time restriction was requested by the Mosque itself. This allows sufficient time for those going to the Mosque to participate in activities while encouraging high enough turnover of vehicles and increasing parking availability.

### Feedback

**Name:** Julian  
**Suburb:** Kilbirnie  
**Agree:** No

Cost money and damage the local business they need parking for the customer.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

The proposed changes aim to increase the turnover of parked vehicles in the area. By implementing time restrictions, we can enhance parking availability, making it easier for drivers to find a spot. The proposal does not remove any existing on-street parking.

### Feedback

**Name:** Rua  
**Suburb:** Crofton Downs  
**Agree:** No

There is already limited parking around Kilbirnie, restricting it even more makes it less of a

## Feedback Received

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

community and destination and more of a pass-through area.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

The proposed changes aim to increase the turnover of parked vehicles in the area visiting the Mosque and those heading to Kilbirnie Shopping Centre which are often being occupied by all day commuters. By implementing time restrictions, we can enhance parking availability, making it easier for drivers to find a spot.

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### Feedback

**Name:** Pults

**Suburb:**

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

---

### Feedback

**Name:** Alexandra

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

## Feedback Received

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

### Feedback

**Name:** Jane  
**Suburb:** Hataitai  
**Agree:** No

Please make the proposed P90 around Cruickshank Street in Kilbirnie P120 because many people attend funerals there.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times Restriction.

The proposed P90 time restriction was requested by the Mosque itself. This allows sufficient time for those going to the Mosque while encouraging high enough turnover of vehicles. There are other unrestricted parking spaces in the area for those that need more time.

### Feedback

**Name:** Ellardclout  
**Suburb:** Melrose  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR134-24 Queens Drive & Cruickshank Street, Kilbirnie – Proposed P90 Time Limited Parking & No Stopping At All Times 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:

<b>Reference</b>	TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking At All Times
<b>Location – where we propose to make the change</b>	Featherston Street, Pipitea – Outside no. 63
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>• Install one Metered Mobility Parking At All Times, P120 Maximum, Monday to Friday 8:00am – 5:00pm, P180 Maximum Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm</li> <li>• Remove one metre of No Stopping At All Times to allow for yellow hatching and a mobility ramp.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• Council have received a request from a member of the public to install a mobility parking space near Bay Audiology Wellington at no. 63 Featherston Street.</li> <li>• Currently there are no existing mobility parking spaces on the block of Featherston Street between no. 55 and 75, making it challenging for the mobility permit holders to find a carpark in the area.</li> <li>• General concerns have also been raised by the public regarding the lack of mobility parking in the area.</li> <li>• To address these concerns and improve accessibility for mobility permit holders travelling to the area, we are proposing to convert one metered parking space to one metered mobility parking space.</li> </ul>
<b>Impact</b>	<p><b>Improvements</b></p> <ul style="list-style-type: none"> <li>• Improves the viability of business wellbeing</li> <li>• Improves safety and accessibility for mobility park users</li> </ul> <p><b>Net Parking Impact</b></p> <ul style="list-style-type: none"> <li>• Converting one Metered Parking space to one Metered Mobility Parking At All Times space</li> </ul> <p><b>Pedestrian impact</b></p> <ul style="list-style-type: none"> <li>• No Change</li> </ul>
<b>Other options considered</b>	<p><b>Option 1:</b></p> <ul style="list-style-type: none"> <li>• Convert one of the middle Metered Parking bays into a Metered Mobility park, rather than at an end bay. This option is not preferred as middle parking bays can be less accessible for mobility park users.</li> </ul> <p><b>Option 2:</b></p> <ul style="list-style-type: none"> <li>• Convert the opposite end Metered Parking Bay closest to Bunny Street into a Metered Mobility park, rather than the proposed end bay outside no. 63 Featherston Street. This option is not preferred as this parking bay is a farther distance from Bay Audiology than the proposed location.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>• Support city place-making, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety,</li> </ul>

## We are proposing a change in your area

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

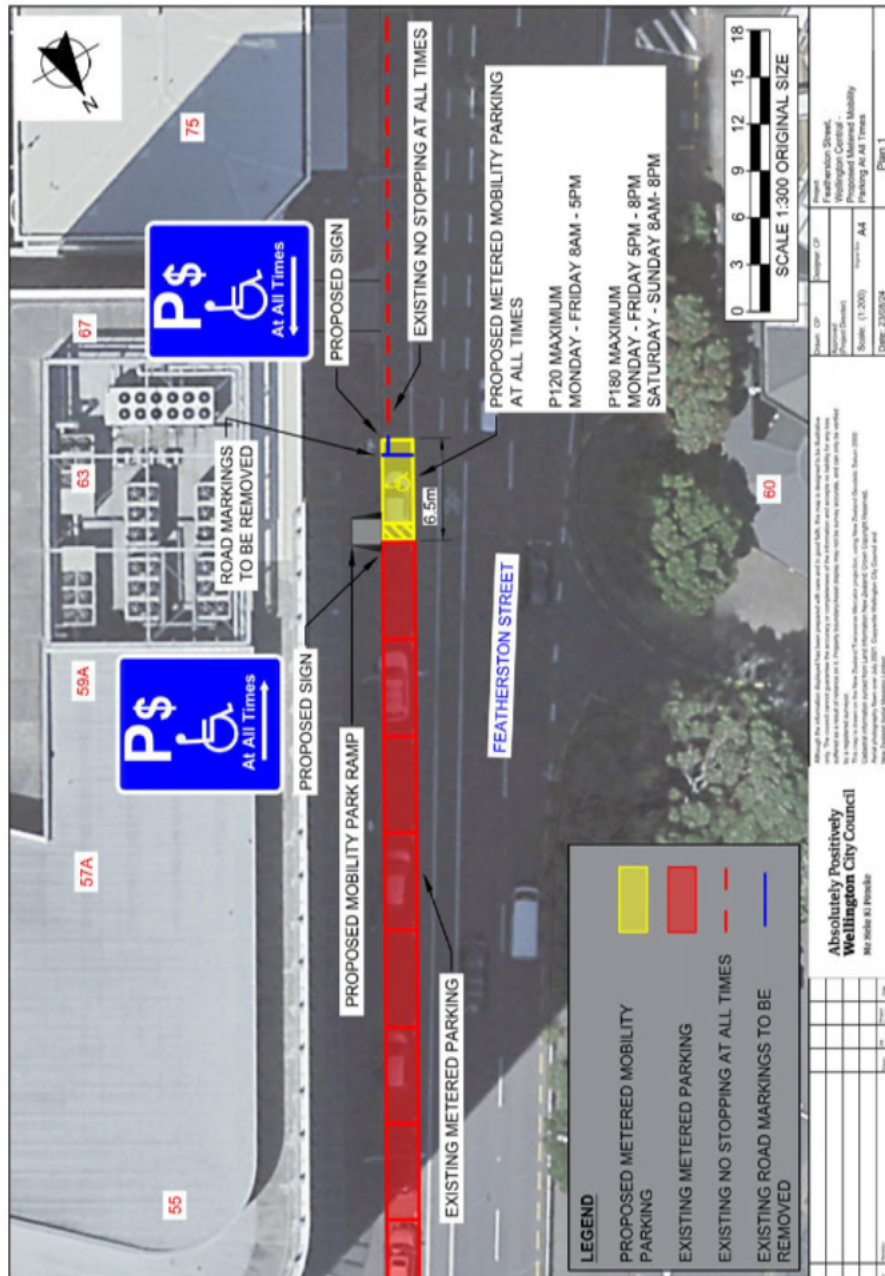
	<p>community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.</p> <ul style="list-style-type: none"> <li>Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 10,065 (2021 count)</li> <li>Annual parking revenue impact – no change</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Thursday 26 September at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Privacy</b>	<ul style="list-style-type: none"> <li>Your privacy is important to us. Please <b>DO NOT</b> add specific personal details to your feedback (i.e.: full name, address, etc)</li> <li>What we do with your personal information: All submissions (<b>including your first name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> <li>For more information regarding our Privacy Statement please check our webpage: <a href="#">Privacy statement - Wellington City Council</a>.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00am Thursday 26 September and finishes at 5.00pm Thursday 10 October.</b></li> </ul>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by Friday 11 October.</li> <li>The proposal will go to the Koata Hātepe   Regulatory Processes Committee meeting on Thursday 14 November.</li> <li>If approved, the proposal will be installed within the following three months.</li> </ol>

## We are proposing a change in your area

**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke

### Traffic Resolution Plan: TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking At All Times





We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
<b>Featherston Street</b>	No Stopping At All Times	East side, commencing 77.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 5 metres.

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

Column One	Column Two	Column Three
<b>Featherston Street</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	East side, commencing 16.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 61 metres (10 parallel parking spaces).

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

Column One	Column Two	Column Three
<b>Featherston Street</b>	Metered Mobility Parking At All Times, P120 Maximum, Monday to Friday 8:00am – 5:00pm  P180 Maximum, Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm	East side, commencing 72 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 6.5 metres (1 parallel parking spaces).

## We are proposing a change in your area

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

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

Column One	Column Two	Column Three
<b>Featherston Street</b>	No Stopping At All Times	East side, commencing 78.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 4 metres.

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

Column One	Column Two	Column Three
<b>Featherston Street</b>	Metered Parking, P120 Maximum, Monday to Friday 8:00am – 5:00pm  P180 Maximum, Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm	East side, commencing 16.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 55.5 metres (9 parallel parking spaces).

Prepared By:	Charlotte Poi	(Transport Engineering Assistant)
Approved By:	Kate Gourdie	(Team Leader Traffic & Resolutions)
Approved Date:	4/9/2024	

## Feedback Received

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

### Feedback

**Name:** Unplug  
**Suburb:** Ngaio  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to support the proposed changes.

### Feedback

**Name:** Nikki  
**Suburb:** Karori  
**Agree:** No

Nothing I see around town is making movement of traffic, safety of travellers, ability to have a business that flourishes, indeed ANYTHING any better. Mobility is decreasing. People are going out to Porirua or the Hutt or Petone to shop – lots moving there. Masses of unenvironmental materials are being used – confusing signage, too many cones, crazy stuff appearing overnight – too many workers with fluro jackets on, not working and using their phones more often than not and certainly not working. Crazy policies are destroying the city not helped by the govt destruction of Wgtn's workforce and this council needs to stop and think – you are not getting the support that you want and you are not listening.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to provide feedback on the proposed changes.

### Feedback

**Name:** Suhan  
**Suburb:** Karori  
**Agree:** Yes

Stop building underutilised cycle lanes, restore parking, bus lanes. There is a large portion of the community who cannot cycle due to family duties and disability. Your plans over the past few years have been extremely discriminating towards those members of the community. It also helps the businesses, public transport and the motorists who are paying road user charges and various taxes

## Feedback Received

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

and levies.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to provide feedback on the proposed changes.

---

### Feedback

**Name:** Gera

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to support the proposed changes.

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### Feedback

**Name:** Mr E Wid

**Suburb:** Crofton Downs

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to support the proposed changes.

---

### Feedback

**Name:** Denys

**Suburb:** Wellington

**Agree:** Yes

Seems appropriate.

### Officer Response:

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## Feedback Received

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

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate your support and taking the time to comment on the proposed changes.

---

### Feedback

**Name:** Priscilla  
**Suburb:** Island Bay  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to support the proposed changes.

---

### Feedback

**Name:** John  
**Suburb:** Crofton Downs  
**Agree:** No

Stop wasting money making the city worse. Having a portfolio for traffic doesn't mean you must change things. Put aside your ego and think about the people of Wellington.

You ought to fix the pipes, remove congesting bike lanes which hinder emergency services and work to reduce rates especially in tough economic times.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to provide feedback on the proposed changes.

---

### Feedback

**Name:** Cwhite  
**Suburb:** Taita  
**Agree:** Yes

No comment.

### Officer Response:

## Feedback Received

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

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to support the proposed changes.

---

### Feedback

**Name:** Csscaddan  
**Suburb:** Wadestown  
**Agree:** No

Make the mobility space not time restricted.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to provide feedback on the proposed changes.

The time restriction that has been proposed for this metered mobility park has been done so to allow for higher parking turnover so that more mobility permit holders may utilise the mobility park. This is also in-line with other metered mobility parking spaces in this area of the CBD.

---

### Feedback

**Name:** Sarah  
**Suburb:** Ngaio  
**Agree:** No

A time limit is fine, just not paid parking.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to provide feedback on the proposed changes.

This metered mobility parking space has been proposed in line with the rest of the public on-street parking spaces in the CBD, including the mobility parking spaces.

---

### Feedback

**Name:** Caleb  
**Suburb:** Newlands  
**Agree:** No



Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

No comment.

Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to provide feedback on the proposed changes.

Feedback

Name: Smahon  
Suburb: Newlands  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to support the proposed changes.

Feedback

Name: Ddducz  
Suburb: Wadestown  
Agree: No

No comment.

Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to provide feedback on the proposed changes.

Feedback

Name: GB  
Suburb: Wadestown  
Agree: No

No comment.

## Feedback Received

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

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to provide feedback on the proposed changes.

---

### Feedback

**Name:** AB

**Suburb:** Thorndon

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to support the proposed changes.

---

### Feedback

**Name:** TMCg

**Suburb:** Northland

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to support the proposed changes.

---

### Feedback

**Name:** Hugo

**Suburb:** Karori

**Agree:** No

No comment.

### Officer Response:

Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to provide feedback on the proposed changes.

Feedback

Name: Thom  
Suburb: Churton Park  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to support the proposed changes.

Feedback

Name: Bardzki  
Suburb: Karori  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to support the proposed changes.

Feedback

Name: Suz  
Suburb: Karori  
Agree: Yes

I would suggest that two parks are needed as the majority of people who use this business are elderly.

Officer Response:

## Feedback Received

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

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate your support and taking the time to comment on the proposed changes.

Your feedback has been considered, and should these changes be implemented then future assessment can be carried out to determine if a second metered mobility park is warranted based on the parking demand of this mobility space.

---

### Feedback

**Name:** Paul

**Suburb:** Khandallah

**Agree:** No

Don't put any more mobility parks in and don't waste my money on this project.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to provide feedback on the proposed changes.

The provisions of a mobility park assist with those people who may have limited mobility and are mobility permit holders. Therefore, mobility parks are necessary to provide easy access to key locations such as businesses on Featherston Street.

---

### Feedback

**Name:** Pnkplumb

**Suburb:** Karori

**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to provide feedback on the proposed changes.

---

### Feedback

**Name:** Julian

**Suburb:** Kilbirnie

**Agree:** No

## Feedback Received

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

Cost money and damage the local business they need parking for the customer.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to provide feedback on the proposed changes.

Mobility parking spaces improve accessibility for those who may have limited mobility and are mobility permit holders. No parking spaces are being proposed for removal as part of these changes.

---

### Feedback

**Name:** Eamon

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to support the proposed changes.

---

### Feedback

**Name:** Hengeart2

**Suburb:** Upper Hutt

**Agree:** No

Full document was unreadable.

I am against the reduction in parking, period. More mobility parking is required in the city, not cycle lanes that mobility impaired people cannot use.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to provide feedback on the proposed changes.

No parking spaces are being proposed for removal as part of these changes. This proposal is for the installation of a metered mobility parking space, converted from a metered parking space, to improve accessibility for mobility permit holders.

## Feedback Received

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

### Feedback

**Name:** Pults

**Suburb:**

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to support the proposed changes.

---

### Feedback

**Name:** Simples

**Suburb:** CBD

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to support the proposed changes.

---

### Feedback

**Name:** Alexandra

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to support the proposed changes.

---



Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Feedback

Name: Ellardclout  
Suburb: Melrose  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to support the proposed changes.

Feedback

Name: Hopkin  
Suburb: Karori  
Agree: No

No comment.

Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate you taking the time to provide feedback on the proposed changes.

Feedback

Name: Patrick  
Suburb: Te Aro  
Agree: Yes

This improves mobility parking for people visiting the waterfront.

Officer Response:

Thank you for your feedback on TR136-24 Featherston Street, Pipitea – Proposed Metered Mobility Parking. We appreciate your support and taking the time to comment on the proposed changes.

## 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:

<b>Reference</b>	TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times
<b>Location – where we propose to make the change</b>	Oriental Parade, Oriental Bay – outside and opposite no. 108
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Remove one parallel Resident Parking space outside no. 108 Oriental Parade</li> <li>Install two angled Resident Parking spaces opposite no. 108 Oriental Parade</li> <li>Install eight metres of No Stopping At All Times across the new vehicle crossing for no. 108 Oriental Parade</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>A new vehicle crossing has been installed at no. 108 Oriental Parade as part of a redevelopment of the site.</li> <li>The location of the new vehicle crossing requires the removal of one Resident Parking space, which cannot be relocated in front of the property's previous, now redundant vehicle crossing due to its proximity to the nearby pedestrian Zebra crossing.</li> <li>During construction, under a Traffic Management Plan the Resident Parking spaces outside no. 108 Oriental Parade have been used as a construction loading zone area, and the Resident Parking spaces have been temporarily relocated by converting some of the angled Metered Parking spaces to Resident Parking across the road.</li> <li>Upon the completion of the new vehicle crossing at 108 Oriental Parade, we are proposing to remove one Resident Parking space to accommodate the new vehicle crossing, and to permanently convert two of the angled Metered Parking spaces directly opposite to two Resident Parking Spaces, so that parking for residents is retained.</li> <li>We also propose to install eight metres of No Stopping At All Times across the new vehicle crossing, to discourage vehicles from parking within one metre of the prolongation of the vehicle crossing and obstructing visibility for those using it.</li> </ul>
<b>Impact</b>	<p><b>Improvements</b></p> <ul style="list-style-type: none"> <li>Improves parking availability</li> </ul> <p><b>Net Parking Impact</b></p> <ul style="list-style-type: none"> <li>Removal of one Resident Parking space on the south side</li> <li>Convert two Metered Parking spaces to Resident Parking spaces on the north side</li> <li>Overall gain of one residents parking space</li> </ul> <p><b>Pedestrian impact</b></p> <ul style="list-style-type: none"> <li>No Change</li> </ul>
<b>Other options considered</b>	<b>Option 1:</b>

## We are proposing a change in your area

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

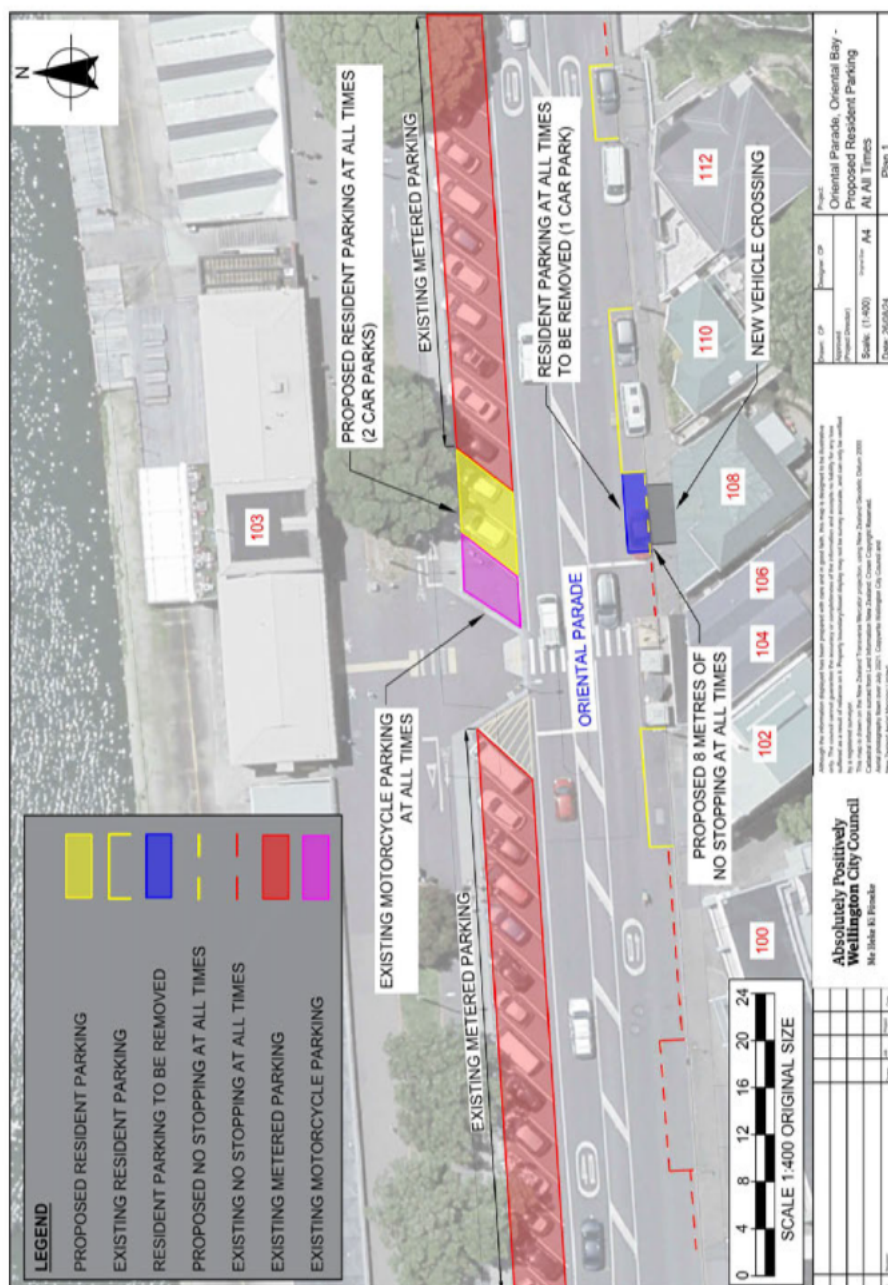
	<ul style="list-style-type: none"> <li>Remove one Resident Parking space outside no. 108 Oriental Parade, but not permanently convert any of the temporary angled Resident Parking spaces into permanent Resident <a href="#">parks, and</a> returning them to Metered Parking spaces. This option is not preferred as this would result in a loss of Resident Parking for the neighbourhood.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support city place-making, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 14,876 (2023 count)</li> <li>Annual parking revenue impact - \$17,800 revenue loss (removal of two Metered Parking spaces to create two Resident Parking spaces)</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Thursday 26 September at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Privacy</b>	<ul style="list-style-type: none"> <li>Your privacy is important to us. Please <b>DO NOT</b> add specific personal details to your feedback (i.e.: full name, address, etc)</li> <li>What we do with your personal information: All submissions (<b>including your first name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> <li>For more information regarding our Privacy Statement please check our webpage: <a href="#">Privacy statement - Wellington City Council</a>.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00am Thursday 26 September and finishes at 5.00pm Thursday 10 October.</b></li> </ul>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by Friday 11 October.</li> <li>The proposal will go to the Koata Hātepe   Regulatory Processes Committee meeting on Thursday 14 November.</li> <li>If approved, the proposal will be installed within the following three months.</li> </ol>

## We are proposing a change in your area

**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke

### Traffic Resolution Plan: TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times





## We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Legal Description:

Delete from Schedule E (Resident Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Oriental Parade</b>	Resident Parking At All Times, Displaying an Authorised Resident Vehicle Parking Permit Only	South side, following the kerbline 320 metres west of its intersection with Oriental Parade (Slip Lane 2 near Oriental Terrace) (Grid coordinates X=2,660,099.35m, Y=5,989,110.73m) and extending in a westerly direction for 21 metres.

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

Column One	Column Two	Column Three
<b>Oriental Parade</b>	Metered Parking, P12 hours Maximum, Monday to Sunday 8:00am - 8:00pm	North side, commencing 108 metres east of its intersection with Herd Street (Grid coordinates X= 1749591.4 m, Y= 5427318.6 m), and extending in an easterly direction, and then northern for 170 metres (47 angle carparks).

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

Column One	Column Two	Column Three
<b>Oriental Parade</b>	No Stopping At All Times	South side, following the kerbline 333 metres west of its intersection with Oriental Parade (Slip Lane 2 near Oriental Terrace) (Grid Coordinates X=2660099.35m, Y=5989110.73m) and extending in a westerly direction for 8 metres.

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

Column One	Column Two	Column Three
<b>Oriental Parade</b>	Resident Parking At All Times, Displaying an Authorised Resident Vehicle Parking Permit Only	South side, following the kerbline 320 metres west of its intersection with Oriental Parade (Slip Lane 2 near Oriental Terrace) (Grid Coordinates X=2,660,099.35m, Y=5,989,110.73m) and extending in a westerly direction for 13 metres.

## We are proposing a change in your area

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

<b><i>Oriental Parade</i></b>	<i>Resident Parking At All Times, Displaying an Authorised Resident Vehicle Parking Permit Only</i>	<i>North side, commencing 108 metres east of its intersection with Herd Street (Grid coordinates X= 1,749,591.4m, Y= 5,427,318.6m), and extending in an easterly direction for 7 metres (2 angle carparks).</i>
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Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b><i>Oriental Parade</i></b>	<i>Metered Parking, P12 hours Maximum, Monday to Sunday 8:00am - 8:00pm</i>	<i>North side, commencing 11 metres east of its intersection with Herd Street (Grid coordinates X= 1,749,591.4m, Y= 5,427,318.6m), and extending in an easterly direction, and then northern for 13 metres (45 angle carparks).</i>

<b>Prepared By:</b>	Charlotte Poi	<b>(Transport Engineering Assistant)</b>
<b>Approved By:</b>	Kate Gourdie	<b>(Team Leader Traffic &amp; Resolutions)</b>
<b>Approved Date:</b>	6/9/2024	



## Feedback Received

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

### Feedback

**Name:** Mareen

**Suburb:** Khandallah

**Agree:** No

Resident parking spaces impacted by private development should be addressed by the developer, not resolved by removing community parking in high-traffic areas that are a destination for residents from across the city.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

An additional resident parking space is being proposed as part of these changes due to the new vehicle crossing reducing the length of resident parking outside 108 Oriental Parade to fit two standard cars and a small car. Whether this area will be long enough to fit three cars will depend on the type of vehicles that park there and how they park, but the space is not sufficient to fit three standard cars.

This proposal has been designed in line with the parking hierarchy for city fringe and inner-city suburbs outlined in the Wellington City Council Parking Policy, adopted in August 2020, which prioritises residents parking over short-stay parking, such as metered parking. Effort has been made in this proposal to provide a balance of both metered parking spaces and resident parking spaces on the street for both visitors to the area and residents. The conversion of these two spaces will still leave several metered parking spaces on Oriental Parade for non-residents to use.

### Feedback

**Name:** Grant

**Suburb:** Wellington

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to support these proposed changes.

## Feedback Received

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

### Feedback

**Name:** Korban  
**Suburb:** Kelburn  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to support these proposed changes.

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### Feedback

**Name:** Nikki  
**Suburb:** Karori  
**Agree:** No

Nothing I see around town is making movement of traffic, safety of travellers, ability to have a business that flourishes, indeed ANYTHING any better. Mobility is decreasing. People are going out to Porirua or the Hutt or Petone to shop – lots moving there. Masses of unenvironmental materials are being used – confusing signage, too many cones, crazy stuff appearing overnight – too many workers with fluoro jackets on, not working and using their phones more often than not and certainly not working. Crazy policies are destroying the city not helped by the govt destruction of Wgtn's workforce and this council needs to stop and think – you are not getting the support that you want and you are not listening.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

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### Feedback

**Name:** Evan  
**Suburb:** Khandallah  
**Agree:** Yes

No comment.

### Officer Response:

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Wellington City Council | 7 of 27

## Feedback Received

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

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to support these proposed changes.

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### Feedback

**Name:** Suhan  
**Suburb:** Karori  
**Agree:** No

Stop building underutilised cycle lanes, restore parking, bus lanes. There is a large portion of the community who cannot cycle due to family duties and disability. Your plans over the past few years have been extremely discriminating towards those members of the community. It also helps the businesses, public transport and the motorists who are paying road user charges and various taxes and levies.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

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### Feedback

**Name:** Gera  
**Suburb:** Newtown  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to support these proposed changes.

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### Feedback

**Name:** Ann  
**Suburb:** Roseneath  
**Agree:** Yes

## Feedback Received

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

Looks to help increase safety for peds and movement of vehicles as well as provides an extra residents park across the road.

I support road traffic changes that improves vehicle safety and slows vehicles down, and incr access for cycles and pedestrians.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

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### Feedback

**Name:** Mr E Wid

**Suburb:** Crofton Downs

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to support these proposed changes.

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### Feedback

**Name:** Denys

**Suburb:** Wellington

**Agree:** Yes

Again, seems appropriate.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

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## Feedback Received

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

### Feedback

**Name:** Rowan  
**Suburb:** Te Aro  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

### Feedback

**Name:** Sean  
**Suburb:** Seatoun  
**Agree:** No

Again there is already a shortage of parking in Wellington. We are on the cusp of selling up and leaving we are so sick and tired of the misguided roading decisions.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

An additional resident parking space is being proposed as part of these changes due to the new vehicle crossing reducing the length of resident parking outside 108 Oriental Parade to fit two standard cars and a small car. Whether this area will be long enough to fit three cars will depend on the type of vehicles that park there and how they park, but the space is not sufficient to fit three standard cars.

This proposal has been designed in line with the parking hierarchy for city fringe and inner-city suburbs outlined in the Wellington City Council Parking Policy, adopted in August 2020, which prioritises residents parking over short-stay parking, such as metered parking. Effort has been made in this proposal to provide a balance of both metered parking spaces and resident parking spaces on the street for both visitors to the area and residents. The conversion of these two spaces will still leave several metered parking spaces on Oriental Parade for non-residents to use.

## Feedback Received

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

### Feedback

**Name:** Shivonne

**Suburb:** Khandallah

**Agree:** No

It will interfere with the flow of traffic unnecessarily in what is already a traffic-pressured area in peak times.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

The No Stopping At All Times and Resident Parking changes that have been proposed will not impact the flow of traffic on Oriental Parade.

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### Feedback

**Name:** Eikrid

**Suburb:** Wellington

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to support these proposed changes.

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### Feedback

**Name:** John

**Suburb:** Crofton Downs

**Agree:** No

Stop wasting money making the city worse. Having a portfolio for traffic doesn't mean you must change things. Put aside your ego and think about the people of Wellington.

You ought to fix the pipes, remove congesting bike lanes which hinder emergency services and work to reduce rates especially in tough economic times.

### Officer Response:

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Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

Feedback

Name: Cwhite  
Suburb: Taita  
Agree: No

No comment.

Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

Feedback

Name: Csscaddan  
Suburb: Wadestown  
Agree: No

Stop removing parking.

Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

An additional resident parking space is being proposed as part of these changes due to the new vehicle crossing reducing the length of resident parking outside 108 Oriental Parade to fit two standard cars and a small car.

This proposal has been designed in line with the parking hierarchy for city fringe and inner-city suburbs outlined in the Wellington City Council Parking Policy, adopted in August 2020, which prioritises residents parking over short-stay parking, such as metered parking. Effort has been made in this proposal to provide a balance of both metered parking spaces and resident parking spaces on the street for both visitors to the area and residents. The conversion of these two spaces will still leave several metered parking spaces on Oriental Parade for non-residents to use.

## Feedback Received

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

### Feedback

**Name:** Cassandra

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to support these proposed changes.

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### Feedback

**Name:** LK

**Suburb:** Wellington

**Agree:** No

Resident Parking encourages vehicle ownership and enables preferential access for residents to use public space for their cars. Further, in this proposal the number of Resident Parks is increased. The proposal is inconsistent with WCC policy to promote use of public transport. Those who live in properties without car parking should either purchase parking separately or not own cars.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

An additional resident parking space is being proposed as part of these changes due to the new vehicle crossing reducing the length of resident parking outside 108 Oriental Parade to fit two standard cars and a small car. Whether this area will be long enough to fit three cars will depend on the type of vehicles that park there and how they park, but the space is not sufficient to fit three standard cars.

This proposal has been designed in line with the parking hierarchy for city fringe and inner-city suburbs outlined in the Wellington City Council Parking Policy, adopted in August 2020, which prioritises residents parking over short-stay parking, such as metered parking. Effort has been made in this proposal to provide a balance of both metered parking spaces and resident parking spaces on the street, for both visitors to the area and residents. The conversion of these two spaces will still leave several metered parking spaces on Oriental Parade for non-residents to use.

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## Feedback Received

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

### Feedback

**Name:** Trevor  
**Suburb:** Breaker Bay  
**Agree:** No

I think this change (actually ALL proposals) should include a commercial impact assessment. This is proposing to remove two parking spaces from directly outside a popular Wellington restaurant. There must be some commercial impact?

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

There have been temporary resident parking spaces in place outside 103 Oriental Parade since the construction began for the development of 108 Oriental Parade in 2021, as the resident parking spaces were temporarily relocated under a Traffic Management Plan to allow for residents to park near their addresses during the construction of this development. This proposal includes the conversion of two of these spaces to become permanent resident parking spaces.

This proposal has been designed in line with the parking hierarchy for city fringe and inner-city suburbs outlined in the Wellington City Council Parking Policy, adopted in August 2020, which prioritises residents parking over short-stay parking, such as metered parking. Effort has been made in this proposal to provide a balance of both metered parking spaces and resident parking spaces on the street for both visitors to the area and residents. The conversion of these two spaces will still leave several metered parking spaces on Oriental Parade for non-residents to use.

### Feedback

**Name:** Caleb  
**Suburb:** Newlands  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to support these proposed changes.

## Feedback Received

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

### Feedback

**Name:** Smahon  
**Suburb:** Newlands  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to support these proposed changes.

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### Feedback

**Name:** Lynne  
**Suburb:** Khandallah  
**Agree:** No

Agree with the no-stopping zone to allow for safety around crossing. There should only be one resident's carpark created opposite 108 Oriental Bay. No additional residents' parking should be created with this change as there needs to be as much public parking as possible, i.e. one for one.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

An additional resident parking space is being proposed as part of these changes due to the new vehicle crossing reducing the length of resident parking outside 108 Oriental Parade to fit two standard cars and a small car. Whether this area will be long enough to fit three cars will depend on the type of vehicles that park there and how they park, but the space is not sufficient to fit three standard cars.

This proposal has been designed in line with the parking hierarchy for city fringe and inner-city suburbs outlined in the Wellington City Council Parking Policy, adopted in August 2020, which prioritises residents parking over short-stay parking, such as metered parking. Effort has been made in this proposal to provide a balance of both metered parking spaces and resident parking spaces on the street for both visitors to the area and residents. The conversion of these two spaces will still leave several metered parking spaces on Oriental Parade for non-residents to use.

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Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Feedback

Name: Srobinson  
Suburb: Wadestown  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to support these proposed changes.

Feedback

Name: Ddducnz  
Suburb: Wadestown  
Agree: No

No comment.

Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

Feedback

Name: Struzakm  
Suburb: Kelburn  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to support these proposed changes.

## Feedback Received

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

### Feedback

**Name:** GB

**Suburb:** Wadestown

**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

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### Feedback

**Name:** AB

**Suburb:** Thorndon

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to support these proposed changes.

---

### Feedback

**Name:** Joy (on behalf of Rockhaven Apartments Ltd)

**Suburb:** Oriental Bay

**Agree:** No

To whom it may concern,

We have recently received a notification via mailbox drop advising as follows:

Intended **removal** of a **one Residents Parking Space** outside 108 Oriental Parade, Oriental Bay, Wellington. This is being done to provide for a new vehicle crossing at 108 Oriental Parade. As outlined, the location of the new vehicle crossing requires the removal of one Resident Parking Space, which cannot be relocated in front of the property's previous, now redundant vehicle

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## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

crossing due to its proximity to the nearby pedestrian crossing.

Intended **removal of five Residents Parking Spaces** from outside 103 Orients Parade, Oriental Bay, Wellington. This is the location of the Royal Port Nicholson Yacht Club and Coene's Restaurant.

The intended **provision of two Resident Parking Spaces** to **replace the six in total intended to be removed**. So, in other words, the Council considers it is "giving" us two Resident Parking Spaces whilst taking away **six existing Resident Parking Spaces in total for a net loss of four Resident Parking Spaces**.

I am advised by telephone on 27<sup>th</sup> September 2024 as follows:

The residents Parking Spaces outside 103 Oriental Parade, Oriental Bay, Wellington were temporary. They were provided to accommodate for the removal of parking spaces outside 108 Oriental Parade, whilst that property was being rebuilt. In the event, they have been there for a few years now and are well used. Remaining spaces outside or near to 108 have been back in operation for a few months now and are also being well used. There are only two or three spaces here depending on how well people park.

A new residence built at 108 Oriental Parade. As noted, access to this property requires the removal of one Resident Parking space.

Your communication notes specifically

**"Improvements**

- Improved parking availability

**Net Parking Impact**

- Removal of one Resident Parking space on the south side
- Convert two Metered Parking spaces to Resident Parking spaces on the north side (NOTE: these two Metered Parking spaces to be converted are not currently Metered Parking spaces)
- Overall a gain of one residents parking space."

It is very difficult to follow the logic or maths in operation here when there is mention of a gain of one residents parking space, when in fact there is a net loss of four residents parking spaces.

On behalf of residents of **Rockhaven Apartments Limited, Oriental Bay, Wellington:**

**We strongly object to the intended removal of five Resident Parking Spaces** outside 103 Oriental Parade. On any given day all five spaces are regularly in use, as are the ones nearby 108 Oriental Parade. Removing in total six Resident Parking spaces, when combined with one loss at 108 Oriental Parade, will make it extremely difficult for residents to park near to where they live and increase competition which exists for the already limited number of parks available. Given your state in your communication – wanting to – support city place-making, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes – we do not see how this proposal achieves that at all. Some residents, who do not have off-street parking, may well be forced

## Feedback Received

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

to walk some distance in the cold and dark because of lack of suitable resident parking spaces nearby.

Please register our strong objection to this proposed change and acknowledge receipt.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

The resident parking spaces outside 103 Oriental Parade were put in place under a Traffic Management Plan to relocate the resident parking spaces outside 108 Oriental Parade that were used for construction of the new development. These spaces were temporarily relocated to allow for residents to park near their addresses during the construction of this development.

An additional resident parking space is being proposed as part of these changes because the new vehicle crossing has reduced the length of resident parking outside 108 Oriental Parade to fit two standard cars and a small car, rather than three standard cars. Effort has been made in this proposal to provide a balance of both metered parking spaces and residents parking spaces on the street, for both visitors to the area and residents. The implementation of this proposal would result in there being one more resident parking space than what was in place prior to the temporary parking changes for the development. This is in line with the parking hierarchy for city fringe and inner-city suburbs outlined in the Wellington City Council Parking Policy, adopted in August 2020, which prioritises residents parking over short-stay parking, such as metered parking.

---

### Feedback

**Name:** Vance

**Suburb:** Ngaio

**Agree:** No

This gives the impression of their being one rule for most and a special rule for Oriental Bay residents!

As the occupants of 108 now have a vehicle crossing (and therefore parking within their property) there should be \*less\* need for a residents park, not a reason to give them two more!

Strongly object.

Parking at the public beach should be open to all Wellingtonians, not those already wealthy enough to live right across from it.

### Officer Response:

## Feedback Received

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

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

An additional resident parking space is being proposed as part of these changes due to the new vehicle crossing reducing the length of resident parking outside 108 Oriental Parade to fit two standard cars and a small car. Whether this area will be long enough to fit three cars will depend on the type of vehicles that park there and how they park, but the space is not sufficient to fit three standard cars.

This proposal has been designed in line with the parking hierarchy for city fringe and inner-city suburbs outlined in the Wellington City Council Parking Policy, adopted in August 2020, which prioritises residents parking over short-stay parking, such as metered parking. Effort has been made in this proposal to provide a balance of both metered parking spaces and resident parking spaces on the street for both visitors to the area and residents. The conversion of these two spaces will still leave several metered parking spaces on Oriental Parade for non-residents to use.

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### Feedback

**Name:** Andrew  
**Suburb:** Mount Victoria  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to support these proposed changes.

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### Feedback

**Name:** TMCG  
**Suburb:** Northland  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking

## Feedback Received

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

At All Times and No Stopping At All Times. We appreciate you taking the time to support these proposed changes.

---

### Feedback

**Name:** Hugo  
**Suburb:** Karori  
**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

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### Feedback

**Name:** Thom  
**Suburb:** Churton Park  
**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

---

### Feedback

**Name:** David  
**Suburb:** Mornington  
**Agree:** Yes

No comment.

### Officer Response:

Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to support these proposed changes.

Feedback

Name: Nick  
Suburb: Tawa  
Agree: Yes

Of course you should have to pay for the infrastructure you use, with your own money instead of my tax dollars. How is this even up for debate?

Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

Feedback

Name: Pnkplumb  
Suburb: Karori  
Agree: No

No comment.

Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

Feedback

Name: Sharon  
Suburb: Karori  
Agree: No

The continued reduction of public parking makes the city far less accessible for people who do not reside in the city to enjoy Oriental Bay and visit residents. No stopping makes picking up and

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

dropping off people very challenging. I object to ALL public parking being taken away to provide for cycle lanes and residential parking for people moving into a business and Government centre. Apartments need to be mandated to provide personal car parking within the building. It is hypocrisy for residents to say they don't need a car because they can walk everywhere in the CBD then request residential parking because it would be 'nicer' for them.

I will write to you in more detail about my concerns.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

An additional resident parking space is being proposed as part of these changes due to the new vehicle crossing reducing the length of resident parking outside 108 Oriental Parade to fit two standard cars and a small car. Whether this area will be long enough to fit three cars will depend on the type of vehicles that park there and how they park, but the space is not sufficient to fit three standard cars.

The 8 metres of No Stopping At All Times has been proposed across the new vehicle crossing to ensure access to and from the off-street parking at 108 Oriental Parade by indicating to drivers where to park so they are not within 1 metre of the prolongation of the vehicle crossing, as per the Land Transport (Road User) Rule 2004, and to ensure visibility for pedestrians using the nearby pedestrian crossing.

This proposal has been designed in line with the parking hierarchy for city fringe and inner-city suburbs outlined in the Wellington City Council Parking Policy, adopted in August 2020, which prioritises residents parking over short-stay parking, such as metered parking. Effort has been made in this proposal to provide a balance of both metered parking spaces and resident parking spaces on the street for both visitors to the area and residents. The conversion of these two spaces will still leave several metered parking spaces on Oriental Parade for non-residents to use.

---

### Feedback

**Name:** Timzog  
**Suburb:** Miramar  
**Agree:** No

Oriental Bay is a place where the whole city congregates. On-street parking is for the benefit of all the city (we all pay rates for it), and we should be hesitant about preferential access for a limited part of the community. This is not good use of council funds – based on the figures in the paper, we will be subsidising these residents \$8500 per year per park. If residents want on-street parking in the inner city, they should pay what it's worth (way more than \$200/year) – it could be built into the redevelopment of the site, or at least charged as a targeted rate.



## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

This proposal goes beyond returning to the status quo ante – it increases the number of residents parks to two instead of one. No justification is being provided for increasing the number of resident's parks to more than existed before the redevelopment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

An additional resident parking space is being proposed as part of these changes due to the new vehicle crossing reducing the length of resident parking outside 108 Oriental Parade to fit two standard cars and a small car. Whether this area will be long enough to fit three cars will depend on the type of vehicles that park there and how they park, but the space is not sufficient to fit three standard cars.

This proposal has been designed in line with the parking hierarchy for city fringe and inner-city suburbs outlined in the Wellington City Council Parking Policy, adopted in August 2020, which prioritises residents parking over short-stay parking, such as metered parking. Effort has been made in this proposal to provide a balance of both metered parking spaces and resident parking spaces on the street for both visitors to the area and residents. The conversion of these two spaces will still leave several metered parking spaces on Oriental Parade for non-residents to use.

### Feedback

**Name:** Julian  
**Suburb:** Kilbirnie  
**Agree:** No

Cost money and damage the local business they need parking for the customer.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

An additional resident parking space is being proposed as part of these changes due to the new vehicle crossing reducing the length of resident parking outside 108 Oriental Parade to fit two standard cars and a small car. Whether this area will be long enough to fit three cars will depend on the type of vehicles that park there and how they park, but the space is not sufficient to fit three standard cars.

## Feedback Received

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

This proposal has been designed in line with the parking hierarchy for city fringe and inner-city suburbs outlined in the Wellington City Council Parking Policy, adopted in August 2020, which prioritises residents parking over short-stay parking, such as metered parking. Effort has been made in this proposal to provide a balance of both metered parking spaces and resident parking spaces on the street for both visitors to the area and residents. The conversion of these two spaces will still leave several metered parking spaces on Oriental Parade for non-residents to use.

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### Feedback

**Name:** Rua

**Suburb:** Crofton Downs

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to support these proposed changes.

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### Feedback

**Name:** PJ

**Suburb:** Oriental Bay

**Agree:** Yes

2 for 1 seems reasonable, but equally, would prefer to retain the resident's park space as these are in high demand.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate your support and taking the time to comment on the proposed changes.

---

### Feedback

**Name:** John

**Suburb:** Hataitai

**Agree:** No

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

I am opposed to the angle parks on the North/seaward side being converted to Residents only parking. Oriental Bay is a shared space for all of Wellington to use and the seaward side should remain a shared space. There is sufficient residents-only parking on the same side as 108 Oriental Parade already, and the new apartment developments include off street parking too which offsets the loss of a 1 park where the new vehicle crossing is required.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

An additional resident parking space is being proposed as part of these changes due to the new vehicle crossing reducing the length of resident parking outside 108 Oriental Parade to fit two standard cars and a small car. Whether this area will be long enough to fit three cars will depend on the type of vehicles that park there and how they park, but the space is not sufficient to fit three standard cars.

This proposal has been designed in line with the parking hierarchy for city fringe and inner-city suburbs outlined in the Wellington City Council Parking Policy, adopted in August 2020, which prioritises residents parking over short-stay parking, such as metered parking. Effort has been made in this proposal to provide a balance of both metered parking spaces and resident parking spaces on the street for both visitors to the area and residents. The conversion of these two spaces will still leave several metered parking spaces on Oriental Parade for non-residents to use.

### Feedback

**Name:** Pults

**Suburb:**

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to support these proposed changes.

### Feedback

**Name:** Simples

**Suburb:** CBD

**Agree:** No

## Feedback Received

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

No comment.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

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### Feedback

**Name:** Alexandra

**Suburb:** Newtown

**Agree:** No

I would support 'other option 1' as outlined in the TR plan. If developers can't/won't create off street parking for residents, then tough luck. The council should have a 'sinking lid' policy for all types of car parking.

### Officer Response:

Thank you for your feedback on TR137-24 Oriental Parade, Oriental Bay – Proposed Resident Parking At All Times and No Stopping At All Times. We appreciate you taking the time to provide feedback on the proposed changes.

An additional resident parking space is being proposed as part of these changes due to the new vehicle crossing reducing the length of resident parking outside 108 Oriental Parade to fit two standard cars and a small car. Whether this area will be long enough to fit three cars will depend on the type of vehicles that park there and how they park, but the space is not sufficient to fit three standard cars.

This proposal has been designed in line with the parking hierarchy for city fringe and inner-city suburbs outlined in the Wellington City Council Parking Policy, adopted in August 2020, which prioritises residents parking over short-stay parking, such as metered parking. Effort has been made in this proposal to provide a balance of both metered parking spaces and resident parking spaces on the street for both visitors to the area and residents. The conversion of these two spaces will still leave several metered parking spaces on Oriental Parade for non-residents to use.

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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:

<b>Reference</b>	TR138-24 Johnsonville Pool and Library Carpark, Johnsonville - Carpark Changes
<b>Location – where we propose to make the change</b>	Johnsonville Pool and Library Carpark, Johnsonville
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Change the parking restrictions to At All Times <ul style="list-style-type: none"> <li>P120 8am-6pm to P120 At All Times</li> <li>Mobility Parking to Mobility Parking At All Times</li> <li>P10 Loading Zone to P10 Loading Zone At All Times</li> <li>Authorised Vehicles Only to Authorised Vehicles Only At All Times</li> </ul> </li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>The Council has received complaints from facility users about vehicles exceeding their time limits, particularly during the morning and afternoon hours.</li> <li>The Keith Spry Pool is open from 6am to 9pm, but the current parking restrictions are only enforceable between 8am and 6pm. This leaves a four-hour period each day when these restrictions cannot be enforced.</li> <li>To enhance parking turnover, Council Officers propose changing the existing parking restrictions to "At All Times" to ensure equitable use of these parking spaces.</li> </ul>
<b>Impact</b>	<p><b>Improvements</b></p> <ul style="list-style-type: none"> <li>Improves safety and accessibility for Council facilities</li> <li>Improves safety and accessibility for mobility park users</li> <li>Improves parking availability</li> </ul> <p><b>Net Parking Impact</b></p> <ul style="list-style-type: none"> <li>No loss of parking</li> </ul> <p><b>Pedestrian impact</b></p> <ul style="list-style-type: none"> <li>No Change</li> </ul>
<b>Other options considered</b>	<p><b>Option 1:</b></p> <ul style="list-style-type: none"> <li>Change the existing parking restrictions from 8am – 6pm to 6am – 9pm in lieu of "At All Times" – this option is not preferred as this may encourage people to leave vehicles overnight.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.</li> <li>Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am</li> </ul>

## We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

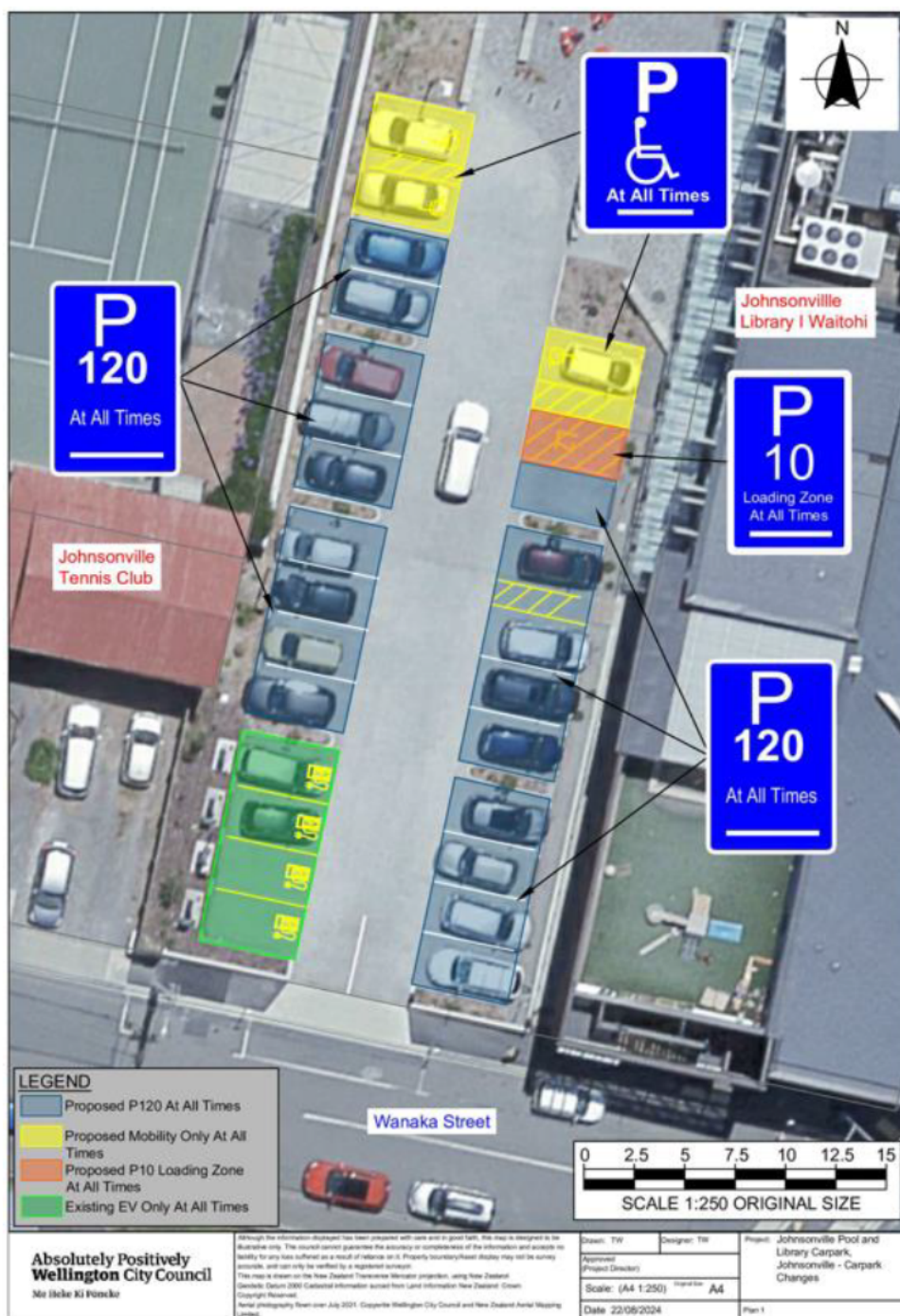
	Thursday 26 September at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> <li>Your privacy is important to us. Please <b>DO NOT</b> add specific personal details to your feedback (i.e.: full name, address, etc)</li> <li>What we do with your personal information: All submissions (<b>including your first name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> <li>For more information regarding our Privacy Statement please check our webpage: <a href="#">Privacy statement - Wellington City Council</a>.</li> </ul>
Feedback	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00am Thursday 26 September and finishes at 5.00pm Thursday 10 October.</b></li> </ul>
Next Steps	<ol style="list-style-type: none"> <li>Feedback collated by Friday 11 October.</li> <li>The proposal will go to the Koata Hātepe   Regulatory Processes Committee meeting on Thursday 14 November 2024.</li> <li>If approved, the proposal will be installed within the following three months.</li> </ol>



**We are proposing a change in your area**

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

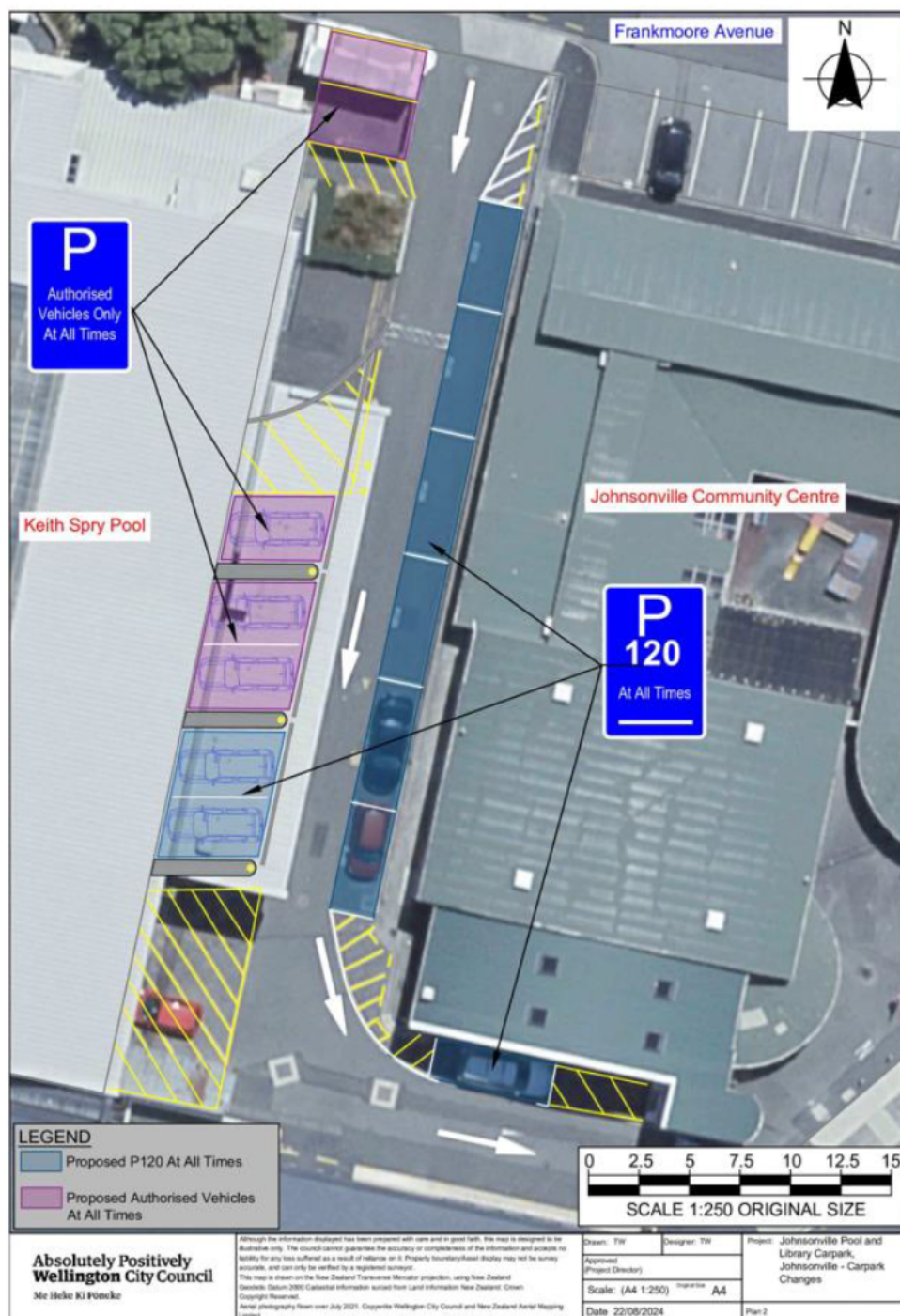
**Traffic Resolution Plan: TR138-24 Johnsonville Pool and Library Carpark, Johnsonville - Carpark Changes**



We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Traffic Resolution Plan: TR138-24 Johnsonville Pool and Library Carpark, Johnsonville - Carpark Changes



We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Johnsonville Pool and Library Carpark	P120, Monday to Sunday 8:00am - 6:00pm. Angle parking	West side, commencing at its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,223.49 m, Y= 5,434,913.23 m) and extending in a northerly direction for 44 metres.
Johnsonville Pool and Library Carpark	P120, Monday to Sunday 8:00am - 6:00pm. Angle parking	East side, commencing at its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m) and extending in a northerly direction for 36 metres.
Johnsonville Community Centre Carpark	Authorised volunteer and staff parking	East side, commencing at its intersection with the South side of Frankmoore Avenue (Grid Coordinates X= 1,751,305.37 m, Y= 5,435,011.14 m) and extending in a southerly direction following the building line for 43 metres.
Johnsonville Community Centre Carpark	P120 angle parking	West side, commencing at its intersection with the South side of Frankmoore Avenue (Grid Coordinates X= 1,751,299.29 m, Y= 5,435,012.33 m) and extending in a southerly direction following the building line for 43 metres.

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

Column One	Column Two	Column Three
Johnsonville Pool and Library Carpark	Mobility Parking, displaying a mobility parking permit only at all times	West side, commencing 44m north of its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,223.49 m, Y= 5,434,913.23 m) and extending in a northerly direction for 7 metres.
Johnsonville Pool and Library Carpark	P10 Loading Zone	East side, commencing 36m north of its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m)) and extending in a northerly direction for 3 metres.



## We are proposing a change in your area

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

<b>Johnsonville Pool and Library Carpark</b>	Mobility Parking, displaying a mobility parking permit only at all times	East side, commencing 39m north of its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m) and extending in a northerly direction for 5 metres.
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Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Johnsonville Pool and Library Carpark</b>	P120, At All Times	West side, commencing 15.7 metres of the Northern kerbline of Wanaka St (Grid X= 1,751,223.49 m, Y= 5,434,913.23 m) and extending in a northerly direction for 25 metres.
<b>Johnsonville Pool and Library Carpark</b>	P120, At All Times	East side, commencing 3.2 metres of the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m) and extending in a northerly direction for 26.5 metres.
<b>Johnsonville Community Centre Carpark</b>	P120, At All Times	East side, commencing 9 metres south of the southern kerb line of Frankmoore Avenue (Grid Coordinates X= 1,751,305.37 m, Y= 5,435,011.14 m) and extending in a southerly direction following the building line for 36 metres.
<b>Johnsonville Community Centre Carpark</b>	P120 At All Times	West side, commencing 38 metres south of the southern kerb line of Frankmoore Avenue (Grid Coordinates X= 1,751,299.29 m, Y= 5,435,012.33 m) and extending in a southerly direction following the building line for 6.4 metres.
<b>Johnsonville Community Centre Carpark</b>	P120 At All Times	North side, commencing 16.5 metres west of the western kerb line of Moorefield Road (Grid Coordinates X= 1,751,319.49 m, Y= 5,434,954.53 m) and extending in a westerly direction for 6 metres.

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

Column One	Column Two	Column Three
<b>Johnsonville Pool and Library Carpark</b>	Mobility Parking At All Times, Displaying a mobility parking permit only at all times	West side, commencing 40m north of the Northern kerbline of Wanaka St (Grid X= 1,751,223.49 m, Y= 5,434,913.23 m) and extending in a northerly direction for 6 metres.

**We are proposing a change in your area**

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

<b>Johnsonville Pool and Library Carpark</b>	<i>P10 Loading Zone, At All Times</i>	<i>East side, commencing 29.7 metres north of the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m) and extending in a northerly direction for 2.6 metres.</i>
<b>Johnsonville Pool and Library Carpark</b>	<i>Mobility Parking At All Times, Displaying a mobility parking permit only at all times</i>	<i>East side, commencing 32.4 metres north of the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m) and extending in a northerly direction for 4 metres.</i>
<b>Johnsonville Community Centre Carpark</b>	<i>Authorised Vehicles only At All Times</i>	<i>West side, commencing 26 metres south of the southern kerb line of Frankmoore Avenue (Grid Coordinates X= 1,751,299.29 m, Y= 5,435,012.33 m) and extending in a southerly direction following the building line for 11 metres.</i>
<b>Johnsonville Community Centre Carpark</b>	<i>Authorised Vehicles only At All Times</i>	<i>West side, commencing 2.5 metres south of the southern kerb line of Frankmoore Avenue (Grid Coordinates X= 1,751,299.29 m, Y= 5,435,012.33 m) and extending in a southerly direction for 5.5 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Johnsonville Community Centre Carpark</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 26 metres west of the western kerb line of Moorefield Road (Grid Coordinates X= 1,751,319.49 m, Y= 5,434,954.53 m) and extending in a northerly direction for 6 metres.</i>
<b>Johnsonville Community Centre Carpark</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 4 metres south of the southern kerb line of Frankmoore Avenue (Grid Coordinates X= 1,751,319.49 m, Y= 5,434,954.53 m) and extending in a southerly direction for 5 metres.</i>

Prepared By: Tommy Wilson (Transport Engineering Assistant)  
 Approved By: Kate Gourdie (Team Leader Traffic & Resolutions)  
 Approved Date: 9/9/2024

## Feedback Received

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

### Feedback

**Name:** Maree

**Suburb:** Khandallah

**Agree:** Yes

Time restrictions should reflect the hours that facilities are open to the public.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes. We appreciate you taking the time to comment on the proposed changes.

These proposed time restrictions are in line with the current opening hours of the facility in addition to prevent overnight stayers that continue to stay in the morning.

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### Feedback

**Name:** Unplug

**Suburb:** Ngaio

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

---

### Feedback

**Name:** Grant

**Suburb:** Wellington

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

---



## Feedback Received

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

### Feedback

**Name:** Nikki  
**Suburb:** Karori  
**Agree:** No

Nothing I see around town is making movement of traffic, safety of travellers, ability to have a business that flourishes, indeed ANYTHING any better. Mobility is decreasing. People are going out to Porirua or the Hutt or Petone to shop – lots moving there. Masses of unenvironmental materials are being used – confusing signage, too many cones, crazy stuff appearing overnight – too many workers with fluoro jackets on, not working and using their phones more often than not and certainly not working. Crazy policies are destroying the city not helped by the govt destruction of Wgtn's workforce and this council needs to stop and think – you are not getting the support that you want and you are not listening.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

The purpose of this traffic resolution is to allow Parking Services to enforce the restrictions for the entire duration these facilities are open, allowing for better vehicle turnover and fair use of these parks for all that wish to use the facilities they are provided for. Currently, the way the restrictions are set up, people can overstay by at least four hours when it should only be two-hour parking. This traffic resolution aims to rectify this.

### Feedback

**Name:** Evan  
**Suburb:** Khandallah  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

### Feedback

**Name:** Suhan  
**Suburb:** Karori  
**Agree:** Yes

## Feedback Received

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

Stop building underutilised cycle lanes, restore parking, bus lanes. There is a large portion of the community who cannot cycle due to family duties and disability. Your plans over the past few years have been extremely discriminating towards those members of the community. It also helps the businesses, public transport and the motorists who are paying road user charges and various taxes and levies.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

We appreciate you taking the time to provide feedback on the proposed changes. Unfortunately, your comments are outside the scope of this traffic resolution which is not related to cycleway projects. However, we will pass this feedback along to the appropriate channels.

---

### Feedback

**Name:** Psykke

**Suburb:** Churton Park

**Agree:** Yes

I use that car park often and the proposed change sounds good.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes. We appreciate your support and taking the time to comment on the proposed changes.

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### Feedback

**Name:** Gera

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

## Feedback Received

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

### Feedback

**Name:** Shivonne  
**Suburb:** Khandallah  
**Agree:** Yes

This is a valid option given the amount of time cars currently park there.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes. We appreciate your support and taking the time to comment on the proposed changes.

### Feedback

**Name:** Eikrid  
**Suburb:** Wellington  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

### Feedback

**Name:** Khend  
**Suburb:** Chruton Park  
**Agree:** Yes

Sometimes non-mobility coupon people park in the mobility parks – which makes things difficult.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes. We appreciate your support on the proposed changes.

If you do notice anyone illegally parking in a mobility park without a valid permit, we encourage you to report this to Council's parking services team. The best way to do this is by calling our 24/7 contact centre in 04 499 4444 with the details of the vehicle and a parking officer can be dispatched.

## Feedback Received

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

### Feedback

**Name:** Sal

**Suburb:** Johnsonville

**Agree:** Yes

Please also make it a “no turn right” from the bottom of Wanaka Street to Moorefield Road – this snarls up the traffic terrible. Also it should be no right turn from Moorefield road into Wanaka Street. Better still make Wanaka Street one way and redesign the intersection – it is a nightmare with pedestrians, buses, traffic going all ways. I have seen children almost run over on the crossing on Moorefield Road. Drivers have to look in so many directions at once at that intersection – please make it simpler.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes. We appreciate your support on the proposed changes.

The no right turn from Wanaka Street, one way restriction and intersection improvements with Moorefield Road are outside the scope of the proposed traffic resolution and would require wider public consultation and investigation by Council Officers on the redirected traffic flows, vehicle circulation and accessibility for the local neighbourhood.

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### Feedback

**Name:** John

**Suburb:** Crofton Downs

**Agree:** No

Stop wasting money making the city worse. Having a portfolio for traffic doesn't mean you must change things. Put aside your ego and think about the people of Wellington.

You ought to fix the pipes, remove congesting bike lanes which hinder emergency services and work to reduce rates especially in tough economic times.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

The proposed changes are to enable parking enforcement and allow for higher turnover of vehicles accessing the facilities within the Waitohi Community Hub.

Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Feedback

Name: Cwhite  
Suburb: Taita  
Agree: No

No comment.

Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

Feedback

Name: Csscaddan  
Suburb: Wadestown  
Agree: No

Stop limiting parking.

Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

The proposed changes are to enable parking enforcement and allow for higher turnover of vehicles accessing the facilities within the Waitohi Community Hub. Having time limited parking encourages the high turnover of vehicles and availability of parking, otherwise vehicles could park in a space all day, limiting access to parks for facility users.

Feedback

Name: Caitlin  
Suburb: Johnsonville  
Agree: Yes

That carpark gets very crowded, anything that can encourage people to keep circulating is a good thing. Thanks team!

Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville –

## Feedback Received

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

Carpark Changes. We appreciate your support and taking the time to comment on the proposed changes.

---

### Feedback

**Name:** Warwick (on behalf of Ark Fellowship)

**Suburb:** Johnsonville

**Agree:** No

You must be careful to exclude the community centre parking as many groups meet there for more than 120mins, ourselves included. There is no alternative parking – this move would delete the centre as a viable option for many community events especially on Sundays – no events, no centre income!

If you go ahead with this the Community Centre will lose many of its backbone regular bookings as we cannot finish our weekly activity inside the 120 mins and with no alternative parking left in Johnsonville we would have to abandon the centre. Many of the big functions in the main hall also go well over 120 mins and so you will be making it impossible to use the facility anymore except for short meetings... it will go broke.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

The current parking restrictions are already P120, the proposal only seeks to extend the periods for these time restrictions to enable higher turnover of vehicles resulting in more parking availability and turnover for those accessing the Waitohi Community Hub. This is particularly important for those accessing the pool from 6am-9pm or attending community events at the Community Centre outside the hours of 8am-6pm.

Patrons, when booking for events at the community centre are always made aware of time limits and, if longer stay parking is required, there is unlimited and P180 parking available on the surrounding streets in the vicinity of the Community Centre. The existing parking directly outside the community centre on Frankmoore Avenue will also not be affected by this proposal.

---

### Feedback

**Name:** Alston

**Suburb:** Churton Park

**Agree:** Yes

The changes to parking at the Library and Pool carparks should not cause too many – or any – significant problems. However, I wish the Council would also look at parking and traffic flow in the

---



Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

surrounding streets which are becoming increasingly congested. As a pedestrian it is necessary to dodge between cars waiting for spaces and is really unsafe when walking with young children.

Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes. We appreciate your support and taking the time to comment on the proposed changes.

The parking and traffic congestion issues are outside the scope of the traffic resolution; however, these issues will be reviewed separately by the Council Transport Engineering team.

Feedback

Name: Sarah  
Suburb: Ngaio  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

Feedback

Name: Tracy  
Suburb: Tawa  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

Feedback

Name: Caleb  
Suburb: Newlands

## Feedback Received

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

**Agree: No**

No comment.

**Officer Response:**

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

---

**Feedback**

**Name: Smahon**

**Suburb: Newlands**

**Agree: Yes**

No comment.

**Officer Response:**

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

---

**Feedback**

**Name: Lynne**

**Suburb: Khandallah**

**Agree: Yes**

But, EV parking should have time limit.

**Officer Response:**

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

The existing EV charging stations have a time limit restriction which is P120 At All Times.

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**Feedback**

**Name: Skoptsie**

**Suburb: Grenada Village**

**Agree: Yes**

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## Feedback Received

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

Great ideas, some inconsiderate individuals had been abusing the car parks set up so this should move them on.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes. We appreciate your support and taking the time to comment on the proposed changes.

### Feedback

**Name:** Srobinson  
**Suburb:** Wadestown  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

### Feedback

**Name:** P.R  
**Suburb:** Johnsonville  
**Agree:** Yes

I'm only impacted by the "P120 8am-6pm to P120 At All Times" change. High use times seem to really only be when the library is open. As this proposal impacts times outside of this and so I doubt it will have much impact.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

Council Parking services have difficulty with parking enforcement outside of the current parking timeframes of 8am to 6pm as the pool operating hours are 6am to 9pm. Therefore, the proposed time restriction changes are required to enable higher turnover of parking spaces and increase parking availability for people at the Centre to use.

## Feedback Received

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

### Feedback

**Name:** Ddducz  
**Suburb:** Wadestown  
**Agree:** No

Don't have money.

### Officer Response:

[Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.](#)

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### Feedback

**Name:** GB  
**Suburb:** Wadestown  
**Agree:** No

No comment.

### Officer Response:

[Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.](#)

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### Feedback

**Name:** Sola  
**Suburb:** Johnsonville  
**Agree:** Yes

No comment.

### Officer Response:

[Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.](#)

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## Feedback Received

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

### Feedback

**Name:** Kathryn  
**Suburb:** Churton Park  
**Agree:** No

Change the parking P120 to 8am to 9pm – Option 1.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

The purpose of the traffic resolution At All Times is for enforcement purposes and to enable turnover of vehicles. The carpark should only be used for those accessing the Waitohi Community Hub and this aligns with the Councils Parking Policy by supporting business wellbeing and improving parking management to support economic activity. The option that you have mentioned is incorrect and is 6am – 9pm. This option will only be considered by popular vote by the RPC committee based on the feedback we receive.

### Feedback

**Name:** PD  
**Suburb:** Khandallah  
**Agree:** Yes

Need some kind of long-term plan for the mall car park, I know the owners aren't very collaborative but every parking issue in Jville comes back to the mall being a barrier or factor that spills over into public parking areas. Using charging in this location should be on the table in the future.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

The Johnsonville Mall carpark is privately owned and not managed by Wellington City Council.

### Feedback

**Name:** Jeze  
**Suburb:** Broadmeadows  
**Agree:** Yes

## Feedback Received

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

The EV parking spaces should also have a time limit of P120 At All Times, to make it fair to all users of this facility. Quite often EV cars are parked there all day. It makes it very difficult for other EV owners to charge their vehicles.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

The existing EV charging stations have a time limit restriction which is P120 At All Times.

If you do notice anyone illegally parking in the EV parking spaces, we encourage you to report this to our parking services team. The best way to do this is by calling our 24/7 contact centre in 04 499 4444 with the details of the vehicle and a parking officer can be dispatched.

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### Feedback

**Name:** Hugo

**Suburb:** Karori

**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

---

### Feedback

**Name:** Thom

**Suburb:** Churton Park

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes. We appreciate your support on the proposed changes.



## Feedback Received

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

### Feedback

**Name:** Joane  
**Suburb:** Khandallah  
**Agree:** Yes

A sensible change.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes. We appreciate your support on the proposed changes.

### Feedback

**Name:** Kennedy  
**Suburb:** Newlands  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes. We appreciate your support on the proposed changes.

### Feedback

**Name:** Paul  
**Suburb:** Khandallah  
**Agree:** No

Get rid of mobility parks and don't put time limits on parking.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

The proposed time restriction changes are to enable parking enforcement and allow for higher turnover of vehicles accessing the facilities within the Waitohi Community Hub. Having time limited

## Feedback Received

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

parking increases parking turnover of vehicles, otherwise vehicles could park in a space all day, limiting parking availability for users to the facilities.

The provisions of a mobility park assist with those people who may have limited mobility and are mobility permit holders. Mobility park spaces are necessary to provide acceptable access to key locations such as the Johnsonville Library and Pool.

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### Feedback

**Name:** Purcell

**Suburb:** Johnsonville

**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

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### Feedback

**Name:** Dmnew

**Suburb:** Churton Park

**Agree:** No

Do not change for parking around pool – when we are taking our children to swimming lessons – you charge enough for the lessons.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

The proposal does not make any changes to the current number of parking spaces. The only change is to extend the period for the P120 time limit so as to encourage higher turnover of vehicles enabling more parking availability in particular during the pool operating hours.

Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Feedback

Name: Lynn  
Suburb: Wellington  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes. We appreciate your support on the proposed changes.

Feedback

Name: Pnkplumb  
Suburb: Karori  
Agree: No

No comment.

Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

Feedback

Name: Julian  
Suburb: Kilbirnie  
Agree: No

Cost money and damage the local business they need parking for the customer.

Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

The proposal does not remove any car parks. It is only to extend the time period for the P120 to encourage higher turnover of vehicles and parking availability.

## Feedback Received

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

### Feedback

**Name:** Murray

**Suburb:** Tawa

**Agree:** No

The complaints are for vehicles exceeding their time limits in the morning and afternoon; hence, the solution should be to fix that particular issue, and not to introduce a blanket P120 at all times. I have no concerns with the mobility, loading zones, and authorised vehicles parks being at all times; however, I am opposed to the P120 parks being made so.

If there is an issue with cars exceeding their time limit, then increase the number of parking enforcement officers and/or their patrols. This shouldn't be difficult as we commonly see stories in the media regarding the over-zealousness of parking enforcement. Also, the P120 could be increased from 0800 to 0600 to 2100 – an imminently sensible solution.

As for having cars park overnight – what is the concern? No evidence or rationale is provided, and this seems like there is no valid reason and is just another way to increase revenue from parking enforcement.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

The proposed resolution At All Times is to enable turnover of parking spaces and availability of parking for the Facilities users. The carpark should only be used for those accessing the Waitohi Community Hub and this aligns with the Councils Parking Policy.

The option you referenced in your feedback has been considered and will be put to a vote by the RPC committee based on the input received. Council officers have recommended measures to prevent overnight parking, which can disrupt visitors to the facility in the morning. These concerns have been raised by Parking Services, who have highlighted their challenges in enforcing complaints about vehicles from the public. Furthermore, this area is not intended to serve as a parking lot for overnight vehicle storage.

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### Feedback

**Name:** Rua

**Suburb:** Crofton Downs

**Agree:** No

## Feedback Received

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

The community area should be free to park in. Having removed so many car parks when renovating the pool and library area has made it incredible inaccessible to the community. This also pushes more people parking in the adjoining streets.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

The proposed resolution At All Times is to enable turnover of parking spaces and availability of parking for the Facilities users. The carpark should only be used for those accessing the Waitohi Community Hub and this aligns with the Councils Parking Policy.

The time limit for the carparks is P120 8am to 6pm Mon to Sun and the resolution aims to extend these time periods to cater for the pool opening hours from 6am to 9pm.

Time limited parking increases the turnover of vehicle parking and improves access to parking for the Facilities users. This space is not designed for overnight storage, and this resolution aims to prevent disruption to facility users by the stored vehicles left from overnight.

### Feedback

**Name:** Hengeart2  
**Suburb:** Upper Hutt  
**Agree:** No

Cannot open the proposal document. I am against any increase in costs and the associated limitations that may impact drives in a community where rates are already generating increased household costs.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

We are sorry to hear that you have experienced issues opening the traffic resolution documents. If you do come across this again in the future, we strongly encourage you to reach out to us directly so we can forward you a copy.

This resolution will not increase costs but will in fact improve vehicle turnover to make this space more fair use for all visitors to the community centre, library and pool by aligning the parking restrictions with the opening hours of these facilities.

## Feedback Received

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

### Feedback

**Name:** Pults

**Suburb:**

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes. We appreciate your support on the proposed changes.

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### Feedback

**Name:** Brodie

**Suburb:** Paparangi

**Agree:** No

I agree with AT ALL TIMES except for;

1. EV charging. Change to AT ALL TIMES only when charging.

2. There are 5 WCC employee car parks.

Two – for the pool hours: Mon – Fri 6am – 9pm – Sat & Sun 7am – 7pm

Two – JVCC staff hours Mon – Fri 8.30am – 4pm

One Library – hours: Mon – Fri 10am – 7pm – Sat & Sun 10am – 4pm

The public should be able to use these employee parks when the pool, JVCC & library are closed with the same parking restrictions as being promoted.

I also think the council needs to consider why it needs to provide five carparks for its staff.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

The parking restriction for the existing EV chargers is already “At All Times” and is not in the scope of this proposal. EV vehicles should be charging in these spaces and are liable to receive an infringement if they are not. The authorised parking areas continue to be used outside the operating hours of the Pool, Community Centre, and Library. To maintain consistent parking restrictions and prevent public confusion, these parking spaces should be “At All Times”. It is unlikely that the public will use these parking spaces outside of facility hours.



## Feedback Received

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

The designated staff parking is intended to provide a safe commute between the workplace and their vehicles during the hours before 6 AM and after 9 PM.

Frankmoore Avenue will continue to cater for longer P180 time limited parking in addition to unlimited parking in all surrounding streets after 6pm.

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### Feedback

**Name:** DJ

**Suburb:** Johnsonville

**Agree:** Yes

This makes perfect sense for fairness, given the extended opening hours of the adjacent facilities. I had the reasonable expectation that a designated mobility park would apply at all times.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes. We appreciate your support and taking the time to comment on the proposed changes.

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### Feedback

**Name:** Tegdeffuts

**Suburb:** Khandallah

**Agree:** No

It should be that 24/7. Don't allow our streets to be free car parks for people this causes congestion and impedes emergency vehicles.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes.

Council officers agree these spaces should be at all times which is more in line with the facility operating hours to help improve customer turnover and fairness for these spaces.

## Feedback Received

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

### Feedback

**Name:** Mebpok

**Suburb:** Broadmeadows

**Agree:** Yes

Stops people using it as residents parking.

### Officer Response:

Thank you for your feedback on TR138-24 Johnsonville Pool and Library Carpark, Johnsonville – Carpark Changes. We appreciate your support and taking the time to comment on the proposed changes.

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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	TR139-24 Newtown West & Berhampore Parking Scheme Zones – Parking Restriction Amendments
Location – where we propose to make the change	Newtown West and Berhampore Parking Scheme Zones. Drawings as itemised below A-F
What we’d like to do	<ul style="list-style-type: none"><li>• The traffic resolution (TR157-23) for the Newtown Berhampore parking scheme was approved at Koata Hātepe   Regulatory Processes Committee 18 April 2024. This approval was required to formalise the new parking restrictions on the street as part of the Newtown west and Berhampore parking zones.</li><li>• This proposed traffic resolution addresses a few minor discrepancies without altering the originally consulted scheme. The adjustments are simply a refinement following installation, construction, and correcting a few inaccurately identified parking restrictions in the original resolution. The specific changes, detailed in the attached plans, are as follows:</li><li>• Outside Nos.197-203 Adelaide Road - Retain existing P10 loading zone and reduce the P180 by one parking space.</li><li>• Outside Nos.198-202 Adelaide Road – Retain one existing P30 park and reduce P180 restriction by one parking space.</li><li>• Outside Nos.206-210 Adelaide Road – Retain two existing P30 parks and reduce the P180 by two parking spaces.</li><li>• Near No.30 Rintoul Street – Retain existing mobility park and reduce the P180 by one parking space.</li><li>• Opposite No.2 Nikau Street – Reduce P180 parking by one space due to difficult pole location for signage.</li><li>• Outside No.26 Colombo Street – Retain one existing P10 park and reduce P180 by one parking spaces.</li><li>• Outside Nos.12-14 Colombo Street – Removal of P120 parking to retain unrestricted parking (approx. seven parks).</li><li>• Outside No.351 Adelaide Road – Retain existing bus stop and remove P180 restriction (five car parks).</li><li>• Outside Nos.224-226 Rintoul Street – Remove two P180 parking spaces to implement No Stopping At All Times as part of the Berhampore to Newtown Cycleway Project.</li></ul>
Why we are proposing the change.	<ul style="list-style-type: none"><li>• During the installation of the new signs, poles, and markings, we discovered minor discrepancies in the original traffic resolution for the Newtown West and Berhampore zones. These discrepancies are detailed in this amended traffic resolution (TR).</li><li>• We have scaled back the new scheme to retain more of the existing restrictions before the new parking scheme.</li></ul>

## We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

	<ul style="list-style-type: none"> <li>This traffic resolution aims to formalise the restrictions, update the plans, and ensure the changes made on the streets are legally enforceable.</li> </ul>
<b>Impact</b>	<p><b>Improvements</b></p> <ul style="list-style-type: none"> <li>Improves parking accessibility for residents and mobility users.</li> <li>Improves short-stay accessibility for visitors, shoppers, and tradespeople.</li> <li>Formalise existing restrictions, in order to be enforceable.</li> </ul> <p><b>Net Parking Impact</b></p> <ul style="list-style-type: none"> <li>Only formalise what is currently existing.</li> </ul> <p><b>Pedestrian Impact</b></p> <ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Other options considered</b>	<ul style="list-style-type: none"> <li>Options were considered as part of the Newtown &amp; Berhampore Parking Management Plan TR157-23 consultation (including letter drops and drop-in sessions), further information on this consultation can be found at <a href="#">Supporting documents   WCC Transport Projects.</a></li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> <li>Support city place-making, amenity, and safety – ensure on-street parking design and placement.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Thursday 26 September at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Privacy</b>	<ul style="list-style-type: none"> <li>Your privacy is important to us. Please <b>DO NOT</b> add specific personal details to your feedback (i.e.: full name, address, etc)</li> <li>What we do with your personal information: All submissions (including your <b>first name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> <li>For more information regarding our Privacy Statement please check our webpage: <a href="#">Privacy statement - Wellington City Council.</a></li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00am Thursday 26 September and finishes at 5.00pm Thursday 10 October.</b></li> </ul>

We are proposing a change in your area

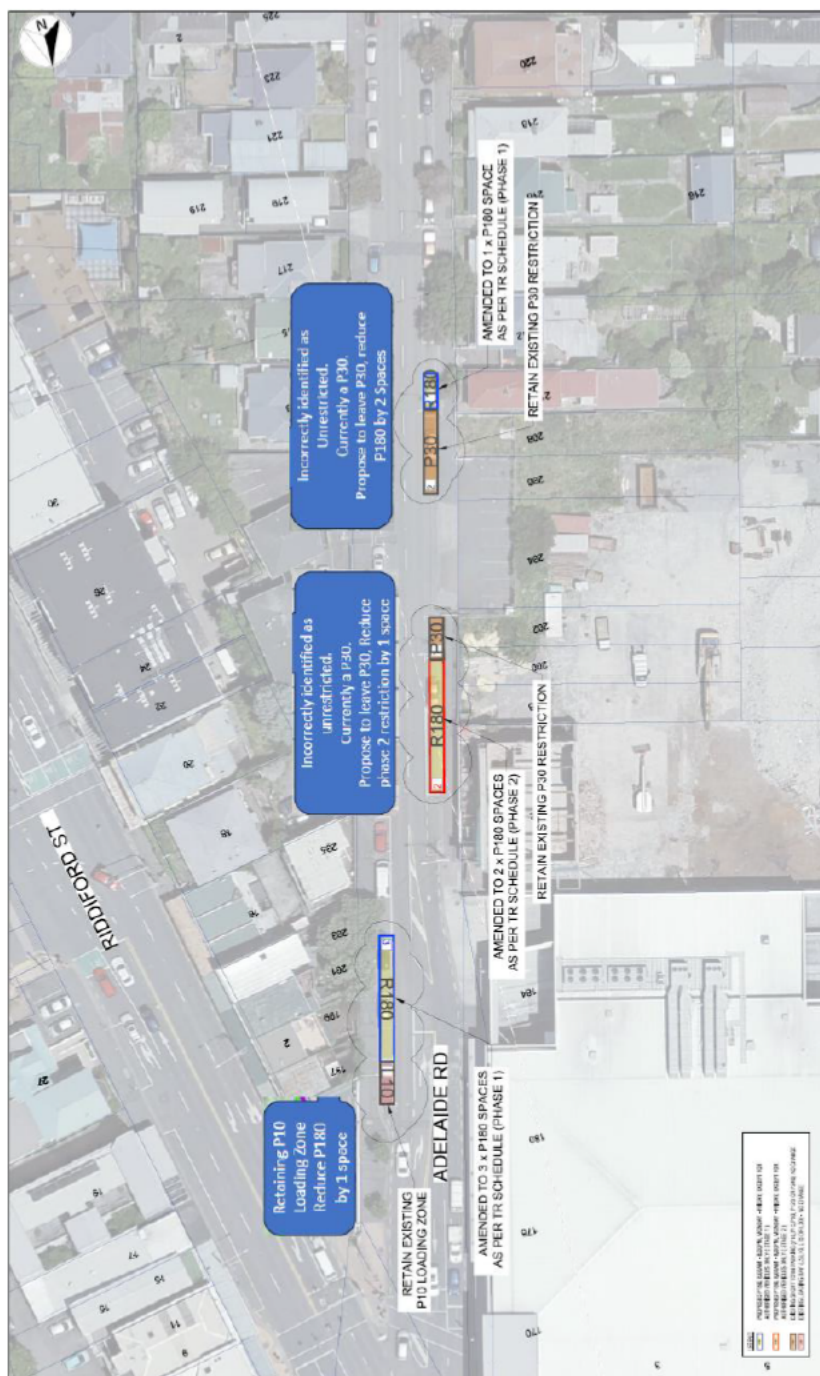
Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Next Steps	<div>1. Feedback collated by Friday 11 October.</div> <div>2. The proposal will go to the Koata Hātepe   Regulatory Processes Committee meeting on Thursday 14 November.</div> <div>3. If approved, the proposal will be installed within the following three months.</div>
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## We are proposing a change in your area

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

### A: Traffic Resolution Plan: TR139-24 Newtown West & Berhampore Parking Scheme Zones – Parking Restriction Amendments - Adelaide Road (near intersection with Riddiford St)





**We are proposing a change in your area**

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

**B: Traffic Resolution Plan: TR139-24 Newtown West & Berhampore Parking Scheme Zones –  
Parking Restriction Amendments - Rintoul Street (near intersection with Riddiford Street)**



Wellington City Council | 5 of 25

**We are proposing a change in your area**

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

**C: Traffic Resolution Plan: TR139-24 Newtown West & Berhampore Parking Scheme Zones –  
Parking Restriction Amendments - Nikau Street**



We are proposing a change in your area

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

D: Traffic Resolution Plan: TR139-24 Newtown West & Berhampore Parking Scheme Zones –  
 Parking Restriction Amendments - Colombo Street





**We are proposing a change in your area**

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

**E: Traffic Resolution Plan: TR139-24 Newtown West & Berhampore Parking Scheme Zones –  
Parking Restriction Amendments - Adelaide Road (near intersection with Stoke Street)**



Wellington City Council | 8 of 25

**We are proposing a change in your area**

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

**F: Traffic Resolution Plan: TR139-24 Newtown West & Berhampore Parking Scheme Zones – Parking  
Restriction Amendments - Rintoul Street (near intersection with Milton Street)**



Wellington City Council | 9 of 25

## We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Legal Description:

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

Newtown West Phase 1		
Column One	Column Two	Column Three
<b>Colombo Street</b>	<i>P120 Except for vehicles displaying an authorised resident's vehicle parking permit, Monday to Friday 8:00am - 6:00pm.</i>	<i>South side, commencing 34 metres west of its intersection with Rintoul Street (Grid coordinates, x= 1748900.8 m, y= 5425029.2 m), and extending in a westerly direction following the southern kerb line for 40 metres. (7 parallel parking spaces)</i>
<b>Adelaide Road</b>	<i>P180 8am - 8pm Monday - Friday, resident permit exempt.</i>	<i>East side commencing from grid coordinates x=1748815.116 m, y=5425527.203 m and extending in a northerly direction, following the eastern kerb line for 24 metres (4, parallel parks).</i>
<b>Adelaide Road</b>	<i>P180 8am - 8pm Monday - Friday, resident permit exempt.</i>	<i>West side commencing from grid coordinates x=1748790.858 m, y=5425468.032 m and extending in a southerly direction, following the western kerb line for 17 metres (3, parallel parks).</i>
<b>Hanson Street</b>	<i>P180 8am - 8pm Monday - Friday, resident permit exempt.</i>	<i>West side commencing from grid coordinates x=1748697.465 m, y=5425487.93 m and extending in a southerly direction, following the western kerb line for 32 metres (6, parallel parks).</i>
<b>Nikau Street</b>	<i>P180 8am - 8pm Monday - Friday, resident permit exempt.</i>	<i>South side commencing from grid coordinates x=1748792.482 m, y=5425380.951 m and extending in an easterly direction, following the southern kerb line for 25 metres (5, parallel parks).</i>
<b>Rintoul Street</b>	<i>P180 8am - 8pm Monday - Friday, resident permit exempt.</i>	<i>West side commencing from grid coordinates x=1748898.909 m, y=5425018.893 m and extending in a southerly direction, following the western kerb line for 18 metres (3, parallel parks).</i>
<b>Colombo Street</b>	<i>P180 8am - 8pm Monday - Friday, resident permit exempt.</i>	<i>North side commencing from grid coordinates x=1748807.536 m, y=5425062.16 m and extending in a westerly direction, following the northern kerb line for 17 metres (3, perpendicular parks).</i>



## We are proposing a change in your area

**Absolutely Positively**  
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Me Heke Ki Pōneke

<b>Colombo Street</b>	<i>P180 8am - 8pm Monday - Friday, resident permit exempt.</i>	<i>East side commencing from grid coordinates x=1748868.06 m y=5425043.638 m and extending in a westerly direction, following the northern kerb line for 40 metres. (7 parallel parking spaces)</i>
<b>Adelaide Road</b>	<i>P180 8am - 8pm Monday - Friday, resident permit exempt.</i>	<i>East side commencing from grid coordinates x=1748636.072 m, y=5424812.028 m and extending in a northerly direction, following the eastern kerb line for 26 metres (5, parallel parks).</i>
<b>Berhampore Phase 1</b>		
<b>Rintoul Street</b>	<i>P180 8am - 8pm Monday - Friday, resident permit exempt.</i>	<i>West side commencing from Grid Coordinates X=1748794.342 m, Y=5424189.628 m and extending in a Southerly direction, following the Western kerb line for 10 metres (2, Parallel parks).</i>
<b>Newtown Phase 2</b>		
<b>Adelaide Road</b>	<i>P180 8am - 8pm Monday - Friday, resident permit exempt.</i>	<i>West side commencing from Grid Coordinates X=1748800.903 m, Y=5425509.656 m and extending in a Southerly direction, following the Western kerb line for 25 metres (3, Parallel parks).</i>

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

<b>Newtown West Phase 1</b>		
<b>Adelaide Road</b>	<i>Bus Stop</i>	<i>East side commencing from grid coordinates x= 1748643.401 m, y=5424850.464 m and extending in a northerly direction, following the eastern kerb line for 12m.</i>

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

<b>Newtown West Phase 1</b>		
<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Colombo Street</b>	<i>P10 9:00 - 9:30am and 3:00 - 3:30pm Monday - Friday</i>	<i>North side commencing from grid coordinates x=1748795.392 m, y=5425062.378 m and extending in a westerly direction, following the northern kerb line for 5 metres (1, parallel park).</i>
<b>Adelaide Road</b>	<i>P30 8am - 6pm Monday - Friday,</i>	<i>West side commencing from grid coordinates x= 1748790.858 m, y= 5425468.032m and extending in an easterly direction, following the southern kerb line for 12 metres (2, parallel park).</i>

## We are proposing a change in your area

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<b>Adelaide Road</b>	P30 8am - 6pm Monday - Friday,	West side commencing from grid coordinates x= 1748796.123 m, y= 5425491.211 m and extending in an easterly direction, following the southern kerb line for 5 metres (1, parallel park).
<b>Adelaide Road</b>	P180 8am – 8pm Monday-Friday, resident permit exempt.	East side commencing from grid coordinates x=1748815.116 m, y=5425527.203 m and extending in a northerly direction, following the eastern kerb line for 18 metres (3, parallel parks).
<b>Adelaide Road</b>	P180 8am – 8pm Monday-Friday, resident permit exempt.	West side commencing from grid coordinates x=1748787.777 m, y=5425456.171 m and extending in a southerly direction, following the western kerb line for 5 metres (1, parallel parks).
<b>Nikau Street</b>	P180 8am – 8pm Monday-Friday, resident permit exempt.	South side commencing from grid coordinates x=1748792.482 m, y=5425380.951 m and extending in an easterly direction, following the southern kerb line for 20 metres (4, parallel parks).
<b>Rintoul Street</b>	P180 8am – 8pm Monday-Friday, resident permit exempt.	West side commencing from grid coordinates x=1748898.909 m, y=5425018.893 m and extending in a southerly direction, following the western kerb line for 18 metres (2, parallel parks).
<b>Colombo Street</b>	P180 8am – 8pm Monday-Friday, resident permit exempt.	North side commencing from grid coordinates x=1748807.536 m, y=5425062.16 m and extending in a westerly direction, following the northern kerb line for 17 metres (2, perpendicular parks).
<b>Newtown West Phase 2</b>		
<b>Adelaide Road</b>	P180 8am – 8pm Monday-Friday, resident permit exempt.	West side commencing from Grid Coordinates X=1748800.903 m, Y=5425509.656 m and extending in a Southerly direction, following the Western kerb line for 19 metres (2, Parallel parks).

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

<b>Newtown West Phase 1</b>		
<b>Adelaide Road</b>	Bus Stop at All Times	East side commencing from grid coordinates x= 1748633.084 m, y=5424837.924 m and extending in a northerly direction, following the eastern kerb line for 11m.

We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

<b>Rintoul Street</b>	<i>Mobility Parking at All times</i>	<i>West side commencing from grid coordinates x=1748895.964 m, y=5425007.211 m and extending in a southerly direction, following the western kerb line for 6 metres (1, parallel park).</i>
<b>Adelaide Road</b>	<i>P10 Loading Zone Goods Vehicles and Authorised Vehicles Only. 8am-6pm Monday – Friday</i>	<i>East side commencing from grid coordinates x=1748819.646 m, y=5425544.73 m and extending in a westerly direction, following the northern kerb line for 6 metres (1, parallel park).</i>

Prepared By:

Approved By:

Approved Date:

Andrea Holmes

Kate Gourdie

9/9/2024

(Project Manager Development)

(Team Leader Traffic & Resolutions)

## Feedback Received

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

### Feedback

**Name:** Nikki

**Suburb:** Karori

**Agree:** No

Nothing I see around town is making movement of traffic, safety of travellers, ability to have a business that flourishes, indeed ANYTHING any better. Mobility is decreasing. People are going out to Porirua or the Hutt or Petone to shop – lots moving there. Masses of unenvironmental materials are being used – confusing signage, too many cones, crazy stuff appearing overnight – too many workers with fluoro jackets on, not working and using their phones more often than not and certainly not working. Crazy policies are destroying the city not helped by the govt destruction of Wgtn's workforce and this council needs to stop and think – you are not getting the support that you want and you are not listening.

### Officer Response:

[Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.](#)

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### Feedback

**Name:** Suhan

**Suburb:** Karori

**Agree:** No

Stop building underutilised cycle lanes, restore parking, bus lanes. There is a large portion of the community who cannot cycle due to family duties and disability. Your plans over the past few years have been extremely discriminating towards those members of the community. It also helps the businesses, public transport and the motorists who are paying road user charges and various taxes and levies.

### Officer Response:

[Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.](#)

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### Feedback

**Name:** Gera

**Suburb:** Newtown

**Agree:** Yes

Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

No comment.

Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

Feedback

Name: Rowan  
Suburb: Te Aro  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

Feedback

Name: Callum  
Suburb: Newtown  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

Feedback

Name: Jacinta  
Suburb: Berhampore  
Agree: Yes

No comment.

## Feedback Received

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

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

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### Feedback

**Name:** Maria

**Suburb:** Berhampore

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

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### Feedback

**Name:** Priscilla

**Suburb:** Island Bay

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

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### Feedback

**Name:** John

**Suburb:** Crofton Downs

**Agree:** No

Stop wasting money making the city worse. Having a portfolio for traffic doesn't mean you must change things. Put aside your ego and think about the people of Wellington.

You ought to fix the pipes, remove congesting bike lanes which hinder emergency services and work

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Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

to reduce rates especially in tough economic times.

Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

Feedback

Name: Cwhite

Suburb: Taita

Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

Feedback

Name: Csscaddan

Suburb: Wadestown

Agree: No

Stop restricting parking.

Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

Feedback

Name: Cassandra

Suburb: Newtown

Agree: Yes

No comment.

## Feedback Received

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

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

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### Feedback

**Name:** Niall

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

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### Feedback

**Name:** Smahon

**Suburb:** Newlands

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

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### Feedback

**Name:** Ddducz

**Suburb:** Wadestown

**Agree:** No

It's almost impossible to find a park. We stop to go to Newtown for shopping and food because we can't get a park. Often have to park in the hospital which is ridiculous.

If you would like no one to drive, just ban cars, cheaper.

---

## Feedback Received

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

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

We introduced a time-restricted exemption parking scheme to Newtown west and Berhampore mid-2024 to better manage parking, and the demand and allocation of parking permits. The scheme gives priority to residents by providing parking close to where they live.

In line with Wellington City Council's Parking Policy, it discourages commuters from outside Newtown and Berhampore from parking for extended periods by reducing the number of car parking spaces with no time restrictions (unrestricted parking). Short-stay parking enables short visits for tradespeople, shoppers, and visitors to the area.

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### Feedback

**Name:** GB

**Suburb:** Wadestown

**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

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### Feedback

**Name:** Splame

**Suburb:** Berhampore

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

## Feedback Received

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

### Feedback

**Name:** Hugo  
**Suburb:** Karori  
**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

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### Feedback

**Name:** Thom  
**Suburb:** Churton Park  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

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### Feedback

**Name:** David  
**Suburb:** Mornington  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

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Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Feedback

Name: Scoppard  
Suburb: Island Bay  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

Feedback

Name: Pnkplumb  
Suburb: Karori  
Agree: No

No comment.

Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

Feedback

Name: Giovanni  
Suburb: Berhampore  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

## Feedback Received

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

### Feedback

**Name:** Diane

**Suburb:** Island Bay

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

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### Feedback

**Name:** Julian

**Suburb:** Kilbirnie

**Agree:** No

Cost money and damage the local business they need parking for the customer.

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

The proposal only aims to formalise the parking arrangements that are currently existing on-street. This proposal does not remove any existing parking. This traffic resolution is a minor change to reflect what is currently on street, and it will make no further effect to the (previously approved) scheme at Koata Hātepe | Regulatory Processes Committee 18 April 2024.

---

### Feedback

**Name:** Eamon

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:



Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

Feedback

Name: Pults  
Suburb:  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

Feedback

Name: Alexandra  
Suburb: Newtown  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

Feedback

Name: Ellardclout  
Suburb: Melrose  
Agree: No

No comment.

Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

## Feedback Received

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

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### Feedback

**Name:** Mdommett

**Suburb:** Wellington

**Agree:** No

Removal of parking spaces will reduce access to the area. This is being seen in the city and if it continues you will see compound negative effects of shops and services. Please leave the parking as it is.

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

The proposal only aims to formalise the parking arrangements that are currently existing on-street. This proposal does not remove any existing parking. This traffic resolution is a minor change to reflect what is currently on street, and it will make no further effect to the (previously approved), scheme at Koata Hātepe | Regulatory Processes Committee 18 April 2024.

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### Feedback

**Name:** Hopkin

**Suburb:** Karori

**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

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### Feedback

**Name:** Kenny

**Suburb:** Island Bay

**Agree:** No

Rintoul St, cycleways are killing our city.  
GET RID OF THE MAYOR.

## Feedback Received

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

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

A review will be sent to Councillors by mid-2025 and will be informed by permit allocation data. We have the ability to install Phase 2 (further), P180 Authorised Vehicle Exemption spaces in response to demand.

### Feedback

**Name:** Patrick  
**Suburb:** Te Aro  
**Agree:** Yes

This addresses minor parking problems in this area with new bike lane.

### Officer Response:

Thank you for your feedback on TR139-24 Newtown West & Berhampore – Parking Scheme Zone, Parking Restriction Amendments.

## 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

<b>Reference</b>	TR141-24 – Thorndon Quay from Bunny Street to Aotea Quay Overbridge – Amendment of Legal Descriptions
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Thorndon Quay from Bunny St to Aotea Quay Overbridge</li> </ul>
<b>What we'd like to do</b>	<p>Amend the Approved TR26-23. This involves:</p> <ul style="list-style-type: none"> <li>Amend the legal description of the metered and mobility parking. This does not involve physically changing what had been consulted on previously for this area. The aim is to clarify the existing restrictions to ensure clarity.</li> <li>Mobility and loading zone locations in the approved design have been shifted to provide better accessibility along the corridor.</li> <li>Parking restriction changes were made to improve accessibility to certain locations.</li> <li>Plans were updated following the outcome of the Regulatory Processes Committee on 8 August 2024 to remove the raised safety platforms. The affected plan numbers are: <ul style="list-style-type: none"> <li>43</li> <li>29</li> <li>25</li> </ul> </li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>In response to feedback from stakeholder engagement during the construction phase of the project.</li> <li>To improve accessibility along the route particularly for people who use mobility parking.</li> <li>To optimise space where possible and provide two additional parking spaces. One parking space on the northbound side opposite no. 220 Thorndon Quay and one parking space on the southbound side opposite no. 262 Thorndon Quay.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improved levels of service for bus users including improved access, journey times and reliability. Provides sufficient capacity for growth in public transport.</li> <li>Improved levels of service and reduces the safety risk for people walking and cycling along and across Thorndon Quay and Hutt Road.</li> <li>Reduces the frequency and severity of crashes.</li> <li>Improves the amenity of Thorndon Quay to support the current and future place aspirations for the corridor/area.</li> <li>Maintains similar access for people and freight to the ferry terminal.</li> </ul>
<b>How this relates to the Wellington Towards 2040: Smart Capital</b>	<p>The changes will contribute to achieving the four goals of Wellington Towards 2040:</p> <ul style="list-style-type: none"> <li>People-centred city</li> <li>Connected city</li> <li>Eco-city</li> </ul>

## We are proposing a change in your area

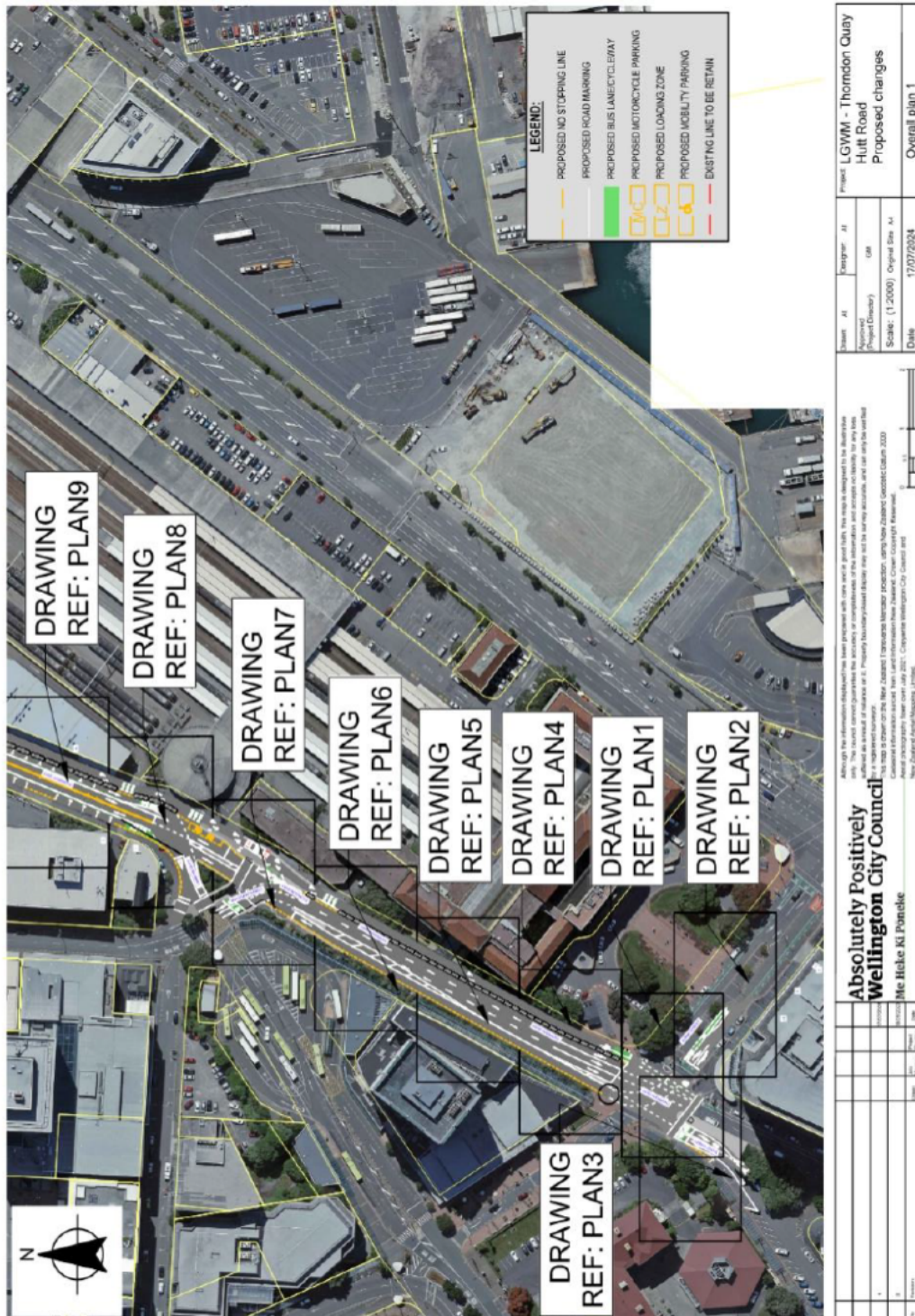
**Absolutely Positively  
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	<ul style="list-style-type: none"> <li>Dynamic central city</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>To view the final legal description for the Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Thursday 26 September at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Privacy</b>	<ul style="list-style-type: none"> <li>Your privacy is important to us. Please <b>DO NOT</b> add specific personal details to your feedback (i.e.: full name, address, etc)</li> <li>What we do with your personal information: All submissions (including your <b>first name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> <li>For more information regarding our Privacy Statement please check our webpage: <a href="#">Privacy statement - Wellington City Council</a>.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> <li><b>Please note if you are giving feedback the consultation period opens at 9.00am Thursday 26 September and finishes at 5.00pm Thursday 10 October.</b></li> </ul>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by Friday 11 October.</li> <li>The proposal will go to the Koata Hātepe   Regulatory Processes Committee meeting on Thursday 14 November.</li> <li>If approved, the proposal will be installed within the following three months.</li> </ol>



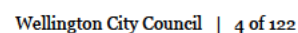
We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke





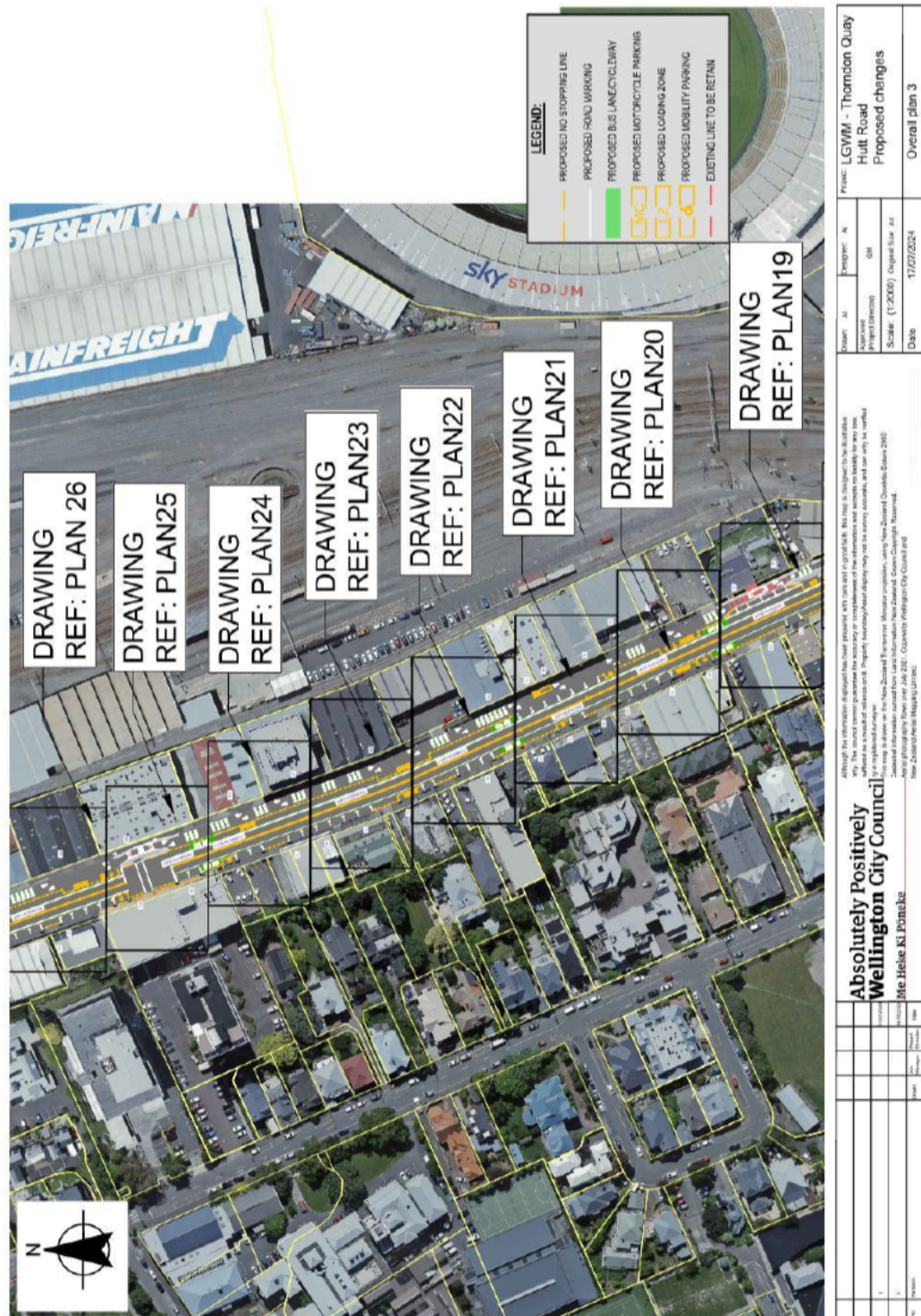
**Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke





We are proposing a change in your area

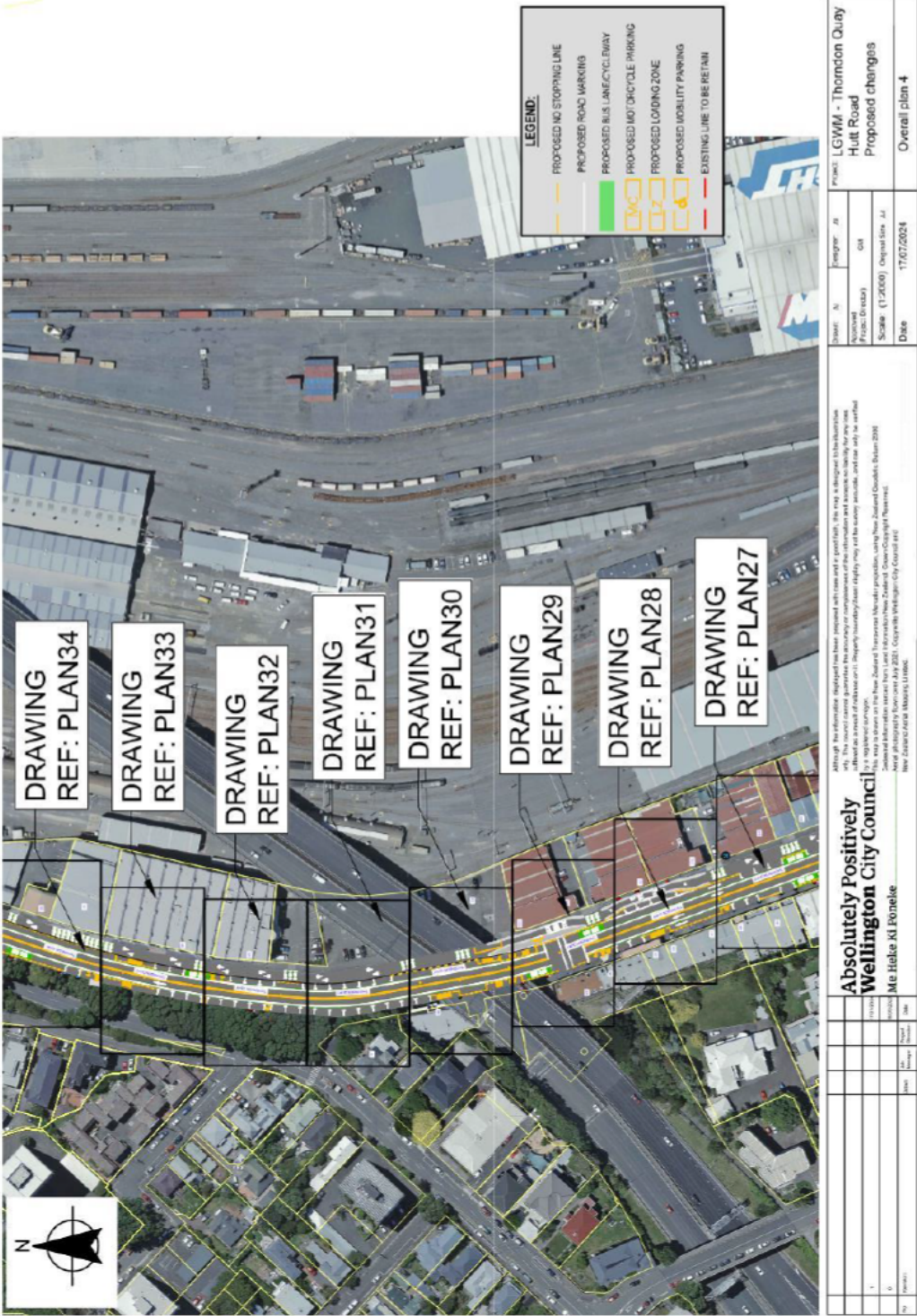
Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke





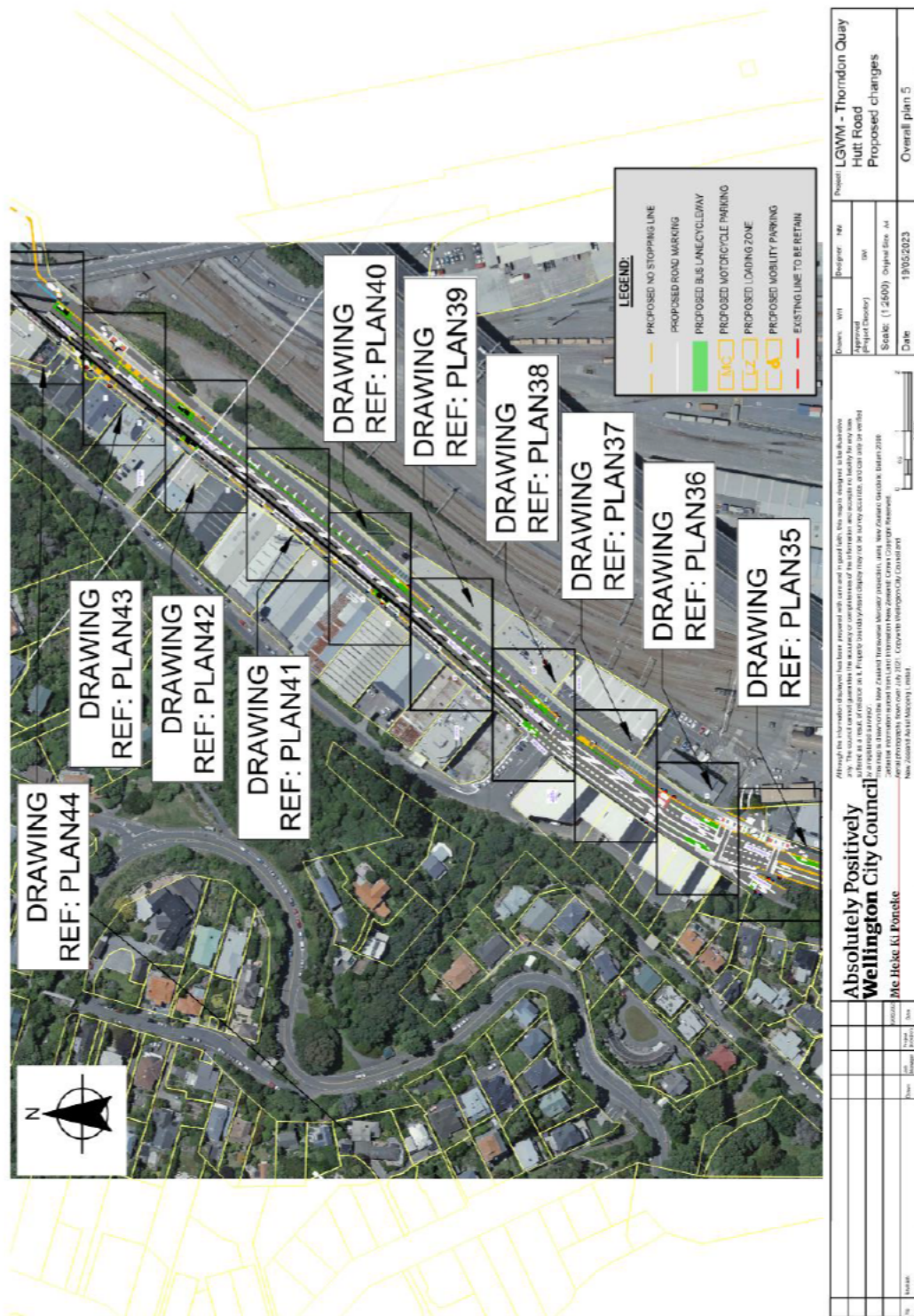
We are proposing a change in your area

Absolutely Positively  
 Wellington City Council  
 Me Heke Ki Pōneke



We are proposing a change in your area

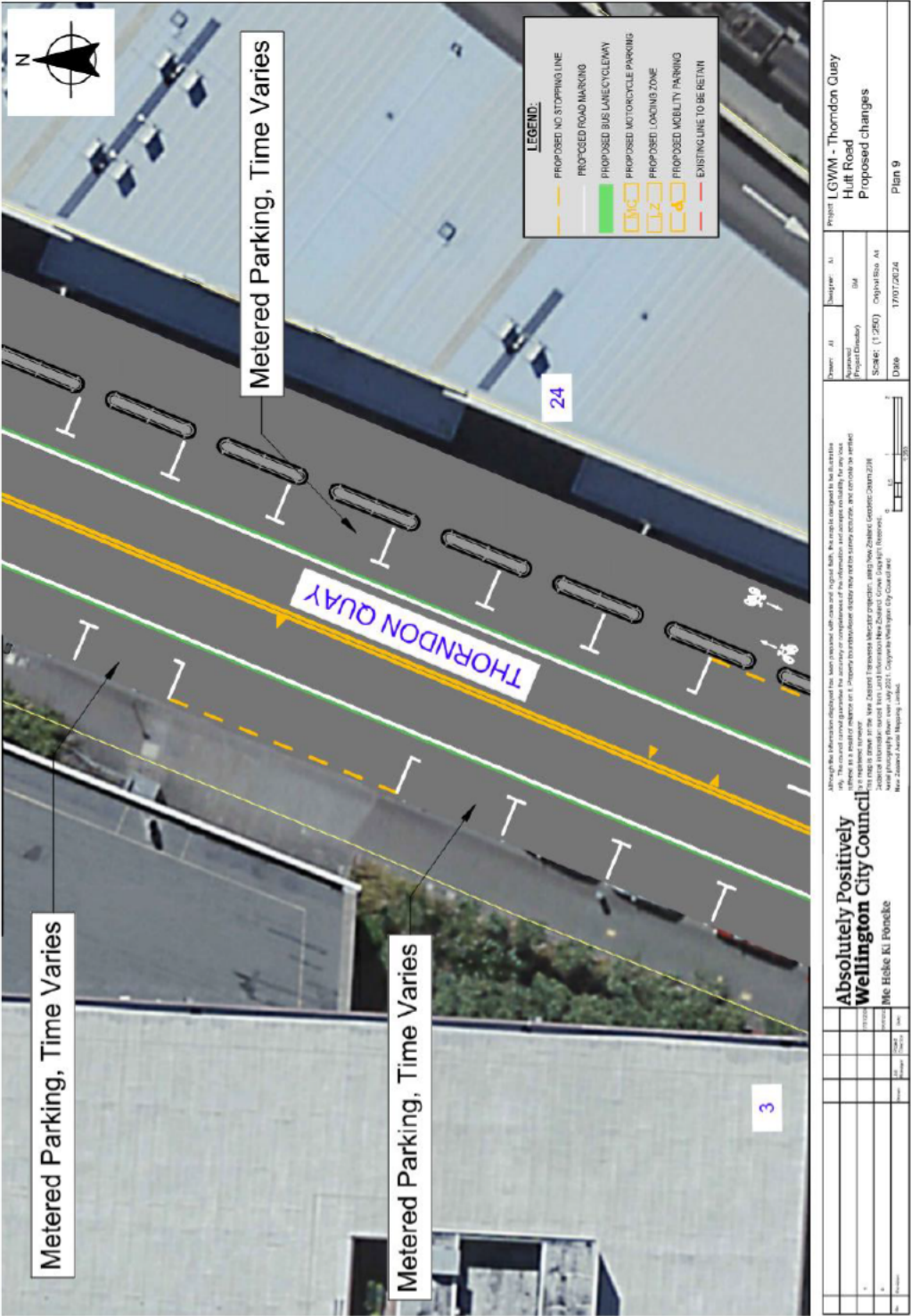
Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke



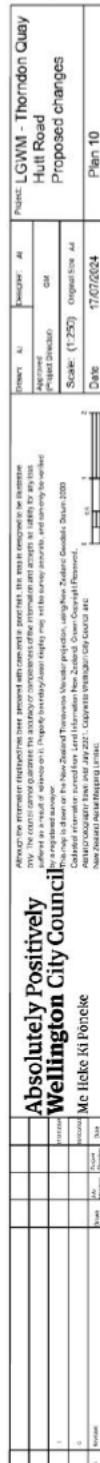


We are proposing a change in your area

Absolutely Positively  
 Wellington City Council  
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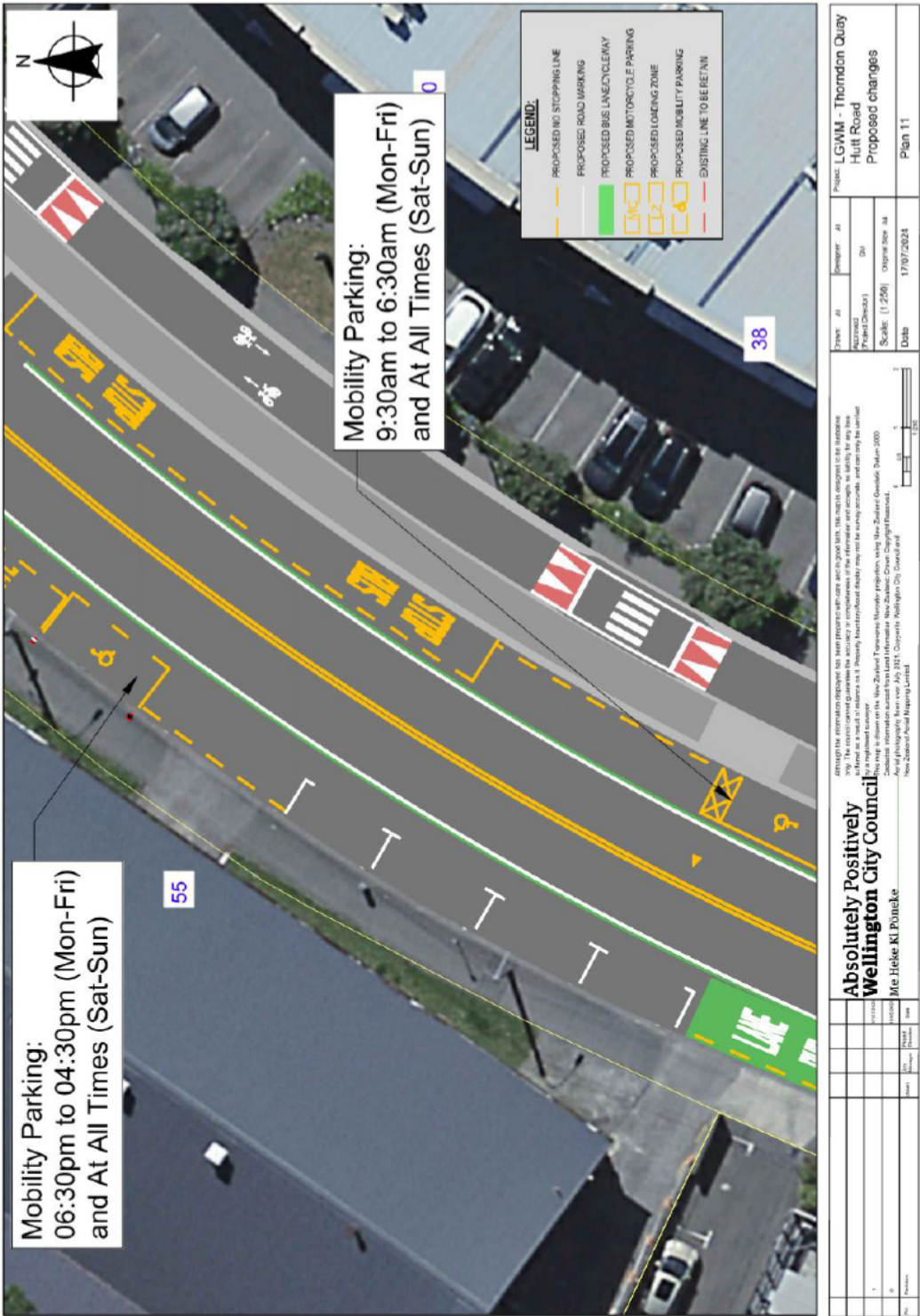
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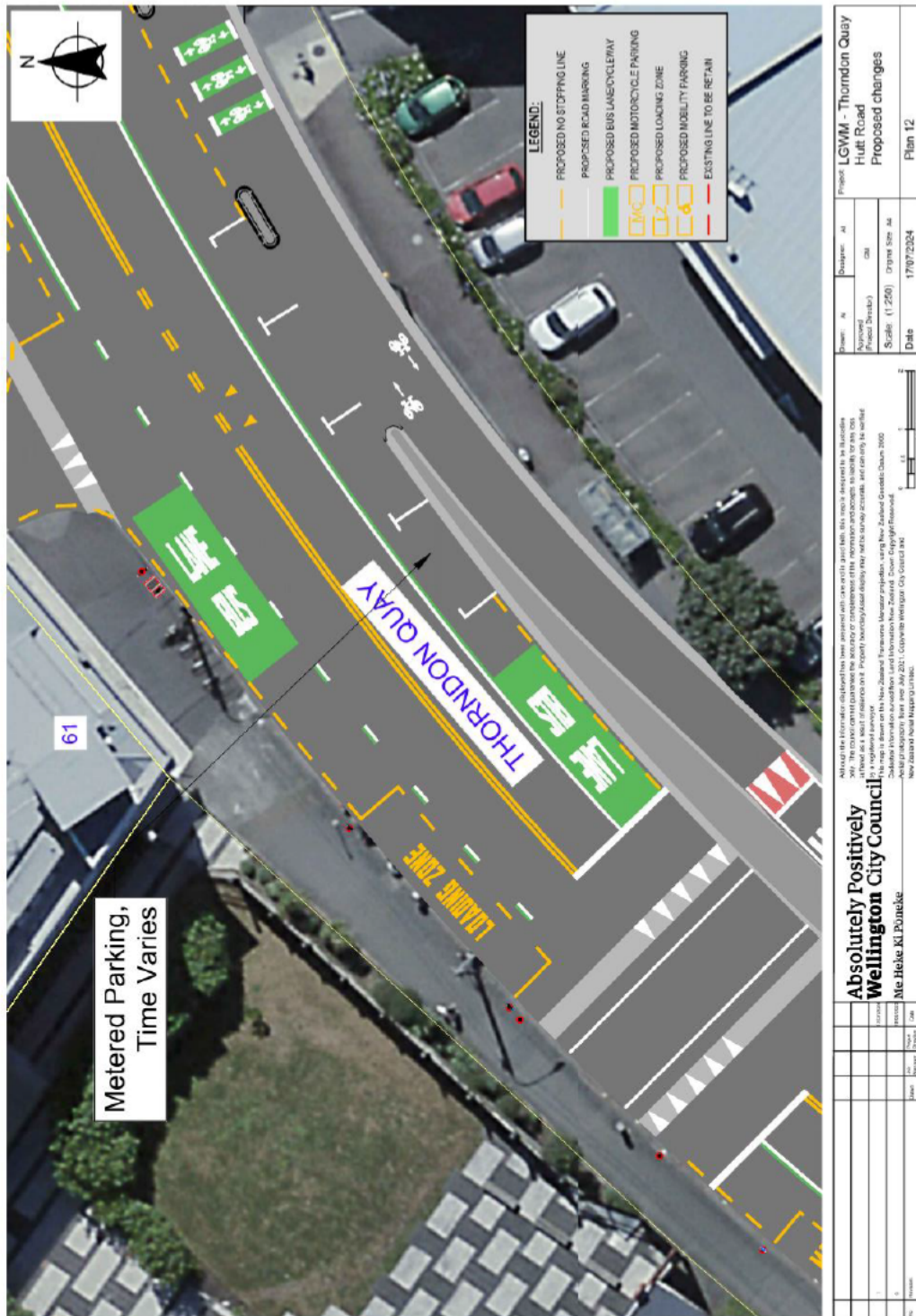
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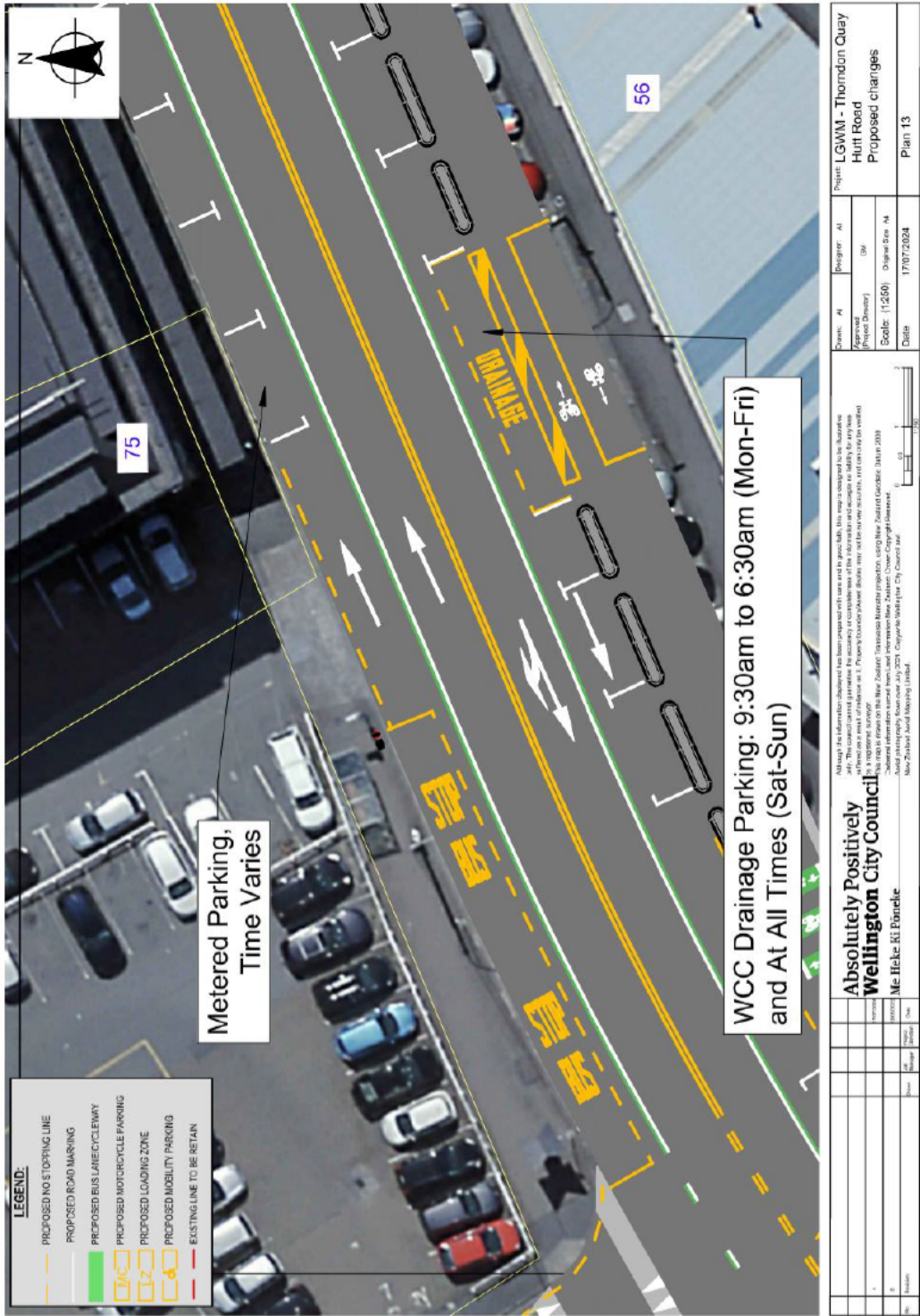




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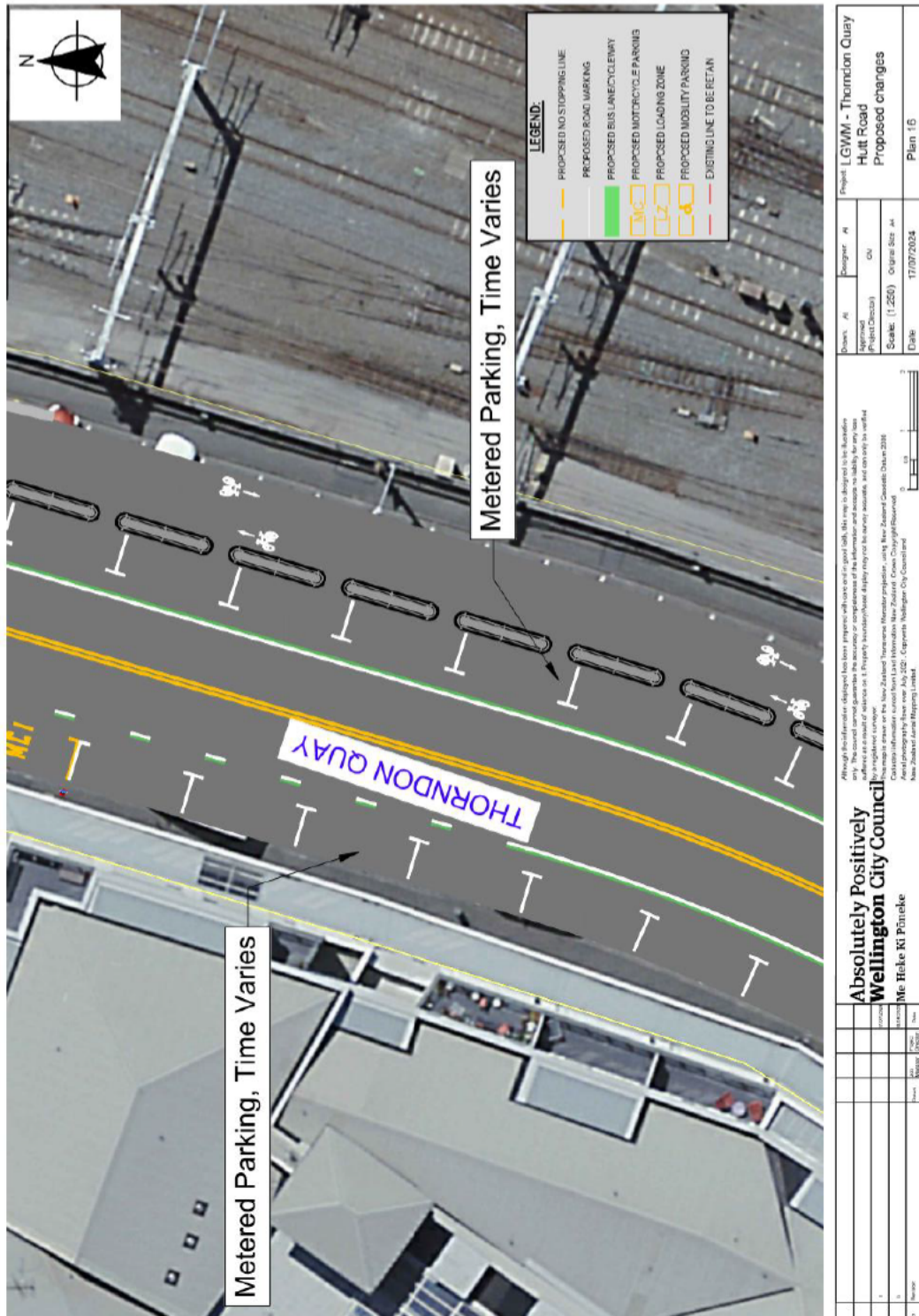


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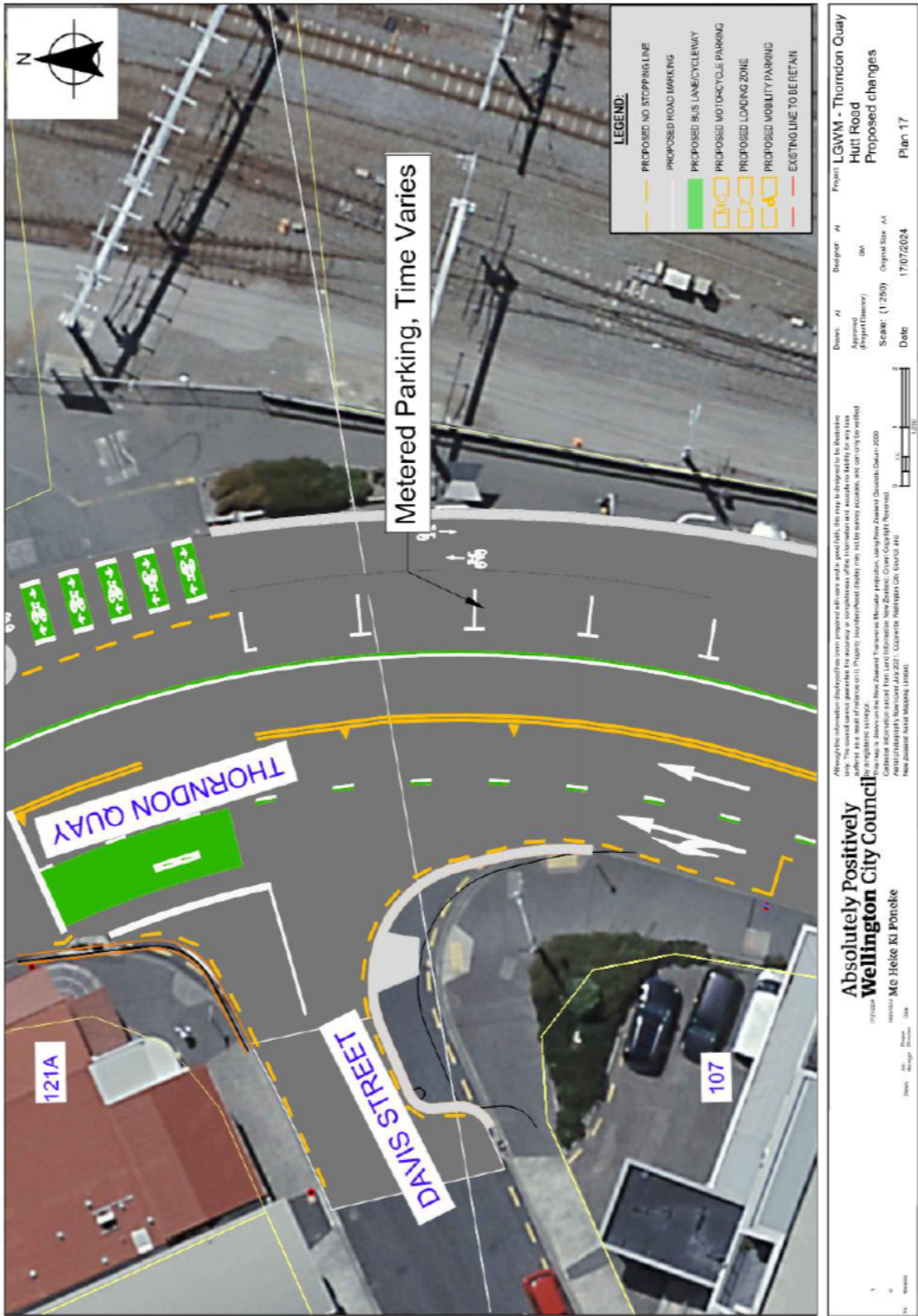
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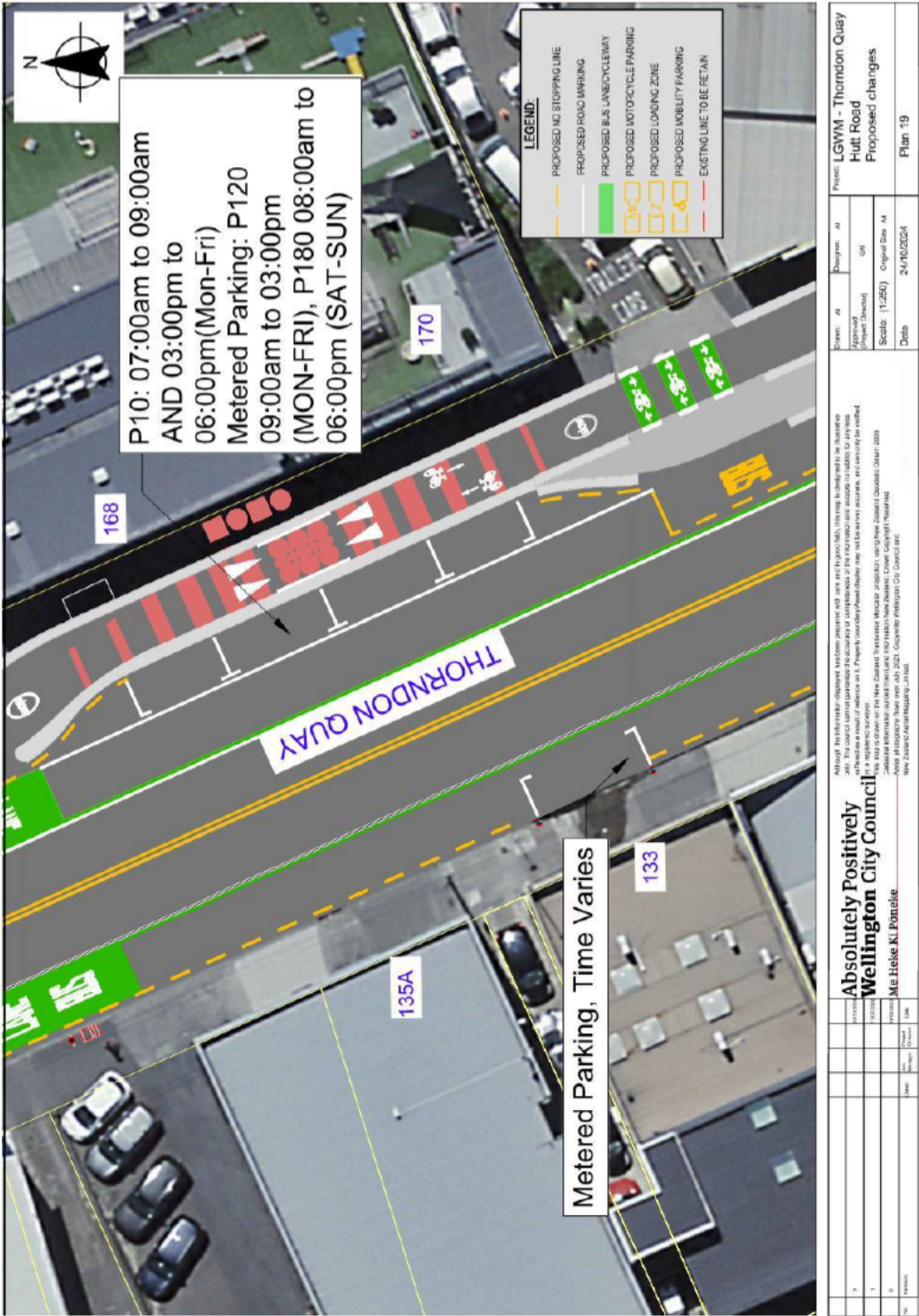
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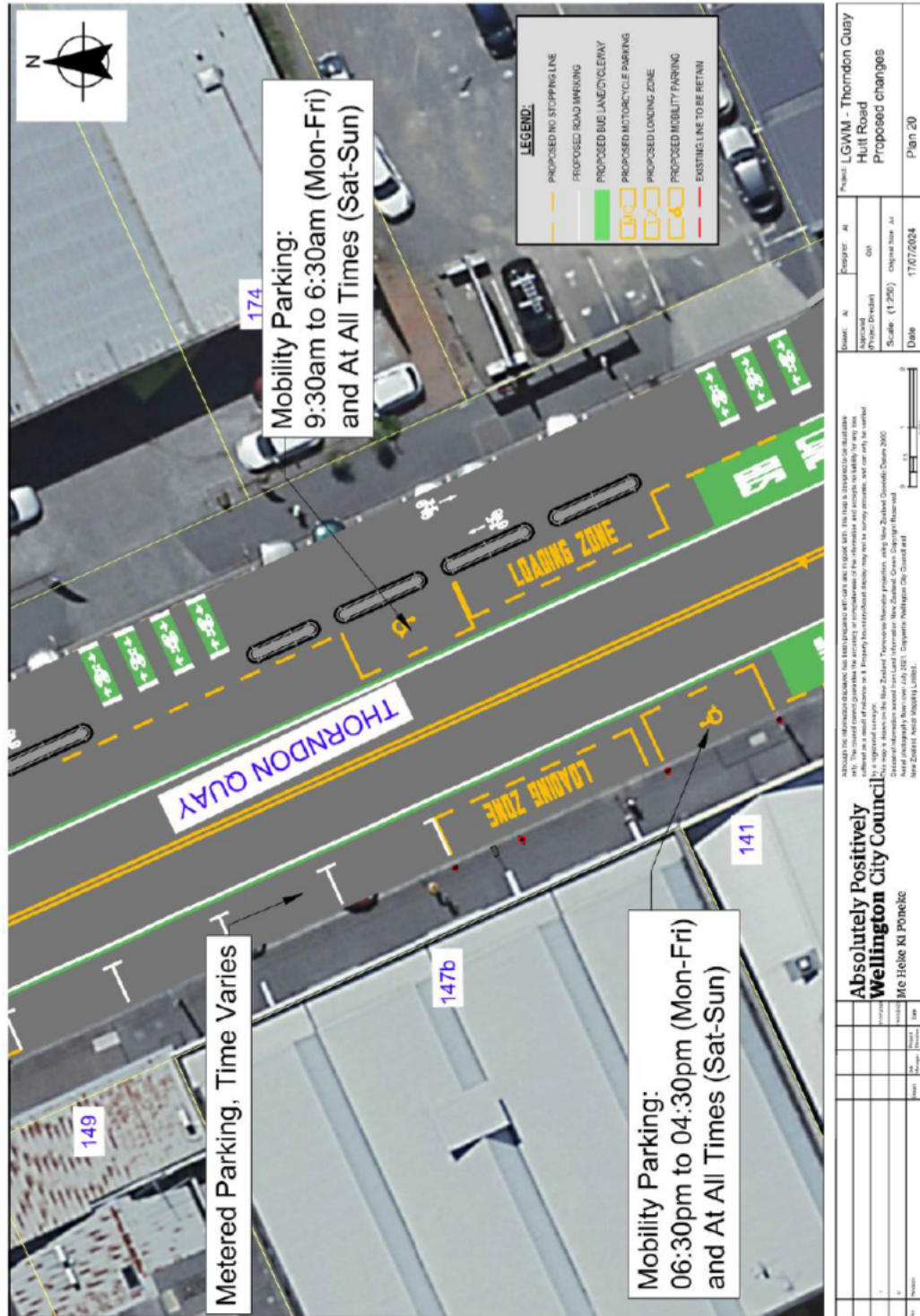
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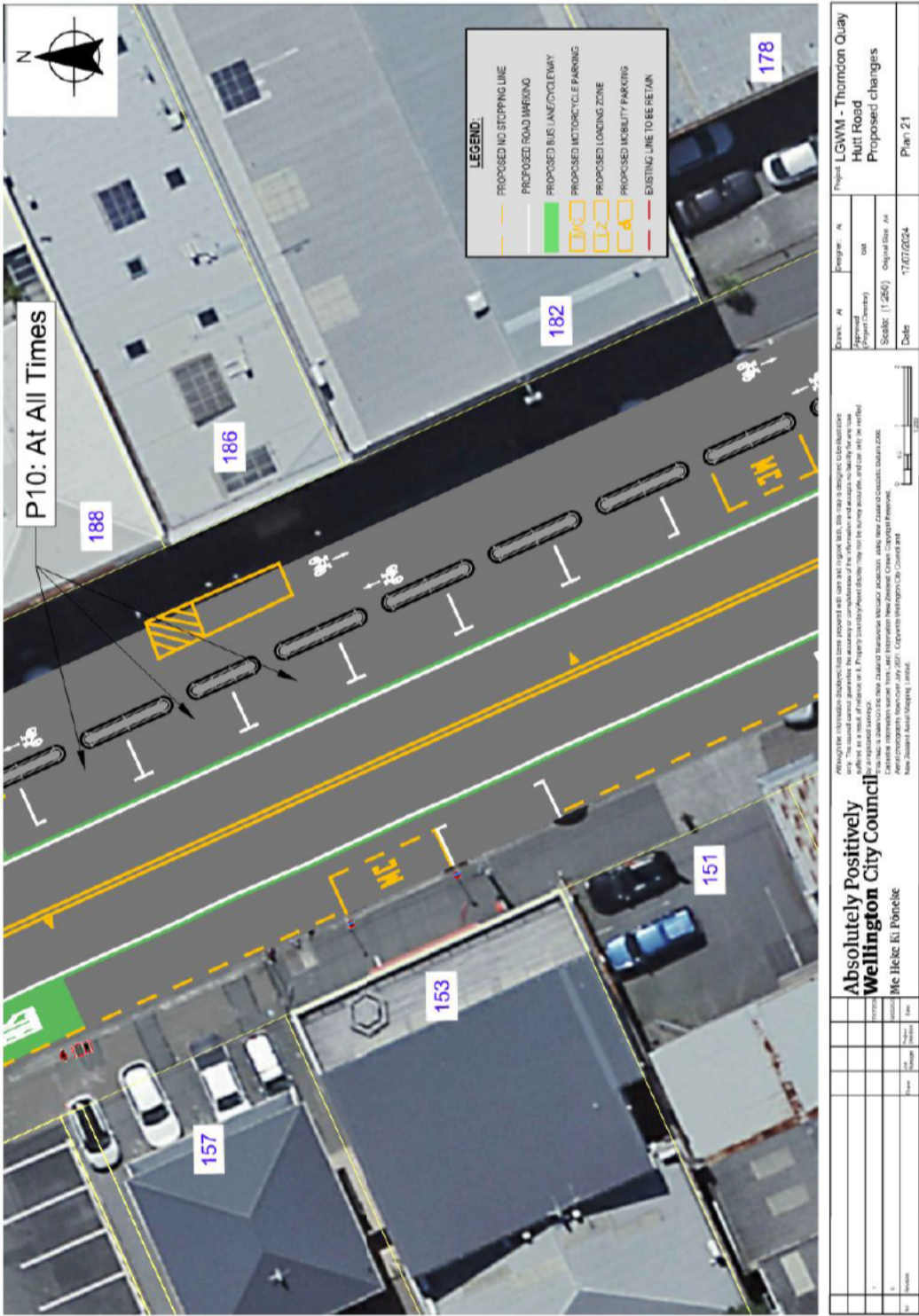
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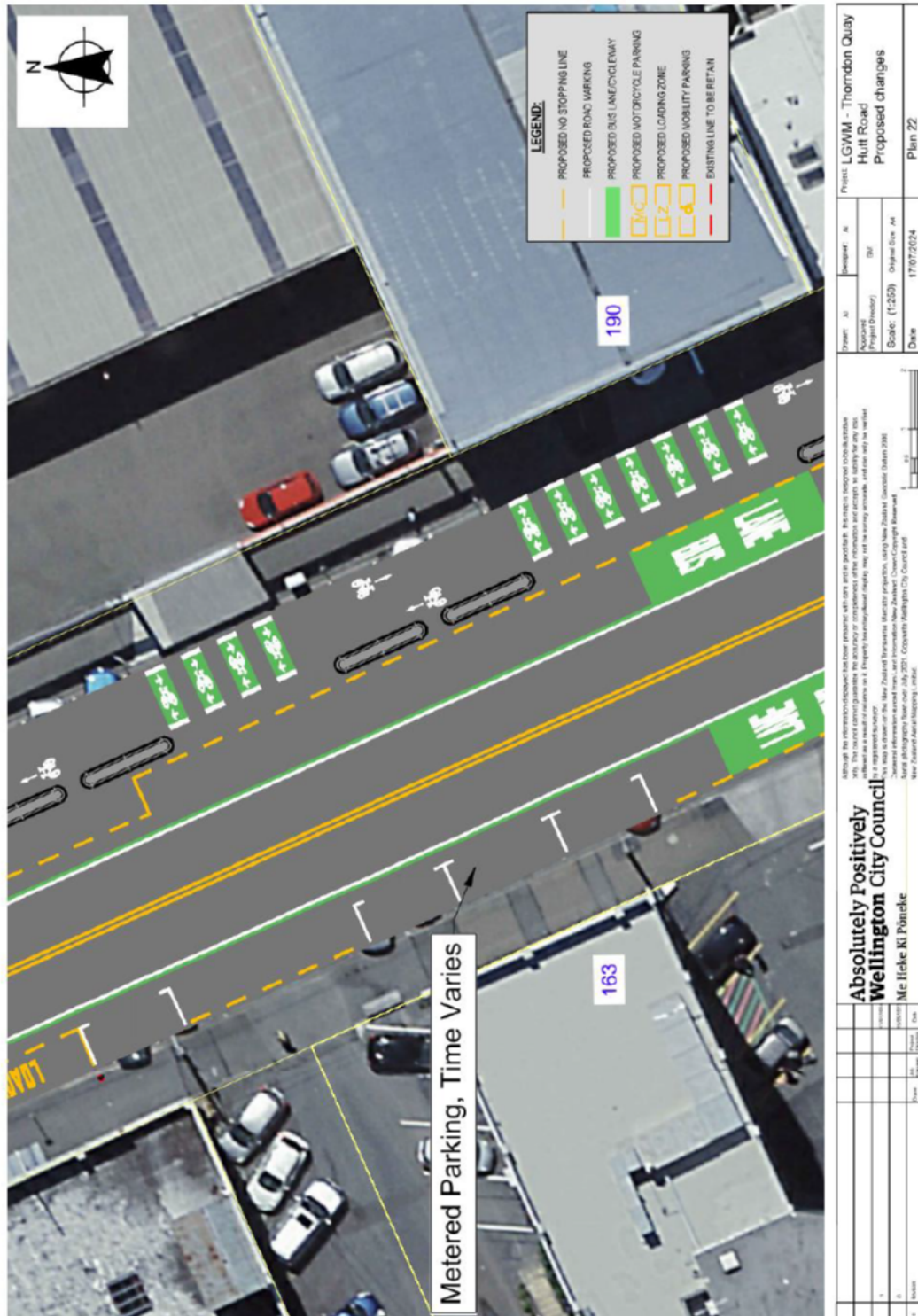
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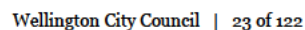




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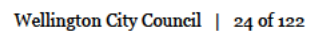


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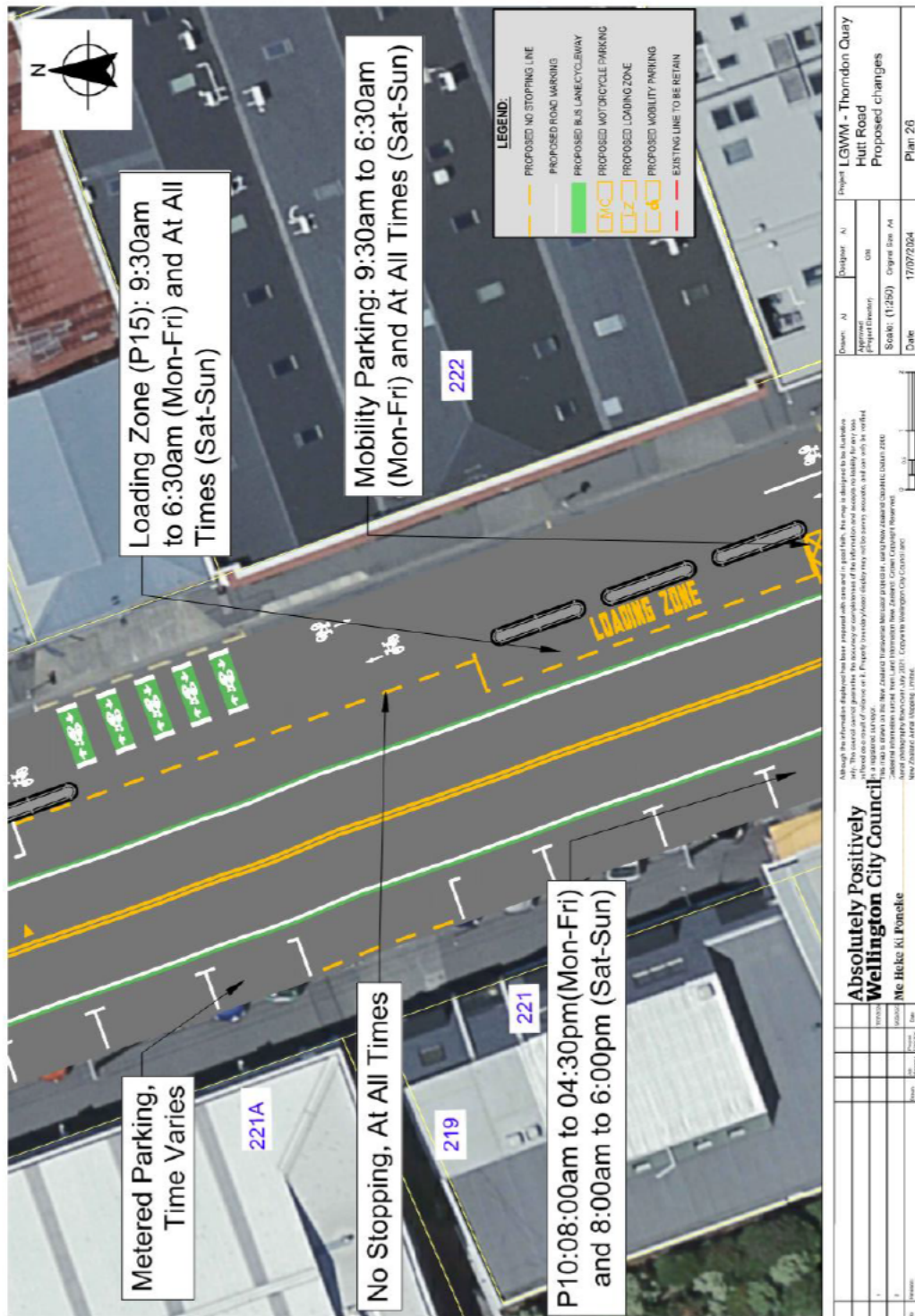


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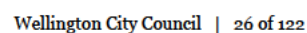
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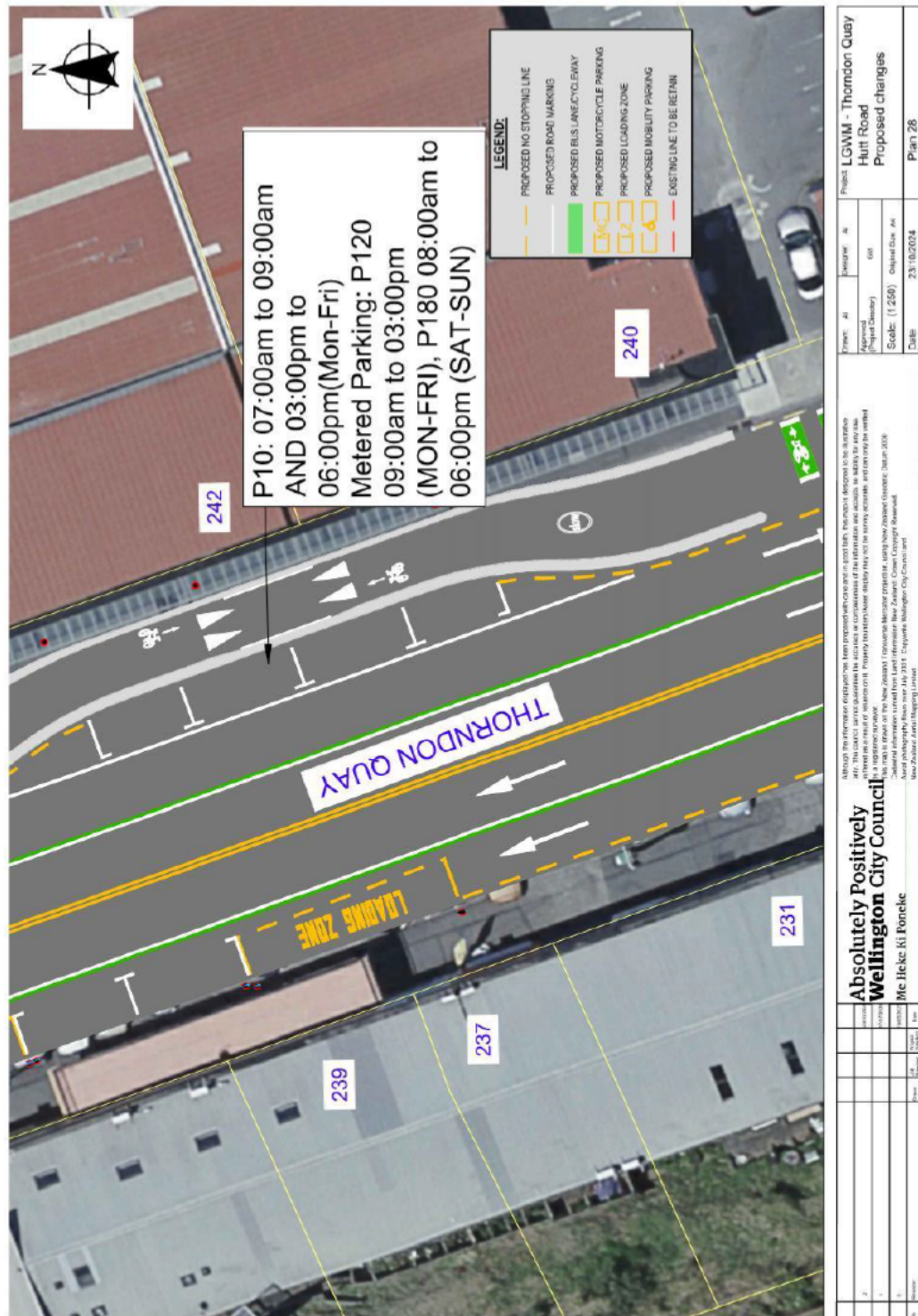
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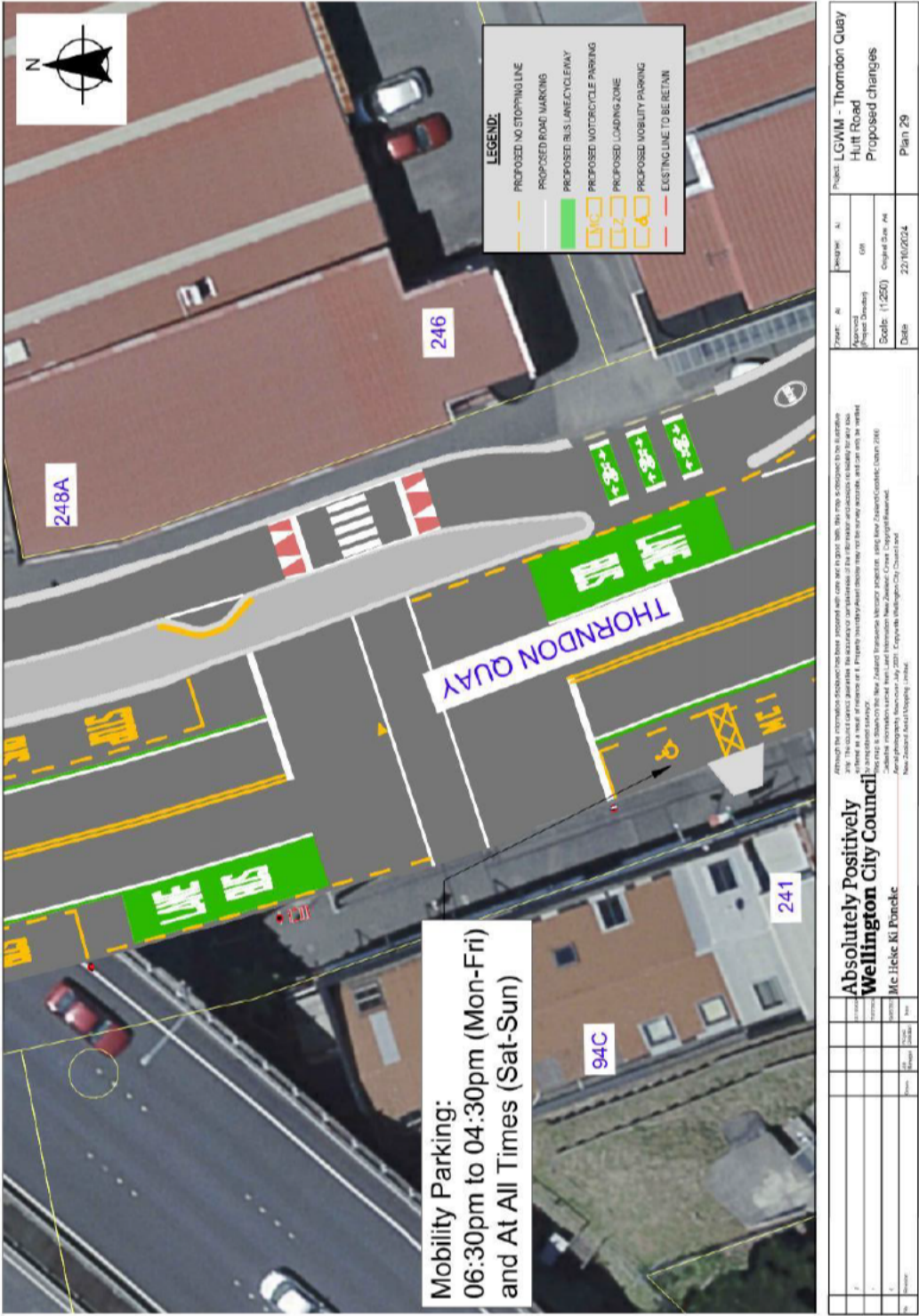
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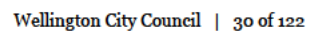


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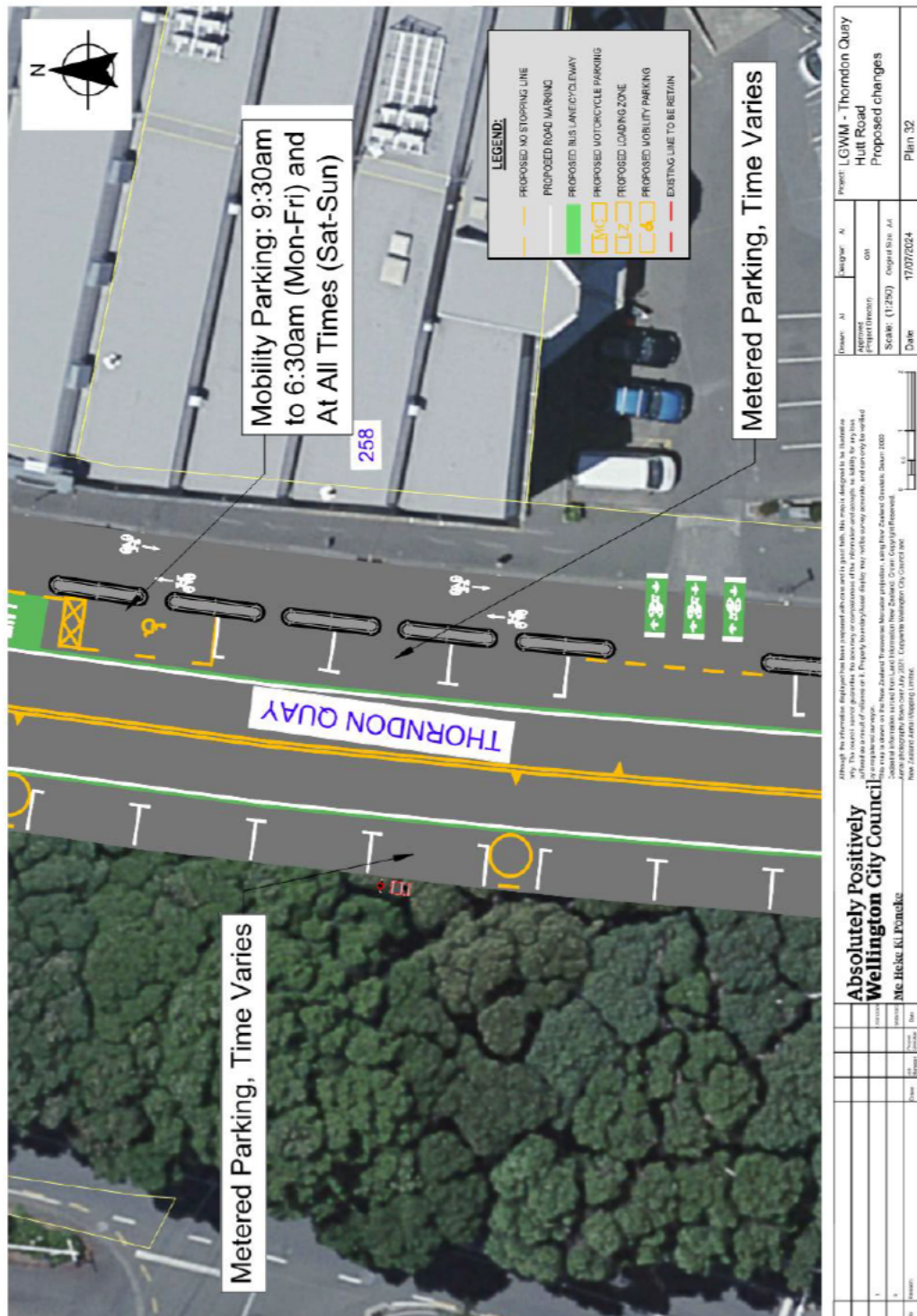
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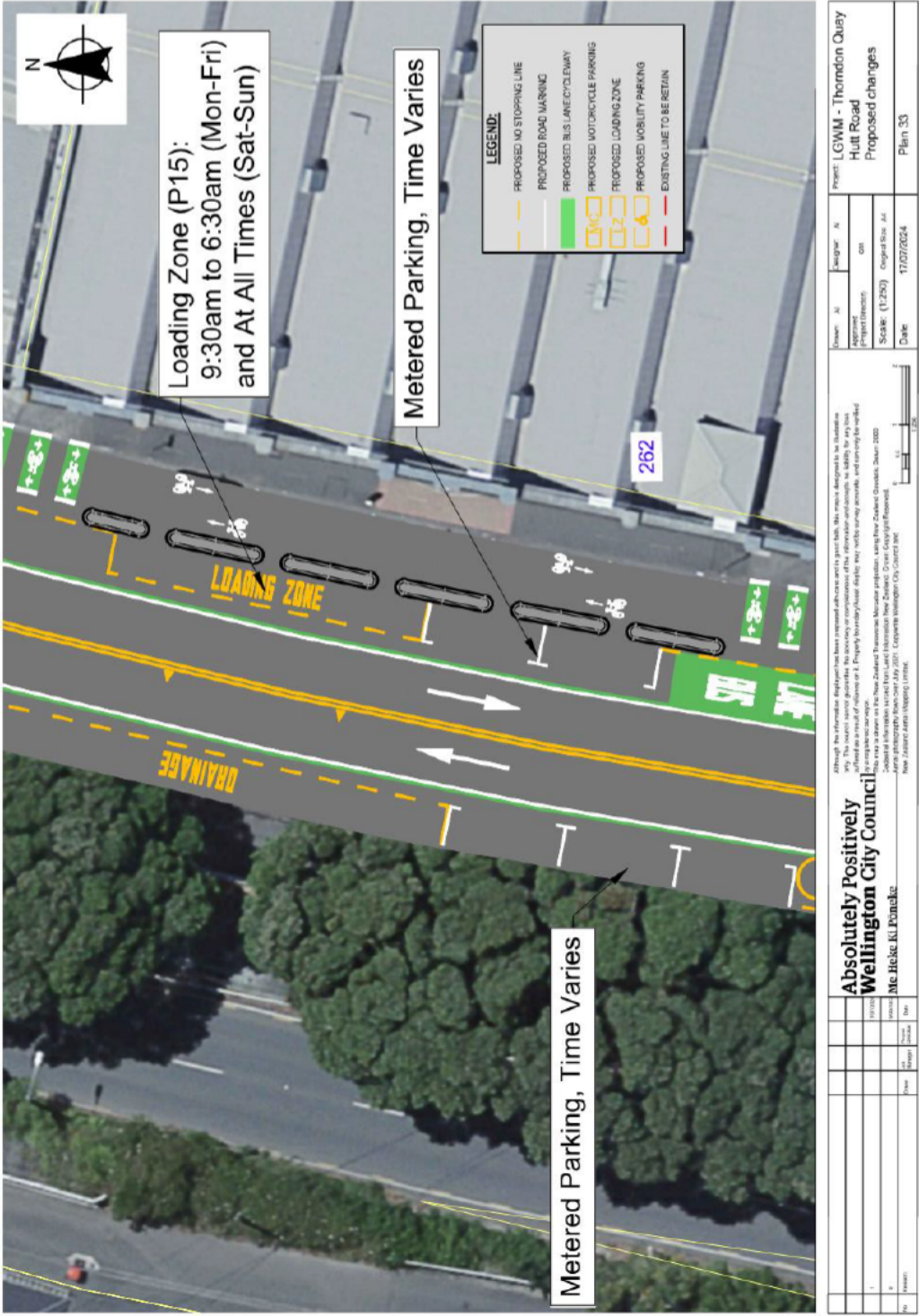
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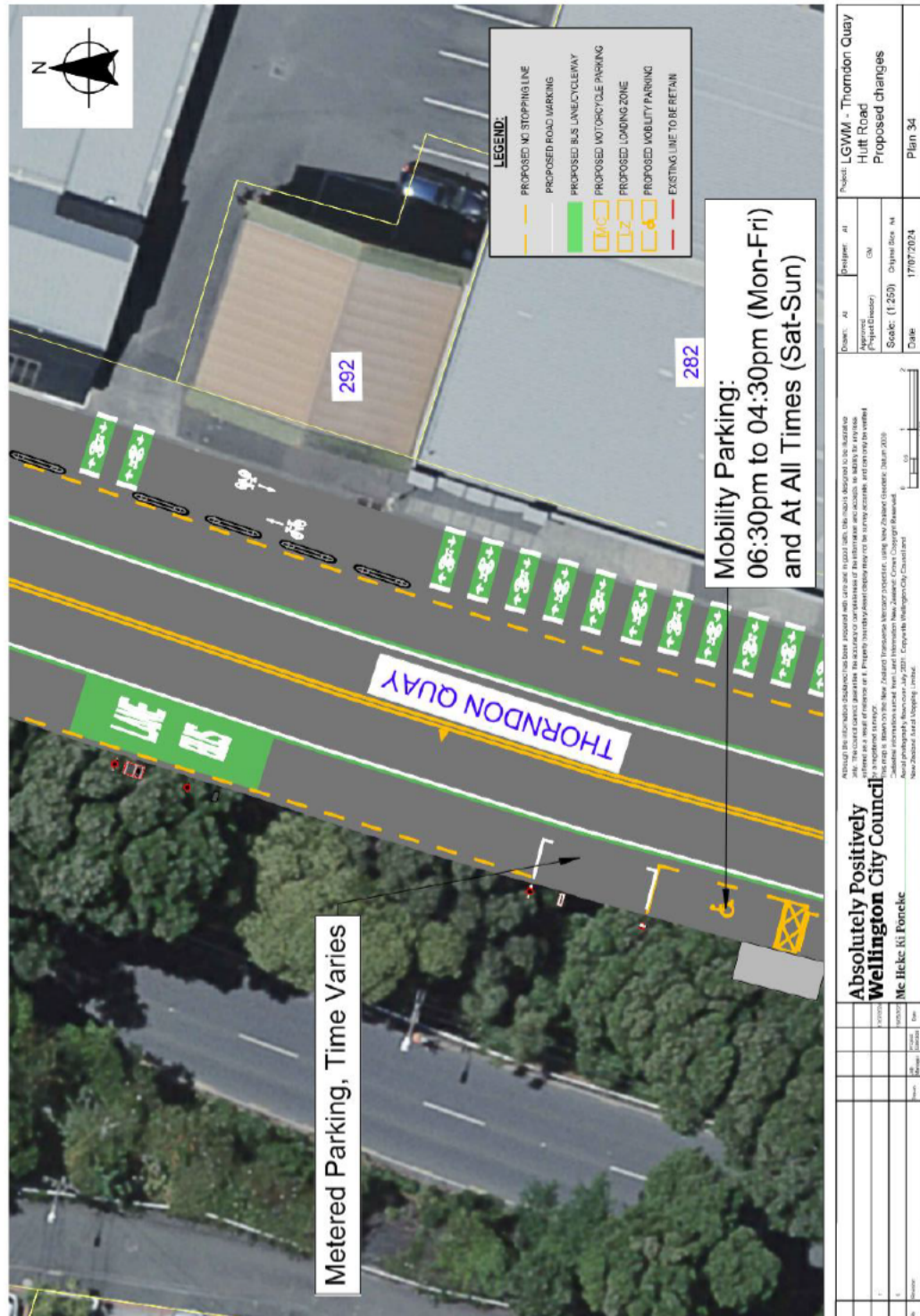
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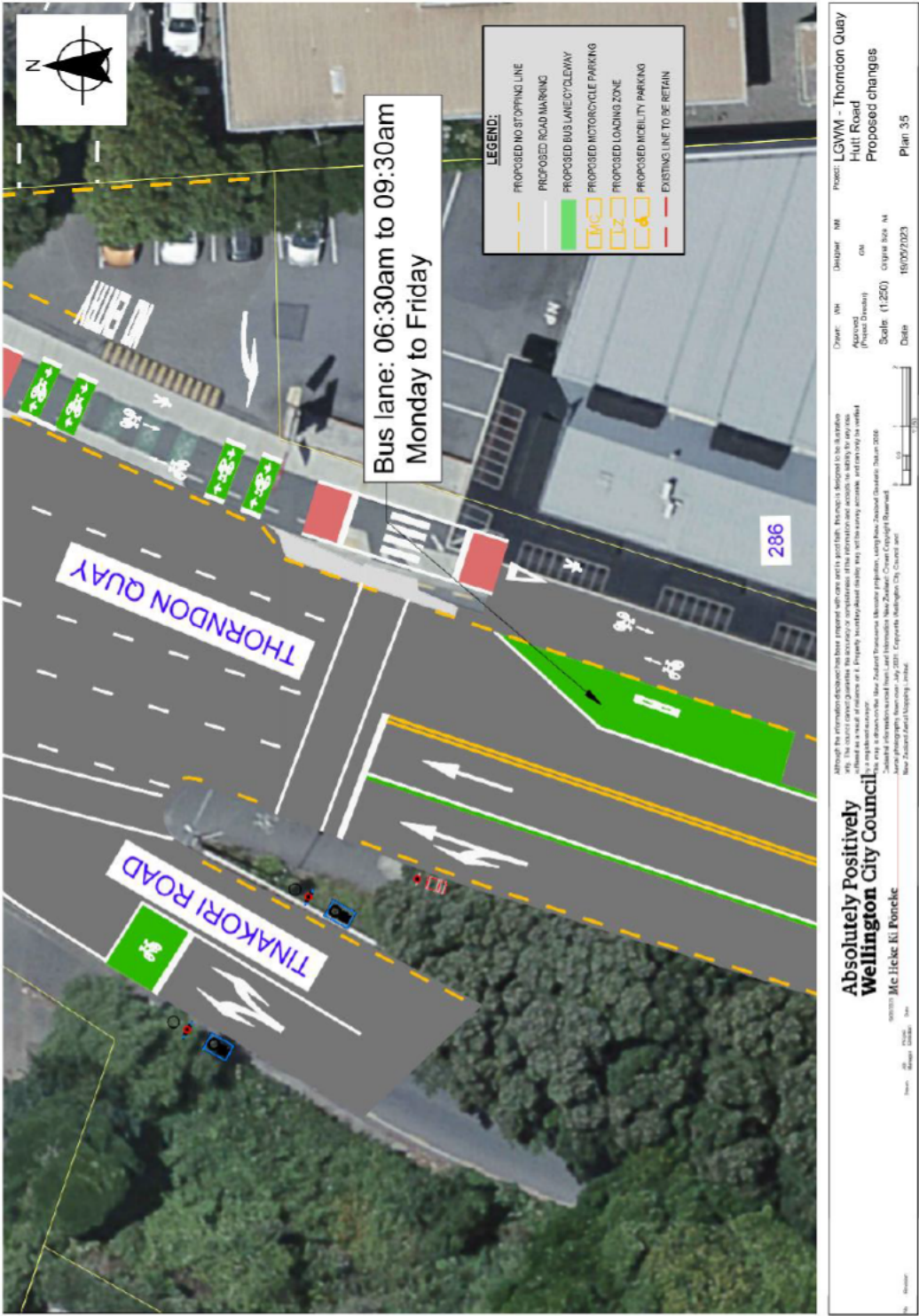
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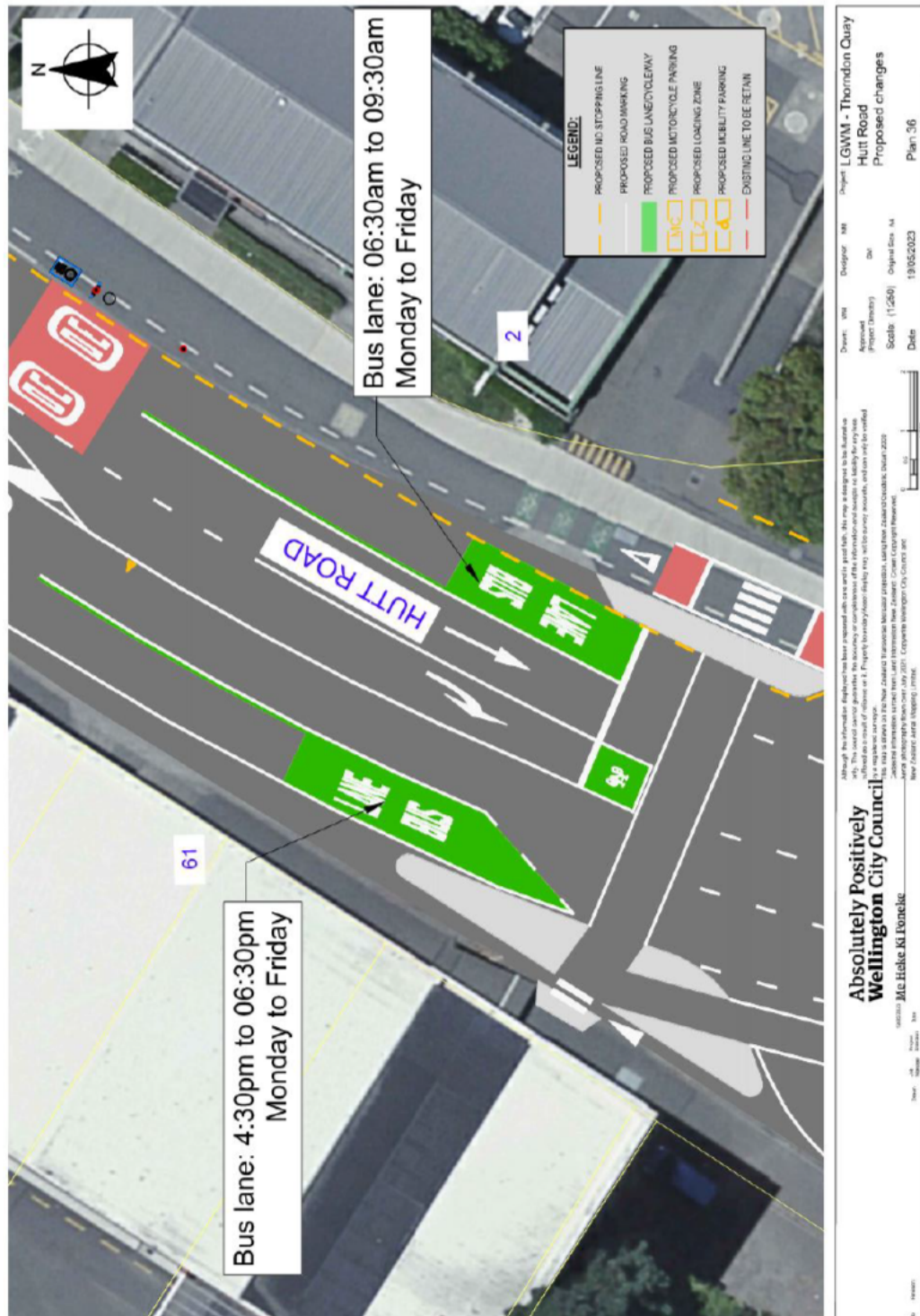
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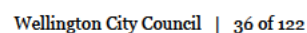
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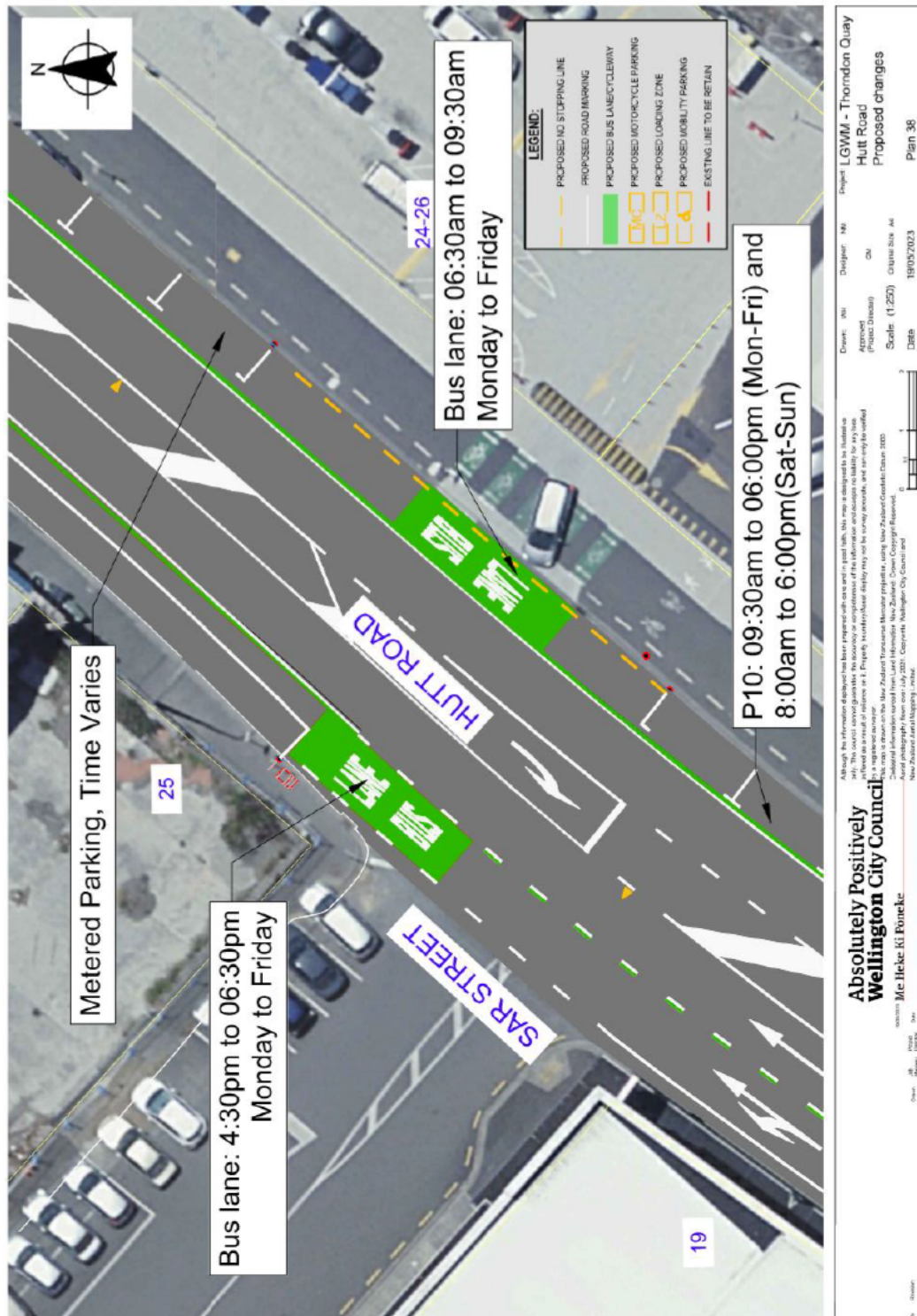
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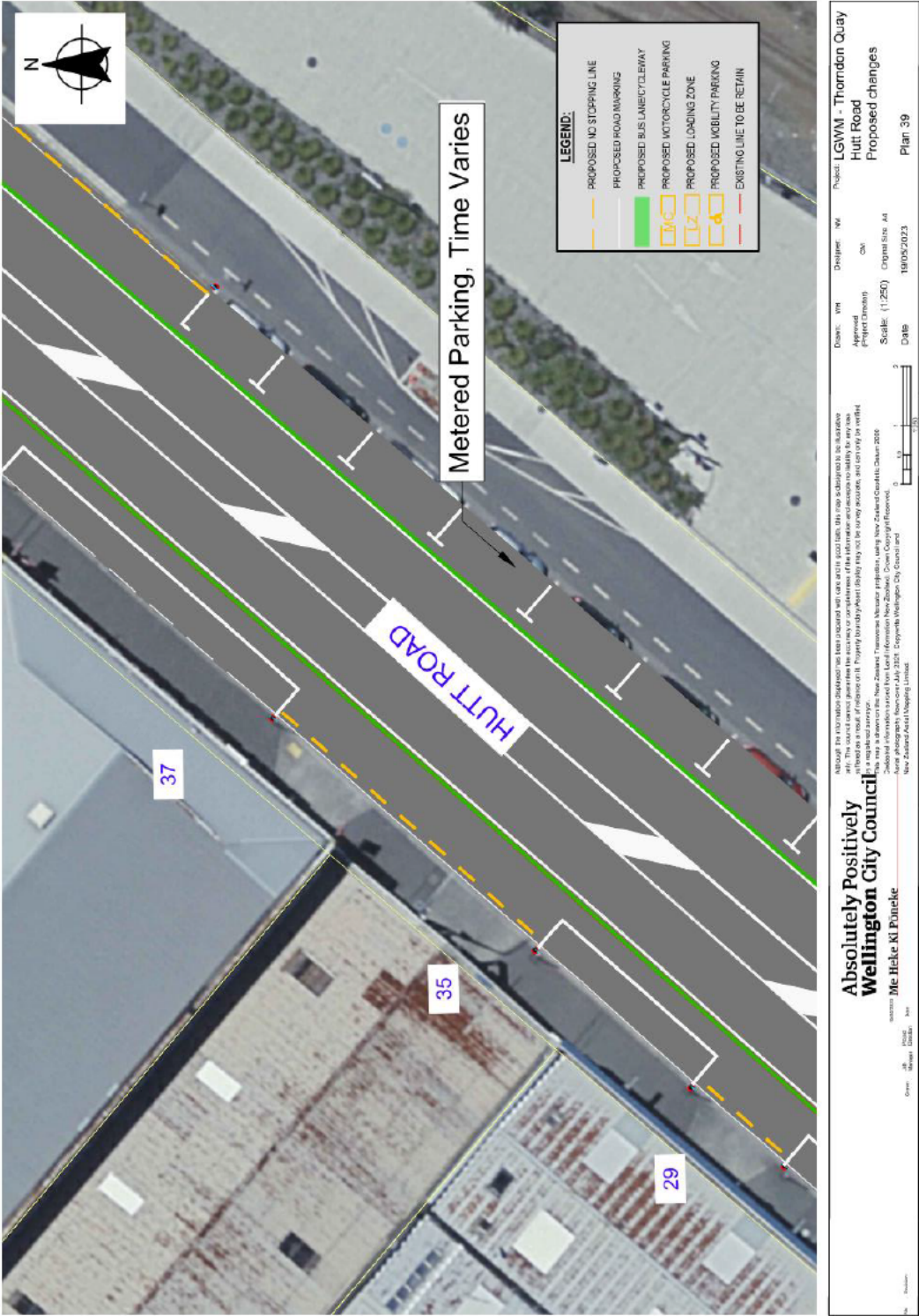
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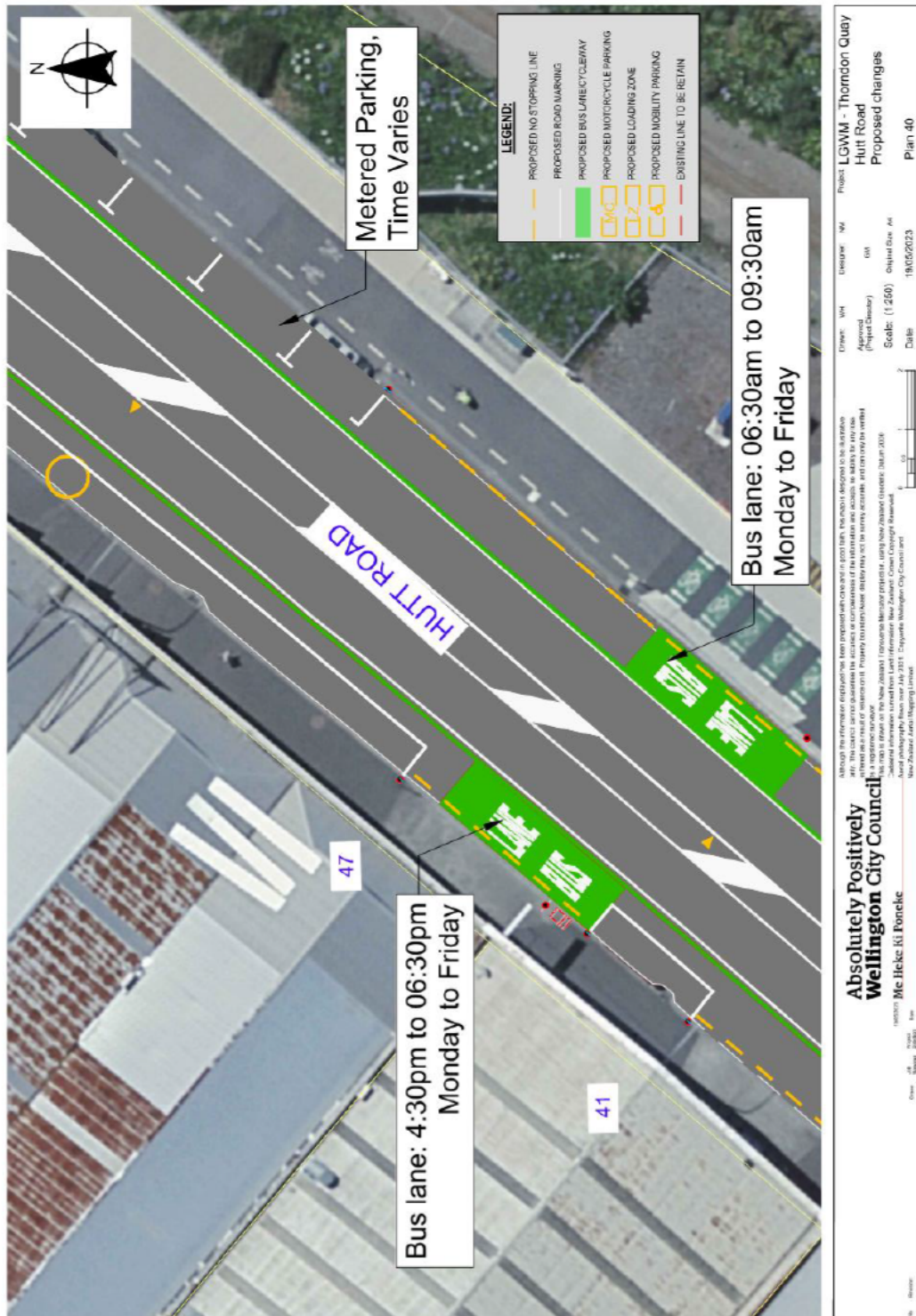
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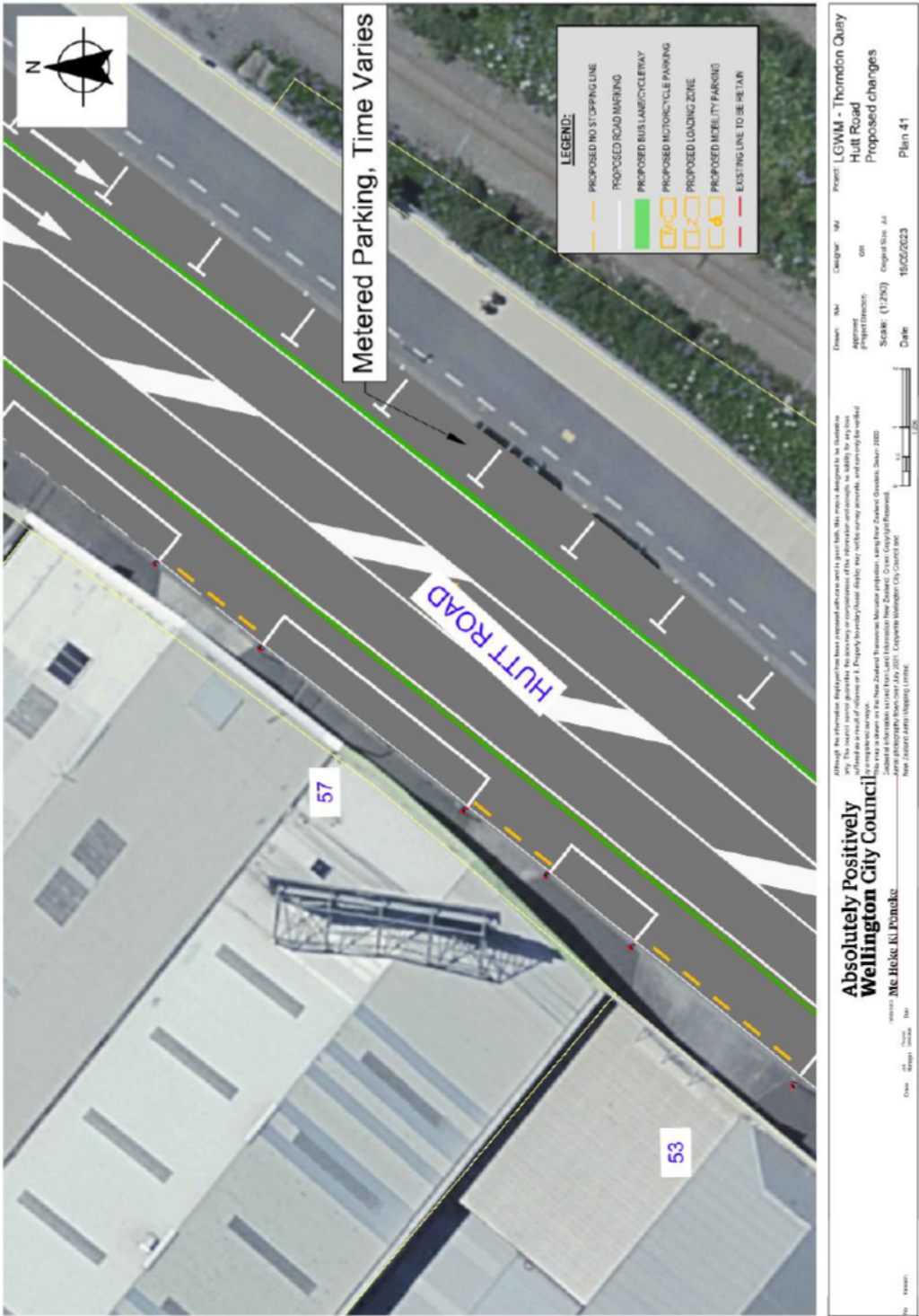
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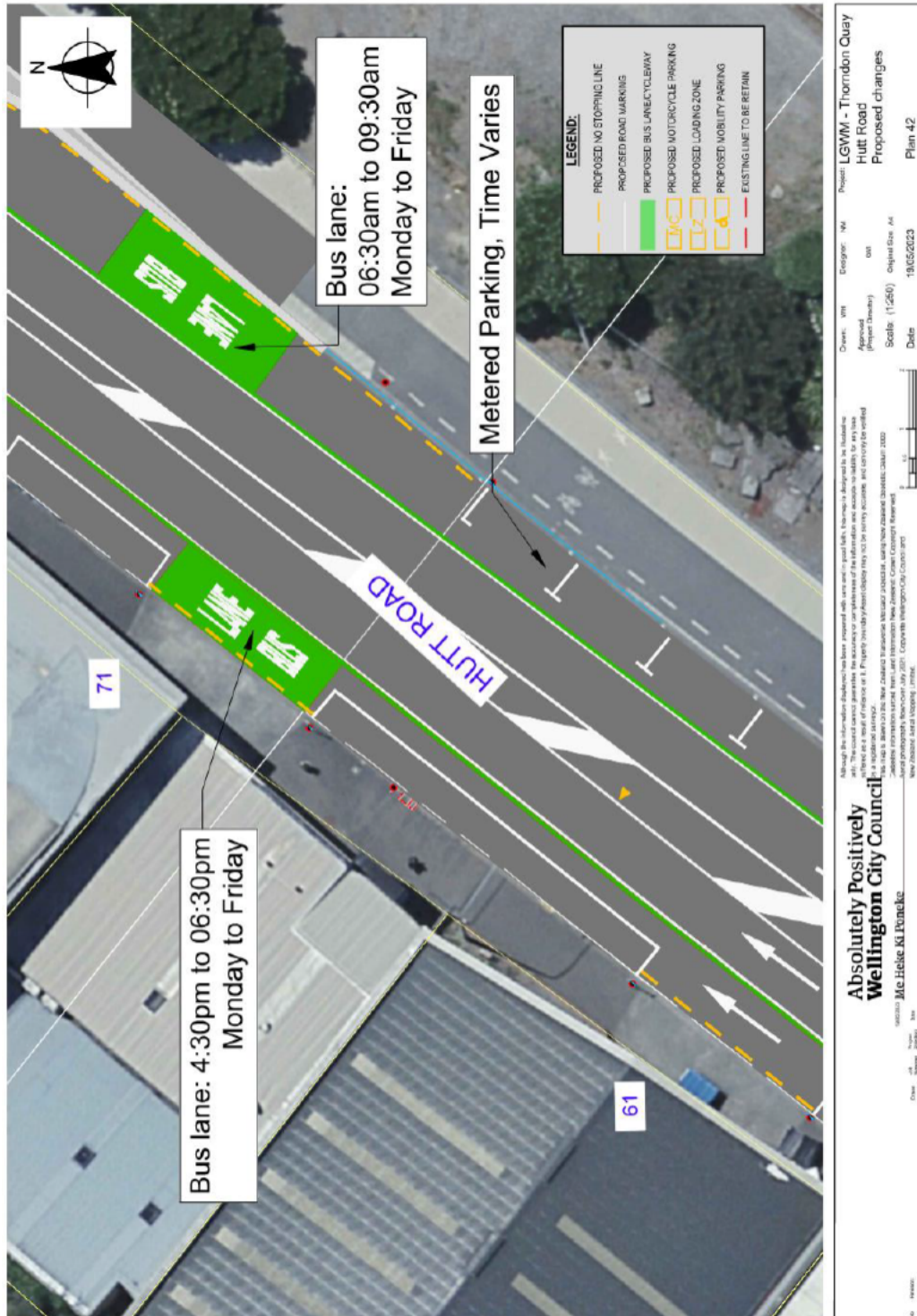
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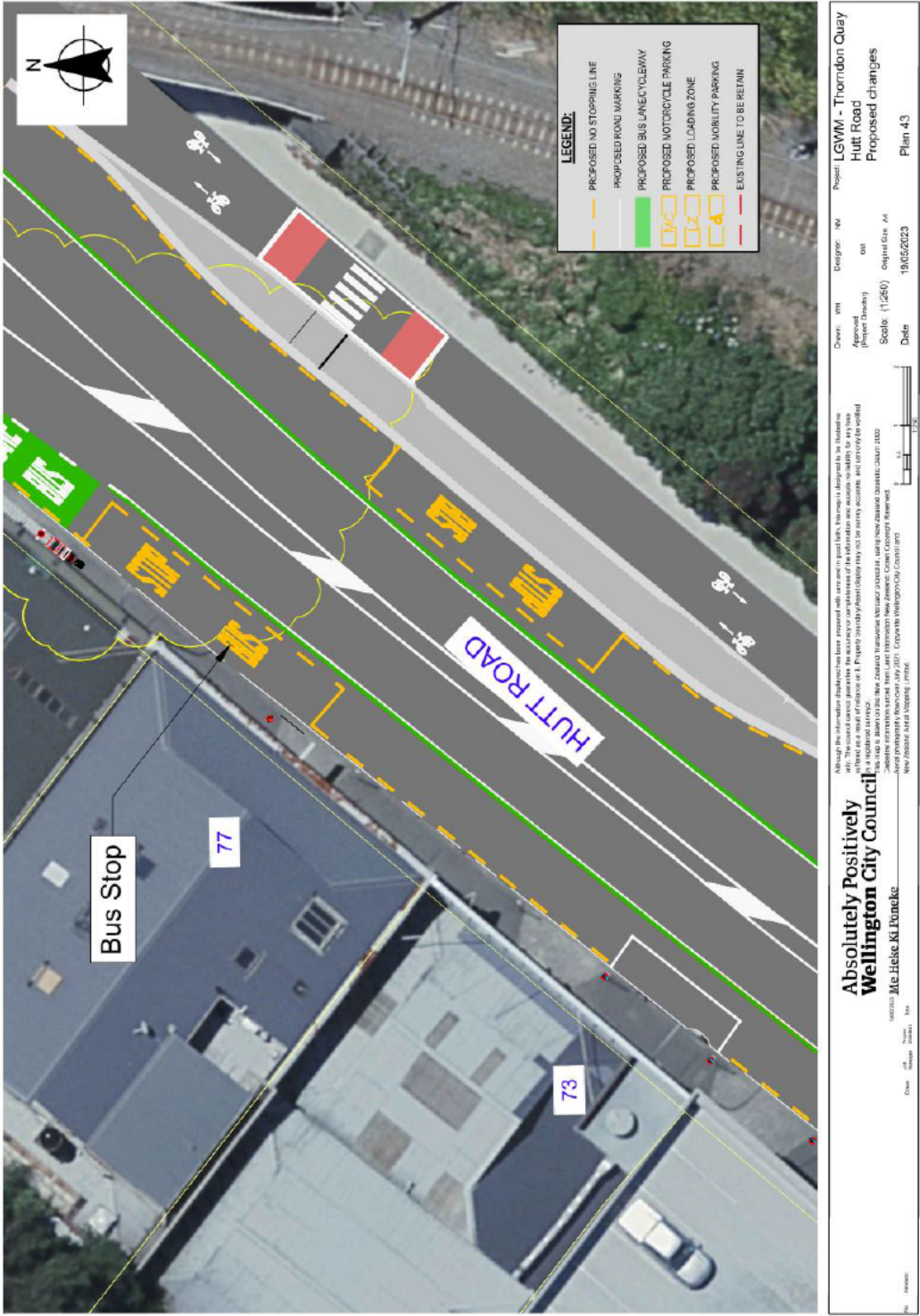
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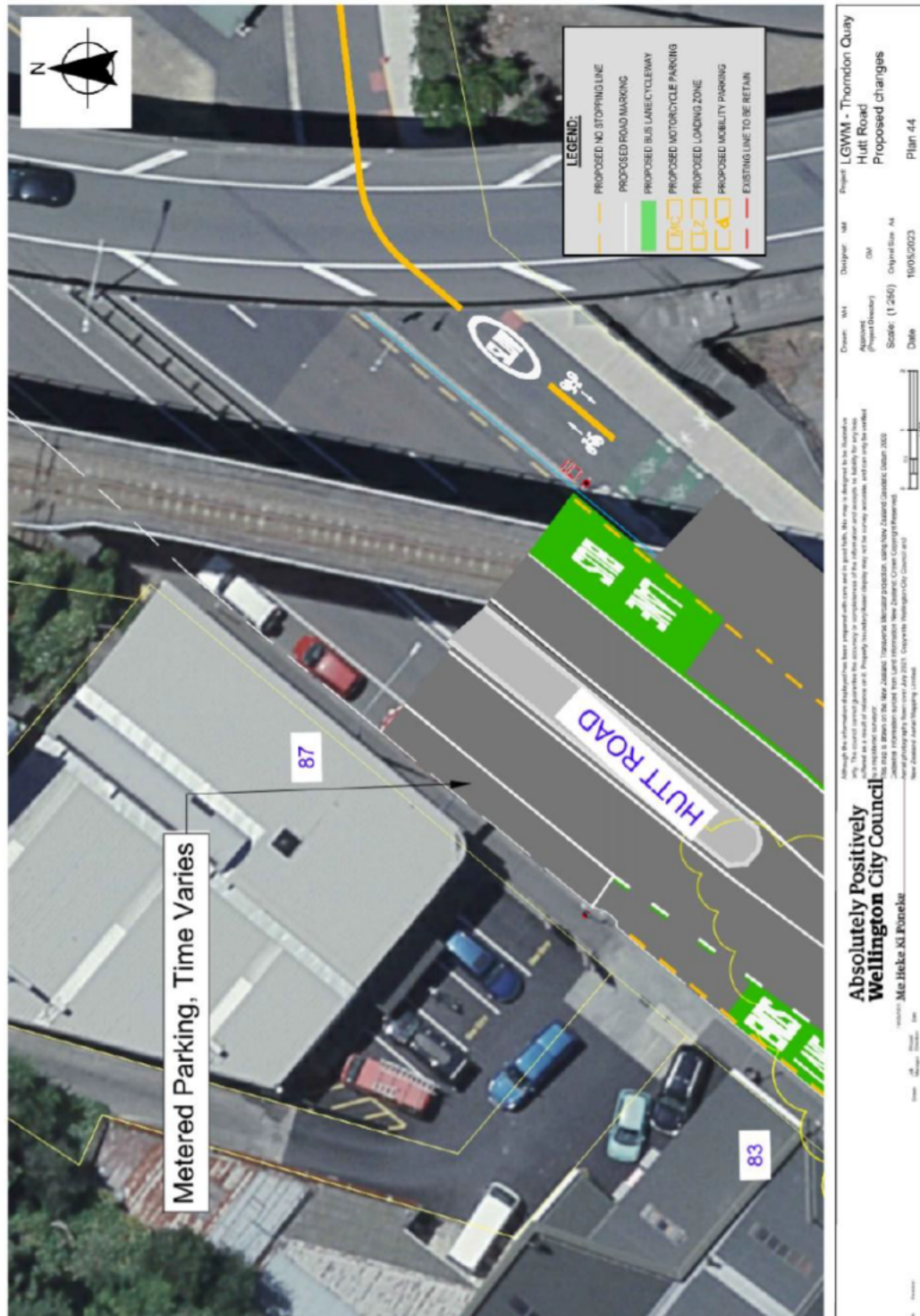
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Legal Description:

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

Column One	Column Two	Column Three
<b>Thorndon Quay</b>	P10 Monday – Friday 9:30am – 6:00pm, Saturday – Sunday 8:00am – 6:00pm	East side, following the centreline 153 metres north of its intersection with Davis Street (Grid coordinates x= 1749317.6 m, y= 5429400.8 m), and extending in a northerly direction for 18 metres. (3 parallel parking space).
<b>Thorndon Quay</b>	P10 Maximum, At all times	East side, following the centreline 68 metres north of its intersection with Davis Street (Grid coordinates x= 1749362.5 m, y= 5429307.9 m), and extending in a northerly direction for 22 metres. (4 parallel parking space).
<b>Thorndon Quay</b>	P10 Maximum, At all times	East side, following the centreline 475 metres north of its intersection with Davis Street (Grid coordinates x= 1749211.7 m, y= 5429684.6 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).



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

Column One	Column Two	Column Three
<b>Thorndon Quay</b>	Mobility Parking 6:30pm – 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 380 metres north of its intersection with Bunny Street (Grid x= 1749168.0 m, y= 5429018.8 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).
<b>Thorndon Quay</b>	Mobility Parking 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	East side, following the centreline 426 metres north of its intersection with Bunny Street (Grid coordinates x= 1749205.5 m, y= 5429046.2 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).
<b>Thorndon Quay</b>	Loading Zone (P15) 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 570 metres north of its intersection with Bunny Street (Grid coordinates x= 1749326 m, y= 5429121.7 m) and extending in a northerly direction for 12 metres.
<b>Thorndon Quay</b>	Motorcycle Parking 9:30am to 6:30am Monday – Friday, At All Times Saturday – Sunday)	East side, following the centreline 685 metres north of its intersection with Bunny Street (Grid coordinates x= 1749389.0 m, y= 5429215.2 m), and extending in a northerly direction for 6 metres.
<b>Thorndon Quay</b>	Loading Zone (P15) 9:30am to 6:30am Monday – Friday, At All Times Saturday – Sunday	East side, following the centreline 690 metres north of its intersection with Bunny Street (Grid coordinates x= 1749389.9 m, y= 5429221.0 m) and extending in a northerly direction for 12 metres.
<b>Thorndon Quay</b>	Mobility Parking 9:30am to 6:30am Monday – Friday, At All Times Saturday – Sunday	East side, following the centreline 702 metres north of its intersection with Bunny Street (Grid x= 1749389.7 m, y= 5429232.6m), and extending in a northerly direction for 6 metres. (1 parallel parking space).
<b>Thorndon Quay</b>	Bus Stop, At All Times	East side, following the centreline 27 metres north of its intersection with Davis Street (Grid coordinates x= 1749369.2 m, y= 5429266.4 m), and extending in a northerly direction for 26 metres.
<b>Thorndon Quay</b>	Bus Stop, At All Times	West side, following the centreline 31 metres north of its intersection with Davis Street (Grid x= 1749374.8 m, y= 5429273.3 m), and extending in a northerly direction for 30 metres.

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<b>Thorndon Quay</b>	<i>Mobility Parking 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday</i>	<i>West side, following the centreline 104 metres north of its intersection with Davis Street (Grid coordinates x= 1749336.4 m, y= 5429338.9 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).</i>
<b>Thorndon Quay</b>	<i>Mobility Parking 9:30am to 6:30am Monday – Friday, At All Times Saturday – Sunday</i>	<i>East side, following the centreline 118 metres north of its intersection with Davis Street (Grid coordinates x= 1749338.8 m, y= 5429353.4 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).</i>
<b>Thorndon Quay</b>	<i>Mobility Parking 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday</i>	<i>West side, following the centreline 370 metres north of its intersection with Davis Street (Grid coordinates x= 1749236.4 m, y= 5429582.8 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).</i>
<b>Thorndon Quay</b>	<i>Loading Zone (P15) 9:30am to 6:30am Monday – Friday, At All Times Saturday – Sunday</i>	<i>East side, following the centreline 365 metres north of its intersection with Davis Street (Grid coordinates x= 1749246.4 m, y= 5429580.7 m) and extending in a northerly direction for 18 metres.</i>
<b>Thorndon Quay</b>	<i>Motorcycle Parking 9:30am to 6:30am Monday – Friday, At All Times Saturday – Sunday</i>	<i>East side, following the centreline 384 metres north of its intersection with Davis Street (Grid coordinates x= 1749240.4 m, y= 5429597.7 m), and extending in a northerly direction for 6 metres.</i>
<b>Thorndon Quay</b>	<i>Mobility Parking 9:30am to 6:30am Monday – Friday, At All Times Saturday – Sunday, Bus Lane</i>	<i>East side, following the centreline 395 metres north of its intersection with Davis Street (Grid coordinates x= 1749237.8 m, y= 5429603.4 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).</i>
<b>Thorndon Quay</b>	<i>Mobility Parking 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday</i>	<i>West side, following the centreline 512 metres north of its intersection with Davis Street (Grid coordinates x= 1749188.7 m, y= 5429716.2 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).</i>
<b>Thorndon Quay</b>	<i>Mobility Parking 9:30am to 6:30am Monday – Friday, At All Times Saturday – Sunday</i>	<i>East side, following the centreline 599 metres north of its intersection with Davis Street (Grid coordinates x= 1749175.8 m, y= 5429802.4 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).</i>
<b>Thorndon Quay</b>	<i>Motorcycle Parking 9:30am to 6:30am Monday – Friday, At</i>	<i>East side, following the centreline 606 metres north of its intersection with Davis Street (Grid coordinates</i>



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	All Times Saturday – Sunday	x= 1749175.0 m, y= 5429808.8 m), and extending in a northerly direction for 6 metres.
<b>Thorndon Quay</b>	Loading Zone (P15) 9:30am to 6:30am Monday – Friday, At All Times Saturday – Sunday	East side, following the centreline 612 metres north of its intersection with Davis Street (Grid coordinates x= 1749174.0 m, y= 5429814.7 m) and extending in a northerly direction for 12 metres.
<b>Thorndon Quay</b>	Motorcycle Parking 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 719 metres north of its intersection with Davis Street (Grid coordinates x= 1749178.7 m, y= 5429921.1 m), and extending in a northerly direction for 6 metres.
<b>Thorndon Quay</b>	Mobility Parking 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 725 metres north of its intersection with Davis Street (Grid coordinates x= 1749180.4 m, y= 5429926.9 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).
<b>Hutt Road</b>	Bus Stop, At All Times	West side, following the centreline 1189 metres north of its intersection with Davis Street (Grid coordinates x= 1749437.0 m, y= 5430309.0 m) and extending in a northerly direction for 15 metres.

### Delete from Schedule F (Metered Parking) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
<b>Thorndon Quay</b>	Metered Parking, Time Varies 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 250 metres north of its intersection with Bunny Street (Grid coordinates x= 1749113.3 m, y= 5428899.9 m) and extending in a northerly direction for 24 metres. (4 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies 9:30am to 6:30am Monday – Friday, At All Times Saturday – Sunday	East side, following the centreline 261 metres north of its intersection with Bunny Street (Grid coordinates x= 1749125.7 m, y= 5428908.7), and extending in a northerly direction for 53 metres. (9 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 287 metres north of its intersection with Bunny Street (Grid coordinates x= 1749127.3 m, y= 5428934.3 m), and extending in a northerly direction for 35 metres. (6 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies 9:30am to	East side, following the centreline 432 metres north of its intersection with Bunny Street (Grid

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	6:30am Monday – Friday, At All Times Saturday – Sunday	coordinates x= 1749210.6 m, y= 5429049.5 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 491 metres north of its intersection with Bunny Street (Grid coordinates x= 1749258.6 m, y= 5429084.0 m), and extending in a northerly direction for 30 metres. (5 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies 9:30am to 6:30am Monday – Friday, At All Times Saturday – Sunday	East side, following the centreline 508 metres north of its intersection with Bunny Street (Grid coordinates x= 1749277.8 m, y= 5429082.5 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 537 metres north of its intersection with Bunny Street (Grid coordinates x= 1749295.8m, y= 5429101.2m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies 9:30am to 6:30am Monday – Friday, At All Times Saturday – Sunday	East side, following the centreline 575 metres north of its intersection with Bunny Street (Grid coordinates x= 1749336.0 m, y= 5429118.6 m), and extending in a northerly direction for 112 metres. (19 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 616 metres north of its intersection with Bunny Street (Grid coordinates x= 1749357.2 m, y= 5429154.7 m), and extending in a northerly direction for 12 metres. (2 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 63 metres north of its intersection with Davis Street (Grid coordinates x= 1749352.4m, y= 5429302.5 m), and extending in a northerly direction for 6 metres. (1 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking  Monday – Friday – Bus Lane 6:30am – 9:30am Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm, Monday – Friday – Free Parking, No Restriction 6pm – 6:30am, Saturday and Sunday – Metered Parking, P180	East side, following the centreline 68 metres north of its intersection with Davis Street (Grid coordinates x= 1749362.5 m, y= 5429307.9 m), and extending in a northerly direction for 22 metres. (4 parallel parking spaces).

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	Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am	
<b>Thorndon Quay</b>	Metered Parking, Time Varies 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 125 metres north of its intersection with Davis Street (Grid coordinates x= 1749328.5 m, y= 5429355.2 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 206 metres north of its intersection with Davis Street (Grid coordinates x= 1749295.3 m, y= 5429428.2 m), and extending in a northerly direction for 16 metres. (3 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies: 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 259 metres north of its intersection with Davis Street (Grid coordinates x= 1749273.7 m, y= 5429477.7 m), and extending in a northerly direction for 36 metres. (6 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 403 metres north of its intersection with Davis Street (Grid coordinates x= 1749225.4 m, y= 5429612.6 m), and extending in a northerly direction for 16 metres. (3 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 429 metres north of its intersection with Davis Street (Grid coordinates x= 1749216.3 m, y= 5429637.9 m), and extending in a northerly direction for 5 metres. (1 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies: 9:30am to 6:30am Monday – Friday, At All Times Saturday – Sunday	East side, following the centreline 431 metres north of its intersection with Davis Street (Grid coordinates x= 1749224.2 m, y= 5429642.1 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies: 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 445 metres north of its intersection with Davis Street (Grid coordinates x= 1749211.1 m, y= 5429652.7 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking  Monday – Friday – Bus Lane 6:30am – 9:30am, Monday – Friday – Metered Parking, P120	East side, following the centreline 475 metres north of its intersection with Davis Street (Grid coordinates x = 1749211.7 m, y= 5429684.6 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).

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	Restriction 9:30am – 6pm, Monday – Friday – Free Parking, No Restriction 6pm – 6:30am, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am	
<b>Thorndon Quay</b>	Metered Parking, Time Varies: 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 584 metres north of its intersection with Davis Street (Grid coordinates x= 1749170.1 m, y= 5429786.2 m), and extending in a northerly direction for 65 metres. (11 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies: 9:30am to 6:30am Monday – Friday, At All Times Saturday – Sunday	East side, following the centreline 648 metres north of its intersection with Davis Street (Grid coordinates x= 1749174.1 m, y= 5429849.8 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies: 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 651 metres north of its intersection with Davis Street (Grid coordinates x= 1749166.3 m, y= 5429853.7 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies: 6:30pm to 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 677 metres north of its intersection with Davis Street (Grid coordinates x= 1749169.6 m, y= 5429879.4 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking, Time Varies: 9:30am to 6:30am Monday – Friday, At All Times Saturday – Sunday	East side, following the centreline 681 metres north of its intersection with Davis Street (Grid coordinates x= 1749178.8 m, y= 5429886.8 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).

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

Column One	Column Two	Column Three
<b>Thorndon Quay</b>	No Stopping, At All Times	East side, following the kerbline 97 metres north of its intersection with Davis Street (Grid coordinates x= 1749350.2 m, y= 5429334.0 m), and extending in a northerly direction for 11 metres.



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<b>Thorndon Quay</b>	No Stopping, At All Times	East side, following the kerbline 449 metres north of its intersection with Davis Street (Grid coordinates x= 1749220.1 m, y= 5429659.8 m), and extending in a northerly direction for 19 metres.
<b>Thorndon Quay</b>	No Stopping, At All Times	East side, following the kerbline 507 metres north of its intersection with Davis Street (Grid coordinates x= 1749200.6 m, y= 5429714.3 m), and extending in a northerly direction for 18 metres.

### Add to Schedule A (Time Limited) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
<b>Thorndon Quay</b>	P10 At All Times	East side, following the centreline 153 metres north of its intersection with Davis Street (Grid coordinates x= 1749317.6 m, y= 5429400.8 m), and extending in a northerly direction for 18 metres. (3 parallel parking space).
<b>Thorndon Quay</b>	P10 7:00 am – 9:00am and 3:00pm – 6:00pm Monday – Friday	East side, following the centreline 68 metres north of its intersection with Davis Street (Grid coordinates x= 1749362.5 m, y= 5429307.9 m), and extending in a northerly direction for 22 metres. (4 parallel parking spaces).
<b>Thorndon Quay</b>	P10 7:00 am – 9:00am and 3:00pm – 6:00pm Monday – Friday	East side, following the centreline 475 metres north of its intersection with Davis Street (Grid coordinates x= 1749211.7 m, y= 5429684.6 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).

### Add to Schedule B (Class Limited) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
<b>Thorndon Quay</b>	Mobility Parking  Monday – Friday – Bus Lane 6:30am – 9:30am, Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm, Monday – Friday – Free Parking, No Restriction 6pm –	East side, following the centreline 120 metres north of its intersection with Lambton Quay (Grid coordinates x= 1749159.7 m, y= 5428984.2 m) and extending in a northerly direction for 7 metres.



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	6:30am , Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking No Restriction 6pm – 8am	
<b>Thorndon Quay</b>	Mobility Parking  Monday – Friday – Bus Lane 4:30pm – 6:30pm, Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm, Monday – Friday – Free Parking, No Restriction 6:30pm – 8am, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am	West side, following the centreline 380 metres north of its intersection with Bunny Street (Grid x= 1749168.0 m, y= 5429018.8 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).
<b>Thorndon Quay</b>	Loading Zone, Time Varies 6:30pm – 4:30pm Monday – Friday, At All Times Saturday – Sunday	West side, following the centreline 616 metres north of its intersection with Bunny Street (Grid coordinates x= 1749357.2 m, y= 5429154.7 m), and extending in a northerly direction for 12 metres.
<b>Thorndon Quay</b>	Bus Stop, At All Times	West side, following the centreline 27 metres north of its intersection with Davis Street (Grid coordinates x= 1749369.2 m, y= 5429266.4 m), and extending in a northerly direction for 26 metres.
<b>Thorndon Quay</b>	Bus Stop, At All Times	East side, following the centreline 31 metres north of its intersection with Davis Street (Grid coordinates x= 1749374.8 m, y= 5429273.3 m), and extending in a northerly direction for 30 metres.

## We are proposing a change in your area

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<b>Thorndon Quay</b>	<p><i>Mobility Parking</i></p> <p><i>Monday – Friday – Bus Lane 4:30pm – 6:30pm,</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm,</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6:30pm – 8am,</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm,</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>West side, following the centreline 104 metres north of its intersection with Davis Street (Grid coordinates x= 1749336.4 m, y= 5429338.9 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).</i></p>
<b>Thorndon Quay</b>	<p><i>Mobility Parking</i></p> <p><i>Monday – Friday – Bus Lane 6:30am – 9:30am</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm,</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6:30pm – 6:30am,</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm,</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>East side, following the centreline 118 metres north of its intersection with Davis Street (Grid coordinates x= 1749338.8 m, y= 5429353.4 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).</i></p>
<b>Thorndon Quay</b>	<p><i>Mobility Parking</i></p> <p><i>Monday – Friday – Bus Lane 6:30am –</i></p>	<p><i>East side, following the centreline 365 metres north of its intersection with Davis Street (Grid coordinates x= 1749246.4 m, y= 5429580.7 m) and extending in a northerly direction for 9 metres.</i></p>

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	<p>9:30am, Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm, Monday – Friday – Free Parking, No Restriction 6pm – 6:30am, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</p>	
<b>Thorndon Quay</b>	<p>Loading Zone, Time Varies 9:30am – 6:30am Monday – Friday, At All Times Saturday – Sunday</p>	<p>East side, following the centreline 374 metres north of its intersection with Davis Street (Grid coordinates <math>x= 1749244.0</math> m, <math>y= 5429586.1</math> m) and extending in a northerly direction for 18 metres.</p>
<b>Thorndon Quay</b>	<p>Mobility Parking</p> <p>Monday – Friday – Bus Lane 4:30pm – 6:30pm, Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm, Monday – Friday – Free Parking, No Restriction 6:30pm – 8am, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</p>	<p>West side, following the centreline 512 metres north of its intersection with Davis Street (Grid coordinates <math>x= 1749188.7</math> m, <math>y= 5429716.2</math> m), and extending in a northerly direction for 6 metres. (1 parallel parking space).</p>
<b>Thorndon Quay</b>	<p>Mobility Parking</p>	<p>East side, following the centreline 681 metres north of its intersection with Davis Street (Grid coordinates</p>

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	<p><i>Monday – Friday – Bus Lane 6:30am – 9:30am,</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm,</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6pm – 6:30am,</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm,</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>x= 1749175.8 m, y= 5429867.8 m), and extending in a northerly direction for 8 metres.</i></p>
<b>Thorndon Quay</b>	<p><i>Loading Zone, Time Varies 9:30am – 6:30am Monday – Friday, At All Times Saturday – Sunday</i></p>	<p><i>East side, following the centreline 693 metres north of its intersection with Davis Street (Grid coordinates x= 1749181.1, y= 5429898.0 m), and extending in a northerly direction for 16 metres.</i></p>
<b>Thorndon Quay</b>	<p><i>Mobility Parking</i></p> <p><i>Monday – Friday – Bus Lane 4:30pm – 6:30pm,</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm,</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6:30pm – 8am,</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm,</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>West side, following the centreline 719 metres north of its intersection with Davis Street (Grid coordinates x= 1749178.7 m, y= 5429921.1 m), and extending in a northerly direction for 6 metres.</i></p>

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<b>Hutt Road</b>	<i>Bus Stop, At All Times</i>	<i>West side, following the centreline 1207 metres north of its intersection with Davis Street (Grid coordinates x= 1749448.3 m, y= 5430322.9 m), and extending in a northerly direction for 15 metres.</i>
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Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
<b>Thorndon Quay</b>	<i>Metered Parking</i>  <i>Monday – Friday – Bus Lane 4:30pm – 6:30pm, Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm, Monday – Friday – Free Parking, No Restriction 6:30pm – 8am, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i>	<i>West side, following the centreline 250 metres north of its intersection with Bunny Street (Grid coordinates x= 1749113.3 m, y= 5428899.9 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).</i>
<b>Thorndon Quay</b>	<i>Metered Parking</i>  <i>Monday – Friday – Bus Lane 6:30am – 9:30am, Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm, Monday – Friday – Free Parking, No Restriction 6pm – 6:30am, Saturday and Sunday – Metered Parking, P180 Restriction 8am –</i>	<i>East side, following the centreline 261 metres north of its intersection with Bunny Street (Grid coordinates x= 1749125.7 m, y= 5428908.7), and extending in a northerly direction for 53 metres. (9 parallel parking spaces).</i>



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	6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am	
<b>Thorndon Quay</b>	<p>Metered Parking</p> <p>Monday – Friday – Bus Lane 4:30pm – 6:30pm, Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm, Monday – Friday – Free Parking, No Restriction 6:30pm – 8am, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</p>	<p>West side, following the centreline 287 metres north of its intersection with Bunny Street (Grid coordinates x= 1749362.5 m, y= 5428934.3 m), and extending in a northerly direction for 35 metres. (6 parallel parking spaces).</p>
<b>Thorndon Quay</b>	<p>Metered Parking</p> <p>Monday – Friday – Bus Lane 6:30am – 9:30am, Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm, Monday – Friday – Free Parking, No Restriction 6pm – 6:30am, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No</p>	<p>East side, following the centreline 432 metres north of its intersection with Bunny Street (Grid coordinates x= 1749210.6 m, y= 5429049.5 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).</p>

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	<i>Restriction 6pm – 8am</i>	
<b>Thorndon Quay</b>	<p><i>Metered Parking</i></p> <p><i>Monday – Friday – Bus Lane 4:30pm – 6:30pm,</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm,</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6:30pm – 8am,</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm,</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>West side, following the centreline 491 metres north of its intersection with Bunny Street (Grid coordinates x= 1749258.6 m, y= 5429084.0 m), and extending in a northerly direction for 30 metres. (5 parallel parking spaces).</i></p>
<b>Thorndon Quay</b>	<p><i>Metered Parking</i></p> <p><i>Monday – Friday – Bus Lane 6:30am – 9:30am,</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm,</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6pm – 6:30am,</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm,</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>East side, following the centreline 508 metres north of its intersection with Bunny Street (Grid coordinates x= 1749277.8 m, y= 5429082.5 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).</i></p>

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<b>Thorndon Quay</b>	<p><i>Metered Parking</i></p> <p><i>Monday – Friday – Bus Lane 4:30pm – 6:30pm,</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm,</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6:30pm – 8am,</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm,</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>West side, following the centreline 537 metres north of its intersection with Bunny Street (Grid coordinates x= 1749295.8m, y= 5429101.2m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).</i></p>
<b>Thorndon Quay</b>	<p><i>Metered Parking</i></p> <p><i>Monday – Friday – Bus Lane 6:30am – 9:30am,</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm,</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6pm – 6:30am,</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm,</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>East side, following the centreline 575 metres north of its intersection with Bunny Street (Grid coordinates x= 1749336.0 m, y= 5429118.6 m), and extending in a northerly direction for 136 metres. (23 parallel parking spaces).</i></p>
<b>Thorndon Quay</b>	<p><i>Metered Parking</i></p> <p><i>Monday – Friday – Bus Lane 4:30pm –</i></p>	<p><i>West side, following the centreline 63 metres north of its intersection with Davis Street (Grid coordinates x= 1749352.4m, y= 5429302.5 m), and extending in a</i></p>

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	6:30pm, Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm, Monday – Friday – Free Parking, No Restriction 6:30pm – 8am, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am	northerly direction for 6 metres. (1 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking  Monday – Friday – Bus Lane 6:30am – 9:30am, Monday – Friday – Metered Parking, P120 Restriction 9am – 3pm, Monday – Friday – P10 7am – 9am and 3pm – 6pm, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am	East side, following the centreline 68 metres north of its intersection with Davis Street (Grid coordinates x= 1749362.5 m, y= 5429307.9 m), and extending in a northerly direction for 22 metres. (4 parallel parking spaces).
<b>Thorndon Quay</b>	Metered Parking  Monday – Friday – Bus Lane 4:30pm – 6:30pm, Monday – Friday – Metered Parking, P120 Restriction 8:00am – 4:30pm,	West side, following the centreline 125 metres north of its intersection with Davis Street (Grid coordinates x= 1749328.5 m, y= 5429355.2 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).

## We are proposing a change in your area

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	<p><i>Monday – Friday – Free Parking, No Restriction 6:30pm – 8am,</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm,</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	
<b>Thorndon Quay</b>	<p><i>Metered Parking</i></p> <p><i>Monday – Friday – Bus Lane 4:30pm – 6:30pm,</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm,</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6:30pm – 8am,</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm,</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>West side, following the centreline 206 metres north of its intersection with Davis Street (Grid coordinates x= 1749295.3 m, y= 5429428.2 m), and extending in a northerly direction for 16 metres. (3 parallel parking spaces).</i></p>
<b>Thorndon Quay</b>	<p><i>Metered Parking</i></p> <p><i>Monday – Friday – Bus Lane 4:30pm – 6:30pm,</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm,</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6:30pm – 8am,</i></p>	<p><i>West side, following the centreline 243 metres north of its intersection with Davis Street (Grid coordinates x= 1749272.6 m, y= 5429481.2 m), and extending in a northerly direction for 36 metres. (6 parallel parking spaces).</i></p>



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	<p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm,</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	
<b>Thorndon Quay</b>	<p><i>Metered Parking</i></p> <p><i>Monday – Friday – Bus Lane 4:30pm – 6:30pm,</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm,</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6:30pm – 8am,</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm,</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>West side, following the centreline 370 metres north of its intersection with Davis Street (Grid coordinates x= 1749236.4 m, y= 5429582.8 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).</i></p>
<b>Thorndon Quay</b>	<p><i>Metered Parking</i></p> <p><i>Monday – Friday – Bus Lane 4:30pm – 6:30pm,</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm,</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6:30pm – 8am,</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am –</i></p>	<p><i>West side, following the centreline 403 metres north of its intersection with Davis Street (Grid coordinates x= 1749225.4 m, y= 5429612.6 m), and extending in a northerly direction for 16 metres. (3 parallel parking spaces).</i></p>

## We are proposing a change in your area

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	6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am	
<b>Thorndon Quay</b>	<p>Metered Parking</p> <p>Monday – Friday – Bus Lane 4:30pm – 6:30pm, Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm, Monday – Friday – Free Parking, No Restriction 6:30pm – 8am, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</p>	<p>West side, following the centreline 429 metres north of its intersection with Davis Street (Grid coordinates x= 1749216.3 m, y= 5429637.9 m), and extending in a northerly direction for 5 metres. (1 parallel parking spaces).</p>
<b>Thorndon Quay</b>	<p>Metered Parking</p> <p>Monday – Friday – Bus Lane 6:30am – 9:30am, Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm, Monday – Friday – Free Parking, No Restriction 6pm – 6:30am, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No</p>	<p>East side, following the centreline 431 metres north of its intersection with Davis Street (Grid coordinates x= 1749224.2 m, y= 5429642.1 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).</p>

## We are proposing a change in your area

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	<i>Restriction 6pm – 8am</i>	
<b>Thorndon Quay</b>	<p><i>Metered Parking</i></p> <p><i>Monday – Friday – Bus Lane 4:30pm – 6:30pm,</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm,</i></p> <p><i>Monday – Friday – Free Parking, No Restriction 6:30pm – 8am,</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm,</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>West side, following the centreline 445 metres north of its intersection with Davis Street (Grid coordinates x= 1749211.1 m, y= 5429652.7 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).</i></p>
<b>Thorndon Quay</b>	<p><i>Metered Parking</i></p> <p><i>Monday – Friday – Bus Lane 6:30am – 9:30am,</i></p> <p><i>Monday – Friday – Metered Parking, P120 Restriction 9am – 3pm,</i></p> <p><i>Monday – Friday – P10 7am – 9am and 3pm – 6pm,</i></p> <p><i>Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm,</i></p> <p><i>Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>East side, following the centreline 475 metres north of its intersection with Davis Street (Grid coordinates x= 1749211.7 m, y= 5429684.6 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).</i></p>
<b>Thorndon Quay</b>	<i>Metered Parking</i>	<p><i>West side, following the centreline 584 metres north of its intersection with Davis Street (Grid coordinates x=</i></p>

## We are proposing a change in your area

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Me Heke Ki Pōneke

	<p>Monday – Friday – Bus Lane 4:30pm – 6:30pm, Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm, Monday – Friday – Free Parking, No Restriction 6:30pm – 8am, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</p>	<p>1749170.1 m, y= 5429786.2 m), and extending in a northerly direction for 65 metres. (11 parallel parking spaces).</p>
<b>Thorndon Quay</b>	<p>Metered Parking</p> <p>Monday – Friday – Bus Lane 6:30am – 9:30am, Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm, Monday – Friday – Free Parking, No Restriction 6pm – 6:30am, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</p>	<p>East side, following the centreline 599 metres north of its intersection with Davis Street (Grid coordinates x= 1749175.8 m, y= 5429802.4 m), and extending in a northerly direction for 24 metres. (4 parallel parking space).</p>
<b>Thorndon Quay</b>	<p>Metered Parking</p> <p>Monday – Friday – Bus Lane 6:30am – 9:30am, Monday – Friday –</p>	<p>East side, following the centreline 648 metres north of its intersection with Davis Street (Grid coordinates x= 1749174.1 m, y= 5429849.8 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).</p>

**We are proposing a change in your area**

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

	<p><i>Metered Parking, P120 Restriction 9:30am – 6pm, Monday – Friday – Free Parking, No Restriction 6pm – 6:30am, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	
<b>Thorndon Quay</b>	<p><i>Metered Parking  Monday – Friday – Bus Lane 4:30pm – 6:30pm, Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm, Monday – Friday – Free Parking, No Restriction 6:30pm – 8am, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i></p>	<p><i>West side, following the centreline 651 metres north of its intersection with Davis Street (Grid coordinates x= 1749166.3 m, y= 5429853.7 m), and extending in a northerly direction for 24 metres. (4 parallel parking spaces).</i></p>
<b>Thorndon Quay</b>	<p><i>Metered Parking  Monday – Friday – Bus Lane 4:30pm – 6:30pm, Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm, Monday – Friday –</i></p>	<p><i>West side, following the centreline 677 metres north of its intersection with Davis Street (Grid coordinates x= 1749169.6 m, y= 5429879.4 m), and extending in a northerly direction for 18 metres. (3 parallel parking spaces).</i></p>



## We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

	<p>Free Parking, No Restriction 6:30pm – 8am, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</p>	
<b>Thorndon Quay</b>	<p>Metered Parking</p> <p>Monday – Friday – Bus Lane 6:30am – 9:30am, Monday – Friday – Metered Parking, P120 Restriction 9:30am – 6pm, Monday – Friday – Free Parking, No Restriction 6pm – 6:30am, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</p>	<p>East side, following the centreline 681 metres north of its intersection with Davis Street (Grid coordinates x= 1749178.8 m, y= 5429886.8 m), and extending in a northerly direction for 12 metres.</p>
<b>Thorndon Quay</b>	<p>Metered Parking</p> <p>Monday – Friday – Bus Lane 4:30pm – 6:30pm, Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm, Monday – Friday – Free Parking, No Restriction 6:30pm – 8am, Saturday and</p>	<p>West side, following the centreline 725 metres north of its intersection with Davis Street (Grid coordinates x= 1749180.4 m, y= 5429926.9 m), and extending in a northerly direction for 6 metres. (1 parallel parking space).</p>

## We are proposing a change in your area

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

	<i>Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i>	
<b>Hutt Road</b>	<i>Metered Parking  Monday – Friday – Bus Lane 4:30pm – 6:30pm, Monday – Friday – Metered Parking, P120 Restriction 8am – 4:30pm, Monday – Friday – Free Parking, No Restriction 6:30pm – 8am, Saturday and Sunday – Metered Parking, P180 Restriction 8am – 6pm, Saturday and Sunday – Overnight Free Parking, No Restriction 6pm – 8am</i>	<i>West side, following the kerbline 1954 metres north of its intersection with Bunny Street (Grid coordinates x= 1749470.3 m, y= 5430351 m) and extending in a northerly direction for 27 metres. (5 parallel parking spaces).</i>

### Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
<b>Thorndon Quay</b>	<i>No Stopping, At All Times</i>	<i>East side, following the kerbline 5 metres North of its intersection with Bunny Street (Grid coordinates 1749012.8 m, 5428689.2 m) and extending in the North direction for 150 metres.</i>
<b>Thorndon Quay</b>	<i>No Stopping, At All Times</i>	<i>West side, following the kerbline 15 metres South of its intersection with Mulgrave Street (Grid coordinates 1749072.3 m, 5428826.6 m) and extending in the North direction for 12 metres.</i>

## We are proposing a change in your area

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

<b>Thorndon Quay</b>	No Stopping, At All Times	West side, following the kerbline 2 metres North of its intersection with Lambton Quay (Grid coordinates 1749080.3 m, 5428872.6 m) and extending in the North direction for 23 metres.
<b>Thorndon Quay</b>	No Stopping, At All Times	East side, following the kerbline 66 metres north of its intersection with Lambton Quay (Grid coordinates x= 1749364.7 m, y= 5429301.6 m) and extending in a northerly direction for 7 metres.
<b>Thorndon Quay</b>	No Stopping, At All Times	East side, following the kerbline 104 metres north of its intersection with Lambton Quay (Grid coordinates x= 1749354.9 m, y= 5429328.6 m) and extending in a northerly direction for 18 metres.
<b>Thorndon Quay</b>	No Stopping, At All Times	East side, following the kerbline 392 metres north of its intersection with Davis Street (Grid coordinates x= 1749244.0 m, y= 5429586.1 m) and extending in a northerly direction for 14 metres.
<b>Thorndon Quay</b>	No Stopping, At All Times	East side, following the kerbline 449 metres north of its intersection with Lambton Quay (Grid coordinates x= 1749220.1 m, y= 5429659.8 m) and extending in a northerly direction for 27 metres.
<b>Thorndon Quay</b>	No Stopping, At All Times	East side, following the kerbline 517 metres north of its intersection with Lambton Quay (Grid coordinates x= 1749205.3 m, y= 5429706.9 m) and extending in a northerly direction for 28 metres.

Prepared By: Renier Ackerman (Principal Project Manager (TQ))

Approved By: Brad Singh (Manager Transport & Infrastructure)

Date: 18/09/2024

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Feedback

**Name:** Angela

**Suburb:** Thorndon

**Agree:** No

Good Morning team  
Just some feedback.

Outside [Redacted] Thorndon Quay is our driveway, removing the carparks outside this location and making it specifically a bus lane, will have the buses entitled to stop over our driveway. Which they currently do this, however at peak times we need that driveway clear as we need to park our vehicle on driveway to lock our gates and open in the mornings. Currently where the lines are for the cycle lane going north, is where our bonnet sits and buses come very close to our vehicle to park in the bus stop.

Removing these car parks, we will not be able to park outside our driveway at all now, to lock and unlock, if that area becomes part of the bus lane. I would love to have someone pop in and we can go through what I mean if needed.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

The Northbound bus lane is not scheduled to be installed until a review of the need for it in two years' time. Until then it will be business as usual except for the parks removed to accommodate the pedestrian crossing. The closest parks, in the new layout, to Hirepool will be next door at number 239 (plan 28) and number 257 (plan 30).

We take note of your comments regarding the bus lane impact and this will be considered as part of the future review.

### Feedback

**Name:** Maree

**Suburb:** Khandallah

**Agree:** No

The erratic placement of car parks, loading zones, bus lands, hard barriers, and changes in separation of cycle lanes is a recipe for disaster. To have so many changes in traffic flow within this one segment of road is a safety hazard for all road users – buses, cars, pedestrians, and cyclists. The road markings suggested are extremely confusing. This design needs to be entirely rethought.

### Officer Response:

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

Independent Safe System Audits were completed at the 30% and 70% design stages and a final audit will be done at the end of the project to ensure it complies with all relevant safety standards and best practice.

For more information on Safe System Audits, please follow the link below:

<https://www.nzta.govt.nz/assets/resources/road-safety-audit-procedures/docs/safe-system-audit-guidelines.pdf>

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### Feedback

**Name:** Nikki

**Suburb:** Karori

**Agree:** No

Nothing I see around town is making movement of traffic, safety of travellers, ability to have a business that flourishes, indeed ANYTHING any better. Mobility is decreasing. People are going out to Porirua or the Hutt or Petone to shop – lots moving there. Masses of unenvironmental materials are being used – confusing signage, too many cones, crazy stuff appearing overnight – too many workers with fluoro jackets on, not working and using their phones more often than not and certainly not working. Crazy policies are destroying the city not helped by the govt destruction of Wgtn's workforce and this council needs to stop and think – you are not getting the support that you want, and you are not listening.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

### The Thorndon Quay Project

1. Thorndon Quay is one of the most important commuter routes in Wellington. Each weekday approximately 10,000 people travel this route by bus, making it the busiest bus route outside of the city centre. About 1,300 people travel this route by bike each workday. It is projected that the number of cyclists will grow from 1,300 per day to 4,000 cyclists a day by 2036. With the expected growth in the uptake of cycling, walking and public transport over the next 20 years, improvements are needed along the commuter corridor.
2. The New Zealand Transport Authority's (NZTA) Te Ara Tupua project will provide a critical walking and cycling connection between Wellington and Hutt Valley. Once operational in 2026 it is expected to result in a step change in the demand on the TQ corridor. Forecasts for the project indicate, during the opening year on an average weekday, there will be:
3. 450 additional pedestrian trips per day
4. 600 additional cyclist trips per day
5. 100 additional mobility device user trips (e.g. e-scooters, etc. per day in total)



## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

The Thorndon Quay project was initiated to address this growth and specifically address the following problems identified along the corridor:

6. Unreliable bus travel times resulting in poor customer experience and reducing the attractiveness of, and ability to increase, travel by bus.
7. The current state of cycling facilities results in conflict between users and increases risk to road users. This limits the attractiveness of cycling.
8. A poor-quality street environment creates an unpleasant pedestrian experience, reducing the attractiveness of walking and spending time in the area.
9. High and growing traffic volumes combined with high speeds increase the likelihood and severity of crashes.

We aim to improve the lives of all Wellingtonians and as such we do extensive engagement campaigns to inform any decisions made by council.

From Monday 7 November until Friday 9 December 2022, Let's Get Wellington Moving consulted on its developed designs to transform Thorndon Quay, the associated traffic resolution and proposed speed change. More people (64%) were supportive of the associated traffic resolution.

Overall, we received 1,300 submissions from organisations and individuals, from the below sources:

- 813 online comments
- 427 online surveys
- 60 submissions via a paper form or email. Our Social PinPoint interactive map received 6,951 total visits, with the average time spent at 3:12 minutes.

### Feedback

**Name:** Suhan  
**Suburb:** Karori  
**Agree:** No

Stop building underutilised cycle lanes, restore parking, bus lanes. There is a large portion of the community who cannot cycle due to family duties and disability. Your plans over the past few years have been extremely discriminating towards those members of the community. It also helps the businesses, public transport and the motorists who are paying road user charges and various taxes and levies.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

### The Thorndon Quay Project

10. Thorndon Quay is one of the most important commuter routes in Wellington. Each weekday approximately 10,000 people travel this route by bus, making it the busiest bus route outside of the city centre. About 1,300 people travel this route by bike each workday. It is projected

## Feedback Received

that the number of cyclists will grow from 1,300 per day to 4,000 cyclists a day by 2036. With the expected growth in the uptake of cycling, walking and public transport over the next 20 years, improvements are needed along the commuter corridor.

11. The New Zealand Transport Authority's (NZTA) Te Ara Tupua project will provide a critical walking and cycling connection between Wellington and Hutt Valley. Once operational in 2026 it is expected to result in a step change in the demand on the TQ corridor. Forecasts for the project indicate, during the opening year on an average weekday, there will be:
12. 450 additional pedestrian trips per day
13. 600 additional cyclist trips per day
14. 100 additional mobility device user trips (e.g. e-scooters, etc. per day in total)

The Thorndon Quay project was initiated to address this growth and specifically address the following problems identified along the corridor:

15. Unreliable bus travel times resulting in poor customer experience and reducing the attractiveness of, and ability to increase, travel by bus.
16. The current state of cycling facilities results in conflict between users and increases risk to road users. This limits the attractiveness of cycling.
17. A poor-quality street environment creates an unpleasant pedestrian experience, reducing the attractiveness of walking and spending time in the area.
18. High and growing traffic volumes combined with high speeds increase the likelihood and severity of crashes.

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From Monday 7 November until Friday 9 December 2022, Let's Get Wellington Moving consulted on its developed designs to transform Thorndon Quay, the associated traffic resolution and proposed speed change. More people (64%) were supportive of the associated traffic resolution.

Overall, we received 1,300 submissions from both organisations and the public, from the below sources:

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- 427 online surveys
- 60 submissions via a paper form or email. Our Social PinPoint interactive map received 6,951 total visits, with the average time spent at 3:12 minutes.

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### Feedback

**Name:** Gera

**Suburb:** Newtown

**Agree:** Yes

No comment.

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions. We appreciate your support on the proposed changes.

### Feedback

**Name:** Tim (on behalf of HEB)  
**Suburb:** Thorndon Quay  
**Agree:** Yes/No

Dear WCC

I hope this message finds you well. I am writing on behalf of HEB, located at [Redacted] Thorndon Quay, to express our concerns regarding the ongoing parking challenges we are experiencing in the area.

With a team of 10-20 employees who frequently travel to various sites across Wellington, the lack of available parking has become a significant obstacle for our operations. The ongoing construction and the proposed changes to parking regulations have made it increasingly difficult for our staff to find adequate spaces, impacting our productivity and overall morale.

We understand that the council is working hard to improve the area, but we would greatly appreciate any assistance or solutions you could provide to help alleviate our parking difficulties. Options such as local business parking permits spaces or temporary spaces during construction would be invaluable to our team.

Thank you for your attention to this pressing issue. We look forward to your response and any potential solutions you may have.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

We acknowledge the difficult parking situation during the earthquake strengthening works the was recently completed at the Stadium Gardens apartment block. The parking in the area has now returned to normal and the impact on the current parking with future works opposite VTNZ will be minimized as much as possible. The contractor will engage with effected parties prior to the start of the work.

For people who do need to drive, there is still parking in the Thorndon area. We are supporting people to get around in different transport ways and parking changes like these are part of preparing the city for the future. In the side streets, there are car parks available, but some restrictions may change.

There are private Parking facilities in the area providing off-street car parks, including:

1 Ballantrae Place

## Feedback Received

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

22-28 Hill Street

21-57 Molesworth Street – Wellington Cathedral

100 Molesworth Street – Rugby NZ

9/15 Little Pipitea Street

48 Mulgrave Street

38 Murphy Street

81-87 Thorndon Quay

83 Waterloo Quay

Halswell Street

750 commuter car parks are available during the week at Sky Stadium through Care Park at 105 Waterloo Quay, which is approximately 5-10 minutes' walk from Thorndon.

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### Feedback

**Name:** Mr E Wid

**Suburb:** Crofton Downs

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions. We appreciate your support on the proposed changes.

---

### Feedback

**Name:** Sam

**Suburb:** Pipitea

**Agree:** No

We oppose the whole project as it is very costly for ratepayers; unnecessary; will negatively affect businesses along Thorndon Quay; will restrict the ability for customers to access Service Plus; will need to be ripped up again within 5 years to replace water pipes.

WCC should focus on fixing the water infrastructure as an urgent priority before proceeding with this project. We recommend MANY more carparks and loading zones/15 min drop-off parks in the

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

vicinity of 204 Thorndon Quay as there are many businesses and offices in that building and neighbours.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

In the current draft Long-Term Plan (2024-34), WCC is proposing to invest in renewing approximately 330kms of pipe over a 10-year period.

To prioritise this work, Wellington Water advises that we must focus on the most critical assets first (these are ones that if they break or fail would result in significant and widespread impact to the public / community). As part of our work to support WCC's Long-Term Plan, we rely on the advice of Wellington Water to prioritise asset renewals and we are assured that a review of all the work that needs to be done across the city was carried out by Wellington water. When compared to other more critical assets or assets that are in need of urgent work, no renewals in the Thorndon Quay and Hutt Road area were identified by Wellington Water as needing prioritisation for the current draft Long-Term Plan.

This means that pipes along Thorndon Quay, like many others across the city, will need to be programmed for renewal at a later date when funding and resources allow. Wellington Water continues to monitor the condition of pipes and assets across the city as part of its ongoing programme of condition assessments. The city's water asset renewals programme is reviewed every three years as part of each Long-Term Plan period. This information and evidence is used as a basis for Wellington Water's advice to WCC and funding is determined by Council through the LTP process.

There are no plans to renew the pipework along Thorndon Quay in the next 10 years based on WCC's draft 2024-34 Long Term Plan. However, it is not possible to predict if repairs will be required within that timeframe.

### Loading Zones:

There are 3 loading zones in a 50-metre radius from Service Plus.

### Parking:

The single park currently in front of Service Plus will be removed but the six parks on the opposite side of the street will remain.

### Feedback

Name: Callum

Suburb: Newtown



## Feedback Received

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

**Agree: Yes**

No comment.

**Officer Response:**

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions. We appreciate your support on the proposed changes.

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### Feedback

**Name: Alanah**

**Suburb: Pipitea**

**Agree: Yes**

I agree with this and like the idea. I want to know the plan for adding more greenery around this area to make it less hostile, it is a lot of concrete and cars only in this area. Adding more trees and plant life can help with many things like offsetting pollution from cars and helping with the noise pollution from the train tracks. There really are a lot of benefits please just put more plants are the city it's really depressing without them.

**Officer Response:**

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

Appreciate your input and agree with your points. Minimal greenery work has been budgeted for on this project, but the city as a whole is investing in increasing our tree canopy and greenery. I'm sure Thorndon Quay will be considered in future and as budget becomes available.

---

### Feedback

**Name: Robsoe**

**Suburb: Thorndon**

**Agree: No**

Your plan to narrow the entrance/exit of Davis Street to Thorndon Quay will make the corner more dangerous, by reducing manoeuvrability. Ambulances frequently exit on to Thorndon Quay here, how will they get out if both lanes are stuck cars waiting for traffic? You also have one car park right before a bus stop on the north bound lane just north of Davis Street. Makes no sense when buses are trying to get to the bus stop immediately past this corner. There is no car park their currently, seems very dumb. Move the park further north so there will be at least 2 parks on that side. Will

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## Feedback Received

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

there be bus shelters for travellers using south bound services? Your plan does not show this.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

See plan from our 3d model below for more detail:



## Feedback Received

Note the changes to the Davis Street intersection are within current NZTA guidelines and allow sufficient space for ambulances and trucks to turn. The raised platform in the current image in the Davis Street intersection will be removed and replaced with a courtesy crossing facility only. In the event of traffic backing up and preventing vehicles exiting from Davis Street, alternative routes Hobson Street and Moturoa Street could be used.

The parking spot in front of the bus stop prevents busses from backing up into the pedestrian signalised crossing. Busses can stop further north if need be.

A bus shelter will be provided on the south bound lane.

---

### Feedback

**Name:** John

**Suburb:** Crofton Downs

**Agree:** No

Stop wasting money making the city worse. Having a portfolio for traffic doesn't mean you must change things. Put aside your ego and think about the people of Wellington.

You ought to fix the pipes, remove congesting bike lanes which hinder emergency services and work to reduce rates especially in tough economic times.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

We aim to improve the lives of all Wellingtonians and as such we do extensive engagement campaigns to influence any decisions made by council.

From Monday 7 November until Friday 9 December 2022, Let's Get Wellington Moving consulted on its developed designs to transform Thorndon Quay, the associated traffic resolution and proposed speed change.

More people (64%) were supportive of the associated traffic resolution.

Overall, we received 1,300 submissions from both organisations and the public, from the below sources:

- 813 online comments
- 427 online surveys
- 60 submissions via a paper form or email. Our Social PinPoint interactive map received 6,951 total visits, with the average time spent at 3:12 minutes.

Water pipes:

In the current draft Long-Term Plan (2024-34), WCC is proposing to invest in renewing approximately 330kms of pipe over a 10-year period.

## Feedback Received

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

To prioritise this work, Wellington Water advises that we must focus on the most critical assets first (these are ones that if they break or fail would result in significant and widespread impact to the public / community). As part of our work to support WCC's Long-Term Plan, we rely on the advice of Wellington Water to prioritise asset renewals and we are assured that a review of all the work that needs to be done across the city was carried out by Wellington water. When compared to other more critical assets or assets that are in need of urgent work, no renewals in the Thorndon Quay and Hutt Road area were identified by Wellington Water as needing prioritisation for the current draft Long-Term Plan.

This means that pipes along Thorndon Quay, like many others across the city, will need to be programmed for renewal at a later date when funding and resources allow. Wellington Water continues to monitor the condition of pipes and assets across the city as part of its ongoing programme of condition assessments. The city's water asset renewals programme is reviewed every three years as part of each Long-Term Plan period. This information and evidence is used as a basis for Wellington Water's advice to WCC and funding is determined by Council through the LTP.

There are no plans to renew the pipework along Thorndon Quay in the next 10 years based on WCC's draft 2024-34 Long Term Plan. However, it is not possible to predict if repairs will be required within that timeframe.

Emergency services:

Fire and Emergency New Zealand (FENZ) were a key stakeholder throughout the life of Let's Get Wellington Moving. As such they were contacted personally by the engagement lead when consultation on Thorndon Quay opened, and again at the halfway point. While FENZ chose not to submit, they did note during face-to-face engagement that the provision of a bus lane would likely improve response times as they can be used to bypass traffic. It was also noted during consultation that Wellington Free Ambulance does not operate emergency response from the Davis St location.

While Fire and Emergency New Zealand does not have a statutory function or power to approve road layout, they are a key stakeholder in the project. The TQ designs have been designed to be specifically compliant and consistent with the Firefighting Operations Emergency Vehicle Access Guide – F5-02GD, including the dimensions and positions of the cycle separators.

Effect on rates:

This project is 51% funded by NZTA and WCC uses debt to fund the remainder. Some of this debt will be paid back using debt but other sources are also used reducing the burden on rate payers.

---

### Feedback

**Name:** Cwhite  
**Suburb:** Taita  
**Agree:** No

No comment.

## Feedback Received

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

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

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### Feedback

**Name:** Csscaddan  
**Suburb:** Wadestown  
**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

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### Feedback

**Name:** Tateeldo  
**Suburb:** Kaiwharawhara  
**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

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### Feedback

**Name:** Caleb  
**Suburb:** Newlands  
**Agree:** Yes

No comment.

### Officer Response:



## Feedback Received

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

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

### Feedback

**Name:** Smahon  
**Suburb:** Newlands  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions. We appreciate your support on the proposed changes.

### Feedback

**Name:** Suzanne  
**Suburb:** Thorndon  
**Agree:** No

The mobility parking and loading zones (see 174 Thorndon Quay) opening onto a busy oncoming cycle lane is dangerous.

For the mobility park a passenger exiting the car will open their door directly into the oncoming path of bikes. Thought needs to go into the fact that the type of person exiting their car from a mobility park is not mobile, therefore not agile enough to get out of the way quickly. They then need to negotiate their way to the footpath with bikes going in both directions.

The loading zone is also dangerous for couriers emptying their vans onto the bike lane and then trying to cross with bikes going in both directions.

I cannot understand that the lessons have not been learnt from the bus stop on Tinakori Street opposite St Mary Street where bus passengers exited the bus into oncoming bike lanes. Also, very dangerous and I presume this is why the configuration was changed.

Logic says this opinion is dangerous and an accident about to happen.

### Officer Response:

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

In 2022 the team produced a Cycle Lane Trial Monitoring report. The trial lasted a week where options to reduce cycle speeds and making the area safer in front of childcare centres and sensitive areas were evaluated. This trial influenced the final layout of the design significantly. This can be forwarded upon request at [thorndon@wcc.govt.nz](mailto:thorndon@wcc.govt.nz)

Cycleway separators pads will separate the cycleway from the parking. These combined with the natural tendency of vehicles not to stop directly against them and cyclists to steer clear of them would allow space anywhere from 1 metre to 1.3 metres to offload prams, wheelchairs etc. Peak periods in the morning the parking areas next to the cycle lane will be a bus lane and alternative parking will be available on the opposite side of the street away from the cycle lane. The afternoon peak will have parking available both sides of the street as the North bound bus lane will only be implemented after a review in two years' time.

The performance of the improvements will also be monitored after the completion of the works and alterations made where necessary. Tinakori Rd had a Zicla bus platform. We changed the TQ ones to be wider and have a separate pedestrian refuge island with a separate cycleway. People will be exiting the bus onto the pedestrian refuge and not in front of cyclists.

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### Feedback

**Name:** Cam

**Suburb:** Thorndon

**Agree:** No

I am the owner of [Redacted] Thorndon Quay, and I would like to formally request changes to the proposed locations for the mobility car park (Plan 31) and loading zone (Plan 32). Under the current proposal, we will lose 40% of the parking spaces directly outside our store and the Woolstore, which will have a significant impact on the businesses in this building.

The mobility ramp for the Woolstore is located at the southern end of the building (Plan 30), making it a more practical location for the mobility car park. Additionally, we are requesting that the loading zone also be moved to the southern end. This adjustment would allow us to retain three essential parking spaces outside the Woolstore.

In addition to this request, we are deeply concerned that the small concrete pavements separating the bike lane and car parks could pose a hazard for mobility users and loading zones due to the nature of these spaces. We kindly request a consultation with experts in this field to assess the design and ensure it meets safety standards.

Lastly, the current bus lane hours, which extend until 9:30am, will be highly disruptive for businesses on Thorndon Quay that open at 9:00am. We are also concerned about the impact on our ability to hold evening events and workshops, as there will be no available parking in the evenings.

Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

We are disappointed by the continued lack of consultation and support throughout this process. The concerns of local businesses have not been adequately addressed and we sincerely hope that our requests will be taken seriously, resulting in meaningful changes to the current plans.

Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

See the detail on the next page of the changes made to the parking layouts in front of the Woolstore in consultation with the owner.

In the final layout there will be more than 28 on street parks, east and west side of the road combined, from 257 Thorndon Quay (90 metres away from The Woolstore) to 262 Thorndon Quay, in front of the Woolstore. The Woolstore has its own private parking area at 258 Thorndon Quay.

The cycleway separators are a Wellington design with a flatter profile with gentler edges. Learnings from Auckland and Christchurch were used to influence the new design that is much sleeker and safer. The space between them will vary from a metre to more depending on the specific location which will allow mobility users to pass between them.

We take note on your point regarding the disruption foreseen in the 30mins morning peak overlap between bus priority lane and your store. See the morning peak time vehicle counts below which shows normal traffic volumes resuming by 9:30 only. Opening up the parking before 9:30 will cause congestion on the south bound lane.

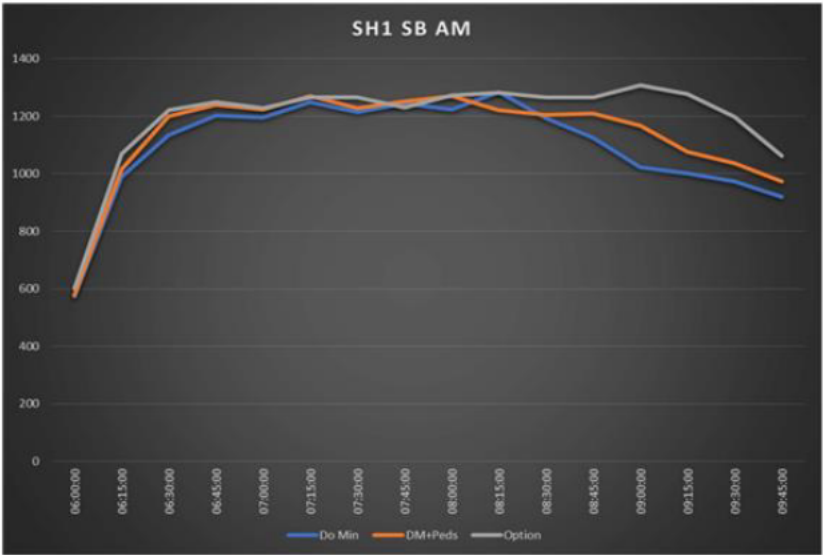


Figure 7 – SH1 Southbound Traffic Volumes

Figure 7 shows the following:

- A very broad peak, starting at 6:30am and continuing to 9am.

## Feedback Received

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

The parking across the street will still be available for that period with road crossing facilities 50 metres north at the Tinakori intersection.

Parking in the evening will not be affected by the northern peak bus lane as it is up for review in two years' time before implementation.

### Parking Change near to Woolstore:

- Parking layout amended
- The Mobility and Loading zone that was outside the bus layover shift north to be placed outside the Woolstore. Four general metered parking bays are swapped.
- In the northbound lane a Motorcycle parking space is replaced with general metered parking.

After



Before



gurecon

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Feedback

**Name:** Jo

**Suburb:** Ngaio

**Agree:** No

The proposal is to add 2 new carpark to address the concerns raised. Two carpark are completely inadequate to address the lack of parking. I am a frequent user of Thorndon Quay – both as a cyclist commuting to work and dropping my daughter at the dance studio. The inadequate parking is problematic – both as a cyclist and driver of a vehicle. Multiple cars are parked in the clearway in the morning – there are no available car parks on the other side. The cycle way is being used as a drop off zone given there is both inadequate parking and drop off zones for both the dance studio and pre-school. These issues have not resolved with the removal of construction activities from the i-ride/Bordeaux section of Thorndon Quay and appear to be permanent.

They need resolution.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

The Dance Studio hours listed online indicate the studio opens at 10am in the mornings. The bus lane restriction is lifted at 09:30 am where parking is available again. The indented parking in front of Co-Kids will also be available at this time and is only 70 metres or 1 minutes' walk away from the Dance studio. We will be monitoring the changes to this road post construction and initiate changes as required.

For people who do need to drive, there is parking in the Thorndon area. We are supporting people to get around in different ways and parking changes like these are part of preparing the city for the future. In the side streets, there are car parks available, but some restrictions may change.

There are private Parking facilities in the area providing off-street car parks, including:

1 Ballantrae Place

22-28 Hill Street

21-57 Molesworth Street – Wellington Cathedral

100 Molesworth Street – Rugby NZ

9/15 Little Pipitea Street

48 Mulgrave Street

38 Murphy Street

81-87 Thorndon Quay

83 Waterloo Quay

Halswell Street



## Feedback Received

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

750 commuter car parks are also available during the week at Sky Stadium through Care Park at 105 Waterloo Quay, which is approximately 5-10 minutes' walk from Thorndon.

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### Feedback

**Name:** Emma

**Suburb:**

**Agree:** No

Hi there,

#### CHILD SAFETY OUTSIDE THE DANCE STUDIO?

Since 2018, I have been making submissions, speaking to Council, attending child safety workshops, and serving on working groups, about loss of parking and child safety issues outside my dance studio. And yet, in the attached updated plan, there is ZERO recognition that the studio is a space where children will be present, aged from 2 years old, often with siblings also.

I see the difference in plans between the space outside my friend Steve's CoKids day care centre, and outside the dance studio.

I have no idea what I can do to prevent a cyclist-child accident. I feel like I've tried to warn to everyone, and no one is listening. Is this because WCC expects the studio will close, and be replaced with something more in line with their vision for the city, and so it's not worth adding safety measures?

#### PARKING LOSS IMPACTS – ANECDOTAL EVIDENCE

The loss of parking has begun to have a serious impact on our business.

Term 3 just finished and we lost 9 students out of 27 attending our Tuesday morning preschool classes. They battled through the term, but it was getting harder every week.

On the final Tuesday, one parent made three loops of Thorndon Quay, Davis St, Hobson St and Tinakori Road and there was not a single park. She ended up just driving home. Another finally got one somewhere and arrived with 10 mins of the class remaining.

Here is another example of the type of email we are now getting:

*Hi Wendy and Georgia,*

*I am sadly emailing to let you know I have decided we won't be continuing with dance in term 4. The parking situation has become a bit of a nightmare as I know you are aware and I really feel for you and all the surrounding businesses, but the past 2 weeks it's taken me over 30 minutes to find parking.*

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

*But thank you both so much – Ella has come leaps and bounds and absolutely loved coming and I've loved watching her. Georgia you have been so patient and kind to Ella and helped her so much.*

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

In the final layout there will be six parks in front of the dance studio of which three will be P10 for turnaround and drop off's, very similar to the current quantity.

In 2022 the team produced a Cycle Lane Trial Monitoring report. The trial lasted a week where options to reduce cycle speeds and making the area safer in front of childcare centres and sensitive areas were evaluated. This trial influenced the final layout of the design significantly. This can be forwarded upon request at [thorndon@wcc.govt.nz](mailto:thorndon@wcc.govt.nz)

Cycleway separators pads will separate the cycleway from the parking. These separators will prevent vehicles driving over the cycleway and not stop directly in the cycleway. Cyclists will steer clear of these separators which would allow space between 1 metre to 1.3 metres to offload prams.

We empathise with all businesses in Wellington currently going through these changes to the road corridor.

Council has to balance the needs of 11, 000 daily users of the corridor with the businesses operating along it and compromises are required.

To assist businesses, the design in this traffic resolution has been thoroughly discussed with many businesses on Thorndon Quay and reflects the changes requested specifically by them. The changes are made within the bounds of the compromises mentioned.

For people who do need to drive, there is parking in the Thorndon area. We are supporting people to get around in different ways and parking changes like these are part of preparing the city for the future. In the side streets, there are car parks available, but some restrictions may change.

There are private Parking facilities in the area providing off-street car parks, including:

1 Ballantrae Place

22-28 Hill Street

21-57 Molesworth Street – Wellington Cathedral

100 Molesworth Street – Rugby NZ

9/15 Little Pipitea Street

48 Mulgrave Street

38 Murphy Street

81-87 Thorndon Quay

83 Waterloo Quay

## Feedback Received

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

Halswell Street

750 commuter car parks are also available during the week at Sky Stadium through Care Park at 105 Waterloo Quay, which is approximately 5-10 minutes' walk from Thorndon.

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### Feedback

**Name:** Ddducnz

**Suburb:** Wadestown

**Agree:** No

What a terrible mess that you have done in Thorndon.

It's cost money of taxpayers, but also make driving harder, and less safe for everyone to drive, walk, bike. We no longer eat, coffee and shop there. We can afford the expensive parking at Wilson carpark. Don't have too. You basically kill our need to go to Thorndon after creating the bike lane.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

We aim to improve the lives of all Wellingtonians and as such we do extensive engagement campaigns to influence any decisions made by council.

From Monday 7 November until Friday 9 December 2022, Let's Get Wellington Moving consulted on its developed designs to transform Thorndon Quay, the associated traffic resolution and proposed speed change. More people (64%) were supportive of the associated traffic resolution than against it. Overall, we received 1,305 submissions from both organisations and the public, from the below sources:

- 813 online comments
- 427 online surveys
- 60 submissions via a paper form or email. Our Social PinPoint interactive map received 6,951 total visits, with the average time spent at 3:12 minutes.

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### Feedback

**Name:** GB

**Suburb:** Wadestown

**Agree:** No

No comment.

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

### Feedback

Name: AB

Suburb: Thorndon

Agree: Yes

The impact identified bares no relation to the changes proposed, it is ridiculous to claim that making these mobility changes provides the following impacts and I'd question why these changes are being applied retrospectively. This is indicative of lack of accessibility considerations "by design" from the outset. The result being increased cost to ratepayers yet again due to poor planning by the council:

Improved levels of service for bus users including improved access, journey times and reliability. Provides sufficient capacity for growth in public transport.

Improved levels of service and reduces the safety risk for people walking and cycling along and across Thorndon Quay and Hutt Road. Reduces the frequency and severity of crashes.

Improves the amenity of Thorndon Quay to support the current and future place aspirations for the corridor/area. Maintains similar access for people and freight to the ferry terminal.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

The Impact refers to the overall project impact. The changes in this traffic resolution (TR) reflects specific change requests from businesses after further engagement with them during the construction phase. The intention of this TR is to assist the businesses in any small way we can.

### Feedback

Name: Emmett

Suburb: Auckland

Agree: No

I am Emmett [Redacted] the COO from [Redacted].

We have a retail store on Thorndon Quay and I would like to formally request changes to the proposed locations outside of the Woolstore on 258 & 262 Thorndon Quay for the mobility car park

## Feedback Received

(Plan 32) and loading zone (Plan 33).

Under the current proposal, we will lose 40% of the parking spaces directly outside our store, which will have a significant impact on the businesses in this building. We've already been extremely negatively impacted by the works that have been going on.

The mobility ramp for the Woolstore is located at the southern end of the building (Plan 31), making it a more practical location for the mobility car park. Additionally, we are requesting that the loading zone also be moved to the southern end (Plan 31). This adjustment would allow us to retain four essential parking spaces outside the Woolstore for our customers.

Lastly, the current bus lane hours, which extend until 9:30am, will be highly disruptive for businesses up on Thorndon Quay that open at 9:00am. We are also concerned about the impact on our ability to hold evening events and workshops, as there will be no available parking in the evenings.

We sincerely hope that our requests will be taken into consideration, resulting in meaningful changes to the current plans.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

See the detail on the next page of the changes made to the parking layouts in front of the Woolstore in consultation with the owner.

In the final layout there will be more than 28 on street parks, east and west side of the road combined, from 257 Thorndon quay (90 metres away from The Woolstore) to 262 Thorndon Quay, in front of the Woolstore. The Woolstore has its own private parking area at 258 Thorndon Quay.

The cycleway separators are a bespoke Wellington design with a flatter profile with gentler edges. Learnings from Auckland and Christchurch were used to influence the new design that is much sleeker and safer. The space between them will vary from a metre to more depending on the specific location which will allow mobility users to pass between them.

We take note on your point regarding the disruption foreseen in the 30mins morning peak overlap between bus priority lane and your store. See the morning peak time vehicle counts below which shows normal traffic volumes resuming by 9:30 only. Opening up the parking before 9:30 will cause congestion on the south bound lane. The north bound lane parking will be available during the morning peak.



Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

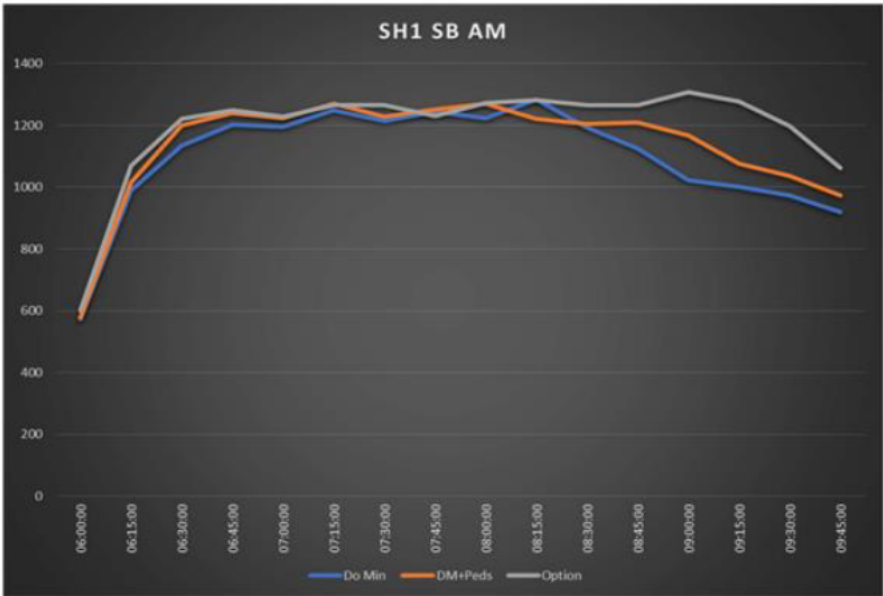


Figure 7 – SH1 Southbound Traffic Volumes

Figure 7 shows the following:

- A very broad peak, starting at 6:30am and continuing to 9am.

The parking across the street will still be available for that period with road crossing facilities 50 metres north at the Tinakori intersection.

Parking in the evening will not be unaffected by the northern peak bus lane as it is up for review in two years' time before implementation.

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Parking Change near to Woolstore:

- Parking layout amended
- The Mobility and Loading zone that was outside the bus layover shift north to be placed outside the Woolstore. Four general metered parking bays are swapped.
- In the northbound lane a Motorcycle parking space is replaced with general metered parking.

After



Before



aurecon

## Feedback Received

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

### Feedback

**Name:** Diane

**Suburb:**

**Agree:** No

Hello

1. The extra two parking spaces on Thorndon Quay are nowhere near enough. In fact, they are a joke and insult to the people and businesses who live and breathe the street who know exactly how it works as opposed to office planners who have no local knowledge.

Many more parking spaces (putting back many which have already been removed) would allow better access for people getting to medical appointments (e.g. eye clinics), shops (e.g. there are now none near Bordeaux Bakery for people wanting takeout and dine in food and drink) visitors to residential apartments etc. it would also generate more revenue for the council in parking fees... win win for everyone.

2. In the final plan the number of motorbike pars is way over the top for how many actually park in the street... again local knowledge is key. Some of these could easily be converted into car parks and again fees gained for the council, which will not happen with motorbikes who pay none and will often sit empty.

3. Also the shifting of the bus stops that were outside 191 and 230 Thorndon Quay, albeit them temporary just down the road, have anecdotally again shown they are the most popular ones between Davis Street and the motorway overpass (just as they were when at 191 and 230) yet in the final plan previously circulated, these have both been permanently removed. They need reinstating to the permanent plan immediately. This will encourage people to actually use buses instead of having the opposite effect.

4. I assume and hope the planned 30km/h speed limit will revert to 50km/h under the National Government speed changes as 30 is ridiculous. Tumbleweed and buses are generally the main things on the street after 6.30-7pm daily.

The street is not a high crash area (both minor and serious) and reducing the speed limit will achieve nothing other than frustrating traffic while making bus journeys slower for no benefit... just like raised crossings.

5. And if planners think people will flock to Thorndon Quay to sit in parklets (thus removing more car parks) when the street is a well-known wind tunnel, not to mention where rain in winter can all but drive through horizontally, they need to rethink their logic.

6. The plan as it stands is not a compromise between being a 'transport corridor' and business/shopping friendly attraction. If people can't park, they will not visit, and businesses will be driven out. The area will become desolate and run down which will be a complete and utter waste of the millions of dollars the council are currently spending on it.

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Further to my submission which I completed yesterday, I hear today that Bordeaux Bakery are closing for good this Sunday. Another Wellington institute goes. More people out of work, more lives disrupted, for what, millions and millions of dollars spent to implement a dysfunctional roading plan.

That is what happens when parking is removed, and roadworks take forever to complete. It means people can no longer pop in for takeaway drink and food or dine in for a leisurely luncheon with family and friends.

What business in their right mind would look to replace Bordeaux when there is no easy access; it simply doesn't make financial sense? People won't catch a bus or bike into the city from outlying area's just to have a drink etc, but they will stop off when passing or nearby if there were car parks.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

We empathise with all businesses in Wellington currently going through a tough time.

We also have to balance the needs of the 11, 000 daily users of the corridor with the businesses along it and somewhere along the line there will be compromises, unfortunately.

To assist businesses, the design in this traffic resolution has been thoroughly discussed with many of them on Thorndon Quay and reflects the changes requested specifically by them. We help where we can within the bounds of the compromises mentioned.

Motorbike users need more parking facilities and have been overlooked in the past. The amount of motorbike parks on Thorndon Quay in this traffic resolution, is a fair balance between all road users of the corridor, in our view.

Thorndon Quay's speed limit will remain 50km/h and only be reduced to 30km/h at the two raised safety platforms, one outside CoKids and the other outside the Pipitea Marae.

As part of the design development process, Metlink was giving the opportunity to rationalise their bus stop locations and propose changes where they needed. They decided to remove the stops you are referring to. The new bus stops for this area will be located approximately two minutes' walk towards Hirepool.

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### Feedback

**Name:** Mark  
**Suburb:** Pipitea  
**Agree:** Yes

No comment.

### Officer Response:

Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions. We appreciate your support on the proposed changes.

Feedback

Name: TMCG  
Suburb: Northland  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions. We appreciate your support on the proposed changes.

Feedback

Name: Hugo  
Suburb: Karori  
Agree: No

No comment.

Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

Feedback

Name: Thom  
Suburb: Churton Park  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions. We appreciate your support on the proposed changes.



## Feedback Received

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

### Feedback

**Name:** Bardzki  
**Suburb:** Karori  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions. We appreciate your support on the proposed changes.

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### Feedback

**Name:** Nick  
**Suburb:** Tawa  
**Agree:** Yes

Of course you should have to pay for the infrastructure you use, with your own money instead of my tax dollars. How is this even up for debate?

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

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### Feedback

**Name:** Pnkplumb  
**Suburb:** Karori  
**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

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Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Feedback

Name: Julian  
Suburb: Kilbirnie  
Agree: No

Cost money and damage the local business they need parking for the customer.

Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

Your points are noted and will be considered.

For people who do need to drive, there is still parking in the Thorndon area. We are supporting people to get around in different ways and parking changes like these are part of preparing the city for the future. In the side streets, there are car parks available, but some restrictions may change.

There are private Parking facilities in the area providing off-street car parks, including:

- 1 Ballantrae Place
- 22-28 Hill Street
- 21-57 Molesworth Street – Wellington Cathedral
- 100 Molesworth Street – Rugby NZ
- 9/15 Little Pipitea Street
- 48 Mulgrave Street
- 38 Murphy Street
- 81-87 Thorndon Quay
- 83 Waterloo Quay
- Halswell Street

750 commuter car parks are also available during the week at Sky Stadium through Care Park at 105 Waterloo Quay, which is approximately 5-10 minutes' walk from Thorndon.

Feedback

Name: Rua  
Suburb: Crofton Downs  
Agree: Yes

No comment.

## Feedback Received

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

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions. We appreciate your support on the proposed changes.

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### Feedback

**Name:** Pults

**Suburb:**

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions. We appreciate your support on the proposed changes.

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### Feedback

**Name:** Steve

**Suburb:** Wellington

**Agree:** No

Lack of parking at Dance Studio and Co Kids Early childhood centre for drop off and pick up of children safely – 170 Thorndon Quay.

Safety audit needs to be presented for parents getting prams out of car with a bus lane one side and a cycle lane the other (new Ebikes now have top speeds of 80kmph – how will this be accessed).

Dance Studio customers would also like to see this. Additional parking is required on both sides within this area.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

In the final layout there will be six parks in front of the dance studio of which three will be P10 for turnaround and drop off's, very similar to the current quantity.

In 2022 the team produced a Cycle Lane Trial Monitoring report. The trial lasted a week where options to reduce cycle speeds and making the area safer in front of childcare centres and sensitive

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## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

areas were evaluated. This trial influenced the final layout of the design significantly. This can be forwarded upon request at [thorndon@wcc.govt.nz](mailto:thorndon@wcc.govt.nz)

Cycleway separators pads will separate the cycleway from the parking. These separators will prevent vehicles driving over the cycleway and not stop directly in the cycleway. Cyclists will steer clear of these separators which would allow space between 1 metre to 1.3 metres to offload prams.

### Feedback

**Name:** Elena  
**Suburb:** Petone  
**Agree:** No

Hi Nicola,

This is feedback for Cycle Way project – for area directly outside of CoKids – 170 Thorndon Quay – for area crossing from the carparks across the cycleway to the CoKids door entry. I am submitting this to you via email rather than via your website form so that all cc'd can see this feedback.

As parents of CoKids Thorndon Quay, we are seriously concerned that there will be an increased risk to a serious injury or death of a child with the introduction of the cycleway and shifting of the carparks to be positioned between the road and the cycling lanes.

While we see the benefits of a cycleway will bring to community – we want the changes balanced by a reduction of risk to our children. Most parents use adjacent car parks for pick up and drop offs, with there being high volumes of parents and children especially before 9am and after 3.30. There is serious concern that the cyclists can cause serious injury or death to a child during drop off and pickups and we would like the following safety measure to be put in place:

Proposed safety measures (in reference to road layout image below):

- 1) Clear signage for cyclists in both directions to indicate 'of young children crossing the road'
- 2) Clear signage and road markings requiring cyclist to stop and give way to children and families crossing (across the red area as indicated in the image below) from the carpark to the curb – a zebra crossing or a give way sign:  
Zebra crossing would be most appropriate as it's consistent with safety message that we only cross roads at zebra crossings and traffic lights.  
Please also consider that many parents at the centre have 2 children enrolled, plus have a – if a cyclist isn't obliged to stop and give way and ends up colliding with a child – this is likely to result in serious injury or a death of a child rather than the cyclist. Hence the child should be given priority as they are more vulnerable.
- 3) Make it easy for a child to cross the cycle way – i.e. a section of the cycleway uplifted to be same level as the curb (my understanding this is currently in plan and the area is indicated with coloured

## Feedback Received

circles)? Please confirm. Consideration is some of the children walking across will be under 3 years old and stepping up to a curb will be difficult.

4) A clear separator between carparks and cycleway – as per existing design it's easy for a child to wonder into the cycleway while parent attends to other children or packs up the car. There either needs to be a barrier, an elevated surface (e.g. a curb separator) or a visual anchor for a child to stand on while they wait for the parent (e.g. stand on the yellow area / square etc.).

Please note, as parents of children in CoKids – we are seriously concerned for our children's safety and would like WGC and Nga Ara Hauraki Waka to take our concerns seriously and ensure the road design does the best it can to minimize risk of a child injury or death.

I would like a formal reply please addressing each point above and clarity specifically on what will be implemented.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

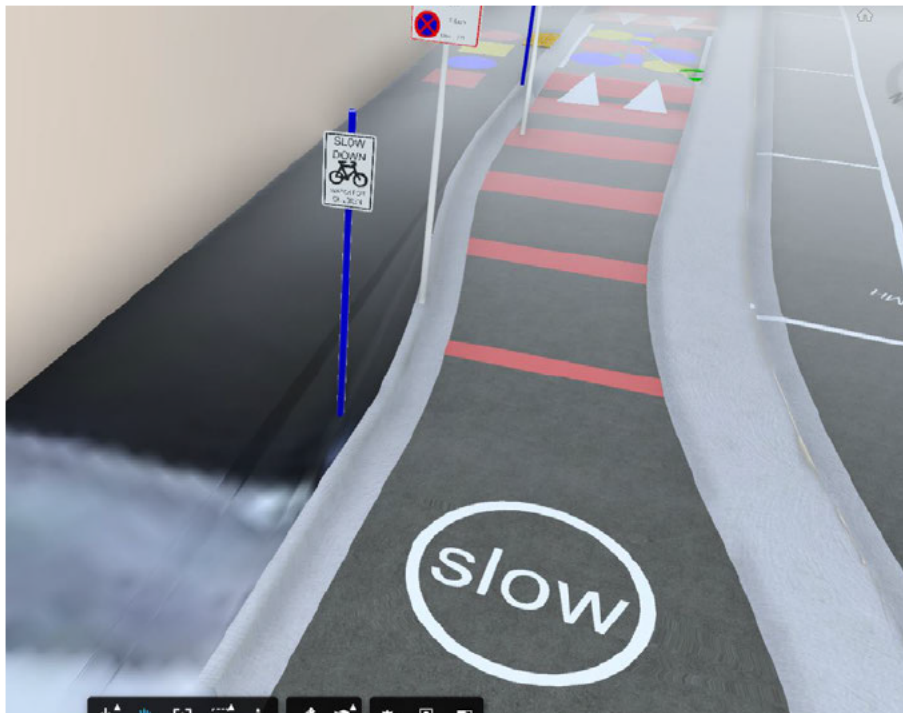
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## Feedback Received

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



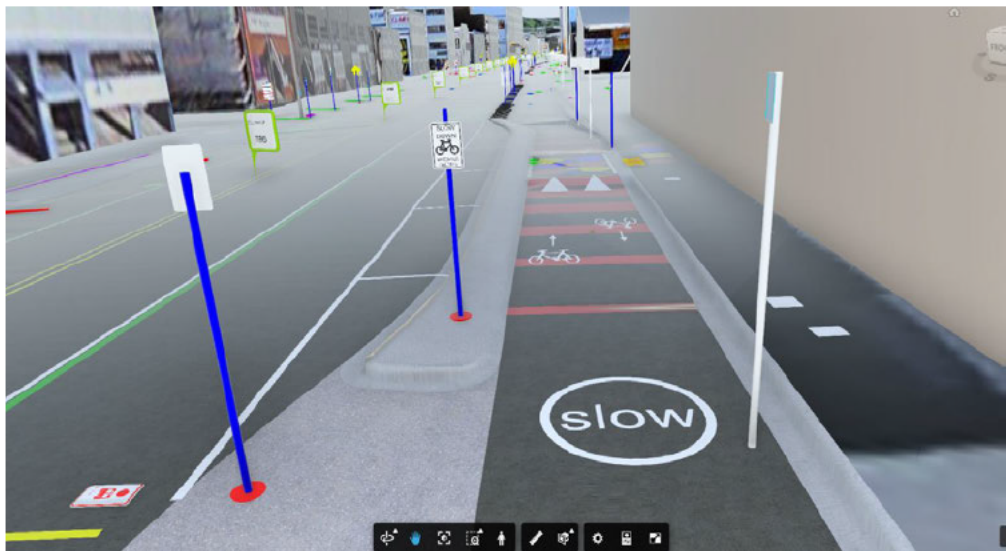
## Feedback Received

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



Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke



The concrete separator strip next to the cycleway is 0.8 metre wide. That is deemed sufficient space as the vehicle wheels would generally not be parked directly next to the kerb but roughly 200mm to 300mm away. That means there will be up to 1.1 metres clearance next to vehicles before the cycleway. Cyclists would naturally cycle closer to the centre than the kerb. The general footpath width is 1.5 metres. To be clear, the concrete strip is a refuge only and not a footpath.

In 2022 the team produced a Cycle Lane Trial Monitoring report. The trial lasted a week where options to reduce cycle speeds and making the area safer in front of childcare centres were evaluated. My understanding was that Co-Kids was positive about the trials and had a few discussions with the team on this. See a snippet of the feedback Co-Kids provided below:

Co-Kids	10 June	Face to face. Keen to retain short stay parking. Liked idea of raised crossing points. Asked about parking spaces outside and what was happening outside of the hotel. Highlighted the queues of cars getting WOFs and how they queue down the road especially at Christmas time. s 9(2)(g)(i) But positive about trials.
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Additionally, see the Thorndon Quay specific recommendations below that influenced the development of the final design:

Recommendations specific to the wider TQHR zone. One of the key drivers for undertaking the trials in the first place was to understand what interventions could be most appropriate to include in the final TQHR design for the bi-directional cycle path to reduce conflicts between pedestrians and cyclists. It is therefore important that we not only focus on recommendations within the trial area, but also consider wider changes. The recommendations to inform the wider TQHR designs are as follows:



## Feedback Received

- In line with the recommendation above, white delineated, textured edging should be used to mark out the edge of the cycle path on the parts of Hutt Road where the cycle path and the pavement are flush, and there are likely to be pedestrians interacting with the cycle path.
- User feedback indicates that the additional treatments using coloured markings and on-path signage on the approach to the trial area helped raise awareness that cyclists are entering a zone that requires more heightened awareness of other users. Given that the transition between Hutt Road and Thorndon Quay will represent a change of environment, with high volumes of people moving through the area and across the cycle paths, a 'gateway' treatment at the entrance to Thorndon Quay is considered appropriate to mark a change of environment. This may consist of changes in textures or colours to raise awareness and should be considered as part of the wider urban design workstream.
- In relation to the above, pavement art in some form would help indicate a change of environment and could be applied at targeted locations along Thorndon Quay where additional care is needed between users. Care is required to ensure the impact of threshold treatments are not diluted by the over-application of similar treatments.
- Whilst the raised Zebra crossing was not deemed a success in the context of the trial setting due to lack of kerb separation and the temporary nature of the installation, the use of a raised platform targeted specifically outside of the two childcare facilities and the dance school on Thorndon Quay could be deemed appropriate. This may help focus people to a single, predictable crossing point over the cycle path and help raise awareness with cyclists that people may be crossing over. It will also LGWM TQHR Kidzone Trials: Final Project Report Page 29 provide a level crossing point for those with buggies or mobility needs. The width and design of the raised platforms needs careful consideration, particularly suitable ramp grades, to ensure they are comfortable for cyclists to use and doesn't create unnecessarily large areas that could unintentionally be interpreted as shared space.
- Zebra markings at crossing points across the cycle path should be reserved for bus stop bypasses; formal pedestrian crossings and mobility parking only (if installed adjacent to cycleway). This is because overuse could overly impede the journey through the corridor for cyclists and/or reduce the effectiveness of that measure at critical locations.

In short, design features are highlighted as follows :

- Co – Kids has a raised courtesy crossing in front of the building with bold coloured markings
- Bold red markings approaching this crossing with signage
- A kink in the cycleway on the northern approach and
- Two pedestrian crossings on the southern approach slowing cyclists down

All the learnings from the trials have been incorporated with the result shown in the design snippets above. Furthermore, a monitoring period after construction will ensure the measures installed are fit for purpose and performing as intended.

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### Feedback

**Name:** Jono  
**Suburb:** Petone  
**Agree:** No

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

As parents of CoKids Thorndon Quay, we are seriously concerned that there will be an increased risk to a serious injury or death of a child with the introduction of the cycleway and shifting of the carparks to be positioned between the road and the cycling lanes.

While we see the benefits of a cycleway will bring to community – we want the changes balanced by a reduction of risk to our children. Most parents use adjacent car parks for pick up and drop offs, with there being high volumes of parents and especially children before 9am and after 3.30. there is a serious concern that the cyclists can cause serious injury or death to a child during drop off and pickups and we would like the following safety measure to be put in place:

Proposed safety measures:

Clear signage for cyclists in both directions to indicate ‘of young children crossing the road.’  
Clear signage and road markings requiring cyclist to stop and give way to children and families crossing (across the red area as indicated in the image below) from the carpark to the curb – a zebra crossing or a give way sign: Zebra crossing would be most appropriate as it’s consistent with safety message that we only cross roads at zebra crossings and traffic lights.

Please also consider that many parents at the centre have 2 children enrolled, plus have a if a cyclist isn’t obliged to stop and give way and ends up colliding with a child – this is likely to result in serious injury or a death of a child rather than the cyclist. Hence the child should be given priority as they are more vulnerable.

Make it easy for a child to cross the cycle way – i.e. a section of the cycleway uplifted to be the same level as the curb (my understanding is this is currently in the plan and the area is indicated with coloured circles)? Please confirm. Consideration is some of the children walking across will be under 3 years old and stepping up to a curb will be difficult.

A clear separator between carparks and cycleway – as per existing design it’s easy for a child to wonder into the cycleway while parent attends to other children or packs up the car. There either needs to be a barrier, an elevated surface (e.g. a curb separator) or a visual anchor for a child to stand while they wait for the parent (e.g. stand on the yellow area / square etc).

Please note, as parents of children in CoKids – we are seriously concerned for our children’s safety and would like WGC and Nga Ara Hauraki Waka to take our concerns seriously and ensure the road design does the best it can to minimize risk of a child injury or death.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

See snippets from our 3D model below. This should provide a better understanding for the final product.

Please ignore the flags along the centreline, they are distance markers for the 3D model only and are not real-world items. There are other 3D only items shown here (pipes, underground services etc.)



## Feedback Received

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

as well which may look strange. The signage and road marking represent the final layout, at this stage.



## Feedback Received

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



## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke





Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke



The concrete separator strip next to the cycleway is 0.8 metre wide. That is deemed sufficient space as the vehicle wheels would generally not be parked directly next to the kerb but roughly 200mm to 300mm away. That means there will be up to 1.1 metres clearance next to vehicles before the cycleway. Cyclists would naturally cycle closer to the centre than the kerb. The general footpath width is 1.5 metres. To be clear, the concrete strip is a refuge only and not a footpath.

In 2022 the team produced a Cycle Lane Trial Monitoring report. The trial lasted a week where options to reduce cycle speeds and making the area safer in front of childcare centres were evaluated. My understanding was that Co-Kids was positive about the trials and had a few discussions with the team on this. See a snippet of the feedback Co-Kids provided below:

Co-Kids	10 June	Face to face. Keen to retain short stay parking. Liked idea of raised crossing points. Asked about parking spaces outside and what was happening outside of the hotel. Highlighted the queues of cars getting WOFs and how they queue down the road especially at Christmas time. s 9(2)(g)(i) But positive about trials.
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Additionally, see the Thorndon Quay specific recommendations below that influenced the development of the final design:

Recommendations specific to the wider TQHR zone. One of the key drivers for undertaking the trials in the first place was to understand what interventions could be most appropriate to include in the final TQHR design for the bi-directional cycle path to reduce conflicts between pedestrians and cyclists. It is therefore important that we not only focus on recommendations within the trial area, but also consider wider changes. The recommendations to inform the wider TQHR designs are as follows:

## Feedback Received

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### Feedback

**Name:** Andrea

**Suburb:** Breaker Bay



Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Agree: No

All these changes down Thorndon Quay have caused so many businesses to close; have taken all car parking away; have ruined the flow of the road. Have made this road the most ugly and unwelcoming road to travel down. This council has ruined Wellington roads.

I cannot wait until next year when I can vote this mayor out and many of the councillors who have ruined our city. It is not the capital that I returned to 24 years ago. It has been ruined. I cannot drive into the city, find a car park, go shopping or dine out. There are no parks.

Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

For people who do need to drive, there is still parking in the Thorndon area. We are supporting people to get around in different ways and parking changes like these are part of preparing the city for the future. In the side streets, there are car parks available but some restrictions may change.

There are private Parking facilities in the area providing off-street car parks, including:

- 1 Ballantrae Place
- 22-28 Hill Street
- 21-57 Molesworth Street – Wellington Cathedral
- 100 Molesworth Street – Rugby NZ
- 9/15 Little Pipitea Street
- 48 Mulgrave Street
- 38 Murphy Street
- 81-87 Thorndon Quay
- 83 Waterloo Quay
- Halswell Street

750 commuter car parks are also available during the week at Sky Stadium through Care Park at 105 Waterloo Quay, which is approximately 5-10 minutes' walk from Thorndon.

Feedback

Name: Russell  
Suburb:  
Agree: No

## Feedback Received

I am writing as a business owner in [Redacted] Thorndon Quay.

The changes already made to Thorndon Quay, and the additional changes proposed, are having a direct impact on my business.

The massive reduction in parking spaces is having a financial impact. The majority of clientele come by car. Many of them are elderly but do not qualify for mobility parking. Customers are stressed when they arrive and often very late because they have been hunting for a park. I have lost customers already and with your proposal, it is harder to pick up new customers because it is well known that parking is now a nightmare.

There are also safety concerns. Crossing the road from the opposite side will now involve negotiating 2 lanes of traffic, people parking and then the cycle lane with cyclists going both directions and often at high speed. To add to the safety issues, there are often scooters on the footpath! I know many of my clientele will not cope with this added risk.

There is no pedestrian crossing nearby and no lights. In the new design the safety and convenience of pedestrians is compromised significantly.

A temporary bus stop is now near the entrance providing easier access for bus passengers. In the new plan, the bus stop will be moved back some 600 metres away from the entrance. Despite your plan stating there will be improved bus access, bus users now face a longer walk with no shelter.

Other businesses in the building are also being heavily impacted by the changes. The number of customers are way down, and it feels like these further changes could push us to breaking point. Already we have had the closure of Bordeaux bakery down the road.

The net result of this is the likely demise of our area of Thorndon Quay as a shopping district. I am approaching retirement age, and these changes are directly impacting the value of my business and my ability to see it as a going concern. I cannot over emphasize the financial penalty I'm now facing and the impact on my savings going into retirement.

While I am fully supportive of having a safe route for cyclists, your proposal completely undermines the financial viability of the local businesses. Where are the other options and routes that have been investigated, for example the use of some of the rail corridor and investigation of how essential parking is not lost for the local businesses?

I am hoping that you as a council will listen to our concerns and consult with us to find a solution that works for us all.

### Officer Response:

[Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.](#)

## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Your points are noted and we empathise with the difficulties your business and all other businesses in Wellington are experiencing due to a range of issues including road construction and parking removal. We have to balance your business requirements with the requirements of the other 11 000 daily users of the road in front of your business which will lead to compromises, unfortunately.

We have also been in direct contact with The Woolstore to improve the final layout of the parking areas in front of the store with the end result reflected in this Traffic resolution.

In the final layout there will be 28 on street parks, east and west side of the road combined, from 257 Thorndon quay (90 metres away from The Woolstore) to 262 Thorndon Quay, in front of the Woolstore. Additionally, The Woolstore has its own private parking area at 258 Thorndon Quay, which, if I might put forward a suggestion, would be an ideal area to install bike racks to attract passing cyclists to the store. Therefore, the parking levels have reduced but there are still quite a number of parks available in the area. This is an unfortunate compromise as noted in the second paragraph.

The use of the rail corridor was considered at business case stage, see extract below:

Interventions for Thorndon Quay were excluded from further consideration:

- ♣ Off road cycleway at the rear of Woolstore to Davis Street
- ♣ The proposal would require the use of the rail corridor, which is unlikely to be acceptable to KiwiRail
- ♣ The proposal is also unlikely to be attractive to users from a Crime Prevention through Environmental Design (CPTED) perspective (a cycle facility which achieves the desired LoS for pedestrians and cyclists could not be provided due to the limited space available)

Additionally, cyclist access to businesses would have been difficult from the railway side.

The Tinakori Intersection is going to be reorganised to be more pedestrian friendly with push button traffic light-controlled crossing points 50 metres away from The Woolstore.

We are on track to finish the work middle next year and hopefully after the construction businesses will be able to unlock an entirely new client base of cyclists and bus users by providing specific facilities to accommodate them and marketing geared towards them. I'm sure most businesses are already considering these options and more.

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### Feedback

**Name:** Valeria  
**Suburb:** Whitby  
**Agree:** No

My daughter goes to CoKids Thorndon, and I am very concerned about this proposal.

The bus stop near the childcare is dangerous! Riding cyclists near the childcare centre is dangerous!

It's going to be really hard to get out of and in the car with kids, you create dangerous situation with

## Feedback Received

this proposal. How do we support to get out of the car, we need some space to get kids out of the car and in. it is dangerous for kids and for cyclists.

Actually, what we need is a crossroad nearby. I really hope you can find a better solution for us.

### Officer Response:

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Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke





## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke



Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke



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### Feedback

**Name:** DJ

**Suburb:** Johnsonville

**Agree:** No



## Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

While it's great to see a reasonably large number of parks, the capacity is limited during peak transit times due to their dual designation as a bus lane. As a bus user, I notice several trades vehicles requiring parks at nearby businesses, e.g. Zip Plumbing, and these often block the bus lane and cause delays to travel. Our bus is often forced to join the line of general traffic, which can often be congested as it heads towards Featherston St.

I note that the plans still show raised crossings / speed bumps (Plans 12, 18, 25 and 29), as well as a reduction in the speed limit to 30km/h (as indicated in plans 36-37). This is outrageous – Thorndon Quay and Hutt Road is an arterial thoroughfare into the CBD that is used by public transport and emergency services (i.e. the Wellington Free Ambulance and Thorndon Fire Station).

Cyclists are restricted to a separated cycle lane, so are protected from traffic travelling on the main road at up to 50km/h. speed bumps don't only slow down the vehicles travelling over them – they also slow down the traffic stuck behind them, who are yet to approach. There has already been a reported incident where someone died because emergency services were delayed getting to them due to the several speed bumps in Karori being a contributing factor.

In case I haven't made it clear – please DO NOT install speed bumps nor reduce the speed limit along this arterial route. Any competent driver worthy of their driver's license will observe and slow down as necessary for a hazard, without requiring a decreased speed limit that needlessly applies 24/7.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

Your comments regarding the trades vehicles are noted. We are in contact with Zip plumbing and other businesses and have discussed options to mitigate this issue.

The only raised platforms to be installed in the carriageway will be opposite Co-Kids/VTNZ and Pipitea Marae. These areas will also be the only areas where the speed drops to 30km/h the rest of Thorndon Quay remains 50km/h. Apologies, the other plans were legacy plans which have since been updated and attached.

### Feedback

**Name:** Hopkin

**Suburb:** Karori

**Agree:** No

No comment.

### Officer Response:

## Feedback Received

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

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

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### Feedback

**Name:** Patrick  
**Suburb:** Te Aro  
**Agree:** Yes

This improves details of TQ loading and mobility parking layout to fit with new bike lanes.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions. We appreciate your support on the proposed changes.

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### Feedback

**Name:** Craig  
**Suburb:** Houghton Bay  
**Agree:** No

Vehicle Testing New Zealand operate a vehicle testing station from 162 Thorndon Quay Wellington. All central Wellington driving tests are conducted from this Branch by four fulltime driver testing officers and the current changes have no carparking outside the branch for applicants.

VTNZ requests the plan be amended to incorporate four parking spaces outside 162 Thorndon Quay to allow driver testing services to continue from the site. VTNZ conducts driver testing on behalf of the New Zealand Transport Agency who have advised they are supportive of retaining parking spaces outside the testing site at 162 Thorndon Quay Wellington.

### Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions.

In the new layout there will be parking from the Davis Street intersection (40 metres from VTNZ) nearly all the way to the Pipitea Marae. Additionally, parking to the north will be available as well roughly 80 metres away from VTNZ.

For people who do need to drive, there is still parking in the Thorndon area. We are supporting people to get around in different ways and parking changes like these are part of preparing the city for the future.

In the side streets, there are car parks available, but some restrictions may change.

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Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

There are private Parking facilities in the area providing off-street car parks, including:

- 1 Ballantrae Place
- 22-28 Hill Street
- 21-57 Molesworth Street – Wellington Cathedral
- 100 Molesworth Street – Rugby NZ
- 9/15 Little Pipitea Street
- 48 Mulgrave Street
- 38 Murphy Street
- 81-87 Thorndon Quay
- 83 Waterloo Quay
- Halswell Street

750 commuter car parks are also available during the week at Sky Stadium through Care Park at 105 Waterloo Quay, which is approximately 5-10 minutes' walk from Thorndon.

Feedback

Name: Mebpok  
Suburb: Broadmeadows  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback on TR141-24 Thorndon Quay to Aotea Quay Overbridge, Pipitea – Amendment of Legal Descriptions. We appreciate your support on the proposed changes.

## 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	TR142-24 Kent Terrace and Majoribanks Street, Mt Victoria – Kerbside Parking Changes
Location – where we propose to make the change	<ul style="list-style-type: none"> <li><b>Kent Terrace:</b> Eastern kerb and associated loading, metered parking spaces and motorbike parks along a 53m length of Kent Terrace just to the south of Embassy Theatre.</li> <li><b>Majoribanks Street:</b> Southern kerb and associated loading and metered parking spaces along 88m length of Majoribanks Street between Kent Terrace and Lipman Street.</li> </ul>
What we'd like to do	<p><b>Proposed changes for Kent Terrace:</b></p> <ul style="list-style-type: none"> <li>Remove 16m of No Stopping</li> <li>Remove 13.5m of No Stopping</li> <li>Remove 10.6m of Motorcycle Parking</li> <li>Remove 12m of P10 Loading Zone – Goods Vehicles and Authorised Vehicles Only, P10, Monday to Saturday 8:00am-6:00pm</li> <li>Remove 18m of Taxi Stand, At All Times</li> <li>Remove 12m of Metered Parking, P120, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm (5 parallel spaces)</li> <li>Propose 38m of No Stopping</li> <li>Propose 8m of No Stopping</li> <li>Propose 5m of Motorcycle Parking</li> <li>Propose 12m P10 Loading Zone - For Goods Vehicles and Authorised Vehicles Only, P10, Monday to Saturday 8:00am-6:00pm</li> <li>Propose 18m of Taxi Stand, At all times.</li> </ul> <p><b>Proposed changes for Majoribanks Street:</b></p> <ul style="list-style-type: none"> <li>Remove 51 m of Clearway, Monday to Friday, 7:00am - 9:00am</li> <li>Remove 18m of existing metered parking (time varies)</li> <li>Remove existing P30 Loading Zone 9am-6pm and 6pm-7am Monday to Sunday</li> <li>Propose 55 m of Clearway, Monday to Friday, 7:00am – 9:00am and 4:00pm – 6:00pm</li> <li>Propose 18m of metered carparking (time varies) 9am-4pm and 6pm-8pm Monday to Friday and 8am-8pm Sat and Sun</li> <li>Proposed P30 Loading Zone 9am-4pm and 6pm-7am Monday to Friday, At All Times Sat &amp; Sun</li> </ul>
Why we are proposing the change	<ul style="list-style-type: none"> <li>This work forms Stage 1 of the Golden Mile transformation project. Courtenay Place will be realigned as part of Stage 2 construction works so to enable that, the median in the intersection of Kent/Cambridge Terraces needs to move further south. The eastern part of Courtenay Place currently aligns with Majoribanks Street and will be realigned to</li> </ul>

## We are proposing a change in your area

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	<p>line up with the Embassy Theatre. This results in having to move the pedestrian crossing across Kent Terrace and Cambridge Terrace further south and creating a separate crossing point for cyclists. The realignment of Courtenay Place will provide more space for events, improved bus waiting areas, more gardens and space for outdoor dining, and a safer path for people to cycle on. As part of the alterations to the intersection of Courtenay Place and Kent/Cambridge Terraces, a clearway is required in the PM peak on Majoribanks Street to mitigate queuing impacts.</p>
<b>Impact</b>	<p>The main impacts associated with the project are:</p> <p><b>Improvements:</b></p> <ul style="list-style-type: none"> <li>Improved pedestrian safety and connectivity between Courtenay Place and Kent Terrace;</li> <li>Supporting businesses through an improved street environment.</li> </ul> <p><b>Parking Changes for Kent Terrace:</b></p> <ul style="list-style-type: none"> <li>Remove 10.6m of motorbike parking and install 6m of motorbike parking (5m loss of motorbike parking);</li> <li>Remove 12m of Loading Zone and replace with 12m of Loading Zone further down Kent terrace (no loss of Loading Zone space);</li> <li>Remove 18m of Taxi Stand, and replace with 18m of Taxi Stand further down Kent Terrace (no loss of Taxi Stand space);</li> <li>Remove 12m of P120 metered car parking (two metered space loss).</li> </ul> <p><b>Parking Changes for Majoribanks Street:</b></p> <ul style="list-style-type: none"> <li>Additional Clearway operating times: 4:00pm to 6:00pm and adjustments to the existing loading zone, metered parking and P10 operating hours.</li> </ul>
<b>Other Options Considered</b>	<p><b>Kent Terrace:</b></p> <p>We considered the option of removing the loading bays and motorbike bays entirely. However, this approach was not favoured, as these spaces are essential for local businesses. Additionally, this area is a popular motorbike parking spot, and there is a high demand for motorbike parking throughout the city.</p> <p><b>Majoribanks Street:</b></p> <p>We considered removing the parking by installing broken yellow lines instead of extending the clearway hours. However, this option was not preferred as it would restrict loading and parking for local businesses during non-peak hours when queuing isn't a problem at the signalised intersection.</p>
<b>How this relates to the parking policy</b>	<p>The reconfiguration of kerbside controls has been guided by the transport hierarchy and parking space hierarchy signalled in the parking policy. These changes support the WCC Parking Policy 2020 by:</p> <ul style="list-style-type: none"> <li>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.</li> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>

## We are proposing a change in your area

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	<ul style="list-style-type: none"> <li>• Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.</li> <li>• Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.</li> <li>• Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.</li> <li>• 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 emissions, better water quality, air quality, stormwater management and biodiversity outcomes.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>• Kent Terrace is a significant part of Wellington's transport network, home to various businesses and services.</li> <li>• Average daily traffic count: Approximately 11,000 vehicles travel through this section of Kent Terrace. Approximately 4,500 to 6,400 vehicles traveling through Majoribanks Street.</li> <li>• Popular bus routes service the Kent Terrace/Courtenay Place intersection in Wellington including routes 1, 2, 12E, 20, 35, 36, 52, and 83. These routes connect various key areas across the city.</li> <li>• Approximately 300 cyclists utilise these routes during the morning and evening rush hours.</li> <li>• Kent Terrace where the proposed changes are adjacent to the Embassy and Courtenay precinct the entertainment district of Wellington.</li> <li>• Annual parking revenue impact – Approx. \$8386.96 revenue loss for the loss of two metered parking space on Kent Terrace.</li> <li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Thursday 26 September at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Privacy</b>	<ul style="list-style-type: none"> <li>• Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc)</li> <li>• What we do with your personal information: All submissions (<b>including your first name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> <li>• For more information regarding our Privacy Statement please check our webpage: <a href="#">Privacy statement - Wellington City Council</a>.</li> </ul>

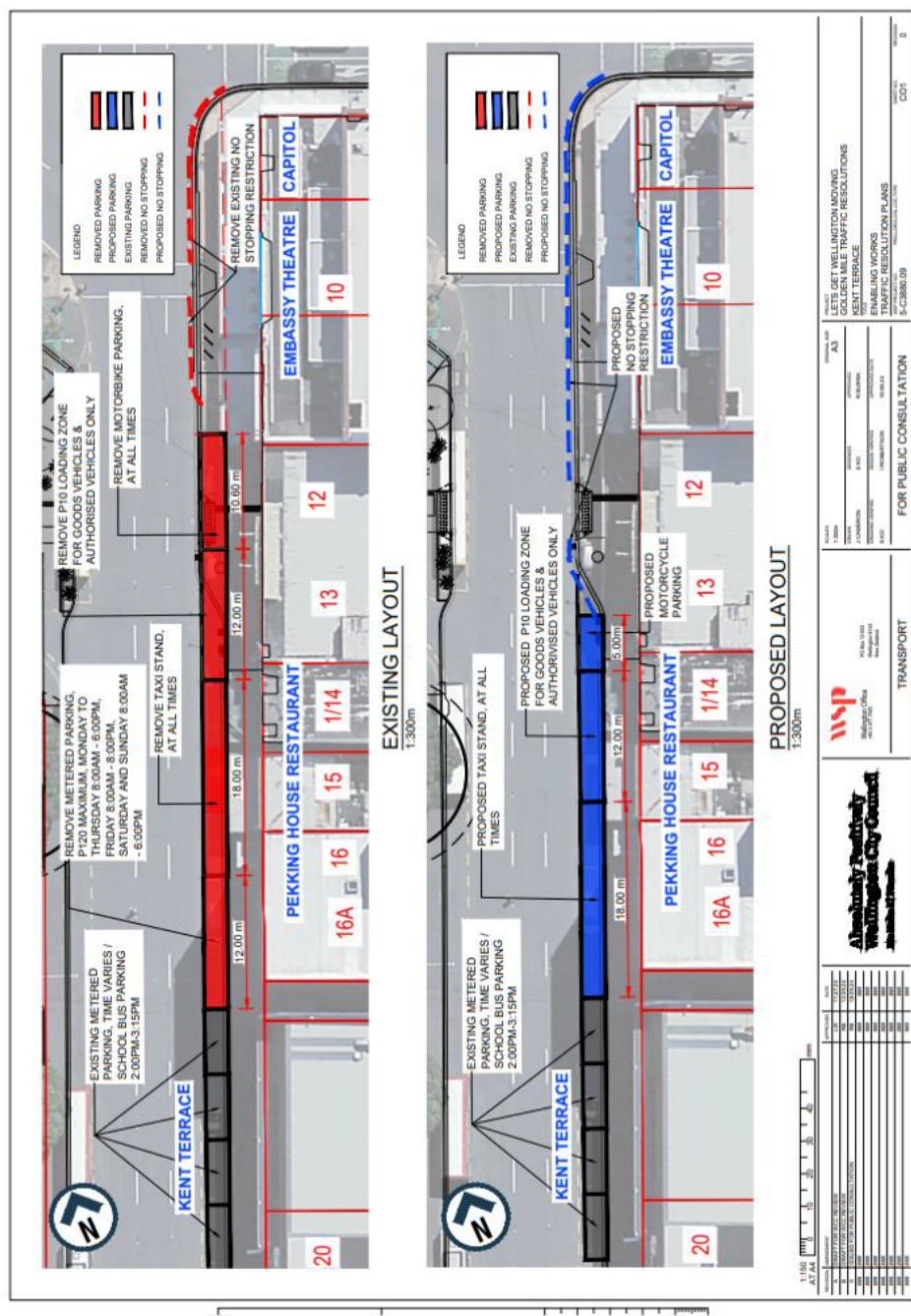
We are proposing a change in your area

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Feedback	<ul style="list-style-type: none"><li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00am Thursday 26 September and finishes at 5.00pm Thursday 10 October.</b></li></ul>
Next Steps	<ol style="list-style-type: none"><li>Feedback collated by Friday 11 October.</li><li>The proposal will go to the <a href="#">Koata Hātepe   Regulatory Processes Committee</a> meeting on Thursday 14 November.</li><li>If approved, the proposal will be installed within the following three months.</li></ol>



## TR142-24 Kent Terrace and Majoribanks Street, Mt Victoria – Kerbside Parking Changes



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## We are proposing a change in your area

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### Legal Description:

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

Column One	Column Two	Column Three
<b>Kent Terrace</b>	Motorcycle Parking, At All Times	East side, following the kerbline 33 metres south of its intersection with Majoribanks Street (Grid Coordinates X=2,659,399.005683 m, Y=5,988,773.985475 m NZMG) and extending in a southerly direction for 6 metres.
<b>Kent Terrace</b>	Loading Zone – Goods Vehicles and Authorised Vehicles Only, P10, Monday to Saturday 8:00am-6:00pm	East side, following the kerbline 43 metres south of its intersection with Majoribanks Street (Grid coordinates x= 1,749,377.0 m, y= 5,427,061.8 m) and extending in a southerly direction for 12 metres.
<b>Kent Terrace</b>	Taxi Stand, At all times	East side, following the kerbline commencing 54 metres south of its intersection with Majoribanks Street (Grid Coordinate X = 1,749,381.9m Y=5,427,069.9m) and extending in a southerly direction following the eastern kerbline for 18 metres. (3 parking spaces).
<b>Majoribanks Street</b>	P30 Loading Zone At All Times	South side, commencing 32 metres east of its intersection with Kent Terrace (Grid Coordinates X= 1749377.7 m, Y= 5427061.9 m) and extending in an easterly direction following the southern kerbline for 12 metres. (2 carparks)
<b>Majoribanks Street</b>	P120 Mobility Parking, Vehicles displaying an Operation Mobility Permit Only. Times varies.	South side, commencing 27 metres east of its intersection with Kent Terrace (Grid Coordinates X= 1749377.7 m, Y= 5427061.9 m) and extending in an easterly direction following the southern kerbline for 5 metres. (1 carpark)



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

Column One	Column Two	Column Three
<b>Majoribanks Street</b>	<i>P10, At All Times</i>	<i>South side, commencing 15 metres west of its intersection with Lipman Street and extending in a westerly direction following the southern kerb line for 16 metres.</i>

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

Column One	Column Two	Column Three
<b>Kent Terrace</b>	<i>No Stopping At All Times</i>	<i>East side, following the kerbline from its intersection with Majoribanks Street (Grid Coordinates X=2,659,399.005683 m, Y=5,988,773.985475 m NZGM) and extending in a southerly direction for 16 metres.</i>
<b>Kent Terrace</b>	<i>No Stopping At All Times</i>	<i>East side, following the kerbline 19.5 metres south of its intersection with Majoribanks Street (Grid Coordinates X=2,659,399.005683 m, Y=5,988,773.985475 m NZGM) and extending in a southerly direction for 13.5 metres.</i>
<b>Majoribanks Street</b>	<i>Clearway Monday to Friday 7am-9am</i>	<i>South side, commencing 15 metres west of its intersection with Lipman Street and extending in a westerly direction following the southern kerb line for 51 metres.</i>

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

Column One	Column Two	Column Three
<b>Kent Terrace</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, following the kerbline commencing 54 metres south of it's intersection with Majoribanks Street (Grid Coordinate X = 1,749,381.9m Y=5,427,069.9m) and extending in a southerly direction following the eastern kerbline for 12 metres (2 parallel parks)</i>

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<b>Majoribanks Street</b>	<i>P120 Maximum, Monday to Thursday, 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 1:00pm</i>	<i>South side, commencing 64 metres east of its intersection with Kent Terrace and extending in an easterly direction following the southern kerbline for 16.5 metres. (3 carparks)</i>
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Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Kent Terrace</b>	<i>Motorcycle Parking, At All Times</i>	<i>East side, commencing 50 metres south of its intersection with Majoribanks Street (Grid coordinates X=1,749,377.71 m, Y=5,427,061.90 m) and extending in a southerly direction following the eastern kerbline for 5 metres.</i>
<b>Kent Terrace</b>	<i>Loading Zone – Goods Vehicles and Authorised Vehicles Only, P10, Monday to Sunday 8:00am- 8:00pm</i>	<i>East side, commencing 55 metres south of its intersection with Majoribanks Street (Grid coordinates X=1,749,377.71 m, Y=5,427,061.90 m) and extending in a southerly direction following the eastern kerbline for 12 metres.</i>
<b>Kent Terrace</b>	<i>Taxi Stand, At All Times</i>	<i>East side, commencing 67 metres south of its intersection with Majoribanks Street (Grid coordinates X=1,749,377.71 m, Y=5,427,061.90 m) and extending in a southerly direction following the eastern kerbline for 18 metres.</i>
<b>Majoribanks Street</b>	<i>P30 (Loading Zone), 9am – 4pm, 6pm – 7am Monday to Friday, 8am – 8pm Saturday &amp; Sunday. Goods Vehicles and Authorised Vehicles Only</i>	<i>South side, commencing 32 metres east of its intersection with Kent Terrace (Grid Coordinates X= 1749377.7 m, Y= 5427061.9 m) and extending in an easterly direction following the southern kerbline for 12 metres. (2 carparks)</i>
<b>Majoribanks Street</b>	<i>P120 Mobility Parking, Vehicles displaying an Operation Mobility Permit only. 9am –</i>	<i>South side, commencing 30 metres east of its intersection with Kent Terrace (Grid Coordinates X= 1749377.7 m, Y= 5427061.9 m) and extending in an easterly direction following the southern kerbline for 5 metres. (1 carpark)</i>



## We are proposing a change in your area

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Column One	Column Two	Column Three
	4pm, 6pm – 7am Monday to Friday, At All Times Saturday & Sunday	

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

Column One	Column Two	Column Three
<b>Majoribanks Street</b>	P10, 9am – 4pm, 6pm – 8pm Monday to Friday, 8am – 8pm Saturday & Sunday	South side, commencing 15 metres west of its intersection with Lipman Street (Grid Coordinates X= 1,749,464.7 m, Y= 5,427,022.1 m) and extending in a westerly direction following the southern kerb line for 17 metres (3 parallel carparks).

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

Column One	Column Two	Column Three
<b>Kent Terrace</b>	No Stopping At All Times	East side, commencing from its intersection with Majoribanks Street (Grid Coordinates X=1,749,377.71 m, Y=5,427,061.90 m) and extending in a southerly direction following the eastern kerbline for 38 metres.
<b>Kent Terrace</b>	No Stopping At All Times	East side, commencing 43 metres south from its intersection with Majoribanks Street (Grid Coordinates X=1,749,377.71 m, Y=5,427,061.90 m) and extending in a southerly direction following the eastern kerbline for 8 metres.
<b>Majoribanks Street</b>	Clearway Monday to Friday 7am – 9am and 4pm – 6pm	South side, following the kerbline 27 metres east from its intersection with Majoribanks Street (NZTM X=1,749,377.71 m, Y=5,427,061.90 m) and extending in an easterly direction for 55 metres.

### Add from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

<b>Majoribanks Street</b>	P120 Maximum, Monday to Friday 9am – 4pm, 6pm – 8pm, Saturday and Sunday - 8am – 8pm	South side, commencing 50 metres east of its intersection with Kent Terrace (Grid Coordinates X= 1,749,377.7 m, Y= 5,427,061.9 m) and extending in an easterly direction following the southern kerbline for 18 metres. (3 parallel carparks)
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**We are proposing a change in your area**

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<b>Prepared By:</b>	Amy Hobbs	<b>(Design Manager)</b>
<b>Approved By:</b>	Kate Gourdie	<b>(TL Traffic &amp; Resolutions)</b>
<b>Date:</b>	18/09/2024	

## Feedback Received

**Absolutely Positively  
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### Feedback

**Name:** Maree  
**Suburb:** Khandallah  
**Agree:** No

This is a busy and popular area for dining and entertainment, and the area has already had significant amounts of metred parking removed to allow for the cycle lanes on Kent/Cambridge Terrace. Metred parking should be retained.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

The proposals align with the WCC Parking Policy 2020 which was adopted in August 2020 after a public consultation process. There are P120 metered parking spaces retained in this area immediately south of the proposed changes.

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### Feedback

**Name:** Korban  
**Suburb:** Kelburn  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes.

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### Feedback

**Name:** Nikki  
**Suburb:** Karori  
**Agree:** No

Nothing I see around town is making movement of traffic, safety of travellers, ability to have a business that flourishes, indeed ANYTHING any better. Mobility is decreasing. People are going out to Porirua or the Hutt or Petone to shop – lots moving there. Masses of unenvironmental materials are being used – confusing signage, too many cones, crazy stuff appearing overnight – too many workers with fluro jackets on, not working and using their phones more often than not and certainly not working. Crazy policies are destroying the city not helped by the govt destruction of Wellington's

## Feedback Received

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workforce and this council needs to stop and think – you are not getting the support that you want, and you are not listening.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. The purpose of this Traffic Resolution is to allow the Cambridge/Kent Terrace intersection to be realigned with Courtenay Place. This realignment is the first step towards the Golden Mile project which aims to encourage people into the city centre by improving bus reliability for the whole city, while providing generous public space for people to shop, work and play.

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### Feedback

**Name:** Suhan

**Suburb:** Karori

**Agree:** No

Stop building underutilised cycle lanes, restore parking, bus lanes. There is a large portion of the community who cannot cycle due to family duties and disability. Your plans over the past few years have been extremely discriminating towards those members of the community. It also helps the businesses, public transport and the motorists who are paying road user charges and various taxes and levies.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. There are no proposed cycle lanes as part of this Traffic Resolution.

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### Feedback

**Name:** Gera

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes.

## Feedback Received

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### Feedback

**Name:** Ann

**Suburb:** Roseneath

**Agree:** Yes

I support road traffic changes that improves vehicle safety and slows vehicles down and increases access for cycles and pedestrians.

Thank you WCC staff for your expertise, and councillors, for continuing to improve Wellington roads and traffic ways to help increase safer walking and cycling options and public transport use.

### Officer Response:

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes and your thoughtful comments.

### Feedback

**Name:** Mr E Wid

**Suburb:** Crofton Downs

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes.

### Feedback

**Name:** Rowan

**Suburb:** Te Aro

**Agree:** No

More parking for loading zone and the metered parking, taxi stand is removed entirely as a result.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.



## Feedback Received

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The loading zone area is remaining the same, just moving slightly further south. The taxi stand is also proposed to be retained and moved slightly south.

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### Feedback

**Name:** Callum

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes.

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### Feedback

**Name:** John

**Suburb:** Crofton Downs

**Agree:** No

Stop wasting money making the city worse. Having a portfolio for traffic doesn't mean you must change things. Put aside your ego and think about the people of Wellington.

You ought to fix the pipes, remove congesting bike lanes which hinder emergency services and work to reduce rates especially in tough economic times.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

There is a separate budget allocated to water related infrastructure. Budget for water infrastructure improvements has been allocated to this intersection at Kent/Cambridge intersection and the works will be undertaken in collaboration with Wellington Water Ltd. There are no bike lanes being proposed in this Traffic Resolution.

---

### Feedback

**Name:** Cwhite

**Suburb:** Taita

**Agree:** Yes

Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

No comment.

Officer Response:

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

Feedback

Name: Csscaddan  
Suburb: Wadestown  
Agree: No

Stop removing parking and making life difficult for everyone.

Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

The proposals align with the WCC Parking Policy 2020 which was adopted in August 2020 after a public consultation process. This traffic resolution is in relation to improving access into the city and along the Golden Mile for all modes of transport.

Feedback

Name: Cassandra  
Suburb: Newtown  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes.

Feedback

Name: Tateeldo  
Suburb: Kaiwharawhara  
Agree: No

No comment.

## Feedback Received

Absolutely Positively  
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Me Heke Ki Pōneke

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

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### Feedback

**Name:** Pete

**Suburb:** Mount Victoria

**Agree:** No

Please provide the same (or more) motorcycle parking, as its incredible efficient mode of transport. Reducing its availability discourages motorcycling across the city. Note that I do not own or ride a motorcycle myself but in terms of simple road space / storage space of private vehicles, motorcycles (and their storage) are one of the most efficient road space users around.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

We did monitor the use of the existing motorcycle parking in this section of road prior to the development of the proposal. Our observations noticed a reduction in the number of people using the motorcycle parking since the closure of the adjacent motorbike shop. We will monitor the usage of the motorcycle parks once changes have been implemented to determine if adjustments need to be made to the on-street parking layout to accommodate more motorcycle parking.

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### Feedback

**Name:** Caleb

**Suburb:** Newlands

**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

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Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Feedback

Name: Smahon  
Suburb: Newlands  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes.

Feedback

Name: Skoptsie  
Suburb: Grenada Village  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes.

Feedback

Name: Ddducz  
Suburb: Wadestown  
Agree: No

Is it another way to earn some taxpayer's money? Remove carpark and build more bike lane?

Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. The purpose of this Traffic Resolution is to allow the Cambridge/Kent Terrace intersection to be realigned with Courtenay Place. This realignment is the first step towards the Golden Mile project which aims to encourage people into the city centre by improving bus reliability for the whole city, while providing generous public space for people to shop, work and play.

## Feedback Received

Absolutely Positively  
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### Feedback

**Name:** GB

**Suburb:** Wadestown

**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

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### Feedback

**Name:** AB

**Suburb:** Thorndon

**Agree:** No

Completely unnecessary works and a gross waste of ratepayer's money whilst 40% of our water is leaking out of pavements and roads etc. with the council imposing water restrictions and providing advice about how to conserve water. Quite frankly I find this offensive, the council needs to heed its own advice and sort out the water and drainage first before considering anything else.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

This Traffic Resolution is to allow the Cambridge/Kent Terrace intersection to be realigned with Courtenay Place. This realignment is the first step towards the Golden Mile project which aims to encourage people into the city centre by improving bus reliability for the whole city, while providing generous public space for people to shop, work and play.

Fixing Wellington's water infrastructure is also a priority for the Council and there is a separate budget allocated to this. Budget for water infrastructure improvements has been allocated to this intersection at Kent/Cambridge intersection and the works will be undertaken in collaboration with Wellington Water Ltd. Fixing the water infrastructure under Courtenay Place will also be done as part of the Courtenay Revitalisation Project.

---

### Feedback

**Name:** Mark

**Suburb:** Pipitea

**Agree:** Yes



Feedback Received

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

No comment.

Officer Response:

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes.

Feedback

Name: Andrew  
Suburb: Mount Victoria  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes.

Feedback

Name: Thomas  
Suburb: Paparangi  
Agree: Yes

No comment.

Officer Response:

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes.

Feedback

Name: TMCG  
Suburb: Northland  
Agree: Yes

No comment.

Officer Response:

## Feedback Received

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

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes.

---

### Feedback

**Name:** Hugo  
**Suburb:** Karori  
**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

---

### Feedback

**Name:** Thom  
**Suburb:** Churton Park  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes.

---

### Feedback

**Name:** Bardzki  
**Suburb:** Karori  
**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes.

## Feedback Received

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

### Feedback

**Name:** Pnkplumb  
**Suburb:** Karori  
**Agree:** No

Stop wasting money on these projects that aren't wanted or needed and fix our pipes.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

The purpose of this Traffic Resolution is to allow the Cambridge/Kent Terrace intersection to be realigned with Courtenay Place. This realignment is the first step towards the Golden Mile project which aims to encourage people into the city centre by improving bus reliability for the whole city, while providing generous public space for people to shop, work and play. This project has come from previous consultations where the Council has heard overwhelmingly that people in Wellington want the city centre to be revitalised.

The council has heard loud and clear that Wellingtonians want our water infrastructure repaired which is why it's also a priority for the Council and there is a separate budget allocated to this. Fixing the water infrastructure under Courtenay Place will be done as part of the Courtenay Revitalisation Project. Budget for water infrastructure improvements has also been allocated to this intersection at Kent/Cambridge intersection and the works will be undertaken in collaboration with Wellington Water Ltd.

### Feedback

**Name:** Julian  
**Suburb:** Kilbirnie  
**Agree:** No

Cost money and damage the local business they need parking for the customer.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

Throughout designing these changes, we met with directly affected businesses to understand their needs for loading zones, car parks and motorbike parks in the area.

From these discussions we heard that:

- The businesses were not concerned about the changes proposed by the traffic resolution.

## Feedback Received

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

- Businesses did not think the motorbike park was used like it used to be when there was previously a motorbike shop located in the area. This matches our CCTV footage that showed us that the motorbike park is not being used to its full capacity.
- Some businesses raised concerns about removing carparks while others were not concerned.
- One business raised concerns about taxi stands not being used and that they would prefer carparks.

The proposals to remove carparks align with the WCC Parking Policy 2020 which was adopted in August 2020 after a public consultation process.

---

### Feedback

**Name:** Rua

**Suburb:** Crofton Downs

**Agree:** No

These changes makes coming into town and enjoying the city more difficult and expensive.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

The purpose of this Traffic Resolution is to allow the Cambridge/Kent Terrace intersection to be realigned with Courtenay Place. This realignment is the first step towards the revitalisation of the Golden Mile project which aims to improve bus reliability for the whole city, while providing generous public space for people to shop, work and play.

---

### Feedback

**Name:** Patrick

**Suburb:** Te Aro

**Agree:** Yes

CAN supports this proposal. The proposed change aligns with Council policies on transport. Please go ahead.

### Officer Response:

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes.

## Feedback Received

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

### Feedback

**Name:** Jan

**Suburb:** Khandallah

**Agree:** No

I do not agree with anything that has to do with the Golden Mile. It is a waste of rate payer money. It will not make the city a better place or stop the safety problems that are occurring in Courtney Place. Removing any form of parking will be detrimental to the area. There are more important issues to be dealt with than replacing signs, removing loading zones. Sort out the safety issues on Courtney Place.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

The purpose of this Traffic Resolution is to allow the Cambridge/Kent Terrace intersection to be realigned with Courtenay Place. This realignment is the first step towards the revitalisation of the Golden Mile project which aims to improve bus reliability for the whole city, while providing generous public space for people to shop, work and play. The Golden Mile project has been through multiple consultations over recent years and each time received support from majority of submitters.

The proposals to remove carpark from Kent Terrace align with the WCC Parking Policy 2020 which was adopted in August 2020 after a public consultation process. Safety is of high priority in Courtenay Place from both a personal safety and road safety perspective. The new design for Courtenay Place will address a number of safety issues for people enjoying Courtenay Place.

### Feedback

**Name:** Pults

**Suburb:**

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes.



## Feedback Received

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

### Feedback

**Name:** Simples

**Suburb:** CBD

**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

---

### Feedback

**Name:** Alexandra

**Suburb:** Newtown

**Agree:** Yes

No comment.

### Officer Response:

Thank you for your feedback and support on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes.

---

### Feedback

**Name:** Rob

**Suburb:** Tawa

**Agree:** No

We need more motorcycle parking spaces, not less. I thought the idea was to promote less cars into the CBD so making it easier for motorcycle, mopeds etc., not more difficult.

### Officer Response:

We did monitor the use of the existing motorcycle parking in this section of road during the design phase of the proposal. Our observations noticed a reduction in the number of people using the motorcycle parking since the closure of the adjacent motorbike shop. We will monitor the usage of the motorcycle parks once changes have been implemented to determine if adjustments need to be made to the on-street parking layout to accommodate more motorcycle parking.

---

## Feedback Received

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

### Feedback

**Name:** Mdommett  
**Suburb:** Wellington  
**Agree:** No

Removal of any parking spaces will compound the reduction in people willing to visit Wellington. The public have overwhelmingly rejected the council's plan to incrementally remove private car access to the city but the council refuses to see the resultant current and growing negative effects. This will just add fuel to the fire that is destroying the city. Please stop removing parking spaces.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

The purpose of this Traffic Resolution is to allow the Cambridge/Kent Terrace intersection to be realigned with Courtenay Place. This realignment is the first step towards the revitalisation of the Golden Mile project which aims to bring people back to the city by improving bus reliability, while providing generous public space for people to shop, work and play. The Golden Mile project has been through multiple consultations over recent years and each time received support from majority of submitters.

The proposals to remove carparks from Kent Terrace align with the WCC Parking Policy 2020 which was adopted in August 2020 after a public consultation process.

---

### Feedback

**Name:** Hopkin  
**Suburb:** Karori  
**Agree:** No

No comment.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

## Feedback Received

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

### Feedback

**Name:** Kenny

**Suburb:** Island Bay

**Agree:** No

Too much info, some good some bad.  
GET RID OF THE MAYOR.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

---

### Feedback

**Name:** Tegdeffuts

**Suburb:** Khandallah

**Agree:** No

People such as trades people and visitors need parking. However, long term parking shouldn't be allowed.

### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

This proposed Traffic Resolution retains the same 12m length of loading bay for Good Vehicles and Authorised Vehicles as per the existing and will allow parking for authorised trades vehicles for loading and unloading purposes for up to 10 mins. The traffic resolution does propose to remove 12m of P120 metered parking to accommodate the realignment of the kerb.

---

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	TR143-24 Kenya Street, Ngaio - No Stopping At All Times
Location – where we propose to make the change	Kenya Street, Ngaio – outside no.68
What we’d like to do	<ul style="list-style-type: none"><li>• Install 37 metres of No Stopping At All Times (Broken Yellow Lines)</li></ul>
Why we are proposing the change	<ul style="list-style-type: none"><li>• Council have received safety concerns from Ngaio residents about cars parked on the corner of Kenya Street outside No.68.</li><li>• Vehicles parked at this location force traffic driving towards Ngaio on this main route to cross the centre line. The risk is that traffic will either hit the parked cars or collide with oncoming traffic. This is also an area where cyclists are merging with traffic.</li><li>• To improve safety and accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along the road between the corner of Trelissick Cres and Kenya Street and the garages of No.68 Kenya Street, as per the attached plans.</li></ul>
Impact	<p><b>Improvements</b></p> <ul style="list-style-type: none"><li>• Improves safety and accessibility for road users (drivers and cyclists) on Kenya Street</li><li>• Improves bus services</li><li>• Improves driver visibility for those exiting Trelissick Cres</li></ul> <p><b>Net Parking Impact</b></p> <ul style="list-style-type: none"><li>• Removal of three unrestricted parking spaces</li></ul> <p><b>Pedestrian impact</b></p> <ul style="list-style-type: none"><li>• No Change</li></ul>
How this relates to the parking policy	<ul style="list-style-type: none"><li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li></ul>
Additional Information	<ul style="list-style-type: none"><li>• Average daily traffic count – 7537 vehicles</li><li>• CAS data recorded 24 crashes on Kenya Street between 2000 and 2024. 50% of these crashes were vehicles hitting parked cars.</li><li>• Site surveys showed that when cars are parked outside 68 Kenya Street, 95% of passing vehicles cross the centreline. Busses cross the centreline by 1.5m.</li><li>• There are 39 unrestricted car parking spaces on Kenya Street (not counting the area proposed for no stopping lines). Parking surveys were conducted in July 2024 to assess parking availability and showed that there were 5 – 15 spare parking spaces available.</li><li>• Mean traffic speeds on Kenya Street have reduced from 48.6 km/hr in 2008 to 40.7 km / hr in 2024. This is the result of installing traffic calming measures such as speed advisory signs on bends, and speed humps at the top and bottom of Kenya Street.</li></ul>

## We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

<b>Feedback</b>	<p>At the Regulatory Processes Committee on 8 August 2024. The committee passed the following amendment:</p> <p><b>3a. Agree to defer until such time as officers can engage further with the local community (including local schools) on the proposed changes.</b></p> <ul style="list-style-type: none"> <li>• Council officers have since sought further feedback from all original submitters, as well as the Ngaio Residents Association, Ngaio School and Ngaio Church.</li> <li>• A street meeting was also organised and attended by a dozen residents and Councillor Ray Chung.</li> <li>• A summary of feedback is shown below, along with the original submissions.</li> <li>• As a result of this engagement, council officers have received and considered several additional requests for changes on Kenya Street. See summary in table below.</li> <li>• Minor changes that do not require a traffic resolution have been made to the design. These include changing a section of white centreline to yellow, adding a white shoulder line and raised pavement markers to narrow the traffic lane, and painting carparking spaces on the top section of Kenya Street to encourage efficient use of parking spaces.</li> </ul>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>1. The proposal will go to the Koata Hātepe   Regulatory Processes Committee meeting on Thursday 14 November 2024.</li> <li>2. If approved, the proposal will be installed within the following three months.</li> </ol>

### Further Engagement: requests and responses

Requested changes	Officers/Designers response
Retain carparks	<p>Over 90% of vehicles cross the centreline by a significant amount when cars are parked outside 68 Kenya Street.</p> <p>There is not enough road width at this location to have two traffic lanes, a cycle lane, and parked cars.</p> <p>Therefore, council officers recommend proceeding with the installation of No Stopping At All Times lines as outlined in TR90-24 &amp; TR143-24.</p>



**We are proposing a change in your area**

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

Reinstall the flush median	<p>Designers were asked to consider this and have responded that reinstating the flush median, even partly, would not operate safely in this location.</p> <p>The space is required for vehicles to correctly position themselves in the traffic lane when going around the bend.</p> <p>A flush median would increase the likelihood of vehicles encroaching on the cycle lane.</p>
Repaint the centreline yellow	<p>The Traffic Control Devices does not recommend painting a single centreline yellow. However, it also doesn't say this is not allowed. We will have the line yellow repainted as it has been requested and will do no harm.</p>
Reinstate soft hit posts	<p>The vehicle tracking shows an 8-metre vehicle (truck) using the full lane width. The tracking for a bus shows it right on the centre line.</p> <p>If the hit posts were reinstated, there is a risk they will be hit and require maintenance to be reinstated. Furthermore, as there is a speed hump nearby, the hit posts would now be of little value.</p>
Install another two or three speed humps to slow Traffic.	<p>Speed humps were installed at top and bottom of Kenya Street in 2023, primarily to support the pedestrian crossings, however, they do also reduce speed throughout Kenya St.</p> <p>Average speeds on Kenya St have dropped from 48.6 km/h in 2008 to 40.7 km/h in 2024.</p> <p>The new Government Policy Statement on Transport is opposed to speed humps, and the government will no longer provide funding for them.</p> <p>No further speed humps will be installed as part of the Ngaio Connections Project, which ends this year.</p>

## We are proposing a change in your area

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

Investigate other forms of traffic calming.	The safety auditors and designers have recommended using paint and monodirectional RRPMs to narrow the northbound traffic lane outside 68 Kenya Street to 3.2m. This will have an effect of slowing traffic down.
Cut back vegetation encroaching on the footpath outside 68 Kenya Street	We agree that the vegetation should be cut back to enable full use of the footpath.  This will be passed to our maintenance team.
Paint dividing lines on the top section of carparks on Kenya Street (60 – 66) to encourage optimal Parking.	This will be done later this year as part of the Ngaio Connections project adaptations.
Build a roundabout at the Kenya St x Trelissick Cres intersection.	Roundabouts are generally installed to increase traffic efficiency. A roundabout at this location is not recommended due to the low number of vehicles going in and out of Trelissick Cres (average 220 vehicles a day).  Furthermore, roundabouts reduce the safety of vulnerable users (walkers and cyclists).
Cut back vegetation on both sides of the road at the corner and reinstate parking on Council reserve so the current parks can be moved off the road but people still have a place to park.	There are steep banks on both sides of Kenya Street. This makes widening the road at this location too expensive. Furthermore, there are on-street carparks available further down Kenya Street.
Make car parks smaller so only smaller vehicles can park in those spaces.	There is no enforceable mechanism to create a carpark for only narrow cars. Therefore, large cars would still be legally allowed to park on the street.

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

REMOVE EXISTING CONTINUITY LINES AND  
100mm WIDE WHITE EDGE LINES ALONG  
OUTSIDE EDGE OF CYCLE BOXES

REMARK THIS SECTION OF THE  
MONODIRECTIONAL RSPM AS YELLOW

NEW 100mm WIDE WHITE EDGE LINE WITH WHITE  
MONODIRECTIONAL RSPMS AT 10m SPACING

INSTALL NEW NO STOPPING LINE (1m STRIPE  
1m GAP) FROM TRELLISPOST CRESCENT TO TIE  
IN WITH EXISTING NO STOPPING MARKINGS

PROJECT: TRANSITIONAL CYCLEWAYS  
NGAO TRANSITIONAL

TITLE: KENYA STREET  
GENERAL ARRANGEMENT

SHEET 1a

DESIGNED BY: IFC  
CHECKED BY: IFC  
APPROVED BY: IFC

DATE: 10/10/2023

REVISIONS:

NO.	DESCRIPTION	DATE
1	ISSUED FOR CONSTRUCTION	10/10/2023

SCALE: 1:500

0 6000

abley  
Isthmus.

Absolutely Positively  
Wellington City Council

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

Prepared By:	Jonathan Kennett	(Project Lead, Transitional Cycleways)
Approved By:	Kate Gourdie	(Team Leader Traffic & Resolutions)
Approved Date:	17/10/2024	

## Feedback Received (TR90-24)

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

Feedback received from initial consultation under TR90-24.

---

### Feedback

**Name:** Cathy78  
**Suburb:** Ngaio  
**Agree:** Yes

This area really needs yellow lines. There have been damaged cars from parking here.

### Officer Response:

Thank you for your feedback on TR90-24 Kenya Street, Ngaio - No Stopping At All Times  
The No Stopping At All Times lines will significantly reduce the risk of collisions on this corner.

---

### Feedback

**Name:** Chris  
**Suburb:** Ngaio  
**Agree:** No

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

### Officer Response:

Thank you for your feedback on TR90-24 Kenya Street, Ngaio - No Stopping At All Times.

Observations show that over 90 percent of vehicles driving towards Ngaio cross the centre line on this corner when vehicles are parked outside 68 Kenya Street. This is not safe for a principal route that carries over 7000 vehicles per day on average. Parking surveys carried out on Kenya Street since February 2023 always observed spare parking spaces in the area.

---

### Feedback

**Name:** Catherine  
**Suburb:**  
**Agree:** No

I oppose the removal car parking at all times outside 68 A,B,C& D Kenya St, Traffic Resolution Plan: TR90-24 for the following reasons.



## Feedback Received (TR90-24)

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

- \* When 68A, B, C & D were given separate titles the residents had to prove to council that there were adequate car parks for residents at various times of the day & week. Why is council now going against their original parking requirements?
  - \* Parked cars help slow traffic due to the visual cues of road narrowing due to the parked cars.
  - \* There was no problem when there was a physical barrier of flexible bollards on the corner. The car lanes are now wider than before the recent upgrade, so it appears there is an issue with where the centre line now sits. \* Perhaps the flexible bollards should be reinstated.
- Flexible bollards help slow traffic due to the visual narrowing effect.  
Traffic currently picks up speed as soon as the speed humps are cleared.

### Compromise:

- \* A compromise could be to remove one car park near the Trelissick intersection and one carpark near the driveway of numbers 68 B&C.
- \* Another compromise might be to recommend small cars only in this area of parking.
- \* An expensive option could be to widen the road using the council owned road reserve.

### Officer Response:

Thank you for your feedback on TR90-24 Kenya Street, Ngaio - No Stopping At All Times.

The current road layout is not safe because the traffic lane is too narrow to accommodate both parked vehicles and passing vehicles with the majority of passing vehicles crossing the centre line onto oncoming traffic on a busy principal route. It is noted that there is available off-street parking for 68 A, B & C and Kenya Street has capacity for additional cars to park on it.

---

### Feedback

**Name:** Dave  
**Suburb:** Ngaio  
**Agree:** Yes

These are sensible changes that will make these streets much easier and safer to navigate.

### Officer Response:

Thank you for your feedback on TR90-24 Kenya Street, Ngaio - No Stopping At All Times.

Observations show that over 90 percent of cars driving towards Ngaio cross the centre line on this corner when cars are parked outside 68 Kenya Street. This is not safe for a principal route that carries over 7000 vehicles per day on average. The changes will make the street safer for all users.

## Feedback Received (TR90-24)

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Feedback

Name: Ian  
Suburb: Ngaio  
Agree: No

Traffic Resolution TR 90-24 Submission – [Redacted]

This Traffic Resolution has missed the two key reasons causing the safety issues at the top of Kenya Street. As it is now this proposal will not improve safety at the top of Kenya street but will make it less safe! There are major safety points that this TR does not consider.

1. The top 30 metres of Kenya Street the currently has dangerous road markings as the north bound lane (towards Ngaio) is 750mm narrower than it should be. This drive lane is 2.0m wide while the opposite Southern drive lane is 3.5m wide. The rest of Kenya Street has two 2.75m wide drive lanes. To provide safe lane widths for all traffic, cycling and parking the road markings should be consistent and comply with the Ngaio Connections road configurations templates and measurements.

2. Safety traffic mitigation recommendations. It is not the parking that is the problem but the speed that traffic is travelling for the top 200 metres of Kenya Street that is a 35km/hour speed advisory zone, around blind corners. Around 60% of the traffic are travelling above 35km/hour. Other than the three 35km/hour speed advisory signs there are no speed mitigation measures!

#### 1. Road Marking Error.

The drive lane towards Ngaio is 750mm narrower than the safe width as per Ngaio Connections designs. Forcing some vehicles to cross the centre line.

The Ngaio Connection project used the below safety design for the lane configuration for the 9-metre-wide roads, including Kenya Street. Heading North towards Ngaio it has parking, a sharrow (cycle and vehicles), a drive lane and a cycle lane, as below.

The lane configuration and dimensions for 470metres of Kenya St's 500 metres.

## Feedback Received (TR90-24)

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke



But for the top 30 metres of Kenya Street the lane dimensions are:-

Top 20 metres of Kenya St	2.0m	2.0m	3.5m	1.5m
Actual drive lanes				

At the top of Kenya Street, by #68, the centre line road markings are 750mm too far to one side, so no wonder sometime traffic cross the centre line.

Removing the parking and not moving the centre line will change the 2m sharrow into a 4m a sharrow (cycle and vehicles). This widened sharrow, effectively makes the driving lane wider.

In March 2023 WCC stated “*narrow lanes have been proven to be effective in speed reduction as they promote a behavioural change in drivers*”. Widening the road, by removing these carparks, will lead to traffic travelling even faster, making it much more dangerous at the top of Kenya Street.

Leaving the carparks and making both drive lanes 2.75 metres wide provides the space for vehicles to remain in their lanes, as it does for the rest of Kenya Street.

Note the Ngaio Connections project did not recommend removing these car parks. The road layout, with carparks on one side, is not the issue. The real causes of the traffic crossing the centre-lane is the ongoing unsafe speeds that most of the traffic is travelling in the 35km/hour speed advisory zone, around blind corners.

While the Ngaio Cycling project made huge safety improvements (speed humps) for Ngaio Gorge Road, unfortunately it reduced safety for the top of Kenya Street by the removing the yellow lines and the flexible bollards, at the top of Ngaio Gorge Rd, without taking any actions to reduce speeds in Kenya Street. After crossing the last hump on Ngaio Gorge Road, some vehicles accelerate and cut the corner into Kenya Street.

### Recommended WCC action:

Leave the parking spaces, and correct the positioning of the centre lane road markings to 4.75m from the curb (68 Kenya Street side). Paint new “Yellow” centre lines.

This proposed unsafe and lazy approach not addressing the long-term unsafe speed, accidents and ignoring residents’ pleas for a safer environment can not continue. If not dealt with in this TR, then

## Feedback Received (TR90-24)

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

residents will have to consider options to get the WCC's attention and for the WCC to implement a safety plan with speed mitigation actions.

Recommended Traffic speed migration actions:

The safety problems at the top of Kenya Street are the blind corners, with very short visibility of what is ahead, and almost no speed management measures. Traffic is travelling faster than the environment conditions demand and drivers not allowing themselves time to safely react to unexpected hazards. This safety issue is compounded by many drivers crossing the centre lines when rounding corners.

**Traffic Resolution TR 90-24 should be reviewed to recommend proper traffic calming measures to reduce speed from 37 Kenya Street to 68 Kenya Street.**

### Traffic calming measures - In Priority Order

1. For the top 30 metres of Kenya Street, correct the positioning of the centre lane road markings to 4.75metres from the curb (68 Kenya Street side), including painting new "Yellow" centre lines. For the parks at 68 Kenya St, paint the 2metre parking line beginning and ends.
2. Install a speed hump at about 41/52 Kenya St. This will slow traffic heading south up Kenya Street, approaching the extremely dangerous left-hand corner. This corner has two WCC 35km/hr speed signs but no other no safety measures. WCC surveys show that the 85th percentile of traffic is 46 km/hr and the mean speed is 41kms. Note this is an extremely dangerous corner that has a steel protection crash barrier outside 60-64 Kenya Street to catch cars before the crash into houses.
3. Install a speed hump about 45/64 Kenya Street.
4. The 35km/hr speed advisory zones, to have "yellow" centre lines. That is from 37 Kenya Street to the speed hump at the top of Ngaio Gorge Road.
5. Install flexible bollards along the yellow centre line for the curve sections a. roughly from the southern end of 41A/B to the 43A garage b. roughly from the southern end of 47 Kenya St to the garages at 68 Kenya St.
6. Install a 35km/hr speed advisory sign for traffic heading north, towards Ngaio, by 68 Kenya St, at the Trelissick Crescent end.
7. Take further traffic speed surveys, the first four-six months after the above actions and review the safety improvements, including that traffic is slower, i.e. no more than 35km/hr, less vehicles crossing the centre lines, (and less complaints).

### Note

If TR 90-24 is approved without many more traffic calming measures, then it is expected that Kenya Street residents will submit a petition for a new TR seeking effective traffic calming measure installed to make the top of Kenya Street safe.

### Background of Kenya Street and the traffic environment

## Feedback Received (TR90-24)

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Kenya Street corridor information (from the WCC Transitional Cycleways Multi Criteria Analysis Ngaio and emails from the WCC transport team)

- Kenya Street length is approximately 500m
- Average carriageway width is 9.0m
- Legal speed of 50km/hour
- WCC has recorded speeds at 37 Kenya Street, (where there is a 35km/hr sign) and found that the 85th percentile speed was 46km/hr. which is 31% above the WCC speed advisory for this sector. 15% of the vehicles are travelling faster than 46km/hr around a max 35km/hour corner!
- The Mean speed 41 km/hour (November 2022 survey)
- Approximately 4% gradient (downhill towards Ngaio)
- The WCC has three 35km/hr speed advisory signs at 37 and 62 Kenya Street, and at 3 Ngaio Gorge Road. Speed advisory zones are a key safety tool; however, the speed advisory zone was not mentioned in any of the Ngaio Connection reports the reports or any actions to manage traffic speeds.
- At 60- 64 Kenya Street, WCC installed a 20metre steel crash barrier to protect the houses and residents, from speeding vehicles from the north.
- 4.6% of the Kenya Street traffic are heavy vehicles, so 1 in 21 vehicles.
- The approved Ngaio Connections project included:
  - The same lane configuration for all the Kenya Street
  - Removal of 67 of the 100 on-street car parks
  - The car parks by 68 Kenya Street were to remain.
  - Removing the yellow lines and flexible bollards at the top of Nagio Gorge Road, these were installed in 2016 and proved to be very effective in slowing traffic and keeping vehicles to the correct side the road.
- The road seal at the 56 to 60 Kenya Street has delaminated (a year old reseal!) and there are now no painted centre lane lines around a very dangerous corner.
- Two previous Traffic Resolutions recommending removing these car parks were withdrawn and safer/better solutions found following street meetings.

### Speed advisory zone.

Due to the excessive speed and poor forward visibility around the three corners, the WCC has deemed the top 200 metres of Kenya Street to be a 35km/hour speed advisory zone. This was to ensure driver safety in conditions where the road, traffic, or environmental conditions make the standard speed limit inappropriate. While speed advisories are not enforceable like speed limits, failure to adhere to them can be used as evidence of dangerous or careless driving in the event of an accident.



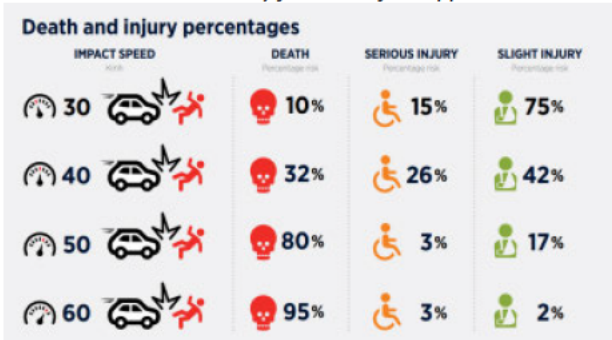
Feedback Received (TR90-24)

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Speed

This TR that does not address the real problem at the top of Kenya Street, which is the excessive speed for vehicles around the corners at the top of Kenya Street.

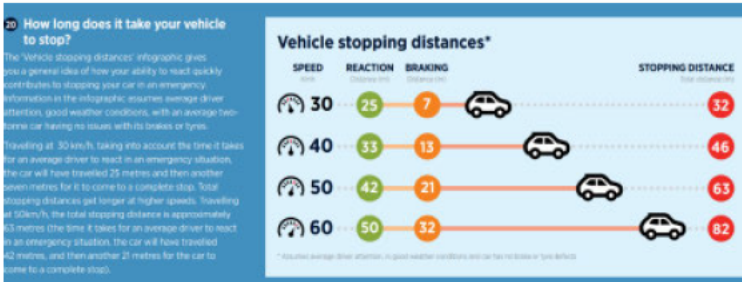
WCC Ngaio Connection statement “Lower speeds give road users a second chance to either avoid a crash or at least walk away from one if it happens.”



Acknowledgment to Auckland Transport Road Safety and Safe Road Programme

Of course, for a head on crash the speed of both vehicles are added together for estimating the death/injuries percentages.

**Ability to see what is ahead.** The visibility at the corners at the top of Kenya street can be as low as 30 metres. The Road Code states that drivers should drive at a speed that they can stop within the length of the clear visibility. With no more up to 30 meters visibility, vehicles should not be travelling at more than about 31km/hr.



(Auckland Transport Road Safety and Safe Road Programme).

For the top of Kenya Street, the main problem is the speed of the traffic travelling south towards the CBD, estimated at 46km/hr for the 85th percentile. When passing 47 Kenya Street, vehicles can only see on-coming traffic out to about 38 metres. So, beyond that, any buses, trucks or cars coming towards them, are not visible. Any north bound vehicles will also have similar visibility problems. Two on-coming vehicles, each at an average of say 35k/hr will complete the 38 metres in two Seconds. This time and distance means little time or room to correct and avoid an accident. Traffic must be slowed down and kept within their lanes.

WCC has consistently ignored safety concerns without implementing traffic calming measures/safety measures such as:

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- Yellow centre lines
- More 35km/hr signage
- Flexible bollards
- Speed humps
- Electronic speed warning sign
- Review the legal speed limit for the speed advisory Zone

### The current TR does not include any mitigating actions

1. South bound traffic, towards the CBD. Many vehicles are travelling at excessive speeds, especially coming from the south, and they tend to cut the corner outside 51/68 Kenya Street, and they cross the centre line. A Satellite image of a car heading south outside 68 Kenya Street that is well over the centre line on a corner limited distance visibility.
2. North bound traffic, towards Ngaio. After crossing the last traffic hump and entering the corner into Kenya Street, some vehicles rapidly accelerate although they have very limited visibility of hazards.
3. This is compounded by the dangerous erroneously place centre lane by 68 Kenya Street. Correcting this centre lane placement would remove this factor.
4. This TR does not address or mitigate the WCC signposted 35km/hr speed advisory zone for the top 200 metres at the top of Kenya Street. This road section comprises three corners, for which there is extremely limited visibility of oncoming traffic or stopped vehicles. The only traffic calming measures that the WCC as implemented were three 35km/hr signs.



### Unfulfilled the promises made as part of the Cycle Projects.

*"WCC is committed to creating a safe transport system and we are currently working on gathering sufficient funding and resources available to review speed limits where the current limit doesn't match the road and the environment around it, such as Ngaio. Once funding and resources are available, our engineering team will be looking at identifying critical roads in your area where lowering speed limits will positively impact the community living in the area."*

The TR has not fulfilled the promises made under the Ngaio Connection project. WCC Ngaio Connection statement *"the cycle lane offers a lower visual barrier than parked cars, with the driver's view being wider and this potentially causing a slight increase in speeding, however, the combination*

## Feedback Received (TR90-24)

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*of the speed humps and the future changes to a 30 or 40km/h speed environment speeding issues would be mitigated". and in a 15 November 2022 email "we will be monitoring speeds carefully after installation and taking further measures if required"*

If the WCC believe these car parks must be removed, then does that mean that this Cycle lane configuration template is unsafe?

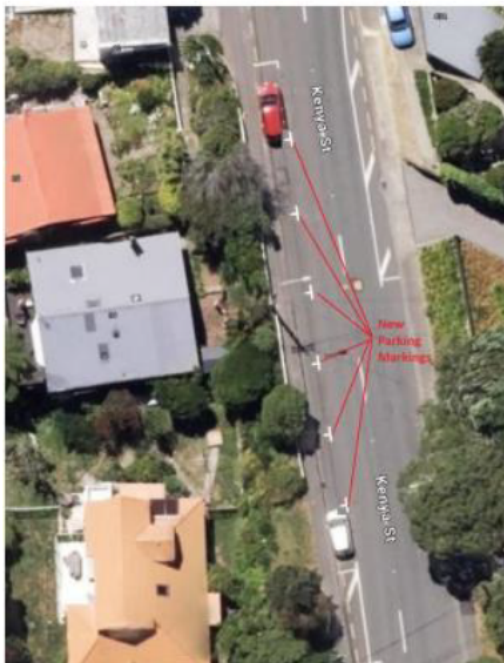
Do all Wellington roads that have had this configuration installed need to be removed?

### Other recommended Street marking changes

There is a 40 metre stretch of on-street parking spaces from 62 to 66 Kenya Street, but the white park street markings only demarcate the beginning and end of the parking zone. On street parking at the top of Kenya street is scarce so it is important to make the best use of the available space, and considerate parking allows for seven vehicles to park.

Currently some vehicles are randomly parked, with excessive space before or after their vehicle, so only six, or even five vehicles can fit in the parking zone.

Can individual parking spaces be painted? The parks at each end of the zone would be 5 metres long and then the five inner spaces could be 6 metres long.



### The Traffic Resolution 90-24 document

A traffic resolution recommendation document requires a comprehensive and structured approach to ensure all critical aspects are covered. This TR should have included:

## Feedback Received (TR90-24)

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**Impact** The negative impacts of these issues on the community and environment

- Removal of more of the scarce on-street carparks. WCC Ngaio Connection project has already removed 67 of the 100 on-street car parks. *(This TR proposes to remove five more of the scarce on-street carparks on Kenya Street, making it 70% of carparks gone.)*
- Replacing the carparks with a widened sharrow, will make the driving lane wider. Widening the drive lanes tends for traffic to travel even faster, making it much more dangerous at the top of Kenya Street. In March 2023 WCC stated “narrow lanes have been proven to be effective in speed reduction as they promote a behavioural change in drivers”. Widening the road by removing these carparks will lead to traffic travelling even faster, making it much more dangerous at the top of Kenya Street.

### **Background - Current Traffic Situation:**

It would assist the community and the approval board to be provided with a detailed description of the existing traffic conditions, including key findings from the data analysis, including:

- traffic patterns
- accident hotspots
- the corners that limited forward visibility
- the WCC and deemed this section of Kenya Street was under a 35 km/hour speed advisory.

### **The Traffic mitigation options that were considered**

#### **Reasons for settling on the recommendations:**

This type of valuable information should help ensure that the traffic resolution recommendation document is comprehensive, well-structured, and effective in addressing traffic issues and proposing viable solutions.

#### **Note two previous traffic resolutions for 68 Kenya Street**

In 2016, two Traffic Resolutions were withdrawn, due to poor consultation, misrepresentation of feedback and broken promises to the Ngaio residents.

Instead, some street meetings were held with Kenya St residents and the WCC. These led to the very successful changes to road markings, including yellow centre lines, and installing flexible bollards.

#### **Officer Response:**

Thank you for your feedback on TR90-24 Kenya Street, Ngaio - No Stopping At All Times.

Observations show that over 90 percent of cars driving towards Ngaio cross the centre line onto oncoming traffic at this corner when cars are parked outside 68 Kenya Street. This is not safe for a principal route that carries over 7000 vehicles per day on average.

The traffic lanes around this corner need to be wider than on the straight sections of Kenya Street to allow for the tracking of larger vehicles, such as buses. This is why the traffic lanes are also wider than you have stated on the bend at 54 to 60 Kenya Street. Parking surveys carried out on Kenya Street since February 2023 always observed spare parking spaces in the area.

Feedback Received (TR90-24)

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Speed calming measures - speed humps and a raised pedestrian crossing - have been implemented at the top of Ngaio Gorge to lower speeds in this area before the corner. Although we have not yet collected data on the difference these have made, observations indicate that they are effective in slowing down vehicle speeds.



## Feedback Received (TR90-24)

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Feedback received during engagement since 8 August.

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**Name:** Ngaio Residents Association  
**Suburb:** Ngaio  
**Agree:** Yes

The photos are clear and show a safety issue in that area.

The anecdotal feedback I have received in the direct area is positive, and thankful for better safety particularly coming out of Trelissick Cr. There has been comment about loss of parking, but I haven't received any from people who are directly affected.

---

### Feedback

**Name:** Ngaio Union Church members  
**Suburb:** Ngaio  
**Agree:** Yes

Here's a sample of Kenya St residents who connect with us at Ngaio Union Church. I sent them your proposal. Some sent one or two sentences:

- Stopping lines are a good idea. I favour the stop lines. That's an awful corner the way it is.

- I agree there should be stop lines at the corner under discussion.

- It's based on safety – I support it.

One replied with more consideration:

"Yes, I agree with the proposal as it is a very cramped corner and there is a high risk of collision with parked cars. Although 3 crashes at that spot since 2020 could possibly be mitigated through better signs.

I am concerned for the residents who currently park there. Their parking options are limited.

The proposal says that there are car parks available on Kenya St. What time of the day were those assessments made? To be useful they would need to be taken at night when maximum demand occurs.

Some suggestions

- One possibility would be to mark out the parking spots on Kenya and maybe even Trelissick so that they are all used efficiently.
  - Significantly lowering the height of the trees on the corner of Kenya and Trelissick would increase visibility
  - A more expensive option is to widen Kenya St on the opposite side. Use the berms to set the pedestrian pathway closer to the existing houses and make the road wider.
-

## Feedback Received (TR90-24)

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It is a challenging situation."

---

### Feedback

**Name:** Kenya St Concerned Resident  
**Suburb:** Ngaio  
**Agree:** Yes

To Whom it May Concern,

I am a resident of Kenya St., a car driver, and a regular cyclist. I am writing to endorse your proposal to install yellow broken lines outside 68 Kenya St., to improve the safety for road users.

I know there are a few residents in the street without off street parking, and there are still car parking on the street for these people. I am also aware of many residents in the street who prefer to park on the street for convenience instead of using their off-street parking places available to them.

Kind Regards,  
Concerned Resident

---

### Feedback

**Name:** Ian  
**Suburb:** Ngaio  
**Agree:** No

**Note:** Council officers have received 16 emails from Ian during the period of engagement. The latest email is pasted below. Main issues are that traffic travels too fast along Kenya Street and more traffic calming (ie, speed humps) is needed.

## Feedback Received (TR90-24)

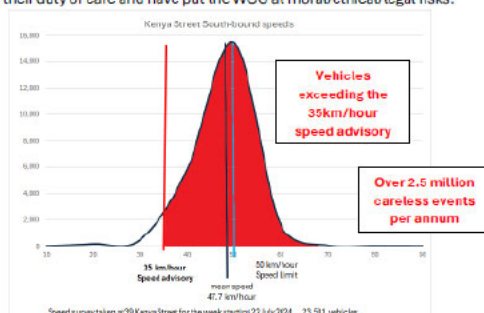
Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### WCC failure to act on its Duty of Care to make our roads safer

The WCC has assessed and implemented a speed safety zone and then regularly surveyed that zone, finding most of the traffic is exceeded the advisory speed. However, The WCC has taken no action to mitigate the huge safety risks. **WCC has a duty of care to make our roads safer and must take reasonable measures to prevent foreseeable harm.**

WCC has :-

- made the top of Kenya Street a 35 km/hour speed advisory zone.
- repeatedly surveyed speeds, which recorded excessive speeds within the zone.  
**84% of the vehicles are exceeding the 35km/hour speed advisory**
- reported to the community and Councillors that the speed was OK, as the legal speed limit was 50km/hour and made no mention of the 35 km/hour speed advisory zones.
- noted that there have been 24 major traffic accidents reported for the top of Kenya St over the past 20 years, and NZTA acknowledged that "There is 40% under-reporting of serious crashes".
- Since the Ngaio Connections project in 2022 ,the mean speed for Southbound traffic has increased by 2.5 km/hour.**
- Misrepresented, to the community and City Councillors, the safety, and the risks.**
- Ignored their duty of care and have put the WCC at moral/ethical/legal risks.



This documents provides details on

- Duty of Care
- Misrepresentations
- Careless use, speed and lane crossing
- Cost Benefit Analysis

The WCC is consistently ignoring the safety risks and fails to implement effective traffic safety/calming measures to protect the community. Both the Ngaio Connections project and the recent TR 90-24 did not take the opportunity to take appropriate action. It appears that the officers would rather do nothing, cover up the risks (by not fully reporting speed survey results) and by not considering all effective traffic safety measures, such as speed humps or roundabouts, due to their costs.

**For this situation Speed humps are the only effective traffic calming measures for the WCC to fulfil their duty of care and to eliminate over 2.5 million per annum unsafe speed/careless driving events.**

## Feedback Received (TR90-24)

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### Duty of Care

- 1) In 2015 a group of upper Kenya St residents petitioned the WCC to improve traffic safety.
- 2) In 2016 the WCC assessed the upper Kenya Street traffic, road, and environmental conditions, in line with the Waka Kotahi and WCC Speed advisory guidelines. WCC stated "advisory signs, as the name suggests, are signs that are installed to advise drivers of the ideal speed at which they should be traveling when driving along a bend. To determine the appropriate speeds, our engineers do a site visit with appropriate equipment (ball bank gauge and a calibrated speedometer) and test the safest speeds. The speed indicated in the sign is always lower than the operating speed limit of the road". While driving at speeds more than the speed advisory is not in itself enforceable, like speed limits, failure to adhere to them can be used as evidence of dangerous or careless driving in the event of an accident.
- 3) Due to the sharp bends and other hazardous conditions, (including a steel crash barrier at 60-64 Kenya St to protect residents from vehicles crashing into their houses), the WCC considered the standard speed limit inappropriate. So, they installed 35km/hour speed advisory signs, flexible bollards, and a flush median.
- 4) The WCC has since taken speed surveys for the Ngaio Connection project (2022) and in July 2024. The latest speed surveys were placed 20 metres inside the southbound 35km/hour speed advisory. The TR90-24 did not mention the speed advisory or report the statistics other than the total vehicle count and the 85th percentile for traffic in both directions.

The data for the southbound traffic speeds within the 35km/hour speed advisory zone: -

- a. The mean speed is 42.5km/hour.
  - b. The 85th percentile is 47.7km/hour, 12.7km/hour above what the WCC considers as safe for this section of the road.
  - c. **84% of the traffic is exceeding the 35km/hour speed advisory.**
  - d. 47% of the vehicles are travelling faster than 50 km/hr, 4 recorded at over 80 km/hour
  - e. If the speed advisory was the legal speed limit, then 70% of drivers could face a fine (>5km/hour over).
  - f. Stated that since the Ngaio Connection the mean speed has reduced by 2km/hour when in fact the **South Bound traffic is now 2.5 km/hour faster.**
- 5) City Councils hold certain responsibilities to ensure public safety on roads, to manage traffic speed and to implement traffic control measures to ensure that the road environment is safe for road users. When a council establishes a 35 km/h speed advisory based on safety assessments and then records that average speeds are higher, which present a foreseeable risk to road users, then it **has a duty of care to review and address this issue.**
  - 6) **Legal Liability:** If accidents or injuries occur on a section of road where speeds are consistently higher than recommended, and it can be shown that the council was aware of the issue but did not take reasonable steps to mitigate it, then the council could potentially face legal liability under the principles of negligence (for example vehicle/house insurance companies and ACC claim reimbursements.)



## Feedback Received (TR90-24)

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### Misrepresentations

1. In 2016, for assessed safety reasons, the WCC set up 35km/hour speed advisory zones for the top of Kenya Street.

However, when reporting for traffic resolutions, the WCC failed to disclose these speed advisory zones to the community or to the deciding councillors.

2. The WCC has conducted speed surveys in 2008, 2016, 2022 and July 2024. From 2016 there was a reduction in the speed. The WCC reported that "Average speeds on Kenya Street have dropped from 48.6 km/h in 2008 to 40.7 km/h in 2024". That was average speed for both directions. This is misleading as it uses the bi-directional data and it compares with a very old survey. It would be more meaningful to use the directional data and compare with the survey under the most recent road reconfiguration, the 2022 Ngaio Connection.

When considering the highest risk zone, ie north bound traffic at 41 Kenya St, a more relevant measure is using the directional data. The results are

Mean speeds km/hour	Nov-22	Jul-24	Change
Both Directions	41	40.7	-0.3
North Bound	43	39.1	-3.9
South Bound	40	42.5	2.5

Copies of the summary of the speed surveys are attached as Appendix 1  
Note the WCC cannot find copies for the 2015/16 speed surveys

Since the Ngaio Connections project, the **South Bound mean speed has increased by 2.5 km/hour**, or by over 6%. A **real fail for the Ngaio Connection safety project**.

3. When reporting the results the WCC :-
  - a. When analysing a traffic safety issue rather than just focus on it in isolation the WCC must look at the wider environment and the interrelationships. Failing to do so leads to unintended consequences.
  - b. Did not disclose the speed advisory zones
  - c. Did not report 84% of the vehicles are travelling faster than the WCC 35km/hour speed advisory.
  - d. Compared the speed survey results to the legal speed rather than the lower speed safety advisory, even though this is the most relevant comparison for safety basis. The legal speed limit is 43% higher than the speed advisory.
  - e. The WCC reported on the data for traffic in both directions, but should use the directional data as it shows a much different result, and potential consequences, for traffic coming out of a blind corner, to those heading into a blind corner.
  - f. When reporting speed surveys the WCC generally only reported one measure, what appears to be cheery picked to support the result the officers are seeking. Just reporting the 85th percentile against the speed limit does not reflect the real safety risk, such as 7% of the vehicles are travelling faster than 50 km/hr.
  - g. No negative impacts were provided for Traffic Resolutions
  - h. Other safety measures must be considered and reported with explanations
  - i. WCC Officers provided their comments on submissions to the councillors but not to the submitters for rebuttal.



Feedback Received (TR90-24)

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The above misrepresentations are examples of a culture of the WCC officers being disingenuous by not supplying the full story and vital facts to the community and city councillors. The officers had a duty to reveal the existence of speed advisory zones and use them as the basis for reporting speed surveys. I believe this is misrepresentation by omission (non disclosure) as they had the duty to reveal material facts and by this omission it may lead to other parties making incorrect assumptions/decisions. For the Ngaio Connections project it may have been innocent, but it should not happen as TR's objectives are to identify safety risks and recommend improvements. Also, this was pointed out to the offices in 2022 and their practices have not improved.

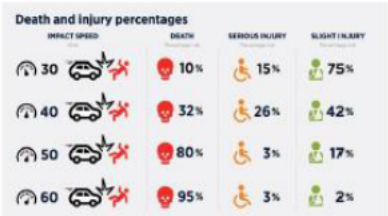
Road Change preparation and approval process

How did a dangerous, unworkable, 2metre wide drive lane get approved? It should not have passed any process step:

- a. Design
- b. Review
- c. Approval
- d. The cycle lane road markings were originally painted within the designated car park zone. At some later date, this mistake was identified. But rather than question the configuration, instead the old markings were blacked out and new ones painted in the drive lane.

Speed, stopping distance and injuries

This Traffic Resolution 90-24 does not address the real problem at the top of Kenya Street, which is the excessive speed for vehicles around the corners at the top of Kenya Street. WCC Ngaio Connection statement "Lower speeds give road users a second chance to either avoid a crash or at least walk away from one if it happens."



Acknowledgment to Auckland Transport Road Safety and Safe Road Programme

Of course, for a head on crash the speed of both vehicles are added together for estimating the death/injuries percentages.

Ability to see what is ahead.

The Land Transport (Road User) Rule 2004, paragraph 5.9 Stopping and following distances (1) "A driver must not drive a vehicle in a lane marked on a road at such a speed that the driver is unable to stop in the length of the lane that is visible to the driver". This is relevant for all of the southern 180 metres of Kenya Street. What traffic safety measures does the WCC propose to reduce the speed of drivers?

## Feedback Received (TR90-24)

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The visibility at the corners at the top of Kenya street can be as short as 30 metres. With no more up to 40 metres visibility, vehicles should not be travelling at more than about 35km/hr.



Acknowledgment to Auckland Transport Road Safety and Safe Road Programme

For the top of Kenya Street, the main problem is the speed of the traffic travelling south, recorded as 48km/hr for the 85th percentile, in a 35km/hour speed advisory. When passing 47 Kenya Street, vehicles can only see on-coming traffic out to about 38 metres. So, beyond that, any buses, trucks or cars coming towards them, are not visible. Around that corner, any north bound vehicles will have similar visibility problems.

Two on-coming vehicles, each at an average of say 35km/hr will complete the 38 metres in two seconds. This time and distance mean little time or room to correct and avoid an accident. Traffic must be slowed down and kept within their lanes. Consider the incident show in Appendix 1.

Traffic must be slowed to less than 35kms per hour to make the road safe. If the WCC really cares for about road safety, then it must take urgent action to reduce the excessive and dangerous speed at the top of Kenya Street, signage alone is not enough

### Accidents

The WCC reported that, based on Police reports, there were 24 vehicle accidents over the past 20 years at the top of Kenya St. But failed to mention that NZTA CAS have stated that "under-reporting of crashes is a known issue. It is estimated that there is 40% under-reporting of serious crashes".

## Feedback Received (TR90-24)

Absolutely Positively  
Wellington City Council  
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### Costs

The WCC officers ruled out the safety options of Speed humps and Roundabouts due to their costs. Of course, costs are a real consideration, but costly safety measures must not be ruled out at the start, especially when the other traffic calming measures will only make minor safety improvements.

If speed humps or roundabouts are effective solutions then they should be considered, with a rough cost estimate, so that a safety cost benefit analysis can be provided to the approving body. It is extremely difficult to accurately estimate the benefits as they are typically related to reductions in accidents and improvements in safety.

Key factors include;

- **Reduction in fatalities:** How many lives are expected to be saved.
- **Reduction in injuries:** Expected reduction in the number and severity of injuries.
- **Reduction in property damage:** Fewer accidents could lead to lower vehicle, residential property and infrastructure repair costs.
- **Other benefits:** Improved traffic flow, reduced congestion, or environmental benefits like reduced fuel consumption due to smoother driving conditions.

When other mitigation measures do not make the needed safety improvements then Speed humps must be considered to manage the speed at the three blind corners at the top of Kenya Street. The target should be something like to get >90% travelling less than 35 km/hour. This would remove the over 10,000 potential careless-use infringements per day, or >2.5 million per annum. This safety improvement would be a very small cost per removed careless behaviour.

(based on the WCC data provided with 73% of the 7,000 vehicles per day exceeding 40km/hour around 3 blind corners.

## Feedback Received (TR90-24)

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### Traffic Resolution 90-24

WCC Traffic Resolution 90-24 that is out for consultation and has been limited to a 30-metre section at 68 Kenya Street. Its purpose is to fix a major safety issue generated by the 2022 WCC project when the road configuration for this section of the northbound drive lane to be only 2 metres wide, in a 50km/hour legal speed zone. For the rest of the 470metres of Kenya St, this drive lane was 2.7 metres wide.

- It is apparent that the WCC officers have only considered the immediate 30 metres, ignoring the wider major safety issues from 37 Kenya Street up to and including the corner at Kenya Street, Ngaio Gorge Road and Trelissick Crescent, about 200 metres. A summary of the wider, inter-related issues is in Appendix 2
- It has not considered the consequences of excessive speed, including the cutting of corners, crossing the centre line. Appendix 3 is an example of a large truck and trailer travelling at pace, completely in the opposite lane, 20 metres before a blind corner and unseen by an oncoming SUV with a trailer. A very close call to what would have been a tragic accident, caused by careless driving
- In the case of TR90-24 the officers not report the **negative impacts** to the neighbouring roads. Such as
  - Before the Ngaio Connection there were 100 on-street parks on Kenya Street. With the removal of five more, it will mean about 30 carparks are left. Parking is OK during the day but extremely scarce overnight. Other parking options are about 300m away, in Trelissick Cres which is narrow (6m wide) and after 180m it has poor lighting and no footpaths.
  - WCC stated that narrowing road lanes tends to reduce speed, so as this TR will widen the northbound lane, therefore it will tend to increase speed, making it less safe.
  - This will just move the chokepoint 30 metres north but with faster traffic.
  - The much of the southbound traffic is travelling faster than conditions warrant and many cross the centreline.
- TRs must **Highlight all the safety issues, such as Speed Advisory zones**
- **TRs must Highlight the speed surveys, and excessive speeds. Report the key relevant findings, not just the total count and the 85th percentile. Report by north and southbound lanes, not the average.**
- Take speed surveys, to better understand the safety issues and as a base for later review. Surveys were taken in 2015/16 at the top of Kenya Street but were not used to the 2022 Ngaio Connection or the TR 90-24. Why wasn't one taken when the TR 90-24 was deferred, it would have been easy to relocate the speed survey that was placed 1m from the new speed hump at the top of Ngaio Gorge Road.
- **The original TR90-24 considered no other options** (its is noted that the WCC councillor agenda stated the officers considered "Do Nothing") There are so many safety measures that should have been seriously considered. A sample alternate options are shown in appendix 4a, 4b and 4c.



## Feedback Received (TR90-24)

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Rebuttal to the WCC feedback to the street meeting on the 9<sup>th</sup> of September 2024

The WCC proposes no solution or significant mitigation to reduce the dangerous speed at the top of Kenya Street, and offer only a few very minor mitigations.

My rebuttal to the WCC officer report.

1. The WCC has stated that "95% of vehicles cross the centreline" at this point. Of course they crossed the centre line, as the WCC installed a 2 metre wide drive lane, what did they expect? It's impossible for cars, trucks and buses to safely navigate a 2 metre wide drive lane at more than a crawl.
2. "there is not enough road width at this location to have two traffic lanes, a cycle lane and parked cars". This is untrue. The Ngaio Connection lane configuration for Kenya Street was



- This configuration is designed for a 9 metre wide Road, as is most of Kenya Street.
  - This section of road, at 68 Kenya Street is 9 metres wide.
  - It is a straight zone, so matches the Ngaio Connection Lane configuration.
- So there is enough road width. Both at the on-street parks and 3.4m around the corner.
3. The WCC stated that there "are available parks in Kenya Street". Parking is scarce particularly at nights, when the only real alternatives are below 35 Kenya St, or in Trelissick Crescent. Parking at the top of Kenya St end is in high demand and often the only available parking is 170 metres along Trelissick Crescent, in a section with poor lighting and no footpath. Not a good option for nurses on call.
- In 2016, for TR 24-16 officers noted
- a) Keeping a reduced number of car parks at 68 Kenya St was "a balance between improved road safety and the loss of on-street parking"
  - b) "properties on the western side of Kenya Street do not have off-street in the area of concern" This is now worse, as there are Airbnbs operating in this zone, but provide no off-street parking.

Note that TR 24-16 proposed removing only three southern on-street parks, as the "northern on-street parks were an effective safety measure to slow traffic". This is still the case, except that the centreline now has to allow more space for the southbound cycle lane. A comply option is provided in Appendix 4b. This complies with the WCC notes on a flush median, namely the centre line (or Flush Median) must allow for "the space is required for vehicles to correctly position themselves in the traffic lane when going around the bend" or to "increase the likelihood of vehicles encroaching on the cycle lane"



## Feedback Received (TR90-24)

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### 4) Speed humps.

The Government funding change is very unfortunate, but it does not remove the WCC's duty of care. If speed humps are the only real speed mitigation available then they must be an option and the final decision makers balance the cost versus real safety

## My proposed phased implementation plan

### Immediate

- Take speed surveys at 68 and 64/66 Kenya Street

### Phase 1, as soon as possible

- Install a speed hump at 41/52 Kenya Street
- at 68 Kenya Street, implement the appendix 4b alternate road configuration, leaving the two northern most on-street parks
- Add more 35km/hour speed advisory signage
- Engage in public education campaigns about road safety

### Phase 2

- Retake speed surveys at 64/66 Kenya Street and observations for crossing the centreline, especially at 53 and 68 Kenya Street
- Review the speed survey, using the lane specific data
- If traffic speeds are still unsafe then decide further traffic calming measures including installing a speed hump at 64/66 Kenya Street

Feedback Received (TR90-24)

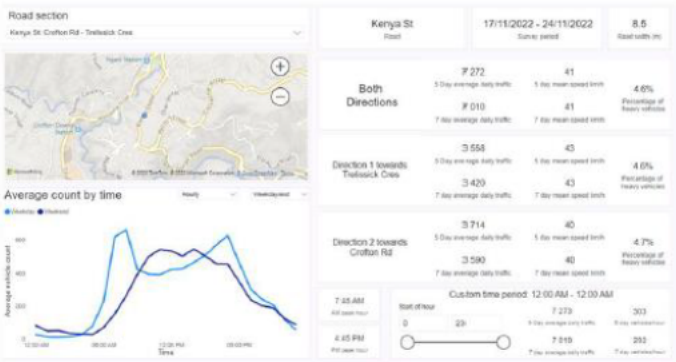
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Appendix 1

Recent speed surveys Kenya St

Kenya Street			
Mean speeds km/hour	Nov-22	Jul-24	Change
Both Directions	41	40.7	-0.3
North Bound	43	39.1	-3.9
South Bound	40	42.5	2.5

November 2022



July 2024

Site Description	Kenya St - Crofton Rd to Treloark Cres 20240722	Absolutely Positively Wellington City Council Me Heke Ki Pōneke
Location	13140000 10441100	
Survey Period	00:00 Monday, 22 July 2024 to 24:00 Sunday, 28 July 2024	
AVERAGES		
5 Day		
ADT (vehicles per Day)		
Southbound	3 450.0	3 581.0
Northbound	3 581.0	3 450.0
Both	7 031.0	7 031.0
5 Day		
ADT (vehicles per Day)		
Southbound	3 387.0	3 387.0
Northbound	3 387.0	3 387.0
Both	6 774.0	6 774.0
80th Percentile Speed		
Southbound	41.7	41.7
Northbound	41.7	41.7
Both	41.7	41.7
Mean Speed		
Southbound	42.5	42.5
Northbound	39.1	39.1
Both	40.8	40.8
Road Name	Kenya St	
Start Name	Crofton Rd	
End Name	Treloark Cres	
Date	20240722	
Site Reference	047 100815 000411	

## Feedback Received (TR90-24)

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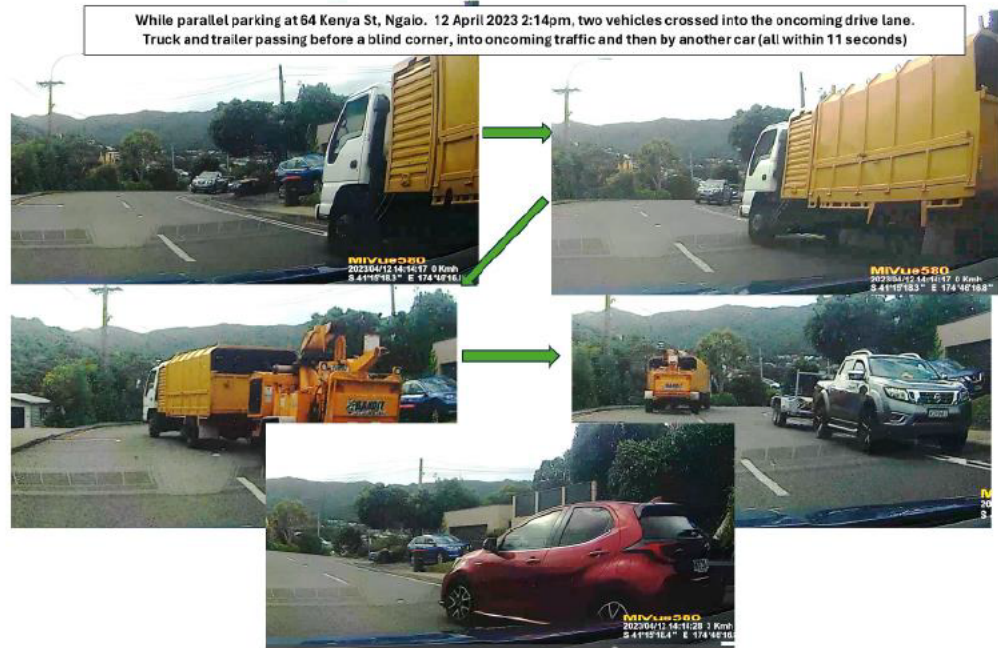
### Appendix 2



Feedback Received (TR90-24)

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Appendix 3 Unsafe completely crossing the centre line when passing a vehicle reversing into a parallel park space





## Feedback Received (TR90-24)

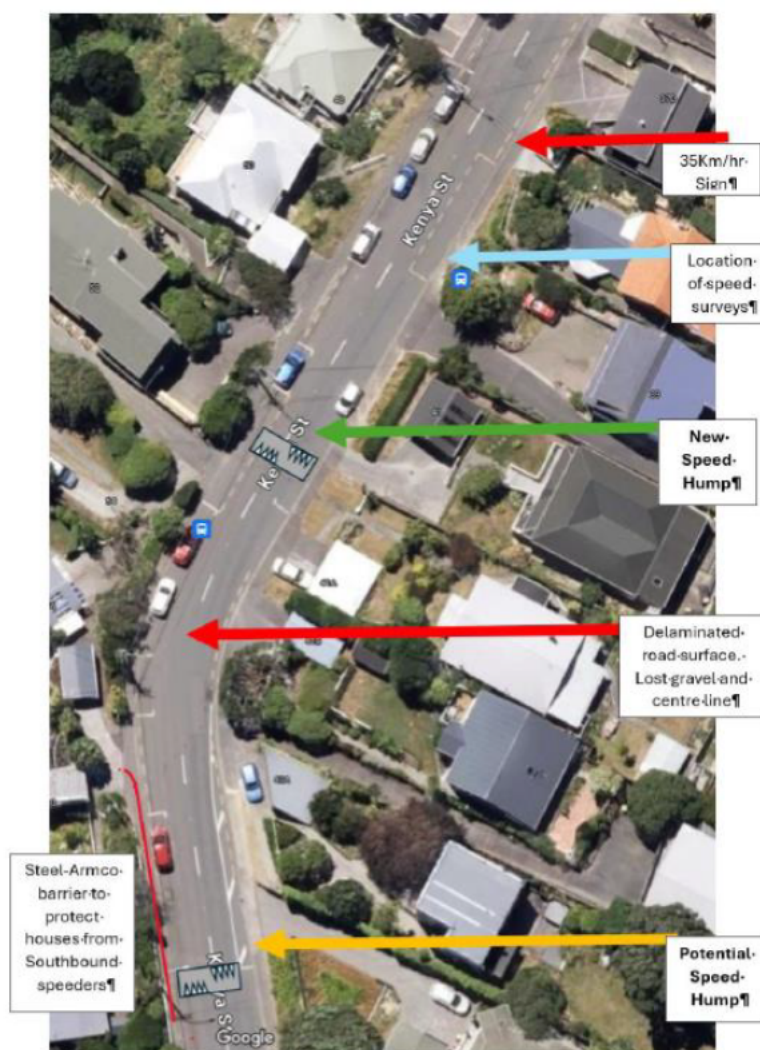
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Appendix 4a

Safety

Northern zone

37 to 45 Kenya Street – Unsafe South-bound traffic speeds



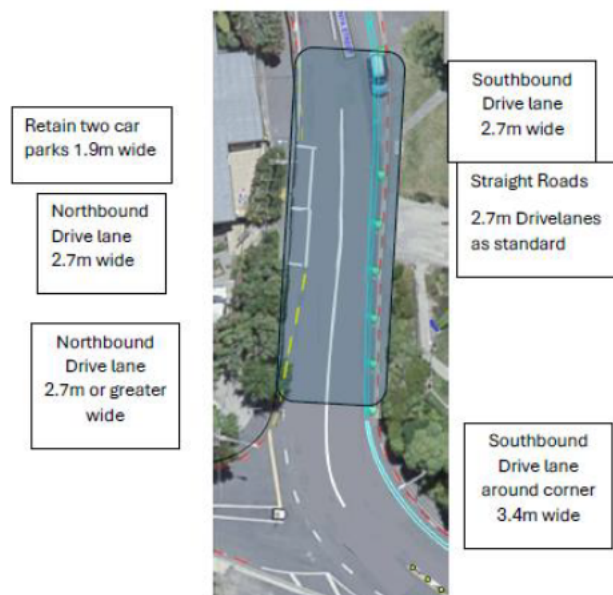


## Feedback Received (TR90-24)

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**Appendix 4b Safety An alternate option for road configuration at 68 Kenya Street.**  
This meets the requirements that the WCC have given for this 30m section of Kenya Street and the corner into Ngaio Gorge Road.

- The northern 30metres is straight, so both Drivelanes are 2.7 wide ( as per the Ngaio Connection project that is applied to the other 470m of straight road).
- North bound lane
  - The two northern most car parks remain, with 1.9 metre painted marking. This is the width of the old carparks, and this would encourage drivers to park as far left as possible.
  - Beside the carparks is a 2.7 driveline
  - A tapered No stopping zone, from the car parks tapering to nothing at the Trelissick Crescent corner. The drive lane width can widen from the 2.7m
- South bound lane
  - Opposite the car parks, the southern driveline is 2.7metres
  - The drive lane widens to 3.4 metres at and around the corner into Ngaio Gorge Road.



## Feedback Received (TR90-24)

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### Appendix 4c Safety

#### Traffic issues at the Kenya St, Trelissick Crescent and Ngaio Gorge Road Intersection

There are concerns about the difficulty of safely entering and exiting Trelissick Crescent. The two major problems are when, turning right from Kenya Street into Trelissick Crescent and when turning right from Trelissick Crescent into Ngaio Gorge Road. For both manoeuvres the major safety risk is the traffic from the north appearing around the blind corner, to the north on Kenya Street, often speeding, crossing the centre line and rapidly approaching the intersection/corner.

- **Southbound traffic on Kenya St** wishing to turn right into Trelissick Crescent must stop in the southbound drive lane until there is a gap in oncoming traffic, both ways. This can be very disconcerting to have vehicles heavily braking behind them. Also, a large queue can form, pressuring drivers to make the turn, and maybe take some risks. The WCC TR proposal configuration is the cycle-lane and a 3.4+ metre drive lane. Drivers wishing to turn right into Trelissick Cres generally move as far to the right as possible, which encourages vehicles behind to pass on the left, cut the corner and into the cycle lane.

A solution would be to add a turning lane/bay but there is insufficient space within the current road boundary.

The only real solution is to slow the traffic down, which lowers the risk to all road users.

Note. Traffic turning into Trelissick Crescent includes many Kenya Street users who use this a turning point for to access the scarce car parks on the northbound side of Kenya St, or in Trelissick Cres.

There was a two car accident here last month.

- Vehicles on Trelissick Crescent that wish to turn right into Ngaio Gorge Rd, to head south, wait at the stop sign for a safe gap in traffic. Again, the fast-travelling traffic from the north makes this very difficult. When traffic is busier, and slower, Kenya St drivers have generously offered the courteous gesture of allowing the Trelissick Crescent drivers the opportunity to merge into their lane. A merging lane was mentioned but again acknowledge the very limited road space.

**The proposed Traffic Resolution does nothing to improve safety at this Intersection!**

#### Officers Response:

Wellington City Council has engaged qualified traffic engineers to provide designs and safety audits for Kenya Street. The resulting designs are reviewed by transport engineers within council and approved by the manager of Transport and Infrastructure.

Speed measurements taken over a number of years show that traffic speed in the Southbound direction on Kenya Street has gone down.

This is the result of safety measures implemented by council over a number of years. Council will continue to monitor the speed and safety of traffic on Kenya Street and make further improvements as required and as time and budget allows. This includes the changes proposed by this traffic resolution, which will remove the risk identified by the independent safety auditor in 2024.

The design you have provided, which retains two carparks outside 68 Kenya Street, were considered by the designers, who are qualified transport engineers, and they responded that there is not enough road width to achieve it, especially noting that this is an arterial route and a bus route.



# DECISION REGISTER UPDATES AND UPCOMING REPORTS

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## 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 Jenny Chetwynd, 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%ABrora+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 42 resolutions at the last meeting:
  - 4 are complete and 38 are still in progress.
6. 149 in progress resolutions were carried forward from previous reports:
  - 13 are now complete and 136 are still in progress.

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### Upcoming reports

7. The following items are scheduled to go to upcoming hui:

Rāpare, 27 Hui-tanguru 2025 (Thursday, 27 February 2025)

- Central City Motorcycle Metered Parking (Chief Planning Officer)
- Proposed Road Closures (Chief Infrastructure Officer)
- Traffic Resolutions (Chief Infrastructure Officer)

Rāpare, 9 Pāenga-whāwhā 2025 (Thursday, 9 April 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