# Absolutely Positively **Wellington** City Council

Me Heke Ki Pōneke

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

9:30 am Rāpare, 27 Huitanguru 2025 9:30 am Thursday, 27 February 2025 Ngake (16.09), Level 16, Tahiwi 113 The Terrace Pōneke | Wellington



# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

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

# **AREA OF FOCUS**

The Koata Hātepe | Regulatory Processes Committee has responsibility for:

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

To read the full delegations of this committee, please visit wellington.govt.nz/meetings.

Quorum: 4 members

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# 1. Meeting Conduct

#### 1.1 Karakia

The Chairperson will open the hui with a karakia.

Whakataka te hau ki te uru, Cease oh winds of the west

Whakataka te hau ki te tonga. and of the south

Kia mākinakina ki uta,Let the bracing breezes flow,Kia mātaratara ki tai.over the land and the sea.E hī ake ana te atākura.Let the red-tipped dawn come

**He tio, he huka, he hauhū.** with a sharpened edge, a touch of frost,

Tihei Mauri Ora! a promise of a glorious day

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

Unuhia, unuhia ki te uru tapu nui Draw on, draw on

**Kia wātea, kia māmā, te ngākau, te tinana,** Draw on the supreme sacredness **te wairua**To clear, to free the heart, the body

I te ara takatū and the spirit of mankind

Koia rā e Rongo, whakairia ake ki runga Oh Rongo, above (symbol of peace)

Kia wātea, kia wātea Let this all be done in unity

# 1.2 Apologies

Āe rā, kua wātea!

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

#### 1.3 Conflict of Interest Declarations

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

#### 1.4 Confirmation of Minutes

The minutes of the meeting held on 19 February 2025 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 <a href="mailto:public.participation@wcc.govt.nz">public.participation@wcc.govt.nz</a>, 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 CLOSURE

## Körero taunaki | Summary of considerations

#### **Purpose**

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

## Strategic alignment

- 2. The most relevant community outcomes, strategic approaches, and priorities for this paper include:
  - Cultural Wellbeing a welcoming diverse and creative city.
  - Social Wellbeing a city of healthy and thriving whanau and communities.
  - Engaging our community.

# Relevant previous decisions

- The Scorching Triathlon is a repeat event and the requested road closure in this paper duplicates the previous successful events.
- 4. The Gazley Volkswagen Wellington Marathon is a repeat of the 2023 and 2024 events and has been successful and well attended over the years. The footprint of the closure is the same as previous years.
- 5. The Pride Parade is a repeat event that draws participants and support from all around New Zealand. The rolling lane closure is slightly different this year due to major utility works around Courtenay Place.
- 6. The Anzac Parade and Commemoration is a repeat remembrance event held over many years and has been successful and well attended by the community.

#### **Significance**

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

#### 

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Jenny Chetwynd, Chief Infrastructure Officer

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# Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hatepe | Regulatory Processes Committee:

- 1. Receive the information.
- 2. Agree to close Massey Road, north of the entrance to Shelly Bay Road to Scorching Bay on Sunday 23 March 2025 to enable the **Barefoot Triathlon Series**.
- 3. Agree to close the following roads to enable the **Gazley Volkswagen Wellington Marathon** to take place on Sunday 29 June 2025 6.00am to 1.00pm:
  - 3.1 Seaward lane closures: two lanes from the Sky Stadium traffic lights, south along Waterloo Quay, Customhouse Quay, Jervois Quay to start at Cable Street 6.00am to 11.30am.
  - This is for the outward section of all races, using two of the three lanes until Jervois Quay where it will gradually funnel down to one lane by Cable Street.
  - Residents, business owners and the public (accessing carparking) will have controlled access across this closed lane where needed under the guidance of traffic management staff.
  - 3.2 Seaward Lane Closure: Cable Street to Oriental Parade. Lane closure to be in place between 6.00am to 11.30am
    - This is for the outward section of the route only. Residents, business owners, Te Papa and market goers will have controlled access under the guidance of traffic management staff.
  - 3.3 Oriental Parade and Evans Bay, between Cable Street and Cobham Drive.
    - Full road closure to be in place between 6.00am to 1.00pm. The landward lane for normal westbound traffic would be open by approximately 11.00am.
    - Residents and business owners will have controlled access under the guidance of traffic management staff.
  - 3.4 Shelly Bay Road between Miramar Avenue and the south end of Shelly Bay 7.00am to 12.00pm.
    - Residents and business owners within the road closure will have controlled access under the guidance of traffic management staff.
  - 3.5 Marshalled resident and business access: Herd Street between 6.00am to 1.00pm
  - 3.6 Controlled Waterfront Access: Herd Street though Chaffers marina, Frank Kitts Park, Queens Wharf to Bluebridge Ferry Terminal 9.00am to 1.00pm.
- 4. Agree to close Tennyson Street (12.00pm to 7.00pm), Dixon Street (between Taranaki Street and Victoria Street 3.00pm to 11.00pm), Lower Cuba Street (between Manners Street and Wakefield Street 7.00am to 7pm) for the **Pride Parade** taking place on Saturday 8 March 2025. The parade will be managed via a rolling lane closure and a traffic management plan (TMP) approved by the Council.
- 5. Agree to close Tasman Street (Rugby Street to Tory Street). Close access to Tory Street from Martin Square. Close Frederick Street, Martin Square (from Taranaki Street north and south), and Tory Street (Haining Street to Tasman Street). Close

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access to Tory Street from Sages Lane. These closures are to enable the **Anzac Parade and Commemoration Services at Pukeahu Park**, on Friday 25 April 2025 3.00am to 2.00pm.

# Whakarāpopoto | Executive Summary

- 8. The paper recommends the approval of road closures to facilitate the Scorching Triathlon, the Gazley Volkswagen Wellington Marathon, the Pride Parade, and ANZAC Day Parade and Commemorations.
- 9. All the closures are to be subject to the conditions listed in the proposed road closure impact reports and will apply to vehicles and cyclists (including motorised scooters).

# Takenga mai | Background

- 10. The council receives numerous requests throughout the year for public roads to be closed for public and private events.
- 11. In order for the closures to have an effect under Schedule 10 of the Local Government Act 1974, council a[pproval is required.
- 12. 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

- 13. This 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 newspapaer and on Council social media platforms.
  - d) Together with the events organisers, council officers ensure that consultation with effected stakeholders is carried out and a communication plan is formulated.
  - e) Any objections are followed up and resolved as far as practical.
  - f) The event organiser works together with the council officers who are responsible for notifying any plans, responding to public submissions and preparing an impact report for the Committee.
  - g) Council officers recommend any conditions that should apply for approval.
  - h) The committee deliberates on the proposed road closures.
  - i) Council officers recommend any conditions that should apply for approval.
- 14. Clause 11e of schedule 10 of the Local Government 1974 provides for road closures to facillitate any exibition, fair, show, market, concert, film making, race or other sporting

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event, or public functions provided that the Council finds no unreasonable impact to traffic.

15. The Act does not prohibit multiple recurring requests being granted by the Council as single approval.

# Kōwhiringa | Options

- 16. Option 1: Agree to the temporary road closures.
- 17. Option 2: Do not agree to the temporary road closures
- 18. 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

19. 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**

- 20. The City Events team has assessed the proposed closures and have confirmed their support.
- 21. Members of the public have been advised of the road closures and informed of the right to object.
- 22. Event organisers are working with the resident groups where applicable as well as community groups and local retailers.
- 23. The public notice advertising these proposed closures have been published via the following channels:
  - a. The Post
  - b. Have Your Say
- 24. Members of the public will also be advised of the road closures prior to the event via:
  - a. Advanced roadside event signage
  - b. Media releases
  - c. Council website

#### Māori Impact Statement

25. There are no Te Tiriti O Waitangi implications

# **Financial implications**

26. Not Applicable

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# Legal considerations

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. Schedule 10, clause 11e, of the Local Government Act 1974: 11 – the council may, subject object to suck conditions as it thinks fit (including the imposition of a reasonable bond) and after consultation with the Police and the New Zealand Transport Agency, close any road or part of a road to all traffic or any specified type of traffic (including pedestrian traffic)-

- (a) While the road, or any drain, water race, pipe, or apparatus under, upon, or over the road is being constructed or repaired: or
- (b) Where in order to resolve problems associated with traffic operations on a road network, experimental diversions of traffic are required: or
- (c) During a period when public disorder exists or is anticipated: or
- (d) When for any reason it is considered desirable that traffic should be temporarily diverted to other roads: or
- (e) For a period or periods not exceeding in the aggregate 31 days in any year for any exhibition, fair, show, market, concert filmmaking 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, int eh 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€ 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€, the council or, with the consent of the council, the promoter of any activity for the purpose of which the road has been closed may impose charges for the entry of persons and vehicles to the area of closed road, any structure erected on the road, or any structure or area under control or the council or the promoter on adjoining land.

# Risks and mitigations

- 27. All safety risks for road closures are managed by way of an approved Traffic Management Plan.
- 28. Clause 11e of Schedule 10 of the Local Government Act 1974 provides for road closures to facilitate any exhibition, fair show, market, concert, film making, race or other sporting event, or public function provided that the Council finds no unreasonable impact to traffic.
- 29. Officers have undertaken the impacts assessment of the requests for the road closures in this report and not found adverse impacts to traffic.

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# Disability and accessibility impact

 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 wither 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 to run the event and clear the site.
- 35. Council officers will monitor the impact of the closures and undertake a debrief with the organiser following the conclusion of the event.

#### **Attachments**

Attachment 1.	Barefoot Triathlon	Page 15
Attachment 2.	Scorching Triathlon	Page 18
Attachment 3.	Triathlon Advert	Page 19
Attachment 4.	Gazley Marathon Impact	Page 22
Attachment 5.	Gazley Marathon 2025	Page 26
Attachment 6.	Pride Parade Impact	

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#### PROPOSED TEMPORARY ROAD CLOSURE - IMPACT REPORT

# BAREFOOT TRIATHLON SERIES SUNDAY 23RD MARCH 2025 6.00AM TO 2.00PM

#### 1. Description of Event

The Barefoot Triathlon Series focuses on providing high quality event experiences for the beginner through to the elite triathlete and multi-sport athlete, with a range of distances to suit all. Barefoot Triathlons provide great opportunities to race, train, and improve physical activity and mental wellbeing in a community focuses organisation. Barefoot sports have an underlying of "bringing people together as a community" and aim to create spectacular events.

The proposed road closures to vehicles, motorised scooters and cyclists, are as follows: Barefoot Triathlon Series: Sunday 23 March 2025 6.00am to 2.00pm

Massey Road – North entrance of Shelly Bay to Scorching Bay

Please refer to the map attachment for further detail.

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

#### **Climate Change**

Barefoot Sport's kaupapa is focused on being kaitaki achieved through the following 3 pillars.

- 1. Look after environment,
- 2. Look after each other,
- 3. Look after ourselves.

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

#### 2. Events Directorate Support

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

#### 2. Proposal Notice and Consultation

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

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- The Post, 18 January 2025
- Have your say, 27 January 2025

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.

#### 3. Objections

There have been no objections to this road closure request.

#### 4. 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: <u>Local Government Act 1974, Section 342</u>, Schedule 10, clause 11(e)

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

#### **Traffic Impact**

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

#### Conditions:

- The road closure is valid from 6.00am to 2.00pm on Sunday 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.
- 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.

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- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as
  possible after the event with all affected parties. These findings must be recorded and
  distributed to attending parties.

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

#### **Attachments**

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

Maria Taumaa
Prepared By
Maria Taumaa
Street Activities Coordinator



Event Name: Scorching Triathlon From: 23/03/2025 6:00:00 am Until: 23/03/2025 2:00:00 pm

**Event Details:** 



# **Proposal to Close Roads**

The Regulatory Processes Committee will meet on Thursday 27 February 2025 to consider the following temporary road closure for an event.

**Barefoot Triathlon Series** 

Road Closure

Sunday 23 March 2025 6.00am to 2.00pm Massey Road - North Entrance of Shelly Bay to Scorching Bay

Any person objecting to a proposed road closure must

Contact the City Council in writing before 4pm, Friday 31 January 2025. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email

Street.activities@wcc.govt.nz

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# **Proposal to Close Roads**

#### Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 27 February 2025 to consider the following temporary road closure for an event.

Gazley Volkswagen Wellington Marathon Road Closure Sunday 29th June 2025 6.00am to 1.00pm Seaward Lane Closures 2 Lanes 6.00am to 11.30am

Sky Stadium traffic lights, south along Waterloo Quay, Customhouse Quay, Jervois Quay, to start at Cable Street.

Note: This is for the outward section of all races, using two of the three lanes until Jervois Quay where it would gradually funnel down to one lane by Cable Street.

Note: Residents, business owners, and the Public (accessing carparking) would have controlled access across this close lane where needed under the controls of the Traffic Management staff.

#### Seaward Lane Closures

Cable Street to Oriental Parade 6.00am to 11.30am

This is for the outward section of the route only. Residents business owners, Te Papa and market goers will have controlled access under Traffic Management Staff.

Oriental Parade and Evans Bay, between Cable Street and Cobham Drive

Road Closed 6.00am to 1.00pm

Landward Lane for normal westbound traffic would be open by approximately 11.00am. Residents business owners will have controlled access under Traffic Management Staff

Shelly Bay between Miramar Avenue (The Cutting) South end Shelly Bay

Road Closed 7.00am to 12.00pm

Residents and business owners within the road closure will have controlled access under Traffic Management Staff.

Herd Street 6.00am to 1.00pm

Marshalled resident and business access

Controlled Waterfront Access

Herd Street through Chaffers Marina, Frank Kitts park, Queens Wharf to Bluebridge Ferry Terminal 9.00am to 1.00pm

Any person objecting to a proposed road closure must

Contact the City Council in writing before 4pm, Friday 31 January 2025. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email <u>Street activities@wcc.govt.nz</u>

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## PROPOSED TEMPORARY ROAD CLOSURE - IMPACT REPORT

# GAZLEY VOLKSWAGEN WELLINGTON MARATHON SUNDAY 29 JUNE 2025 6.00AM TO 1.00PM

#### 1. Description of Event

This event has been part of the Wellington City events calendar for many years and has been run over this route since 2003 when the event shifted to its current location – Sky Stadium. The Wellington Marathon has grown to more than 4000 participants and is now a member of the "Big Five" NZ marathon events alongside the Auckland, Queenstown, Rotorua and Christchurch Marathons. The event attracts more than 2000 visitors every year, while locally it is the Wellington region's major winter festival.

In 2025, the event will follow the same route with the same controls as in previous events. The event will once again feature a Full marathon (42.2k) half marathon (21.1k) and a 10k, as well as the kids Magic Mile.

The proposed road closures to vehicles, motorised scooters, and cyclists, are as follows: Gazley Volkswagen Wellington Marathon: Sunday 29th June 2025 6.00am to 1.00pm.

- Seaward lane closures- two lanes from the Sky Stadium traffic lights, south along Waterloo Quay, Customhouse Quay, Jervois Quay to start at Cable Street 6.00am to 11.30am
  - o This is for the outward section of all races, using two of the three lanes until Jervois Quay where it will gradually funnel down to one lane by Cable Street. Residents, business owners and the public (accessing carparking) will have controlled access across this closed lane where needed under the guidance of traffic management staff.
- Seaward Lane Closure Cable Street to Oriental Parade. Lane closure to be in place between 6 00am to 11 30am
  - This is for the outward section of the route only. Residents, business owners, Te Papa and market goers will have controlled access under the guidance of traffic management staff.
- Road closures Oriental Parade and Evans Bay, between Cable Street and Cobham Drive
  - o Full road closure to be in place between 6.00am to 1.00pm. The landward lane for normal westbound traffic would be open by approximately 11.00am.
  - Residents and business owners will have controlled access under the guidance of traffic management staff.
- Road Closure Shelly Bay Road between Miramar Avenue and South end of Shelly Bay 7.00am to 12.00pm.
  - o Residents and business owners within the road closure will have controlled access under the guidance of traffic management staff.
- Marshalled resident and business access Herd Street between 6.00am to 1.00pm
- Controlled Waterfront Access Herd Street though Chaffers marina, Frank Kitts Park, Queens Wharf to Bluebridge Ferry Terminal 9.00am to 1.00pm

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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**

As an event that promotes human-powered endeavour the Wellington Marathon is a relevant community occasion, meeting increasingly important social objectives such as health and well-being, community goodwill, and climate change. Organisationally the event involves the wider community in such ways as utilising local services providers as much as possible and donating more than \$20,000 to local community groups and charities in exchange for 200-plus volunteers required.

Organisers meet climate-change objectives by the promotion of human powered endeavour and initiatives such as the use of recyclable and compostable consumables, following the Greater Wellington event waste minimisations guidelines, staging the event close to regional public transport networks, promoting those transport networks, not providing waste-heavy participants goodie bags, and providing clean-up crews to leave the course "as we found it".

#### 2. Events Directorate Support

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

#### 2. Proposal Notice and Consultation

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

- The Post, Saturday 18 January 2025
- Have your say Monday 20 January 2025

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.

# 3. Objections

There have been no objections to this road closure request.

# 4. 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: <u>Local Government Act 1974, Section 342, Schedule 10</u>, clause 11(e)

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# REGULATORY PROCESSES COMMITTEE

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

#### **Traffic Impact**

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

#### **Conditions:**

- The road closure is valid from 6.00am to 1.00pm on Sunday 29th June 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.
- The event organiser must organise a debrief session (minutes must be taken) as close as
  possible after the event with all affected parties. These findings must be recorded and
  distributed to attending parties.
- The event organiser must work with Coastguard Emergency services at Evans Bay Marina to
  ensure in an emergency, coastguard is able to enter the first driveway from State Highway 1
  within the road closure.

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

#### **Attachments**

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

# **REGULATORY PROCESSES COMMITTEE**

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

Maria Taumaa
Prepared By
Maria Taumaa
Street Activities Coordinator

**27 FEBRUARY 2025** 

Me Heke Ki Põneke





Event Name: Gazley Volkswagen Wellington Marathon From: 25/06/2025 6:00:00 am Until: 25/06/2025 1:00:00 pm

**Event Details:** 

Me Heke Ki Põneke

# REGULATORY PROCESSES COMMITTEE

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Me Heke Ki Pôneke

# PRIDE PARADE SATURDAY 8 MARCH 2025 12.00PM TO 11.00PM

#### 1. Description of Event

As part of the Wellington Pride Parade Festival Tu Whakahihi e Te Whanganui-a-Tara the organisers wish to hold a street parade to promote visibility of our diverse community and to celebrate the uniqueness of our Pride network and to create inclusion rather than exclusion. Major milestones to our queer community in Wellington in the past few years have strengthened the drive to promote our Wellington LGBTQ community to capitalise on our Wellington city – its diversity – its colourful history and leadership. The organisers do not require a road closure for the parade along the route but do require a road closure at the end of the parade so performers and floats and disperse.

The proposed road closures to vehicles and cyclists, and motorised scooters, are as follows: Pride Parade: Saturday 8 March 2025 12.00pm to 11.00pm

- Tennyson Street (between Tory Street to Cambridge Terrace) 12.00pm to 7.00pm
- Dixon Street (between Taranaki Street and Victoria Street) 3.00pm to 11.00pm
- Lower Cuba Street (between Manners Street and Wakefield Street) Saturday March 8 to Sunday March 9, 2025, 7.00am to 7.00pm

#### The Parade:

Rolling lane closure Tennyson Street to Tory Street, turn onto Courtenay Place, move toward Taranaki Street, cross the intersection at Taranaki / Courtenay Place into Dixon Street.

This will be managed by a traffic management plan approved by the Council

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 Wellington Pride Parade Trust are conscious of climate change issues facing Wellington city and New Zealand as a whole. Therefore, as an organisation, they will be asking participants to think eco-friendly when designing their floats and costumes and to use and recycle where possible. Participants will also be asked to use biodegradable/compostable products when creating flyers or merchandise to hand out to the crowds. Spectators on the day will be asked to consider public transport to reduce carbon emissions. Spectators will also be asked to be mindful of waste products – to help mitigate this there will be extra rubbish and recycling stations along the route of the parade. Also keeping the events central will encourage people to walk

## 2. Events Directorate Support

The Events Directorate has no objection to this event.

## REGULATORY PROCESSES COMMITTEE

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#### 3. Proposal Notice and Consultation

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

- The Post Tuesday 28 January 2025
- Have your say, Wednesday 29 January 2025

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: <u>Local Government Act 1974, Section 342</u>. 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 12.00 to 12.00am Saturday 8th 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.
- 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.

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- 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 Pride Parade Saturday 8th March 2025, 12.00pm to.12.00am 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



# **Proposal to Close Roads**

The Regulatory Processes Committee will meet on Thursday 27 February 2025 to consider the following temporary road closure for an event.

Wild Workshop Hospitality Party 9 March 2025 3.00pm to 11.00pm Furness Lane (off Ghuznee Street)

#### **Pride Parade**

Road closure

8th March 2025

Tennyson Street (Tory Street to Cambridge Terrace) 12.00pm to 7.00pm

Dixon Street (between Taranaki Street and Victoria Street) 3.00pm to 11.00pm

Lower Cuba Street (between Manners Street and Wakefield Street)

7.00am 8th March 2025 to 7.00am 9th March 2025

#### **Rolling Lane Closure Approximately**

Tennyson Street to Tory Street, turn onto Courtenay Place, move toward Taranaki Street, cross the intersection at Taranaki and Courtenay into Dixon

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 14 2025. 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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# **Proposal to Close Roads**

The Regulatory Processes Committee will meet on Thursday 27 February 2025 to consider the following temporary road closure for an event.

Anzac Day Pukeahu Park Friday 25 April 2025 Road Closure 3.00am to 2.00pm

Tasman Street (Rugby Street to Tory Street)

No Access to Tory Streer via Martin Square

Frederick Street (No through Traffic)

Martin Square (from Taranaki Street North and South)

**Tory Street** (Haining Street to Tasman Street) No access to Tory Street from Sages Lane No Access to Tory Street from Francis Place Parking restrictions will be in place around the

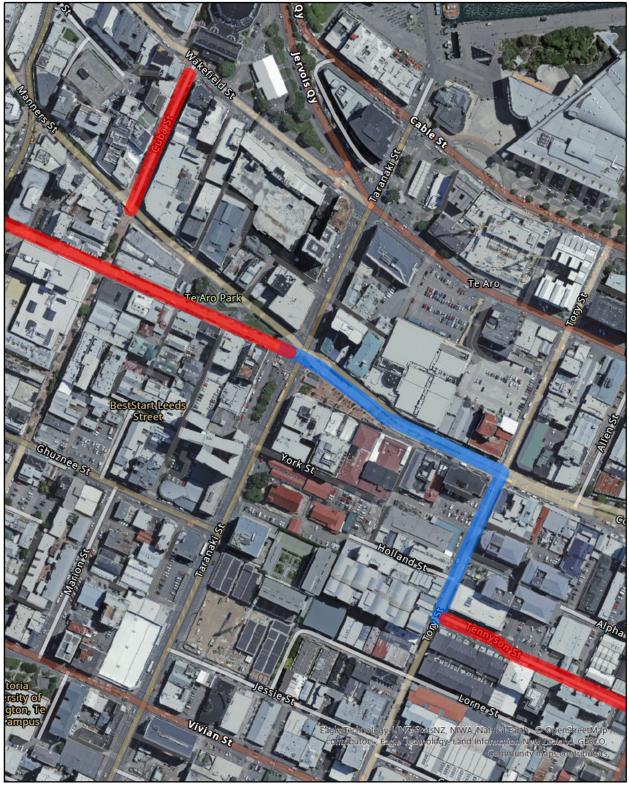
Any person objecting to a proposed road closure

Contact the City Council in writing before 4pm, Friday 14 February 2025. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email Street.activities@wcc.govt.nz

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Event Name: Pride Parade From: 8/03/2025 12:00:00 pm Until: 9/03/2025 7:00:00 am

Event Details: Tennyson st 8 Mar 12pm-7pm

Dixon st between Taranaki st and Victoria st 8th Mar 3pm-11pm Lower Cuba between Manners st to Wakefield st 8th Mar 7am to 9 Mar 7am Rolling road closure: Tennyson st to Tory st turn left onto Courternay Place across Taranaki into Dixon st

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## REGULATORY PROCESSES COMMITTEE

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#### PROPOSED TEMPORARY ROAD CLOSURE - IMPACT REPORT

#### ANZAC PARADE PUKEAHU PARK

#### FRIDAY 25 APRIL 2025 3.00AM TO 2.00PM

#### 1. Description of Event

Manatū Taonga | Ministry for Culture & Heritage are once again organising the Anzac Day commemoration at Pukeahu National War Memorial Park. The road closures requested are to facilitate the dawn and national services are the same closures as requested in 2024.

These Anzac Day commemorations have become popular events and draw attendance from a large cross section of the community. The road closures are proposed to safely accommodate the increasing number of people attending these events.

The proposed road closures to vehicles and cyclists, and motorised scooters, are as follows: Anzac Parade: Friday 25 April 2025 3.00am to 2.00pm

- Tasman Street (Rugby Street to Tory Street)
- No access to Tory Street from Martin Square
- Frederick Street (no through traffic)
- Martin Square (from Taranaki north and south)
- Tory Street (Haining Street to Tasman Street)
- No access to Troy Street from Sages Lane
- No access to Tory Street from Francis Place
- Parking restrictions will be in place around the closure

Please refer to the map attachment for further detail.

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

#### **Climate Change**

Manatū Taonga | Ministry for Culture & Heritage is looking to provide the order of service digitally to minimise the number of printed copies required. Communication and meeting papers are digital with minimal maps and health and safety documents printed. Access to the location is such that many people can walk or cycle to the event with public transport also available. The city cycleway travels through the park and city scooters can access the area as well.

During installation, service, and pack out, bulk water is provided for all crew (over 100 people) and they are encouraged to bring refillable drink bottles. Some are provided onsite for those who do not have one. Electric carts are used to transport people from car parking spaces on Tory Street and beside Massey University. Dressing onstage for the service involves living native plants that are then reused. Bulk Supplies are provided in sunscreen and hand sanitiser to reduce the numbers of containers.

## REGULATORY PROCESSES COMMITTEE

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#### 2. Events Directorate Support

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

#### 3. Proposal Notice and Consultation

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

- The Post, Tuesday 28 January 2025
- Have your say, Wednesday 29th January 2025

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: <u>Local Government Act 1974, Section 342</u>, <u>Schedule 10</u>, <u>clause 11(e)</u>

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 3.00am to 2.00pm on Friday 25 April 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.

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## REGULATORY PROCESSES COMMITTEE

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- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10)
  working days prior to the event that describes in full how the event organiser will manage all
  health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as
  possible after the event with all affected parties. These findings must be recorded and
  distributed to attending parties.

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

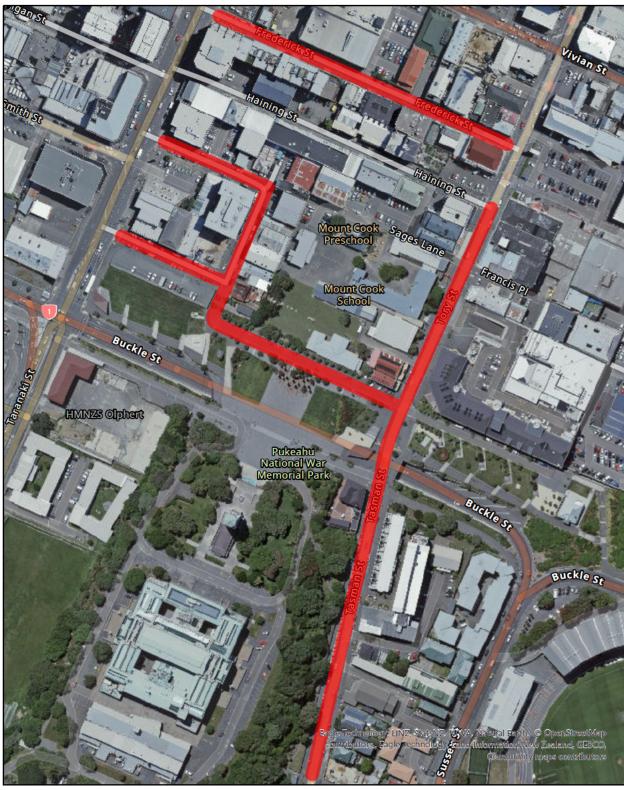
#### **Attachments**

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

Maria Taumaa

Prepared By
Maria Taumaa
Street Activities Coordinator





Event Name: Anzac Day Closures From: 25/04/2025 3:00:00 am Until: 26/04/0202 9:59:59 am

Event Details: No access to Tory Street from Sages Lane No Access to Tory Street from Francis Place Parking restrictions will be in place around the closure

### REGULATORY PROCESSES COMMITTEE

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### PROPOSED TEMPORARY ROAD CLOSURE - IMPACT REPORT

### WILD WORKSHOP HOSPITALITY SUNDAY 9<sup>TH</sup> MARCH 2025 3.00PM TO 11.00PM

### 1. Description of Event

The Wild Workshop Hospitality Party is an event new to Wellington. Organisers are inviting customers of Garage Project within the Wellington Hospitality community to come and check out the on site bar, try out some of our new products and get a look inside their brewery. The day will be themed, feature live DJs, and a special food menu.

The proposed road closures to vehicles and cyclists, and motorised scooters, are as follows: Wild Workshop Hospitality: Sunday 9th March 2025 3.00pm to 11.00pm.

Furness Lane (off Ghuznee 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 the event, organisers are committed to reducing the environmental impact of this event by incorporating sustainability at every stage. In line with efforts to combat climate change, organisers will be serving all drinks in reusable glasses, minimizing single-use plastics. In addition, they are prioritizing digital platforms for promotional material, eliminating the need for printed flyers and posters. They are also embracing a circular approach by reusing themed items from previous events. Through these initiatives, organisers aim to foster a more sustainable future for our community while delivering a memorable experience.

### 2. Events Directorate Support

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

### 3. Proposal Notice and Consultation

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

- Dominion Post, Tuesday 28 January 2025
- Have your say, Wednesday 30 January 2025

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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: <u>Local Government Act 1974, Section 342</u>, 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 3.00pm to 11.00pm on Sunday 9th 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.
- 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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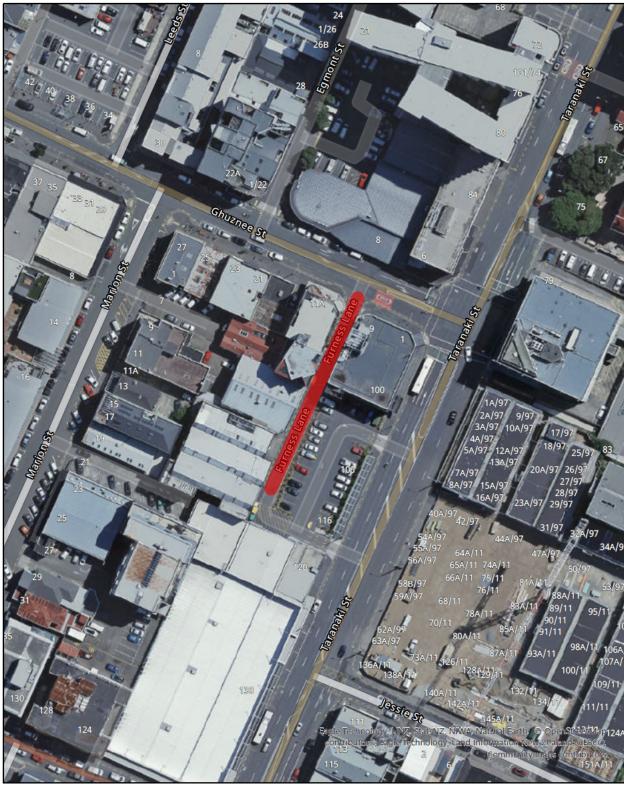
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as
  possible after the event with all affected parties. These findings must be recorded and
  distributed to attending parties.
- The landowner agrees to alcohol at the Wild Workshop Hospitality Party Sunday 9<sup>th</sup> March 2025 3.00pm to 11.00pm 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



Event Name: Wild Workshop Hospitality Party

From: 9/03/2025 3:00:00 pm

Until: 9/03/2025 11:00:00 pm

**Event Details:** 



# **Proposal to Close Roads**

The Regulatory Processes Committee will meet on Thursday 27 February 2025 to consider the following temporary road closure for an event.

Wild Workshop Hospitality Party 9 March 2025 3.00pm to 11.00pm Furness Lane (off Ghuznee Street)

#### **Pride Parade**

Road closure

8th March 2025

Tennyson Street (Tory Street to Cambridge Terrace) 12.00pm to 7.00pm

Dixon Street (between Taranaki Street and Victoria Street) 3.00pm to 11.00pm

Lower Cuba Street (between Manners Street and Wakefield Street)

7.00am 8th March 2025 to 7.00am 9th March 2025

### **Rolling Lane Closure Approximately**

Tennyson Street to Tory Street, turn onto Courtenay Place, move toward Taranaki Street, cross the intersection at Taranaki and Courtenay into Dixon

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 14 2025. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email Street.activities@wcc.govt.nz

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# **Proposal to Close Roads**

The Regulatory Processes Committee will meet on Thursday 27 February 2025 to consider the following temporary road closure for an event.

Anzac Day Pukeahu Park Friday 25 April 2025 Road Closure 3.00am to 2.00pm

Tasman Street (Rugby Street to Tory Street)

No Access to Tory Streer via Martin Square

Frederick Street (No through Traffic)

Martin Square (from Taranaki Street North and South)

**Tory Street** (Haining Street to Tasman Street) No access to Tory Street from Sages Lane No Access to Tory Street from Francis Place Parking restrictions will be in place around the

Any person objecting to a proposed road closure

Contact the City Council in writing before 4pm, Friday 14 February 2025. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email Street.activities@wcc.govt.nz

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### NEW COMMUNITY RECREATION LEASE AND LICENCE

### Kōrero taunaki | Summary of considerations

### **Purpose**

- 1. This report requests Koata Hātepe | Regulatory Processes Committee:
  - Approve a new licence for Ōwhiro Bay Community Gardens Society on reserve land subject to public consultation; and;
  - Approve a new premises lease for Conservation Volunteers New Zealand on reserve land subject to public consultation; and;
- Recommend to Te Kaunihera o P

   ōneke | Council (as required under the Wellington Town Belt Act 2016) to approve the new lease for Kelburn Municipal Croquet Club Incorporated;

### Strategic alignment

3. The most relevant community outcomes, strategic approaches, and priorities for this paper include Engaging our community; Social Wellbeing – A city of healthy and thriving whānau and communities.

### Relevant previous decisions

- 4. In 2024, the Koata Hātepe | Regulatory Processes Committee approved a new licence for the Ōwhiro Bay Community Gardens Society.
- 5. In 2015, the Environment Committee approved a new lease for Conservation Volunteers New Zealand.
- On 3 October 2024, the Koata Hātepe | Regulatory Processes Committee resolved Council officers to undertake public consultation for the new lease for Kelburn Municipal Croquet Club Incorporated.

### **Significance**

7. 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-☐ Unbudgeted \$X term Plan **Risk** ⊠ Low ☐ Medium ☐ High ☐ Extreme **Authors** Sarah Sullivan, Community Recreation Leases Advisor Parrish Evans, Community Recreation Leases Advisor Sanjay Patel, Sports and Clubs Partnership Lead Authoriser Ben Keat, Community Partnerships Manager Paul Andrews, Manager Parks, Sports & Rec James Roberts, Chief Operating Officer

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# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

Absolutely Positively Wellington City Council
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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 licence for Ōwhiro Bay Community Gardens Incorporated for five years with one right of renewal for five years.
- 3. Approve a new premises lease for Conservation Volunteers New Zealand for five years with one right of renewal for five years.
- 4. Recommend to Te Kaunihera o Pōneke | Council (as required under the Wellington Town Belt Act 2016) to approve the new lease for Kelburn Municipal Croquet Club Incorporated.

### Whakarāpopoto | Executive Summary

- 8. The Leases Policy for Community and Recreation Groups (Leases Policy) sets out the Council's role in granting leases and licences on Council-owned land and/or buildings on Town Belt or reserve land.
- 9. This paper requests Koata Hātepe | Regulatory Processes Committee approval for the next step in the leasing process under the Leases Policy for the following organisations:
  - Ōwhiro Bay Community Gardens Incorporated, currently located at Frobisher Street Reserve, are seeking a new licence to relocate the community garden to a different area within the reserve, due to losing access to their current site.
     Officers recommend a licence term of five years, with one right of renewal for an additional five years, in alignment with the standard tenure for community gardens.
  - Conservation Volunteers New Zealand, based at Truby King Park, has applied for a premises lease of the historic Truby King building. Officers recommend a lease term of five years, with one renewal term of five years.
  - Kelburn Municipal Croquet Club Incorporated, located at Kelburn Park. On 3
     October 2024, the Koata Hātepe | Regulatory Processes Committee resolved
     that Council officers commence public consultation.

Public consultation concluded on 20 December 2024, during which no submissions were received.

Officers request that Koata Hātepe | Regulatory Processes Committee recommend that Te Kaunihera o Pōneke | Council approve the lease for a five-year term with one renewal term of five years.

### Takenga mai | Background

### **Owhiro Bay Community Gardens Incorporated ("OBCG")**

10. OBCG is an incorporated society established to manage the community garden at Frobisher Reserve in Ōwhiro Bay. In May 2024, the Koata Hātepe | Regulatory Processes Committee granted the group a new five-year licence, with an option to

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- renew for an additional five years. For more details about the group and this decision, please refer to the <u>minutes of Koata Hātepe | Regulatory Processes Committee Thursday, 23 May 2024</u>). While the licence secured the garden's future, access to the site remained a challenge.
- 11. Access to the community garden was previously provided through private property at 72 Happy Valley Road, owned by a representative of Mōkai Kāinga the original licence holder for the community garden. However, following the property's sale, this access route was no longer available.
- 12. Council officers, in collaboration with the representative of Mōkai Kāinga and OBCG, explored several alternatives for access to the community garden. Two potential access routes through reserve land were identified; however, both were deemed unsuitable due to the significant distance needed to travel by foot, the steepness of the terrain, and the feasibility of track construction and maintenance.
- 13. Given the challenges of the track options, the owner of the property at 72 Happy Valley Road (who also owned the property at 62 Happy Valley Road) offered an alternative access route through the side of their house, which would serve as the new public entrance to the community garden. This arrangement was formalised in a Memorandum of Understanding (MOU) between the property owner and OBCG.
- 14. The property at 62 Happy Valley Road has since been sold, and as a result, access to the reserve via this route will no longer be accessible from March 2025.
- 15. In response, OBCG and officers, explored additional options for access to the community garden. This included exploring access through private properties; however, no agreements were reached. The previously identified track options were also reassessed but remained unsuitable.
- 16. Three sites for relocating the gardens were then explored with a 749m² section of land within the Frobisher Street Reserve being the most suitable. This site is accessible directly from the road via an entrance at 94a Happy Valley Road. Council officers are requesting a licence for this section of land to facilitate the relocation of the community garden supported by OBCG.

### Conservation Volunteers New Zealand ("CVNZ")

- 17. CVNZ is a non-profit organisation dedicated to the protection and restoration of New Zealand's environment. Operating nationwide, CVNZ engages thousands of volunteers annually in a variety of conservation activities, including native tree planting, weed control, litter clean-up, and predator control. To date, the organisation has planted over 1.3 million native trees, cleared 455 hectares of invasive weeds, and removed 120,000 kilograms of rubbish.
- 18. The Wellington branch of CVNZ has been based at Truby King House since 2015. This location serves as the hub for their Wellington operations, with a portion of the house dedicated to office and meeting spaces. The remainder of the house is used as accommodation for their recently relaunched residential program.
- 19. Prior to the pandemic, the residential program was highly successful, accommodating up to nine volunteers per week at Truby King House. Volunteers contribute a modest participation fee, which covers food, accommodation, and associated expenses for the duration of their stay. In return, volunteers actively participate in conservation projects throughout the Wellington region.

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# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

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- 20. During the pandemic, CVNZ paused their residential program. They have recently resumed operations, with volunteers set to occupy the residential portion of Truby King House seven days a week.
- 21. Given the historical significance of Truby King House, CVNZ hosts two public open days each year with additional viewings made by appointment.

### **Kelburn Municipal Croquet Club ("KMCC")**

- 22. On 3 October 2024, the Koata Hātepe | Regulatory Processes Committee resolved that Council officers commence public consultation and report back on the outcomes of the public notification to the Koata Hātepe | Regulatory Processes Committee, pursuant to the Wellington Town Belt Act 2016.
- 23. Public consultation concluded on 20 December 2024, during which no submissions were received.
- 24. Officers request that the Koata Hātepe | Regulatory Processes Committee recommend that Te Kaunihera o Pōneke | Council approve the lease as outlined in the 3 October 2024 Committee meeting minutes (Minutes of Koata Hātepe | Regulatory Processes Committee Thursday, 3 October 2024)

### Kōrerorero | Discussion

25. OBCG and CVNZ are two community-focused organisations seeking a licence and lease to use Council-managed land for their respective activities. The proposed licence and lease aim to support these groups in their work, which benefits the wider community through environmental restoration, recreation, and social-well-being.

As the proposed licence and lease are situated on Scenic Reserve and Historic Reserve land, respectively, they must comply with the Reserves Act 1977 and the Council's Leases Policy for Community and Recreation Groups. The proposed licence and leases aim to formalise the continued use of Council-managed land by these groups to support their community-focused activities.

A resident living near the proposed relocation site for the garden has expressed concerns regarding the relocation of OBCG.

### **Lease Policy Compliance**

- 26. Leases Policy sets out the criteria to consider when assessing a new lease application:
  - <u>Strategic Fit:</u> The group's purpose and activities must be consistent with the Council's strategic direction to promote healthy lifestyles and build strong communities
    - Both organisations support the Council's strategic goals, fostering sustainable environmental practices, community well-being, and resilience.
  - Organisational structure: The group must be an incorporated society or trust
     OBCG is an incorporated society, and CVNZ operates as a non-profit organisation. Both meet the required structural criteria.
  - <u>Membership:</u> The group must be sustainable in terms of membership and/or users of the service for the term of the lease

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- OBCG serves a broad base of community gardeners, while CVNZ engages thousands of volunteers annually and has successfully resumed its residential program.
- <u>Financial and maintenance obligations:</u> 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 groups are financially capable of fulfilling their lease obligations. OBCG has demonstrated readiness to manage their relocation, while CVNZ maintains healthy reserves and operational funding streams.
- <u>Utilisation:</u> The land and/or buildings must be utilised to the fullest extent practicable
  - OBCG will make full use of the new site at Frobisher Street Reserve. CVNZ extensively utilises Truby King House for its residential program, office space, and conservation work.
- <u>Environmental Impact:</u> The activity cannot have the potential to adversely affect open space values or other legitimate activities
  - Both organisations actively promote environmental sustainability. OBCG contributes to local food production and community resilience, while CVNZ undertakes large-scale environmental restoration.
- Community demand: There must be demonstrated support and need within the community for the activity
  - Both groups address clear community needs. OBCG provides an inclusive space for gardening and connection, while CVNZ offers accessible opportunities for conservation and education.
- 27. Officers are satisfied that the proposed licence and lease comply with the Leases Policy and the Reserves Act 1977.

### Kōwhiringa | Options

Koata Hātepe | Regulatory Processes Committee has the following options for each organisation:

### **Owhiro Bay Community Gardens Incorporated**

- 28. Approve a new licence for OBCG for five + five years, subject to public consultation (recommended); or
- 29. Reject officers' proposal to commence public consultation for OBCG, thereby ending the Lease Policy process (not recommended).

### **Conservation Volunteers New Zealand**

- 30. Approve a new lease for CVNZ for five + five years, subject to public consultation (recommended); or
- 31. Reject officers' proposal to commence public consultation for CVNZ, thereby ending the Lease Policy process (not recommended).

### Kelburn Municipal Croquet Club Incorporated

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# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

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- 32. Refer the lease for KMCC to Te Kaunihera o Pōneke | Council for final approval (recommended);
- 33. Do not refer the lease for Kelburn Municipal Croquet Club Incorporated to Te Kaunihera o Pōneke | Council for final approval, ending the lease process (not recommended).

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

### Alignment with Council's strategies and policies

34. The proposed leases align with the Leases Policy, Te Awe Māpara, Te Whai Oranga Poneke, and the relevant management plans.

### **Engagement and Consultation**

- 35. The approval process for new leases and licence is assessed as low significance per the Significance and Engagement Policy.
- 36. If the recommendations in this report are supported, officers will begin public consultation, as per the Leases Policy and Reserves Act 1977 requirements, for OBCG and CVNZ which will include:
  - Letters to Mana Whenua.
  - Letters to relevant residents' groups.
  - Notice on WCC website "Have Your Say".
  - Notice in The Post newspaper.
- 37. 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

38. There are no identified sites of significance in the immediate vicinity of the proposed licence or lease areas. Mana whenua have been informed that the proposed licence and lease are scheduled for review, following prior notification as part of the community recreation lease forward programme.

### **Financial implications**

39. There are no significant financial implications for Council for the proposed new leases and licence.

### Legal considerations

40. The proposed leases and licence are consistent with the Reserves Act 1977.

### **Risks and mitigations**

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

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### Disability and accessibility impact

42. The proposed licence and leased building are not fully accessible. This issue has been recognised by both the lessees and the Council, as noted in the Te Awe Māpara - Community Facility Plan. Council officers will collaborate closely with the lessees to explore and implement accessibility options as part of any future building renewal projects.

### Climate Change impact and considerations

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

### Communications Plan

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

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

45. Agreed health and safety plans are a requirement under both the proposed licence and lease agreements. Both groups have submitted health and safety plans, which Council officers are satisfied with.

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

- 46. Commence public consultation for OBCG's and CVNZ's proposed licence and lease. If no sustained objections are received, both leases will be drafted, negotiated, and signed.
- 47. Refer the new lease for KMCC to Te Kaunihera o Pōneke | Council for final approval. If the lease is approved, the documentation will be drafted, negotiated, and signed.

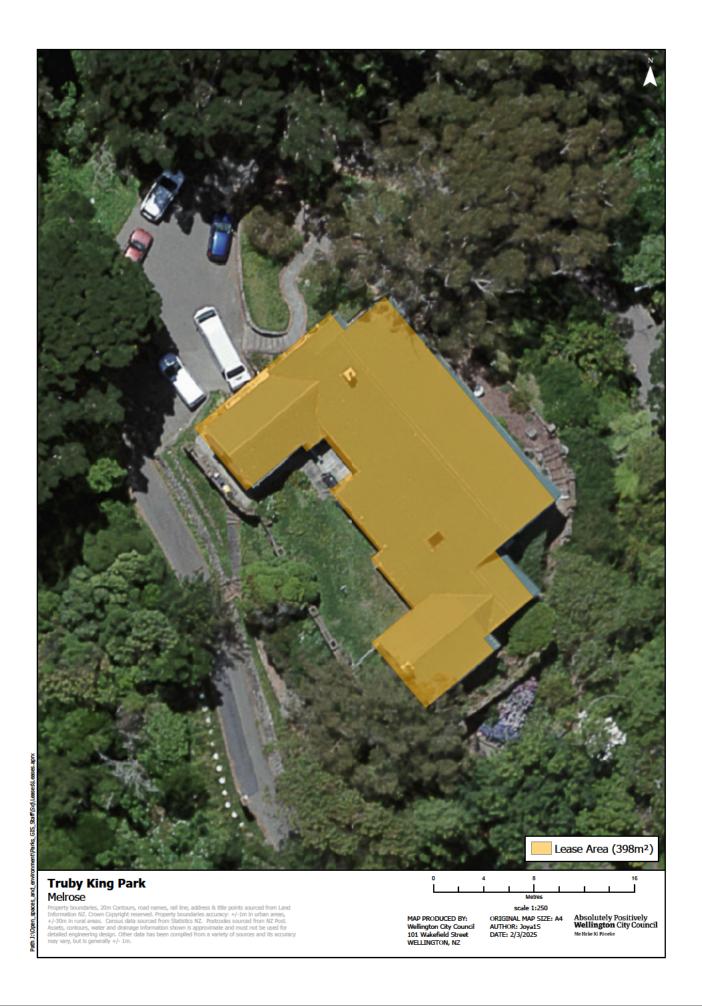
### **Attachments**

Attachment 1.	Proposed Licence Area - Owhiro Bay Community Garden	Page 52
Attachment 2.	Leased Footprint - Truby King House	Page 53

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Me Heke Ki Põneke





# DEVELOPMENT CONTRIBUTION REMISSION REQUEST FOR 12 GLOVER STREET

### Kōrero taunaki | Summary of considerations

### **Purpose**

1. This report to Koata Hātepe | Regulatory Processes Committee is to consider the development contribution remission request for 2 Glover Street (SR 421510).

### Strategic alignment

- 2. The most relevant community outcome and strategic approach is Urban Form;
  - A liveable and accessible, compact city; and
  - Value for money and effective delivery

### Relevant previous decisions

None

### **Significance**

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

### **Financial considerations** ☐ Budgetary provision in Annual Plan / Long-Unbudgeted □ Nil term Plan \$14.409.04 5. The Development Contribution Policy is a funding tool under the Long-term Plan and the charges collected through the policy are estimated in the Long-term Plan to be approximately \$3.5 million per annum. The application is for a remission of \$14,409.04. This remission has not been included in Council's budget forecasts. Risk ☐ Medium ☐ High ☐ Extreme ☐ Low Even though the policy states a remission decision made by the Council will not be 6.

Author	Nicole Tydda, Manager Customer Service and Business Support
Authoriser	Mark Pattemore, Manager, Consenting and Compliance

Liam Hodgetts, Chief Planning Officer

regarded as creating precedent or expectations, there is certainly a risk that granting a remission in this instance may result in more organisations applying for a remission.

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# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

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### Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

- 1. Note the provisions at clause 2.6 of the Development Contributions Policy 2015-16 allowing the Council to agree to remit development contributions.
- 2. Decline request for remission of roading levies.

### Whakarāpopoto | Executive Summary

- 7. In October 2018, A J Holdings Wellington Ltd applied for a building consent to construct a new warehouse for product storage and distribution in Ngauranga.
- 8. The development was assessed for development contributions which amount to \$34,265.38 under the 2015-2016 Development Contributions Policy.
- 9. After a re-assessment request Council agreed to reduce the water component of the original assessment leaving a balance of \$16,298.49 owing. \$14,409.04 of this is made up of roading charges, while \$1,889.45 is made up of water charges.
- 10. In January 2024, Steve Grant on behalf of A J Holdings, applied for a remission on the city-wide roading portion of their development contributions, citing that they believe the new warehouse will reduce the number of vehicle movements to their site as they no longer need to outsource the storage of excess containers / goods.
- 11. The 2015-16 Development Contribution Policy provides for Council to consider a request for remission of development contributions at its complete discretion under section 2.6.
- 12. The Applicants are asking the committee to consider using their discretion to remit the Applicant's development contributions.

### Takenga mai | Background

- 13. In October 2018, A J Holdings Wellington Ltd applied for a building consent to construct a new 621m² warehouse for product storage and distribution.
- 14. Council officers requested further information to assist in their assessment of development contributions in November 2018.
- 15. Building consent was issued in October 2019.
- 16. The Applicant built the warehouse in 2021 and applied for their Code of Compliance Certificate in June 2022, restarting the development contribution process. The initial development contribution assessment of \$34,265.40 was sent to the Applicant in July 2022.
- 17. The Applicant did not agree with Council's development contribution assessment and applied for a re-assessment ('special assessment') under the 2015-16 Development Contribution Policy, this resulted in a reduction to \$16,298.45 in October 2022.
- 18. The remaining balance of \$16,298.49 owing is comprised of \$14,409.04 for roading charges and \$1,889.45 for water charges.

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- 19. The application for Code of Compliance Certificate stalled in December 2022 and development contributions were not invoiced.
- In 2024 the Applicant contacted the development contributions officer to request a remission due to disagreeing with Council's re-assessment of \$14,409.04 for roading charges.

### Kōrerorero | Discussion

- 21. The Development Contributions Policy states that the Council may remit development contributions at its complete discretion and that applications made under section 2.6 of The Policy will be considered on their own merits and any previous decisions of the Council will not be regarded as creating precedent or expectations. It also states that Council will only exercise its discretion in exceptional circumstances.
- 22. The Development Contributions Policy does not define or provide guidance on what an exceptional circumstance is.
- 23. The Committee has considered numerous remission applications in the past, each of these requests were based on their own unique situation and in some cases a remission was granted.
- 24. Therefore, there is precedent to remit development contributions, if the committee agrees with the Applicant's arguments.
- 25. However, we also need to consider the purpose of development contributions and the effect a remission has on the budgets Council set for growth related investment.
- 26. The purpose of development contributions is to enable territorial authorities to recover from those persons undertaking development a fair, equitable and proportionate share, to cover the costs of capital expenditure necessary to service growth.
- 27. Any non-engineering- based remission would transfer the cost of growth infrastructure onto existing ratepayers, who may not benefit directly from the development.
- 28. The overwhelming benefit from providing infrastructure for most developments accrues to the applicants.
- 29. It is also important to understand the parameters of the Development Contributions Policy.
- 30. The Development Contributions Policy states that we need to charge for the actual increased demand, which is defined as the demand created by the most intensive non-residential use(s) likely to become established in the development within 10 years from the date of the application.
- 31. The final consideration is to determine if granting a remission is desired and if so, how much it should be.
- 32. While considering the above, Council officers have addressed the points the Applicant raised in their remission.
- 33. The Applicant's argument is based on the premise that they are no longer outsourcing their overflow to another storage facility in Seaview and therefore reducing the number of trips and kilometres vehicles need to travel on the roading network, namely between the Port, their facility at Glover Street and the outsourced facility in Seaview. They provided Council with evidence of the reduced travel which we accept.

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# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

- 34. Before the new facility was built the containers would travel from the Waterloo Quay Terminal to the Seaview storage site (15.2km). Then, if and when space was freed up in Glover Street, the containers would be picked up and delivered from Seaview back to Glover Street (another 12.1km).
- 35. Since the new facility was built, the goods travel directly from Waterloo Quay to Glover Street (5.5km).
- 36. The Applicant has also stated that the company's profile regarding employee and vehicle numbers has remained constant since the new facility was built in 2021. They stress that the new accommodation has not meant more business, no increase in employees and vehicle fleet numbers. They merely have a more efficient business with one less vehicle on the road.
- 37. While we accept the facts presented by the Applicant, the situation is, the storage facility at Glover Street has been increased in size and our assessment is based on the highest and best use of the space now provided. This has the potential to generate more traffic on the roading network.
- 38. The extra space while not being utilised more intensely at this point in time, based on the Applicant's submission, has the potential to be in the future. There is no allowance in the Development Contributions Policy to consider any previous operation at another site and for any credit to be forwarded to the Applicants site so this can not be taken into account.
- 39. It's similar to the argument property owners make when they move from an old site to a new one, claiming they haven't increased infrastructure demand by simply relocating. However, since the old site will likely be repurposed, the new site should cover infrastructure costs related to the growth potential it creates.
- 40. Considering the above, together with the Applicants submission, Council officers have assessed that the development will increase the demand on Council's roading infrastructure. Therefore, we do not accept a remission is applicable in this case.

### Kōwhiringa | Options

- 41. The Development Contributions Policy enables the remission of development contributions at the Council's complete discretion and states that these decisions will not be regarded as creating precedent or expectations.
- 42. Officers acknowledge there are three possibilities. These are:
  - To decline the remission request.
  - To remit the development contributions in full.
  - To agree on a partial remittance.

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

### Alignment with Council's strategies and policies

43. The Development Contribution Policy 2015-16 and 2022 has been considered, and clause 2.6 enables the Council to grant a remission at its discretion.

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### **Engagement and Consultation**

44. No engagement or consultation is required; the remission and postponement process are part of the current Development Contributions Policy.

### Māori Impact Statement

# There are no known implications for lwi with this proposal. Financial implications

- 45. If a remission is given the cost to Council is \$14,409.04 of lost income. This remission has not been included in Council's budget forecasts.
- 46. The granting of the remission will result in an increase in Councils budgeted debt levels as the capital revenue from Development Contributions is used to reduce debt as per Councils Revenue and Financing Policy.

### Legal considerations

47. The approach in this report is considered to comply with The Development Contributions Policy, and related Local Government Act 2002 provisions.

### Risks and mitigations

48. While The Development Contributions Policy states a remission decision made by the Council will not be regarded as creating precedent or expectations, there is certainly a risk that granting a remission in this instance may result in more organisations applying for these.

### Disability and accessibility impact

49. There is no disability and accessibility impact.

### Climate Change impact and considerations

50. There is no climate change impact or considerations

### **Communications Plan**

51. There is no communication plan

### Health and Safety Impact considered

52. There is no health and safety impact.

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

53. Council officers will either charge development contributions or remit them as per the Committees decision.

### **Attachments**

Attachment 1. Applicants Remission Request

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Item 2.3 Page 59

Me Heke Ki Põneke

31 Dec 024.

Nicole:

Affacted our and new gulmisaion to Rol Anderson - vegands the issue of the Transport Component of the Development Contributions for reference - note the first A pages forms the basis of the application, while the remainder is supporting evidence.

Rol's email of the 6 October 022 chates:

vegards to the Roading side of the development Contribution. He's not willing to remit any part of his component and so the fee of \$14409.04 atill stands."

The reason he gave was as follows - there is nothing in their application to convince me that a larger facility doesn't mean more vehicle movements."

Friefly the historical situation was that Grephen Thwaite's company operated from 12 Glover afrect with insufficient covered accommodation leading to outsourcing additional affeite dry storage from 20 16 at Geniew to the completion of the new accommodation in Spril 021. The survey of historical involving April 021 - May 021 compared to the now direct route from Wellington Container Terminal to 12 Glover afrect offers a 630% reduction in Trucking kilometers. (903 verses 143 kilometers with the new accommodation.)

In addition unvectorded internal company transfers of stock on smaller vehicles ceased. This is further possibility of thousands of lighter truck kilometers saved.

Accordingly the "specialist Roading Advisor's" comments:

There is nothing in their application to convince me
that a larger facility doesn't mean more relicle
movements."

Makes me wonder if the submission/application was fully read or understood. We would not of taken the document if there wasn't a positive outcome to drastically reduce trucking kilometeus since the new accommodation built in 2021 that will compound out into the future as well.

I repeat the facts:

2016 - 2021. One way container voute to Glover affect was 27.3 kilometers

Rost 2021. One way container route to alover Street is 5.5 kilometers.

· Compounding savings out into the future.

Unrecorded internal company transfer to and from seaview ceased.

The "Specialist Roading Advisor" has not addressed nor disproven any of the above, but only to unfairly dismiss the application without account.

The companies profile regarding employee and vehicle numbers has remained constant since the accommodation built in 2021 was occupied.

The new accommodation has it meant more business and the associated employee / vehicle expansion costs but a more efficient business. (In fact one less vehicle is on the road.) working with constant stable vesources.

Should you want proof of this the owner has confirmed he will table confidential support as need be.

Look forward to your concideration.

Son avant.

27 FEBRUARY 2025

Wellington City Connect. Rob Anderson

% rob-anderson 3D wcc.govt-NZ.

Re: Development Contributions Assessment sk 421510 12 Glover street. Nganvanga.

Rob. Further to earlier email correspondence dated 6 oct 022.

tivstly from yourself and your apecialist adviser "notifying "there is nothing in the application to convince w.c.c. that the larger facility doesn't mean more vehicle movements"

Belondly the verpouse from the owner-Stephen Thrate advising we will look it referring the matter to the Regulatory Committee."

We now confirm that we would like to table our submission for concidenation by the W.C.C. Regulatory Processes Committee as per 2.7.5 of 2015/16 D.C. Policy Proceedure.

Confurming we have researched the issue for a period as follows - April ozi to May 022.

The Duner since 2016 had been forced to Source offsite storage facilities due to the Ruantity, volume and the growth of the business generally as there was not sufficient storage accommodation at 12 Glover street.

The former arrangement from 2016 up to the completion of the new atorage facility April 021 was as follows:

- · Shipping containers unloaded at Wellington therbow container terminal.
- · Peter Baker transport Hd. (PBT) collected the containers and delivered to their Geniew accommodation for devancing and pallet racking storage 15.2 kilometers (distance from Wellington Harbour container terminal measured from the Waterloo Quay entrance.)
- \* On request from the company Brentwood Transport 1td would collect from Services and deliver back to 12 Glover street.— 12.1 Kilometers

The present aviangement from April 021
15 the containers are now delivered direct
from the wellington Harbour Container
Terminal to 12 Glorer extrect, Nganranga
for in house devaning and storage as need
be. - 5.5 kilometers.

The milages where taken by a vehicle trip speedometer and recorded in tenths of a kilometer.

3

Contamers - 26 trips from ferminal to Geaview by P.B.T at 15.2 ks per one way trip. - totals 395.2 ks.

Devanned contents - 42 trips from Geaview back to 12 Glover Street by Brentwood at 12.1 ks - total 508.2 ks.

Total trucking milage recorded 903 ks.

The above calculation for the record is

The above calculation for the record is a one way loaded trip and does not include a one way unloaded trip required within the exercise.

Calculation: Recent arrangement
following occupation of the new building
would equate to:
Containers - 26 trips from terminal to
12 Glover street at 5.5 ks - Totals 143 ks

Comparison

903 ks

a veduction of 630% retrucking knowneters between the post and present operations.

These calculations are based and supported by the attached company invoices from the respective transport companies, In association with this off site storage arrangement was unvecorded internal company transfer of atock from the seaview accommodation back to It alover street by smaller company vehicles as need be.

Estimated at 5 round trips per week. - Refer to attached 8 where correspondence.

Calculation: Unvercorded internal company transfers.

= 6 weeks x 5 x (12.1 ks x 2 - both ways)

equater to 6776 trucking kilometers!

This internal company transfer of stock has since stopped at the completion of the new storage accommodation at (2 Glover street, Ngauranga 14 well.

As you can are the new on site storage factify has been long awaited and removed many trucking knowneters from the region's Roads

Accordingly we seek your positive concideration regarding the reduction in tracking kilometers created by the new storage facility at 12 Glover street by both parties:

Employed external transport operators The companies own transport arrangement

your faithfully

Steve avant

cc. Steve Thwaite.

# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

Wellington City Council - 2015/16 Development Contributions Policy

### 2.7 Reconsideration of a development contribution

- 2.7.1 In accordance with section 199A of the Local Government Act 2002, a person may request that the Council reconsiders the requirement of a development contribution if that person has grounds to believe that:
  - The development contribution was incorrectly calculated or assessed under the Council's Development Contributions Policy; or
  - · The Council incorrectly applied its Development Contributions Policy; or
  - The information used to assess the person's development against the Development Contributions Policy, or the way the Council has recorded or used it when requiring a development contribution, was incomplete or contained errors.
- 2.7.2 A request for consideration must be made within 10 working days after the date on which the applicant receives notice from the Council of the level of development contribution required.
- 2.7.3 An application for reconsideration must be made in writing and include supporting information and addressed to:

Manager City Planning and Design Wellington City Council PO Box 2199 Wellington

- 2.7.4 All requests for reconsiderations will be considered in the first instance by the Wellington City Council Development Contributions Advisor (DC Advisor). If the DC Advisor agrees that an error was made or the policy was applied incorrectly, then a recalculation of the development contribution notice will be issued. If the DC Advisor confirms the original assessment then they shall give written notice of this decision to the applicant.
- 2.7.5 If the applicant objects to the decision of the DC advisor, then they may request that the decision is considered by the Wellington City Council's Regulatory Processes Committee for a final decision.
- 2.7.6 The Council will within 15 working days after the date on which it received all required relevant information relating to the request, give written notice of the outcome of its consideration to the person who made the request.

From: Rob Anderson

Subject: RE: Scanned image from Clark & Co

Date: 6 Oct 2022 at 1:31:40 PM

To: Thwaites Steve

stephen grant

### Hi Stephen

Just to let you know that I've had a response from our specialist advisor in regards to the Roading side of the development contribution. He is not willing to remit any part of this component and so the fee of \$14,409.04 still stands. If you include the fee of \$1,889.45 for the proposed WC (1 EHU) then the total fee payable is \$16,298.49. The reason he gave was as follows

There is nothing in their application to convince me that the larger facility doesn't mean more vehicle movements.

If you still wish to dispute this figure then you would need to apply under 2.7.5 of the 2015/16 DC Policy. Note that this would have to be heard by a council Regulatory Committee and because of the local body elections the next available meeting may not be until the New Year. I've copied in a link to the DC Policy below

2015/16 Development Contributions Policy (wellington.govt.nz)

### Kind regards

### Robert Anderson

Assessment Officer (Dev Cont) I City Consenting & Compliance I Wellington City Council

W Wellington.govt.nz | |

(Please note that I am only available Mon, Tues and Thurs)

Absolutely Positively Wellington City Council Me Heke Ki Poneke

From: Rob Anderson

Sent: Wednesday, 21 September 2022 2:48 pm

To:

Me Heke Ki Põneke

From: Stephen Thwaite

Subject: RE: Scanned image from Clark & Co

Date: 6/10/2022 at 1:52:02 PM

To: Rob Anderson

Cc: stephen grant

Hi Rob,

Thanks for getting back to me. Quite disappointing your colleague on roading side. Let me have a think about this as this doesn't seem right. Will look at going to the Regulatory Committee. Know it's not your problem.

Regards,

### Stephen Thwaite

Director



a www.tris.co.nz







From: Rob Anderson <

Sent: Thursday, 6 October 2022 1:32 p.m.
To: Stephen Thwaite <

; stephen grant

Subject: RE: Scanned image from Clark & Co

### Hi Stephen

Just to let you know that I've had a response from our specialist advisor in regards to the Roading side of the development contribution. He is not willing to remit any part of this component and so the fee of \$14,409.04 still stands. If you include the fee of \$1,889.45 for the proposed WC (1 EHU) then the total fee payable is **\$16,298.49**. The reason he gave was as follows



25/10/2022

To whom it may concern,

This letter is to advise that before the completion of the new warehouse building at 12 Glover Street, and during its construction, T&R had 2 fleet vehicles travelling to and from Peter Baker Transport in Seaview multiple times per day.

This was due to space constrictions in our existing warehouse so most of our stock was being stored in Seaview. This is ultimately why the venture to build the additional warehouse at 12 Glover Street began.

We had historically sent all our imported containers to PBT to de-van as we ran out of warehousing space and this required our trucks or external transport companies collecting our pallets and bringing them to our site as required.

We averaged 5 trips a week in either our Toyota Hilux or our LDV V80 Truck to bring our stock back into our existing warehouse in Glover Street.

We also had external transport companies transporting our goods between the two sites in bulk loads. Invoices from Brentwood Transport have been made available as evidence to this.

Please don't hesitate to contact me with any questions.

Kind regards,

Natasha Thwaite

CEO

**27 FEBRUARY 2025** 

Me Heke Ki Põneke

Wellington Haubour (outainer Terminal to Reter Baker Transport facilities at Geaview. Forty toot containers.

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 8 July 021
  20 July 021
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  13 May 022
  27 May 022
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                    26 Container Transfers
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# PROFESSIONAL DOG WALKER APPLICATIONS ON WELLINGTON TOWN BELT LAND

### Kōrero taunaki | Summary of considerations

### **Purpose**

 This report to Koata H\u00e4tepe | Regulatory Processes Committee asks for approval for five new professional dog walkers (defined as low-impact and low-scale mobile activities), issued under the Trading and Events in Public Places Policy, to use Wellington Town Belt for a period to two years.

### Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include Social Well Being – A city of healthy and thriving whānau and communities.

### Relevant previous decisions

- 3. On November 2021, the Trading and Events in Public Places Policy (TEPPP) was adopted by the Social, Cultural and Economic Committee (and took effect in July 2022). The TEPPP provides a more efficient approval framework for some low-scale, low-impact trading and event activities on reserves, city parks, and Wellington Town Belt.
- 4. On April 7, 2022, the Social, Cultural and Economic Committee agreed to "preapprove" a list of Wellington Town Belt and reserve trading and event sites and activities. This step followed the new approval framework outlined in the TEPPP.
- 5. On August 31, 2023, the first use of this pre-approval framework was used, the Social, Cultural and Economic Committee approved 17 operators to use Wellington Town Belt.

### **Significance**

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

### 

Author	Denise Clements, Manager Park Services
Authoriser	Bradley Schroder, Manager Open Space & Parks
	Paul Andrews, Manager Parks, Sports & Rec
	James Roberts, Chief Operating Officer

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# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

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### Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

- 1. Receive the information.
- Approve the following five new professional dog walkers to carry out their low-scale and low-impact trading activities on Wellington Town Belt for a period of two years, pursuant to the Wellington Town Belt Act 2016 and the Trading and Events in Public Places Policy 2022:
  - a) Clan of the Cavedog
  - b) James Mason
  - c) Little Earthlings Pet Services
  - d) WellyWags
  - e) Wellywags Dog Walkers

### Whakarāpopoto | Executive Summary

- 7. This paper represents the third use of the pre-approval framework set out in the TEPPP to obtain approval for operators to use Wellington Town Belt.
- 8. We have received five new applications from professional dog walkers to use the Wellington Town Belt. Officers have assessed each application as being compliant with the TEPPP, the Wellington Town Belt Management Plan and the Wellington Town Belt Act 2016 (WTBA). Each dog walking operation is mobile, temporary, and low scale and therefore has a low impact on the land. The activity has been assessed as increasing use and enjoyment of our open spaces, which can also bring health and wellbeing benefits.
- 9. Officers have also assessed each application in accordance with the pre-approval framework set out in the TEPPP and found the consultation requirements under section 16 of the WTBA have been satisfied.
- 10. To ensure the public notification requirements of section 18 of the WTBA are also met, we have published details about each pending application for the use of Wellington Town Belt on our website.
- 11. Professional dog walkers are required to successfully pass the Council's competency theory course and pack-handling assessment to obtain their licence to operate.
- 12. Approval will permit the use of the Wellington Town Belt for a period of two years, subject to each operator maintaining a valid trading license or approval from Council.

### Takenga mai | Background

13. In November 2021, the Social, Cultural and Economic Committee adopted the Trading and Events in Public Places Policy (TEPPP), which took effect in July 2022. The

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- TEPPP established a streamlined approval framework for low-impact, low-scale trading and event activities on reserves, city parks, and the Wellington Town Belt.
- 14. Following this, in April 2022, the Committee approved a "pre-approval" framework for specific activities and sites on the Wellington Town Belt and reserves. This framework simplifies the process for activities that meet pre-defined conditions, such as professional dog walking.
- 15. The first use of this framework occurred in August 2023, when the Committee approved 17 operations to conduct activities on the Wellington Town Belt. This paper represents the third use of the pre-approval framework set out in the TEPP to obtain approval for operators to use Wellington Town Belt.

#### Kōrerorero | Discussion

- 16. The following five professional dog walkers would like the option to walk the dogs on Wellington Town Belt:
  - a. Clan of the Cavedog
  - b. James Mason
  - c. Little Earthlings Pet Services
  - d. WellyWags
  - e. Wellywags Dog Walkers
- 17. Professional dog walkers are required to complete the Council's dog walking competency theory course and a pack-handling assessment. On successful completion of both the course and assessment, they will be issued with an annual licence. This assessment will determine the maximum number of dogs each walker is licensed to walk in public places.
- 18. The competency theory course, assessment and approval helps to ensure:
  - a. dog walkers are familiar with legislation and Council bylaws and policies;
  - b. the dogs don't damage our precious wildlife;
  - c. the thoroughfares in our shared spaces are safe and clear for pedestrians; and
  - d. dog walkers are professional and responsible.
- 19. The operators have each provided two reference checks from clients, have had no incidents of mishandling, and are considered to be responsible dog walkers.
- 20. The approval to use Wellington Town Belt will be conditional on each operator maintaining a valid trading licence to operate.

### Kōwhiringa | Options

- 21. The Committee has the following options:
  - a. Agree to issue a two-year approval to each operator to use the legitimate track network in Wellington Town Belt for their activities (provided they have a relevant trading licence to operate).
  - b. Not agree to approve the operators to use Wellington Town Belt.
  - c. If the Committee considers that the consultation requirements of section 16 have not been met, then officers will be required to carry out further public consultation. This option would mean the "pre-approval" framework previously agreed by the Social, Cultural and Economic Committee would not be able to be implemented in this instance.

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# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

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

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

22. The activities proposed by the applicants are consistent with the objectives and policies of the Wellington Town Belt Management Plan and the Trading and Events in Public Places Policy and the Wellington Town Belt Act 2016.

#### **Engagement and Consultation**

23. These applications have been assessed as satisfying the consultation requirements under section 16 of the WTBA. However, because the Act provides for separate consultation and notification, for completeness, we have provided details of these pending applications on our website to ensure we are comfortable that section 18(2) is being complied with.

#### Māori Impact Statement

- 24. The Mataaho Aronui team contributed to the TEPPP review, and their feedback has been incorporated.
- 25. Our partners Ngāti Toa Rangatira and Taranaki Whānui discussed the importance of aligning any sites identified as Sites and Areas of Significance to Māori (SASM) with the District Plan rules.
- 26. As these proposed licences are all mobile, temporary, low impact, have no built infrastructure, and low scale, we consider that they are low risk and can be managed through existing rules, processes and preferences already identified with mana whenua.

#### **Financial implications**

- 27. These proposed licences do not result in any financial implications or expenses.
- 28. Each operator is required to pay the Council an annual licence fee for professional dog walking.

#### Legal considerations

29. The Council's legal team reviewed the new framework, and it is compliant with the Council's obligations under the Wellington Town Belt Act 2016. Noting that the case-by-case assessment of the process still allows the Council to consider all requirements at law in granting each licence.

#### **Risks and mitigations**

30. These proposed approvals to operate on Wellington Town Belt are rated low risk because the activities proposed are low impact, low scale, have no built infrastructure, and are mobile.

#### Disability and accessibility impact

31. All activities under this new framework need to be compliant with the accessibility requirements of the Policy. The TEPPP has an accessibility section to recognise that public places are primarily for the enjoyment of all people in Wellington.

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#### Climate Change impact and considerations

32. All operators need to be compliant with the TEPPP requirements to have waste minimisation plans, where relevant. Included in the guiding principles for decision-making is an impact assessment on the surrounding environment and applicants are encouraged to integrate environmentally friendly practices in their operations.

#### **Communications Plan**

33. The proposed licences are publicly notified following the requirements of the Wellington Town Belt Act.

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

34. The Policy has set out the responsibilities of operators under the Health and Safety at Work Act 2015. It is an approval condition for any operator to meet safety, health, and hygiene requirements.

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

35. If the Committee approves these applications to use Wellington Town Belt, each professional dog walker will be issued a two-year approval to use the Wellington Town Belt legitimate track network provided they hold a current Council trading licence to operate.

#### **Attachments**

Nil

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#### TRAFFIC RESOLUTIONS

#### Kōrero taunaki | Summary of considerations

#### **Purpose**

 This report to Koata Hātepe | Regulatory Processes Committee outlines details of the fourteen proposed traffic resolutions for consultation between Wednesday 18 December 2024 and Wednesday 22 January 2025, as well as two traffic resolutions (TR19-25 and TR26-25) from the Koata Hātepe | Regulatory Processes Committee in November 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

	Budgetary provision i g-term Plan	n Annual Pla	n / ☐ Unbudgeted \$X
Risk │ □ Low	⊠ Medium	│ □ High	☐ Extreme
Author	Sophie Dobbs, Ti	R Coordinator	
Authoriser	Brad Singh, Trans Jenny Chetwynd,	•	structure Manager cture Officer

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### KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

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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 TR01-25 Mersey Street, Island Bay Proposed P2 8am-9am & 2:30-3:30pm, School Days Only
  - 2.2 TR02-25 Tawa Mall North Carpark, Tawa Proposed No Right Turn & Loading Zone (Amended)
  - 2.3 TR03-25 Main Road, Tawa Proposed P120 Time Limited Parking Restriction
  - 2.4 TR06-25 Rintoul Street, Newtown Proposed P10 Time Limited Parking Restriction
  - 2.5 TR07-25 Roscoe Terrace, Fitzroy Street, Weld Street, Wadestown Proposed Parking Scheme Amendments
  - 2.6 TR08-25 Molesworth Street, Thorndon Proposed Metered Parking
  - 2.7 TR10-25 Roxburgh Street, Mount Victoria Resident Parking Alterations
  - 2.8 TR11-25 Wigan Street, Te Aro Parking Formalisation & Loading Zone Time Limit Reduction
  - 2.9 TR12-25 Aorangi Terrace, Thorndon P120 Time Limited Parking
  - 2.10 TR13-25 Ballance Street, Wellington Central Metered Mobility Parking, Metered Parking & P10 Time Limited Parking
  - 2.11 TR14-25 Molesworth Street, Thorndon Loading Zone & No Stopping At All Times Restriction
  - 2.12 TR16-25 Holloway Road, Aro Valley Legal Description Amendment
  - 2.13 TR17-25 Arawa Road, Hataitai Mobility Parking, P10 Time Limited 8:30am-9:15am & 2:45pm-3:30pm (Amended)
  - 2.14 TR18-25 Monorgan Road & Raukawa Street, Strathmore No Stopping At All Times
  - 2.15 TR19-25 Kent Terrace & Majoribanks Street, Mount Victoria Kerbside Parking Changes
  - 2.16 TR26-25 Barnett Street & Clyde Quay Carpark, Te Aro Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking

#### Whakarāpopoto | Executive Summary

- 7. Fourteen traffic resolutions were available for submission on the Kōrero Mai Let's Talk platform on Wednesday 18 December 2024 to Wednesday 22 January 2025. 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, fourteen traffic resolutions are being recommended for approval (refer to recommendations), as well as two traffic resolutions (TR19-25 and TR26-25) from the Regulatory Processes Committee in November 2024. Further information on these traffic resolutions can be found at No. 11 & 12.
- 9. TR02-25 Tawa Mall North Carpark, Tawa No Right Turn & P10 Loading Zone was amended post consultation. Officers decided that the proposed restriction of P10 Loading Zone At All Times, Goods Vehicles Only will be converted to P10 Loading

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- Zone At All Times. This is due to the Tawa Business Group expressing their want for all users to have the ability to use the parking space and not goods vehicles only.
- 10. TR17-25 Arawa Road, Hataitai Mobility Parking P10 Time Limited Monday Friday 8:30-9:15am and 2:45-3:30pm was amended post consultation. Officers propose to reduce the scope of the mobility park restriction by making the space a mobility park during school pick-up and drop-off times, and include a time limit restriction, Monday Friday 8:30-9:15am and 2:45-3:30pm.
- 11. TR142-24 was originally put on the agenda for the November Regulatory Processes Committee 2024 but was put on hold due to the Long-Term Plan (LTP) amendment process that was taking place at that time. It was recommended by council officers that this traffic resolution needed to wait until a decision on the LTP amendment had been made as this traffic resolution related to the first stage of the Golden Mile Project. With confirmation that the Golden Mile project is not included in the LTP amendment process, officers are submitting TR19-25 to the February Regulatory Processes Committee meeting. No changes have been made to the original traffic resolution.
- 12. TR135-24 went out for public consultation from Thursday 26 September 2024 to Thursday 10 October 2024. Officers decided to defer this traffic resolution before going to the November Regulatory Processes Committee 2024 due to the volume of feedback received. This allowed adequate time to fully review, understand and respond to submitters. No changes have been made to the original traffic resolution.

#### Takenga mai | Background

13. On Wednesday 18 December 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. Additioanly, electronic copies were accessible on the Wellington City Council website.

#### Kōrerorero | Discussion

- 14. A summary report for each traffic resolution can be found in the attachements.
  - 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

- 15. The attached Traffic Resolutions Summary Table RPC February 2025 outlines the options reviewed and the resultant proposed changes which are detailed in the attached Traffic Resolutions.
- 16. The proposed changes were developed using WCC Standard Operating Procedures which are aligned to national NZTA Standards as well as good engineering practice.
- 17. 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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### KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

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

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

18. The proposed changes are in alignment with the Council Parking Policy at: Policies - Plans, policies and bylaws - Wellington City Council.

#### **Engagement and Consultation**

- 19. On Wednesday 18 December 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.
- 20. The Kōrero Mai Let's Talk platform hosted an online submission form for a period of 35 days, from 9am Wednesday 18 December 2024, to 5pm Wednesday 22 January 2025, allowing submissions during this timeframe.

#### Māori Impact Statement

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

### Financial implications

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

#### Legal considerations

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

#### **Risks and mitigations**

24. None identified.

#### Disability and accessibility impact

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

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

26. 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**

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

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

28. 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

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

Attachments		
Attachment 1.	Traffic Resolution Summary Table RPC February 2025	Page 83
Attachment 2.	Traffic Resolutions Legal Description RPC February 2025	Page 101
Attachment 3.	TR01-25 Mersey Street, Island Bay - Proposed P2 8am-9am & 2:30pm-3:30pm, School Days Only	Page 117
Attachment 4.	TR02-25 Tawa Mall North Carpark, Tawa - Proposed No Right Turn & Loading Zone (Amended)	Page 127
Attachment 5.	TR03-25 Main Road, Tawa - Proposed P120 Time Limited Parking Restriction	Page 141
Attachment 6.	TR06-25 Rintoul Street, Newtown - Proposed P10 Time Limited Parking Restriction	Page 156
Attachment 7.	TR07-25 Roscoe Terrace, Fitzroy Street, Weld Street, Wadestown - Proposed Parking Scheme Amendments	Page 166
Attachment 8.	TR08-25 Molesworth Street, Thorndon - Proposed Metered Parking	Page 177
Attachment 9.	TR10-25 Roxburgh Street, Mount Victoria - Resident Parking Alterations	Page 188
Attachment 10.	TR11-25 Wigan Street, Te Aro - Parking Formalisation & Loading Zone Time Limit Reduction	Page 197
Attachment 11.	TR12-25 Aorangi Terrace, Thorndon - P120 Time Limited Parking	Page 208
Attachment 12.	TR13-25 Ballance Street, Wellington Central - Metered Mobility Parking, Metered Parking & P10 Time Limited Parking	Page 215
Attachment 13.	TR14-25 Molesworth Street, Thorndon - Loading Zone & No Stopping At All Times	Page 227
Attachment 14.	TR16-25 Holloway Road, Aro Valley - Legal Description Amendment	Page 239
Attachment 15.	TR17-25 Arawa Road, Hataitai - Mobility Parking, P10 Time Limited 8:30-9:15am & 2:45-3:30pm (Amended)	Page 251
Attachment 16.	TR18-25 Monorgan Road & Raukawa Street, Strathmore - No Stopping At All Times	Page 264
Attachment 17.	TR19-25 Kent Terrace & Majoribanks Street, Mount Victoria - Kerbside Parking Changes	Page 272
Attachment 18.	TR26-25 Barnett Street & Clyde Quay Carpark, Te Aro - Metered Parking, Authorised Vehicles Only & Metered Mobility Parking	Page 299

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Traffic	Location	Current	Proposed	Strategic	Source of TR	Other	Net Parking	Annual	Beneficiarie	s of Propo		Description of Proposed Change	Feedback
Resoluti (TR)	on	State	State	Driver		Options Considered	Removal/ Addition	Parking Revenue	Daily Traffic	Monthl y Bus	Public Impact (Pedestrian;		
								Impact	Volume	Passen ger	cyclist, Bus patron,		
										Numbe	accessibility)		
TR01-25	Mersey Street, Island Bay	Unrestricted Parking	Time Limited Parking	Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.	Council have received a request from St Francis de Sales School to install pick-up and drop-off parking outside the entrance of the school.	Option 1: The option of having a longer time restriction has been considered and discussed with St Francis de Sales School. The times which were considered was either a P5 or P10 parking restriction. However, through this discussion engineers have agreed that the proposed P2 time restriction to be more beneficial at this location as the shorter time restriction will allow for faster vehicle turnover which is the main purpose of this	Converting three unrestricte d parking spaces to three P2 8am-9am & 2:30pm-3:30pm School Days Only.	N/A	2,590	N/A	Improves parking availability. Improves safety and accessibility for Tamariki attending St Francis de Sales School.	Install P2 8am-9am & 2:30pm-3:30pm School Days Only.	Yes = 6 No = 4
TR02-25		No Stopping	Loading	Support	Council have	proposal. Option 1:	Addition of	N/A	12,035	N/A	Improves	Install No Right Turn Restriction &	Yes = 11
		At All Times							(2023)				No = 4 Not Stated
	Tawa		Mignic Turni	ensure parking	the Tawa	have also	loading				private vehicles	Goods Vehicles Offly.	= 2
TR02-25	North Carpark,	No Stopping At All Times	Loading Zone & No Right Turn	business wellbeing –	received a request from	Other locations	one 18 metre	N/A	12,035 (2023)	N/A	safety and accessibility for	<ul> <li>Install No Right Turn Restriction &amp; P10 Loading Zone At All Times, Goods Vehicles Only.</li> </ul>	No = 4 Not Stat

Wellington City Council | 1 of 17

State   State   State   Driver   Condidered   Condidered   Condidered   Addition   Condidered	Traffic	Location	Current	Proposed	Strategic	Source of TR	Other	Net Parking	Annual	Beneficiarie	s of Propo	sed Change	Description of Proposed Change	Feedback
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from Main Road one- way, allowing only vehicles to enter and not exit has been considered. However, this option has not been selected because its impact would be greater														
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Traffic	Location	Current	Proposed	Strategic	Source of TR	Other	Net Parking	Annual	Beneficiarie	es of Propo	sed Change	Description of Proposed Change	Feedback
Resolution		State	State	Driver		Options	Removal/	Parking	Daily	Monthl	Public Impact	,	
(TR)						Considered	Addition	Revenue	Traffic	y Bus	(Pedestrian;		
								Impact	Volume	Passen	cyclist, Bus		
										ger	patron,		
										Numbe	accessibility)		
										r			
						no-right-turn							
						restriction.							
						Restricting							
						the exit at this							
						location							
						would result							
						in increased							
						vehicle							
						circulation							
						within the							
						area. In							
						contrast, a							
						no-right-turn							
						restriction							
						improves							
						safety by							
						preventing vehicles from							
						turning right, which							
						eliminates the							
						need for							
						them to cross							
						live traffic							
						lanes. It also							
						allows							
						vehicles to							
						still turn left,							
						helping to							
						maintain							
						traffic flow.							
TR03-25	Main Road,	P60 Time	P120 Time	Support	Council have	Option 1: The	Converting	N/A	12,035	N/A	Improves the	Convert nine existing P60 parking	Yes = 10
	Tawa	Limited	Limited	business	received a	alternative	nine P60		(2023)		viability of	spaces to P120 Time Limited	No = 6
		Parking	Parking	wellbeing –	request from	option of	parking				business	Parking, Monday to Sunday 8am-	Not Stated
				ensure parking	the Tawa	converting	spaces to				wellbeing.	6pm.	= 1
				management	Business	only four	P120 Time						
				and pricing	Group to	carparks to	Limited						
				controls	change nine	P120 at the	parking						
				support	existing P60	northern	spaces.						
				economic	parking	location was							
				activity in the	spaces to	considered.							
				central city,	P120.	However,							
1				suburban		after							
			L	centres and		discussions	<u> </u>						

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Traffic	Location	Current	Proposed	Strategic	Source of TR	Other	Net Parking	Annual	Beneficiarie	s of Propo	sed Change	Description of Proposed Change	Feedback
Resolution		State	State	Driver		Options	Removal/	Parking	Daily	Monthl	Public Impact		
(TR)						Considered	Addition	Revenue	Traffic	y Bus	(Pedestrian;		
								Impact	Volume	Passen	cyclist, Bus		
										ger	patron,		
										Numbe	accessibility)		
										r			
				mobile trades		with the Tawa							
				and services.		Business							
						Group, it was							
						agreed that							
						converting all							
						six parks to							
						P120 would							
						be support							
						local							
						businesses.							
TR06-25	Rintoul	P180	P10 Time	Support access	Council has	Option 1:	Converting	N/A	3,230	N/A	Improves	Install one P10 Time Limited	Yes = 10
	Street,	Residents	Limited	for all – ensure	received a	Installing one	one P180				safety and	Parking space, Monday – Friday	No = 4
	Newtown	Exempt	Parking	disabled	request from	P10 parking	Residents				accessibility for	8am-8pm.	
		Parking		people, older	a resident to	space outside	Exempt				all residents		
				people, people	create a	no. 80 Rintoul	parking				who may		
				who are	short-stay car	Street. This	space to				require pick-up		
				pregnant and	park to assist	option is not	one P10				and drop-off.		
				people with	a family	preferred as	Time				Improves		
				babies can	member with	the parking	Limited				safety and		
				access the city,	mobility	space is not	Parking				accessibility for		
				Council	issues,	large enough	space,				people with		
				facilities and	facilitating	to .	Monday –				mobility issues		
				venues.	pick-ups and	accommodate	Friday 8am-				in this section		
					drop-offs for	a full-length	8pm.				of Rintoul		
					services and	parking					Street.		
					outings	space.					Improves short		
					throughout	Option 2:					stay parking		
					the week.	Installing					availability for		
						short stay					all residents		
						parking in Millward					and those		
						Street. This					making deliveries to		
						option is not preferred as					the area. Positive – this		
						this entrance					will make it		
						is not suitable					easier for		
						for the					people to pick-		
						resident with					up and drop-		
						mobility					off goods to		
						issues.					residents in		
						133463.					this section of		
											Rintoul Street.		
		I		L				<u> </u>		L	Militoui Street.		

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Traffic	Location	Current	Proposed	Strategic	Source of TR	Other	Net Parking	Annual	Beneficiarie	es of Propo	sed Change	Description of Proposed Change	Feedback
Resolution (TR)		State	State	Driver		Options Considered	Removal/ Addition	Parking Revenue Impact	Daily Traffic Volume	Monthl y Bus Passen ger Numbe r	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR07-25	Roscoe Terrace, Fitzroy Street, Weld Street, Wadestown	Unrestricted Parking, P120 Parking Restriction	P120 Resident Exempt Parking, No Stopping At All Times, Unrestricted 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.	Through consultation for the Wadestown Parking Scheme, Council officers received over 200 pieces of detailed feedback. On review of these submissions, officers are proposing changes to address concerns raised and improve the parking scheme implementati on.	Option 1: Retain approved restrictions in the Wadestown Resident Exempt Parking Scheme. This option does not address the feedback collected during the initial consultation.	Five additional P120 Resident Exempt parking spaces on Fitzroy. Removal of six parking spaces on Roscoe Terrace.	N/A	734 (Roscoe Terrace) 103 (Fitzroy Street) 202 (Weld Street)	N/A	Improves safety and accessibility for emergency and large vehicles on Roscoe Terrace. Creates more parking availability for residents on Fitzroy Street and Weld Street.	<ul> <li>Install five P120 Resident Exempt Parking spaces, Monday – Sunday, 8am-8pm on Fitzroy Street.</li> <li>Install 33.8 meters No Stopping At All Times on the uphill side of Roscoe Terrace from no. 15 to Wade Street.</li> <li>Remove the P120 Residents Exempt restrictions outside nos. 54 &amp; 58 Weld Street.</li> </ul>	Yes = 4 No = 5
TR08-25	Molesworth Street, Thorndon	Metered Parking	Formalise and re- resolute Metered Parking spaces	Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trade and services. Support city place-making, amenity, and	Due to budget limitations and design changes of the Thorndon Connections cycleway, the scope of the project had to be altered. At the Regulatory Processes Committee (RPC) on Thursday 11 May 2023, the committee	Option 1: Fill this space with planter boxes. This option would increase amenity of the area, however the cost of installing and maintaining planter boxes is significant and would take away parking for	Formalising and re- resolute six metered parking spaces.	\$26,935 revenue gain	6,640	N/A	Improves accessibility for short term visitors to local businesses.	Re-resolute six existing metered parking spaces at no. 2     Molesworth Street outside of the High Court that were removed as part of TR63-23 for the Thorndon Connections project.	Yes = 8 No = 7

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Traffic	Location	Current	Proposed	Strategic	Source of TR	Other	Net Parking	Annual	Beneficiarie	s of Propo	sed Change	Description of Proposed Change	Feedback
Resolution		State	State	Driver		Options	Removal/	Parking	Daily	Monthl	Public Impact		
(TR)						Considered	Addition	Revenue	Traffic	y Bus	(Pedestrian;		
								Impact	Volume	Passen	cyclist, Bus		
										ger	patron,		
										Numbe	accessibility)		
										r			
				safety – ensure	made	visitors to the							
				on-street	amendments	area.							
				parking design	to the								
				and placement	Thorndon								
				supports	Connections								
				overall city	project which								
				amenity,	included								
				safety,	removing the								
				community	bi-directional								
				building, heritage,	cycleway and making this								
1				creative arts, good urban	one-way only.								
				design									
				outcomes and									
				attractive									
				streetscapes.									
TR10-25	Roxburgh	Resident	Relocate	Support city	A new vehicle	Option 1: To	N/A	N/A	1,153	N/A	Ensures access	Relocate on-street Resident	Yes = 5
	Street,	Parking	Resident	place-making,	crossing has	not update			(2018)		for vehicle	Parking outside no. 59 Roxburgh	No = 4
	Mount		Parking	amenity, and	been installed	the legal					crossing while	Street.	Yes/No = 1
	Victoria			safety – ensure	outside no. 59	descriptions.					maintaining		
				on-street	Roxburgh	This option is					existing on-		
				parking design	Street as part	not preferred					street Resident		
				and placement	of a new site	as the					Parking		
				supports	development	restricted					availability.		
				overall city	and the	parking					Updates the		
				amenity,	previous	cannot be					legal		
				safety,	vehicle	enforced if					descriptions of		
				community	crossing has	the legal					the Resident		
				building,	been made	descriptions					Parking spaces		
				heritage,	redundant.	do not match					for		
				creative arts,	The location	the current					enforcement		
				good urban design	of the new vehicle	parking layout.					purposes.		
				outcomes and	crossing	layout.							
1				attractive	required one								
1				streetscapes.	Resident								
1				sa cetscapes.	Parking space								
1					to be								
					relocated to								
					the site of the								
					now								
1					redundant								
	l	·		·			1		1		I		

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Traffic	Location	Current	Proposed	Strategic	Source of TR	Other	Net Parking	Annual	Beneficiari	es of Propo	sed Change	Description of Proposed Change	Feedback
Resolution (TR)		State	State	I I		Options Considered	Removal/ Addition	Parking Revenue Impact	Daily Traffic Volume	Monthl y Bus Passen ger Numbe r	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
					vehicle crossing.								
TR11-25	Wigan Street, Te Aro	Coupon Parking, P30 Loading Zone	Formalise Parking and Loading Zone Time Limit Reduction	Support business well- being – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.	Wigan Street coupon parking does not have the correct formal resolution and needs to be formalised to the correct traffic resolution. WCC is using this opportunity to reduce the limit of both loading zones, as the current P30 limit has proven insufficient and difficult to enforce.	Option 1: Formalise the street without reducing the loading zone time limits. This is not the preferred option as P30 loading zones are inefficient and have lower parking turnover.	N/A	N/A	547 (2011)	N/A	Improves parking availability for both loading zones.	<ul> <li>Formalise the Coupon parking spaces to what already exists on the street.</li> <li>Reducing the Loading Zone Time Limits from P30 to P10 At All Times, Goods Vehicles Only.</li> </ul>	Yes = 4 No = 5
TR12-25	Aorangi Terrace, Thorndon	P120 Time Limited Parking	Formalise P120 Time Limited 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	It has been raised by WCC Parking Services that the restriction days and times on the existing P120 time limited and P120 time limited except for authorised vehicles parking signage on Aorangi Terrace does not match the	as this would introduce a change to the existing restrictions that are currently on	N/A	N/A	110 (2023)	N/A	Formalise the existing onstreet restrictions to allow enforcement of parking spaces, ensuring turnover for visitors, and maintaining parking availability for residents.	Formalise existing P120 Time     Limited Parking, Monday – Friday     8am-6pm and P120 Time Limited     Parking, Except for Authorised     Vehicles Only, Monday – Friday     6pm-9pm, Saturday – Sunday     8am-9pm.	Yes = 4 No = 5

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Traffic	Location	Current	Proposed	Strategic	Source of TR	Other	Net Parking	Annual	Beneficiarie	es of Propo	sed Change	Description of Proposed Change	Feedback
Resolution (TR)		State	State	Driver		Options Considered	Removal/ Addition	Parking Revenue Impact	Daily Traffic Volume	Monthl y Bus Passen ger Numbe r	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
				attractive streetscapes.	existing resolution for these parking spaces.								
TR13-25	Ballance Street, Wellington Central	Metered Parking	Formalise Metered Parking, P10 Time Limited Parking	Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. 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. Support access for all – ensure disable people, older people,	Following the completion of the new BNZ place building at no. 1 Whitmore Street, parking has been reinstated on the Northeast side of Balance Street opposite no. 7.	Option 1: Formalise the existing metered mobility parking and metered parking spaces on the Northeast side of the street, and not convert the existing metered parking space on the Southwest side of the street into a P10 time limited parking space. This option is not preferred as Parking Services have advised it is not practical to install a parking metered to install a parking metered parking space. The purpose of a single metered parking space, and the installation of	Converting one Metered Parking space to one P10 Time Limited space.	\$8900 revenue loss \$115,700 revenue gain	1,130 (2023)	N/A	Improves the viability of business wellbeing. Improves safety and accessibility for mobility park users.	Formalise two existing Metered Mobility Parking At All Times, P120 Maximum, Monday – Friday 8am-5pm, P180 Maximum Monday – Friday 5pm-8pm, Saturday – Sunday 8am-8pm Formalise eleven existing Metered Parking spaces, P120 Maximum, Monday – Friday 8am-5pm, P180 Maximum Monday – Friday 5pm-8pm, Saturday – Sunday 8am-8pm Install one P10 Time Limited parking space, Monday – Sunday 8am-8pm  Install one P10 Time Limited parking space, Monday – Sunday 8am-8pm	Yes = 9 No = 5

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Traffic	Location	Current	Proposed	Strategic	Source of TR	Other	Net Parking	Annual	Beneficiarie	s of Propo	sed Change	Description of Proposed Change	Feedback
Resolution		State	State	Driver		Options	Removal/	Parking	Daily	Monthl	Public Impact		
(TR)						Considered	Addition	Revenue	Traffic	y Bus	(Pedestrian;		
								Impact	Volume	Passen	cyclist, Bus		
								·		ger	patron,		
										Numbe	accessibility)		
										r	accessibility		
				people who are		a time limited							
				pregnant, and		space will							
				people with		diversify the							
				babies can		range of							
				access the city,		parking							
				Council		options in this							
				facilities, and		location.							
				venues. This		Option 2:							
				will be		Convert the							
				achieved, in		existing							
				part, through		metered							
				an		parking space							
				improvement		on the							
				in mobility		Southwest							
				parking across		side of the							
				the city.		street into a							
				the city.		P30 time							
						limited space							
						instead of a							
						P10 time							
						limited space.							
						This option is							
						not preferred							
						as a P10 time							
						limited space							
						will provide							
						more							
						frequent							
						parking							
						turnover than							
						a P30 time							
						limited space,							
1						creating more							
1						parking							
1						availability in							
						the area.							
TR14-25	Molesworth	Carshare	P10 Loading	Support shift in	Upon	Option 1:	Remove	\$4,490	9,080	N/A	Improves	Convert one current Carshare	Yes = 7
	Street,	Park, P120	Zone, No	type of	reviewing the	Implement	one	revenue	5,000	.,,,,	access for	Park outside no. 81 Molesworth	No = 8
1	Thorndon	Metered	Stopping At	transport used	approved	No Stopping	Clearway.	loss			businesses,	Street to a P10 Loading Zone,	Not Stated
1	Homaon	Parking,	All Times	– facilitate a	Thorndon	At All Times	Remove	1033			maintains	Monday – Sunday 8am-6pm,	= 1
1		Clearway	All lilles	shift to using	Connections	restrictions	one P120				traffic flow and	Goods Vehicles and Authorised	- 1
1		Clearway		active (e.g.	Traffic	without	Metered				improves	Vehicles Only, and install No	
1				walking and	Resolution	relocating the	Parking						
				cycling) and	(TR63-23), an	Loading Zone.					safety.	Stopping At All Times outside no. 101 Molesworth Street in the	
		<u> </u>		cycling, and	(1005-25), an	Loading Zone.	space.	l		l	l	TOT MOIESMOUTH Street in the	

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Traffic	Location	Current	Proposed	Strategic	Source of TR	Other	Net Parking	Annual	Beneficiario	es of Propo	sed Change	Description of Proposed Change	Feedback
Resoluti		State	State	Driver	Source of Tix	Options	Removal/	Parking	Daily	Monthl	Public Impact	Description of Froposed change	recuback
(TR)	211	State	State	Dilvei		Considered	Addition	Revenue	Traffic	y Bus	(Pedestrian;		
(IK)						Considered	Addition		1	-			
								Impact	Volume	Passen	cyclist, Bus		
										ger	patron,		
										Numbe	accessibility)		
				1.12		71.				r		6 1 1 7 10 1	
				public	error was	This approach	Remove					former Loading Zone, Metered	
				transport	identified in	is not	one					Park, and Clearway space.	
				through	the removal	preferred as it	Carshare						
				parking	of a loading	would result	parking						
				management	zone and	in a lack of	space.						
				and pricing, to	metered	loading zones							
				move more	parking	in the area,							
				people driving	spaces as part	which are							
				fewer vehicles.	of the	essential for							
				Support safe	proposed	several local							
				movement –	street	businesses.							
				facilitate the	changes. With								
				safe and	the								
				efficient	installation of								
				movement of	the Thorndon								
				people and	Connections								
				goods by	cycleway, the								
				focusing on	current								
				people moving	location of								
				along transport	these parking								
				corridors	spaces has								
				rather than	been found to								
				people parking	obstruct								
				or storing	traffic flow								
				stationary	near the SH1								
				vehicles.	on-ramp. The								
				Support	remaining								
				business	lane is too								
				wellbeing –	narrow, and								
				ensure parking	merging								
				management	traffic creates								
				and pricing	congestion								
				controls	even outside								
				support	of peak hours.								
				economic									
				activity in the									
				central city,									
				suburban									
				centres and									
				mobile trades									
		1	1	and services.					50.6				
TR16-25				Support city	In 2021, TR05-	Option 1:	N/A	N/A	534	N/A	Improves	Remove ten metres of No	Yes = 8
	Road, Aro			place-making,	21 was	Implement					parking	Stopping At All Times restriction	No = 3
	Valley	1		amenity, and	approved to	broken yellow						from legal descriptions.	

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Traffic	Location	Current	Proposed	Strategic	Source of TR	Other	Net Parking	Annual	Beneficiarie	s of Propo	sed Change	Description of Proposed Change	Feedback
Resolu	tion	State	State	Driver		Options	Removal/	Parking	Daily	Monthl	Public Impact		
(TR)						Considered	Addition	Revenue	Traffic	y Bus	(Pedestrian;		
								Impact	Volume	Passen	cyclist, Bus		
										ger	patron,		
										Numbe	accessibility)		
										r	, , , , , , , , , , , , , , , , , , , ,		
					this area								
					prompted an								
					investigation								
					by the								
					transport								
					engineering								
					team.								
TR17-2	.5 Arawa	Unrestricted	Mobility	Support safe	WCC have	Option 1:	Converting	N/A	1,301	N/A	Improves	Install Mobility Parking At All	Yes = 9
	Road,	Parking	Parking	movement –	previously	Install one	one	´	(2020)	'	safety and	Times, opposite no. 9 Arawa Road	No = 5
	Hataitai			facilitate the	received	mobility	unrestricte		, ,		accessibility for	, -рр	
				safe and	safety and	space on	d parking				mobility park		
				efficient	accessibility	Hohiria Road	space to				users.		
				movement of	concerns from	near the	Mobility						
				people and	Hataitai	school	Parking.						
				goods by	School, citing	entrance. This							
				focusing on	accessibility	option is not							
				people moving	issues during	preferred as							
				along transport	the school	this section of							
				corridors	pick-up and	Hohiria Road							
				rather than	drop-off times	does not							
				people parking	when parking	meet our							
				or storing	demand is	design							
				stationary	high.	guidelines for							
				vehicles.		mobility							
				Support access		parks, which							
				for all – ensure		require the							
				disabled		road grade to							
				people, older		have a slope							
				people, people		no steeper							
				who are		than 3%.							
				pregnant, and		Option 2:							
				people with		Restrict the							
				babies can		mobility							
				access the city,		parking space							
				Council		on Arawa							
				facilities and		Road to only							
				venues. This		during school							
				will be		drop-off and							
				achieved, in		pick-up times.							
				part, through		This option is							
				an		not preferred							
				improvement		as it is an							
				in mobility		improvement							
				1		for all							

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Traffic	Location	Current	Proposed	Strategic	Source of TR	Other	Net Parking	Annual	Beneficiarie	s of Propo	sed Change	Description of Proposed Change	Feedback
Resolution		State	State	Driver	Duite of Tit	Options	Removal/	Parking	Daily	Monthl	Public Impact	Taring of the posed change	- CCCAGON
(TR)		Julie	Julie	Dilvei		Considered	Addition	Revenue	Traffic	y Bus	(Pedestrian;		
(IK)						Considered	Addition			-			
								Impact	Volume	Passen	cyclist, Bus		
										ger	patron,		
										Numbe	accessibility)		
										r			
				parking across		mobility 							
				the city.		permit							
						holders in the							
						area for this							
						space to be							
						restricted at							
						all times.							
TR18-25	Monorgan	P10 Parking,	No Stopping	Support shift in	Council has	Option 1:		N/A	4,419	N/A	Improves	<ul> <li>Remove three P10 parking spaces</li> </ul>	Yes = 5
	Road &	Unrestricted	At All Times	type of	received	Installing	three P10				safety and	and replace with 20 meters No	No = 4
	Raukawa	Parking		transport used	feedback	broken yellow	parking				accessibility for	Stopping At All Times on	
	Street,			– facilitate a	from the	lines up to	spaces,				public	Monorgan Road.	
	Strathmore			shift to using	public and	property no.	Monday –				transport	Remove three unrestricted	
				active (e.g.)	Metlink	4A on	Friday 8am-				vehicles,	parking spaces and replace with	
				walking and	regarding	Raukawa	9am and				patrons, and	42 meters No Stopping At All	
				cycling) and	challenges	Street. this	3pm-4pm,				other road	Times on Raukawa Street.	
				public	buses and	option is not	During				users.	Times on Haditalia on ooti	
				transport	large vehicles	preferred as	School				Positive		
				through	encounter	broken yellow	Terms Only.				pedestrian		
				parking	when turning	lines need to	Removal of				feedback		
				management	from Raukawa	continue up	three				particularly for		
				and pricing, to	Street onto	until the bus	unrestricte				school children		
				move more	Monorgan	stop to	d parking				to cross		
				people driving fewer vehicles.	Road due to vehicles	complete the required bus	spaces.				Monorgan		
											Road safely.		
				Support safe	parked too	stop exit							
				movement –	close to the	taper.							
				facilitate the	intersection.								
				safe and									
				efficient									
				movement of									
				people and									
				goods by									
				focusing on									
				people moving									
				along transport									
				corridors									
				rather than									
				people parking									
				or storing									
				stationary									
				vehicles.									
TR19-25	Kent	Kerbside	Kerbside	Support shift in	This work	Kent Terrace:	5m loss of	\$8,386.96	Kent	N/A	Improved	Kent Terrace:	Feedback
	Terrace &	Parking	Parking	type of	forms stage 1	We	Motorcycle	revenue	Terrace:		pedestrian	Remove 16m of No Stopping	from
	Majoribank		Changes	transport used		considered	parking.	loss	11,000		safety and	25 o o.copping	TR142-24
	. rrajor ibalik	L	Situribes	a unsport useu	l	Sofisiacieu	Parking.	1000	11,000		Surety und		111276 67

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Traffic	Location	Current	Proposed	Strategic	Source of TR	Other	Net Parking	Annual	Beneficiarie	s of Propo	sed Change	Description of Proposed Change	Feedback
Resolution		State	State	Driver		Options	Removal/	Parking	Daily	Monthl	Public Impact		
(TR)						Considered	Addition	Revenue	Traffic	y Bus	(Pedestrian;		
` '								Impact	Volume	Passen	cyclist, Bus		
										ger	patron,		
										Numbe	accessibility)		
										r	accessibility)		
	s Street,			– facilitate a	of the Golden	the option of	Removal of		Majoriban		connectivity	Remove 13.5m of No	Yes= 18
	Mount			shift to using	Mile project.	removing the	two		ks Street:		between	Stopping	No= 23
	Victoria			active (e.g.	. ,	loading bays	Metered		4500-		Courtenay	Remove 10.6m Motorcycle	
				walking and		and	Parking		6400		Place and Kent	Parking	
				cycling) and		motorbike	spaces.		Cyclists:		Terrace.	Remove 12m of P10 Loading	
				public		bays entirely.	Spaces.		300		Supporting	Zone – Goods Vehicles and	
				transport		However, this			300		businesses	l	
				through		approach was					through an	Authorised Vehicles Only,	
				parking		not favoured,					improved	P10, Monday – Saturday 8am-	
						as these					street	6pm	
				management and pricing, to		spaces are					environment.	Remove 18m Taxi Stand, At	
				1		essential for					environment.	All Times	
				move more people driving		local						Remove 12m Metered	
				fewer vehicles.		businesses.						Parking, P120, Monday –	
				Support safe		Additionally,						Thursday 8am-6pm, Friday	
												8am-8pm, Saturday – Sunday	
				movement –		this area is a						8am-6pm (5 parallel parks)	
				facilitate the		popular						<ul> <li>Propose 38m of No Stopping</li> </ul>	
				safe and		motorbike						<ul> <li>Propose 8m of No Stopping</li> </ul>	
				efficient		parking spot,						<ul> <li>Propose 5m of Motorcycle</li> </ul>	
				movement of		and there is a						Parking	
				people and		high demand						<ul> <li>Propose 12m P10 Loading</li> </ul>	
				goods by		for motorbike						Zone – For Goods Vehicles	
				focusing on		parking						and Authorised Vehicles Only,	
				people moving		throughout						Monday – Saturday 8am-6pm	
				along transport		the city.						<ul> <li>Propose 18m Taxi Stand, At</li> </ul>	
				corridors		Majoribanks						All Times	
				rather than		Street: We considered						Majoribanks Street:	
				people parking		removing the						<ul> <li>Remove 51m Clearway,</li> </ul>	
				or storing								Monday – Friday 7am-9am	
				stationary		parking by						<ul> <li>Remove 18m of existing</li> </ul>	
				vehicles.		installing						Metered Parking (time varies)	
				Support		broken yellow						<ul> <li>Remove existing P30 Loading</li> </ul>	
				business		lines instead						Zone 9am-6pm, 6pm-7am	
				wellbeing –		of extending						Monday – Sunday	
				ensure parking		the clearway						<ul> <li>Propose 55m Clearway,</li> </ul>	
				management		hours.						Monday – Friday 7am-9am,	
		1		and pricing		However, this	1					4pm-6pm	
		1		controls		option was	1					Propose 18m Metered	
				support		not preferred						Parking (time varies) 9am-	
				economic		as it would						4pm, 6pm-8pm Monday –	
		1		activity in the		restrict	1					Friday, 8am-8pm Saturday –	
		1		central city,		loading and	1					Sunday	
				suburban		parking for						Proposed P30 Loading Zone	
				centres and		local						9am-4pm, 6pm-7am Monday	
	<u> </u>	<u> </u>	<u> </u>	l			<u> </u>	I		L	<u> </u>	Jani-4pin, opin-7an worlddy	

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Traffic	Location	Current	Proposed	Strategic	Source of TR	Other	Net Parking	Annual	Beneficiarie	s of Propo	sed Change	Description of Proposed Change	Feedback
Resolution		State	State	Driver		Options	Removal/	Parking	Daily	Monthl	Public Impact		
(TR)						Considered	Addition	Revenue	Traffic	y Bus	(Pedestrian;		
(****)								Impact	Volume	Passen	cyclist, Bus		
									Volume	ger	patron,		
										Numbe	accessibility)		
										rumbe	accessibility)		
				mobile trades		businesses				-		– Friday, At All Times Saturday	
				and services.		during non-						– Sunday	
				Support city		peak hours						- Sunday	
				place-making,		when queuing							
				amenity, and		isn't a							
						problem at							
				safety – ensure on-street		the signalised							
						intersection.							
				parking design		intersection.							
				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 mobility									
				parking across									
				the city.									

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Traffic	Location	Current	Proposed	Strategic	Source of TR	Other	Net Parking	Annual	Beneficiarie	es of Propo	sed Change	Description of Proposed Change	Feedback
Resolution		State	State	Driver		Options	Removal/	Parking	Daily	Monthl	Public Impact	, , , , , , , , , , , , , , , , , , , ,	
(TR)						Considered	Addition	Revenue	Traffic	y Bus	(Pedestrian;		
()								Impact	Volume	Passen	cyclist, Bus		
								Impact	Volume	1			
										ger	patron,		
										Numbe	accessibility)		
				6 .						r			
				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									
				emission,									
				better water									
				quality, air									
				quality,									
				stormwater									
				management									
				and									
				biodiversity									
				outcomes.									
TR26-25	Barnett	Authorised	Metered	Support city	WCC are	Option 1:	Removal of	\$7,262	N/A	N/A	Improves the	Barnett Street Carpark:	Feedback
	Street &	Vehicles	Mobility	place-making,	proposing to	Install one	one carpark	revenue			viability of	<ul> <li>Install 22 Metered Parking</li> </ul>	from
	Clyde Quay	Only,	Parking,	amenity, and	make parking	mobility	to create	loss			business	P840 Maximum Monday –	TR135-24
	Carpark, Te	Metered	Relocating	safety – ensure	changes at	parking space	two	(removal			wellbeing.	Friday 6am-8pm, Saturday	Yes = 19
	Aro	Parking	Authorised	on-street	Barnett Street			of one			Improves	8am-8pm, Sunday 4pm-8pm,	No = 21
1			Vehicles	parking design	& Clyde Quay	Street	mobility	carpark)			safety and	Authorised Vehicles Only	Not Stated
1			Only and	and placement	Carpark to	carpark,	carparks.				accessibility for	Sunday 12am-4pm	= 1
1			Metered	supports	improve	rather than					mobility park	Install two Metered Mobility	
1			Parking	overall city	efficiency and	two. This					users.	Parking P840 Maximum	
1			- arming	amenity,	access for all	option is not					Improves	Monday – Friday 6am-8pm,	
1				safety,	carpark users.	preferred as					parking	Saturday 8am-8pm, Sunday	
1				community	The current	officers are					availability.		
				building,	location of	seeking to					availability.	4pm-8pm, Authorised	
				heritage,	the 25	increase the						Vehicles Only Sunday 12am-	
1				creative arts,	Authorised	number of						4pm	
1					Vehicle	mobility						Clyde Quay Carpark	
			l	good urban	venicie	ттовшцу	l	l		L	<u> </u>		

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Traffic	Location	Current	Proposed	Strategic	Source of TR	Other	Net Parking	Annual	Beneficiari	s of Propo	sed Change	Description of Proposed Change	Feedback
Resolution		State	State	Driver		Options	Removal/	Parking	Daily	Monthl	Public Impact		
(TR)						Considered	Addition	Revenue	Traffic	y Bus	(Pedestrian;		
								Impact	Volume	Passen	cyclist, Bus		
										ger	patron,		
										Numbe	accessibility)		
										r			
				design	parking	parking						<ul> <li>Install 25 Authorised Vehicles</li> </ul>	
				outcomes and	spaces at	spaces in the						Only Monday – Sunday 6am-	
				attractive	Barnett Street	city where						10am, Metered Parking P120	
				streetscapes.	Carpark is	possible to						Maximum Monday – Sunday	
				Support access	problematic,	improve						10am-8pm, Except Authorised	
				for all – ensure	due to the	accessibility.						Vehicles	
				disable people,	spaces	Option 2:							
				older people,	requiring	Removal of							
				people who are	relocation	the							
				pregnant, and	when certain	Authorised							
				people with	events are	Vehicles Only							
				babies can	held at the	parking							
				access the city,	Waterfront,	spaces. This							
				Council	and their lack	option is not							
				facilities, and	of proximity	preferred due							
				venues. This	to the marina	to existing							
				will be	for the	Waterfront							
				achieved, in	tenants who	and marina							
				part, through	use them.	agreements							
				an	Concerns	and would							
				improvement	have also	not support							
				in mobility	been raised	the activities							
				parking across	by members	to the							
				the city.	of the public	Waterfront.							
					regarding the								
					lack of								
					mobility								
					parking in this								
					location.								

A)	TR01-25 Mersey Street, Isla Only	nd Bay – Proposed P2	8am-9am & 2:30-3:30pm, School Days				
	Add to Schedule A (Time Lim	ited) of the Traffic Rest	rictions Schedule				
	Column One	Column Two	Column Three				
	Mersey Street	P2 8am-9am &	South side, commencing 35 metres west				
		2:30pm-3:30pm,	of its intersection with Tiber Street (Grid				
		Driver Must Not	coordinates X= 1748539533.691 Y=				
		Leave Vehicle, School	5422214054.879) and extending in a				
		Days Only	westerly direction following the southern				
			kerb line for 16 meters.				
В)	TR02-25 Tawa Mall North C (Amended)	arpark, Tawa – Propos	ed No Right Turn & Loading Zone				
	Delete from Schedule D (No	Stopping) of the Traffic	Restrictions Schedule				
	Column One	Column Two	Column Three				
	Tawa Mall North Carpark	No Stopping, At All	North side, commencing 8 metres east of				
	,	Times	its intersection with main Road (Grid				
			coordinates X =1,753,108.77				
			Y=5,440,838.57) and extending in an				
			easterly direction following the northern				
			kerb line for 18 metres.				
	Add to Schedule B (Class Res	tricted) of the Traffic R	-				
	Column One	Column Two	Column Three				
	Tawa Mall North Carpark	Loading Zones, P10,	North side, commencing 8 metres east of				
		At All times	its intersection with main Road (Grid				
			coordinates X =1,753,108.77				
			Y=5,440,838.57) and extending in an				
			easterly direction following the northern				
			kerb line for 18 metres.				
	Add to Schedule C (Direction	) of the Traffic Restricti	ons Schedule				
	Column One	Column Two	Column Three				
	Main Road	Turning Restriction,	Commencing at the Main Road intersection				
		No Right-hand Turn	with Oxford Street Tawa Mall Carpark (Grid				
		At All times	coordinates X= 1,753,104.23 Y=				
			5,440,834.97).				
C)	TR03-25 Main Road, Tawa -	- Proposed P120 Time I	Limited Parking Restriction				
	<u>Delete</u> from Schedule A (Tim	e Limited) of the Traffic	Restrictions Schedule				
	Column One	Column Two	Column Three				
	Main Road	P60, Monday –	West side, commencing 33 metres south of				
		Sunday 8am – 6pm	its intersection with Lincoln Avenue (Grid				
			coordinates X= 1,753,091.49 Y=				
			5,440,925.36) and extending in a southerly				
			direction following the western kerb line for				
			20 metres.				
	Main Road	P60, Monday –	West side, commencing 27 metres north of				
	1	Sunday 8am – 6pm	its intersection with Lyndhurst Road (Grid				
			coordinates X= 1,753,060.93 Y=				
			coordinates X= 1,753,060.93 Y= 5,440,602.61) and extending in a northerly				
			5,440,602.61) and extending in a northerly				

	Column One	Column Two	Column Three
	Main Road	P120, Monday –	West side, commencing 33 metres south of
		Sunday 8am-6pm	its intersection with Lincoln Avenue (Grid
		,	coordinates X= 1,753,091.49 Y=
			5,440,925.36) and extending in a southerly
			direction following the western kerb line for
			20 metres.
	Main Road	P120, Monday –	West side, commencing 27 metres north of
		Sunday 8am-6pm	its intersection with Lyndhurst Road (Grid
		,	coordinates X= 1,753,060.93 Y=
			5,440,602.61) and extending in a northerly
			direction following the western kerb line for
			19 metres.
D)	TR06-25 Rintoul Street, New	vtown – Proposed P10	Time Limited Parking Restriction
	<u>Delete</u> from Schedule E (Resi	dent Parking) of the Tr	affic Restrictions Schedule
	Column One	Column Two	Column Three
	Rintoul Street	P180 Residents	West side, commencing 52 metres south
		Exempt, Monday –	of its intersection with Stoke street (Grid
		Friday 8am — 8pm	coordinates X=1,748,846.92m
			Y=5,424,811.87m) and extending in a
			southerly direction following the western
			kerb line for 5 metres.
	Add to Schedule A (Time Lim	ited) of the Traffic Rest	rictions Schedule
	Column One	Column Two	Column Three
	Rintoul Street		West side, commencing 52 metres south of
		8am – 8pm	its intersection with Stoke street (Grid
			coordinates X=1,748,846.92m
			Y=5,424,811.87m) and extending in a
			southerly direction following the western
	TD07.0F.B		kerb line for 5 metres.
E)	Scheme Amendments	zroy Street, Weld Stre	et, Wadestown – Proposed Parking
	Delete from Schedule A (Tim	e Limited) of the Traffic	Restrictions Schedule
	Column One	Column Two	Column Three
	Weld Street	P120, Monday –	West side, (Grid Coordinates X
		Sunday, 8am – 8pm,	=1748581.612m, Y =5430587.454m) and
			extending in a Northeasterly direction for
		Vehicles Only	12.66 metres following the Western kerb
			line.
	Add to Schedule A (Time Res	tricted) of the Traffic R	estrictions Schedule
	Column One	Column Two	Column Three
	Fitzroy Terrace	P120, Monday –	West side, (Grid Coordinates X =1748821
		Sunday, 8am – 8pm,	m, Y =5430657 m) and extending in a
		Except for Authorised	Northeasterly direction for 14.7 metres
		Vehicles Only	following the Western kerb line.
	Fitzroy Terrace	P120, Monday –	West side, (Grid Coordinates X
		Sunday, 8am – 8pm,	=1748831.9 m, Y =5430700 m) and
		Except for Authorised	extending in a Northeasterly direction for
		Vehicles Only	10.9 metres following the Western kerb
	1	I	line.

	<u>Add</u> to Schedule D (No Sto	opping) of the Traffic Restr	rictions Schedule	
	Column One	Column Two	Column Three	
	Roscoe Terrace	No Stopping, At All	East side, (Grid Coordinates X	
		Times	=1748731.9m, Y =5430378.6m) and	
			extending in a Southerly direction for 33.8	
			metres following the Eastern kerb line.	
F)	TR08-25 Molesworth Stre	eet, Thorndon – Proposed	Metered Parking	
	Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three	
	Molesworth Street	Metered Parking,	East side, commencing 71.1 metres south	
		Monday – Friday	of its intersection with Kate Sheppard	
		P120 Maximum 8am	Place (Grid Coordinates	
		– 5pm, P180	X=2658911.120144 m,	
		Maximum 5pm - 8pm,	Y=5990592.657958 m) and extending in a	
		Saturday to Sunday	northerly direction following the kerbline	
		P180 Maximum 8am	for 36 metres. (6 parallel carparks).	
		– 8pm		
G)	TR10-25 Roxburgh Street	, Mount Victoria – Reside	nt Parking Alterations	
	<u>Delete</u> from Schedule E (R	Resident Parking) of the Tro	affic Restrictions Schedule	
	Column One	Column Two	Column Three	
	Roxburgh Street	No Stopping Except	West side, commencing 6 metres north of	
		for Authorised	its intersection with Hood Street and	
		Resident Vehicles,	extending in a northerly direction following	
		Monday – Friday	the western kerbline for 52.5 metres.	
		8ат-6рт		
	Add to Schedule E (Reside	ent Parking) of the Traffic I	Restrictions Schedule	
	Column One	Column Two	Column Three	
	Roxburgh Street	Resident Parking, At	North side, commencing 6 metres north-	
		All Times	east of its intersection with Hood Street	
			/V 4 740 F04 76 V F 427 202 771	
			(X=1,749,584.76m Y=5,427,203.77m) and	
			extending in an easterly direction	
			extending in an easterly direction	
	Roxburgh Street		extending in an easterly direction following the northern kerb line for 6 metres. North side, commencing 18.2 metres	
	Roxburgh Street	Resident Parking, At All Times	extending in an easterly direction following the northern kerb line for 6 metres. North side, commencing 18.2 metres north-east of its intersection with Hood	
	Roxburgh Street		extending in an easterly direction following the northern kerb line for 6 metres.  North side, commencing 18.2 metres north-east of its intersection with Hood Street (X=1,749,592.03m	
	Roxburgh Street		extending in an easterly direction following the northern kerb line for 6 metres.  North side, commencing 18.2 metres north-east of its intersection with Hood Street (X=1,749,592.03m Y=5,427,213.64m) and extending in an	
	Roxburgh Street		extending in an easterly direction following the northern kerb line for 6 metres.  North side, commencing 18.2 metres north-east of its intersection with Hood Street (X=1,749,592.03m	
			extending in an easterly direction following the northern kerb line for 6 metres.  North side, commencing 18.2 metres north-east of its intersection with Hood Street (X=1,749,592.03m Y=5,427,213.64m) and extending in an	
	Roxburgh Street  Roxburgh Street	All Times	extending in an easterly direction following the northern kerb line for 6 metres.  North side, commencing 18.2 metres north-east of its intersection with Hood Street (X=1,749,592.03m Y=5,427,213.64m) and extending in an easterly direction following the northern	
		All Times	extending in an easterly direction following the northern kerb line for 6 metres.  North side, commencing 18.2 metres north-east of its intersection with Hood Street (X=1,749,592.03m Y=5,427,213.64m) and extending in an easterly direction following the northern kerb line for 13.5 metres.	
		All Times  Resident Parking, At	extending in an easterly direction following the northern kerb line for 6 metres.  North side, commencing 18.2 metres north-east of its intersection with Hood Street (X=1,749,592.03m Y=5,427,213.64m) and extending in an easterly direction following the northern kerb line for 13.5 metres.  North side, commencing 34 metres northeast of its intersection with Hood Street (X=1,749,605.14m Y=5,427,222.97m) and	
		All Times  Resident Parking, At	extending in an easterly direction following the northern kerb line for 6 metres.  North side, commencing 18.2 metres north-east of its intersection with Hood Street (X=1,749,592.03m Y=5,427,213.64m) and extending in an easterly direction following the northern kerb line for 13.5 metres.  North side, commencing 34 metres northeast of its intersection with Hood Street	
		All Times  Resident Parking, At	extending in an easterly direction following the northern kerb line for 6 metres.  North side, commencing 18.2 metres north-east of its intersection with Hood Street (X=1,749,592.03m Y=5,427,213.64m) and extending in an easterly direction following the northern kerb line for 13.5 metres.  North side, commencing 34 metres northeast of its intersection with Hood Street (X=1,749,605.14m Y=5,427,222.97m) and	
		All Times  Resident Parking, At  All Times	extending in an easterly direction following the northern kerb line for 6 metres.  North side, commencing 18.2 metres north-east of its intersection with Hood Street (X=1,749,592.03m Y=5,427,213.64m) and extending in an easterly direction following the northern kerb line for 13.5 metres.  North side, commencing 34 metres northeast of its intersection with Hood Street (X=1,749,605.14m Y=5,427,222.97m) and extending in an easterly direction following the northern kerb line for 5 metres.	
		All Times  Resident Parking, At	extending in an easterly direction following the northern kerb line for 6 metres.  North side, commencing 18.2 metres north-east of its intersection with Hood Street (X=1,749,592.03m Y=5,427,213.64m) and extending in an easterly direction following the northern kerb line for 13.5 metres.  North side, commencing 34 metres northeast of its intersection with Hood Street (X=1,749,605.14m Y=5,427,222.97m) and extending in an easterly direction following the northern kerb line for 5	
	Roxburgh Street	All Times  Resident Parking, At  All Times	extending in an easterly direction following the northern kerb line for 6 metres.  North side, commencing 18.2 metres north-east of its intersection with Hood Street (X=1,749,592.03m Y=5,427,213.64m) and extending in an easterly direction following the northern kerb line for 13.5 metres.  North side, commencing 34 metres northeast of its intersection with Hood Street (X=1,749,605.14m Y=5,427,222.97m) and extending in an easterly direction following the northern kerb line for 5 metres.	
	Roxburgh Street	All Times  Resident Parking, At All Times  Resident Parking, At	extending in an easterly direction following the northern kerb line for 6 metres.  North side, commencing 18.2 metres north-east of its intersection with Hood Street (X=1,749,592.03m Y=5,427,213.64m) and extending in an easterly direction following the northern kerb line for 13.5 metres.  North side, commencing 34 metres northeast of its intersection with Hood Street (X=1,749,605.14m Y=5,427,222.97m) and extending in an easterly direction following the northern kerb line for 5 metres.  North side, commencing 44.9 metres north-	
	Roxburgh Street	All Times  Resident Parking, At All Times  Resident Parking, At	extending in an easterly direction following the northern kerb line for 6 metres.  North side, commencing 18.2 metres north-east of its intersection with Hood Street (X=1,749,592.03m Y=5,427,213.64m) and extending in an easterly direction following the northern kerb line for 13.5 metres.  North side, commencing 34 metres northeast of its intersection with Hood Street (X=1,749,605.14m Y=5,427,222.97m) and extending in an easterly direction following the northern kerb line for 5 metres.  North side, commencing 44.9 metres northeast of its intersection with Hood Street	

H)			tion & Loading Zone Time Limit Reduction	
	<u>Delete</u> from Schedule F (Metered Parking) of the T		affic Restrictions Schedule	
	Column One	Column Two	Column Three	
	Wigan Street	P120 Maximum,	South side, following the kerbline 16 metres	
		Monday to Thursday	west of its intersection with Taranaki Street	
		8:00am - 6:00pm,	(Grid Coordinates x= 2658757.353276m, y=	
		Friday 8:00am -	5988521.935116m), and extending in a	
		8:00pm, Saturday	westerly direction for 5 metres. (1 parallel	
		8:00am - 6:00pm	carpark)	
	Wigan Street	P120 Maximum,	South side, following the kerbline 30 metres	
		, ,	west of its intersection with Taranaki Street	
		8:00am - 6:00pm,	(Grid coordinates x= 1748735.0 m, y=	
		Friday 8:00am -	5426809.9 m), and extending in a westerly	
			direction for 10metres. (2 parallel carparks)	
		Sunday 8:00 - 6:00pm		
	Wigan Street	P120 Maximum,	South side, following the kerbline 48.5	
		Monday to Thursday	metres west of its intersection with	
		8:00am - 6:00pm,	Taranaki Street (Grid Coordinates x=	
		Friday 8:00am -	2658757.353276m, y= 5988521.935116m),	
		8:00pm, Saturday	and extending in a westerly direction for 5	
		8:00am - 6:00pm	metres. (1 parallel carpark)	
	Wigan Street	P120 Maximum,	South side, following the kerbline 58 metres	
		Monday to Thursday	west of its intersection with Taranaki Street	
		8:00am - 6:00pm,	(Grid Coordinates x= 2658757.353276m, y=	
		Friday 8:00am -	5988521.935116m), and extending in a	
			westerly direction for 5 metres. (1 parallel	
		Sunday 8:00 - 6:00pm		
	Wigan Street	P120 Maximum,	South side, commencing 123 metres west	
			of its intersection with Taranaki Street (Grid	
		8:00am - 6:00pm,	coordinates x= 1748735.0 m, y= 5426809.9	
		Friday 8:00am -	m), and extending in a westerly direction	
			following the southern kerbline for 10.2	
			metres. (2 parallel parking spaces)	
	Wigan Street	P120 Maximum,	North side, following the kerbline 88.5	
		Monday to Thursday	metres northeast of its intersection with	
		8:00am - 6:00pm, Friday 8:00am -	Abel Smith Street (Grid Coordinates x=	
		,	2658607.931651m, y= 5988533.480865m), and extending in an easterly direction for	
		8:00pm, Saturday 8:00am - 6:00pm	, ,	
	14// 64		18 metres. (3 parallel carparks)	
	Wigan Street	P120 Maximum, Monday to Thursday	North side, following the kerbline 115.5	
		8:00am - 6:00pm,	metres northeast of its intersection with  Abel Smith Street (Grid Coordinates x=	
		8:00am - 0:00pm, Friday 8:00am -	2658607.931651m, y= 5988533.480865m),	
		8:00pm, Saturday	and extending in an easterly direction for 5	
		8:00pm, 3ataraay 8:00am - 6:00pm	metres. (1 parallel carpark)	
	Wigan Street	P120 Maximum,	North side, following the kerbline 125.5	
	wigun street	Monday to Thursday	metres east of its intersection with Abel	
		8:00am - 6:00pm,	Smith Street (Grid coordinates x=	
		8:00am - 8:00pm, Friday 8:00am -	1748586.0 m, y= 5426821.5 m), and	
			lextending in an easterly direction for 5	
			metres. (1 parallel carpark)	
L	1	pulluly 6.00 - 0:00pm	metres. (1 parallel carpark)	

Wigan Street	P120 Maximum,	North side, following the kerbline 137.5
	Monday to Thursday	
	8:00am - 6:00pm,	Smith Street (Grid coordinates x=
	Friday 8:00am -	1748586.0 m, y= 5426821.5 m), and
		dextending in an easterly direction for 6
		n metres. (1 parallel carpark)
Wigan Street	P120 Maximum,	North side, following the kerbline 174.5
3	Monday to Thursday	-
	8:00am - 6:00pm,	Smith Street (Grid coordinates x=
	Friday 8:00am -	1748586.0 m, y= 5426821.5 m), and
	, , , , , , , , , , , , , , , , , , ,	dextending in an easterly direction for 10
		n metres. (2 parallel carparks)
Delete from Schedule B	(Class Restricted) of the Tro	
Column One	Column Two	Column Three
Wigan Street	P30, At All Times,	North side, following the kerbline 74.5
Jan Street	Goods Vehicles Only	metres northeast of its intersection with
	Goods Verneres omy	Abel Smith Street (Grid coordinates
		X=2658607.931651m,
		Y=5988533.480865m) and extending in an
		easterly direction for 6 metres.
Dalata from Schadula D	(Prokan Vallow Linas) of th	re Traffic Restrictions Schedule
Column One	Column Two	Column Three
Wigan Street	No Stopping At All	North side, following the kerbline 143.5
	Times	metres northeast of its intersection with
		Abel Smith Street (Grid Coordinates x=
		2658607.931651m, y= 5988533.480865m),
		and extending in an easterly direction for
0.11.00.1.1.07		31 metres.
	Limited) of the Traffic Res	
 Column One	Column Two	Column Three
Wigan Street	Coupon Parking,	South side, commencing 15 metres west of
	Monday – Friday,	its intersection with Taranaki street (Grid
	8am-6pm	coordinates X= 1,748,733.53m Y=
		5,426,809.27m) and extending in a
		westerly direction following the southern
		kerb line for 6 metres.
Wigan Street	Coupon Parking,	South side, commencing 29.5 metres west
	Monday – Friday,	of its intersection with Taranaki street (Grid
	8am-6pm	coordinates X= 1,748,733.53m Y=
		5,426,809.27m) and extending in a
		westerly direction following the southern
		kerb line for 10 metres.
Wigan Street	Coupon Parking,	South side, commencing 47.5 metres west
	Monday – Friday,	of its intersection with Taranaki street (Grid
	8am-6pm	coordinates X= 1,748,733.53m Y=
		5,426,809.27m) and extending in a
		westerly direction following the southern
		kerb line for 5 metres.
Wigan Street	Coupon Parking,	South side, commencing 57.5 metres west
	Monday – Friday,	of its intersection with Taranaki street (Grid
	8am-6pm	coordinates X= 1,748,733.53m Y=

		5,426,809.27m) and extending in a westerly direction following the southern kerb line for 5 metres.
Wigan Street	Coupon Parking, Monday – Friday, 8am-6pm	South side, commencing 122 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,733.53m Y= 5,426,809.27m) and extending in a westerly direction following the southern kerb line for 10 metres.
Wigan Street	Coupon Parking, Monday – Friday, 8am-6pm	North side, commencing 7 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,738.19m Y= 5,426,818.86m) and extending in a westerly direction following the northern kerb line for 12 metres.
Wigan Street	Coupon Parking, Monday – Friday, 8am-6pm	North side, commencing 38 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,738.19m Y= 5,426,818.86m) and extending in a westerly direction following the northern kerb line for 21.5 metres.
Wigan Street	Coupon Parking, Monday – Friday, 8am-6pm	North side, commencing 65.5 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,738.19m Y= 5,426,818.86m) and extending in a westerly direction following the northern kerb line for 5 metres.
Wigan Street	Coupon Parking, Monday – Friday, 8am-6pm	North side, commencing 75 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,738.19m Y= 5,426,818.86m) and extending in a westerly direction following the northern kerb line for 5 metres.
Wigan Street	Coupon Parking, Monday – Friday, 8am06pm	North side, commencing 88 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,738.19m Y= 5,426,818.86m) and extending in a westerly direction following the northern kerb line for 20.6 metres.
	s Restricted) of the Traffic R	
Column One Wigan Street	P10, At All Times,	Column Three  North side, commencing 116 metres west
	Goods Vehicles Only	of its intersection with Taranaki street (Grid coordinates X= 1,748,738.19m Y= 5,426,818.86m) and extending in a westerly direction following the northern kerb line for 5 metres.
Wigan Street	P10, At All Times, Goods Vehicles Only	South side, commencing 87.5 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,733.53m Y= 5,426,809.27m) and extending in a

	<u>Add</u> to Schedule D (No	Stopping) of the Traffic Res			
	Column One	Column Two	Column Three		
	Wigan Street	No Stopping At All	North side, commencing 19 metres west o		
		Times	its intersection with Taranaki street (Grid		
			coordinates X= 1,748,738.19m Y=		
			5,426,818.86m) and extending in a		
			westerly direction following the northern		
		-1 1	kerb line for 19 metres.		
I)		TR12-25 Aorangi Terrace, Thorndon – P120 Time Limited Parking			
		(Time Limited) of the Traffi			
	Column One	Column Two	Column Three		
	Aorangi Terrace	P120, Monday –	South side, commencing 113.5 metres		
		Saturday, 8am-6pm	west of its intersection with Grant Road		
			and extending in a westerly direction		
			following the northern kerbline for 40		
		0400.5	metres.		
	Aorangi Terrace	P120, Except for	South side, commencing 113.5 metres		
		Authorised Vehicles,	west of its intersection with Grant Road		
		Monday – Saturday,	and extending in a westerly direction		
		6pm-9pm, Sunday,	following the northern kerbline for 40		
	411. 61. 11. 4/7	8am-9pm	metres.		
		e Limited) of the Traffic Res			
	Column One	Column Two	Column Three		
	Aorangi Terrace	P120, Monday –	Southwest side, commencing 6 metres		
		Friday, 8am-6pm	southeast of its intersection with Grant		
			Road (Grid coordinates X=1,748,479.03m		
			Y=5,429,307.94m) and extending in an		
			southeasterly direction following the		
	A a serveri Tarresa	D120 Event for	southwest kerbline for 40 metres.		
	Aorangi Terrace	P120, Except for	Southwest side, commencing 6 metres		
		Authorised Vehicles,	southeast of its intersection with Grant		
		Monday – Friday	Road (Grid coordinates X=1,748,479.03m		
		Sunday, 8am-9pm	- Y=5,429,307.94m) and extending in an southeasterly direction following the		
		Sunday, ouni-9pin	southeasterly affection following the		
1)	TD12-25 Rallance Street	st Wollington Control - Ma	southwest kerbline for 40 metres.		
1)		_	southwest kerbline for 40 metres.		
1)	& P10 Time Limited Pa	rking	southwest kerbline for 40 metres. etered Mobility Parking, Metered Parking		
1)	& P10 Time Limited Pa Delete from Schedule F	rking (Metered Parking) of the Ti	southwest kerbline for 40 metres.  Etered Mobility Parking, Metered Parking  raffic Restrictions Schedule		
1)	& P10 Time Limited Pa <u>Delete</u> from Schedule F Column One	rking (Metered Parking) of the Ti Column Two	southwest kerbline for 40 metres.  Etered Mobility Parking, Metered Parking  raffic Restrictions Schedule  Column Three		
1)	& P10 Time Limited Pa Delete from Schedule F	rking (Metered Parking) of the To Column Two Metered Parking,	southwest kerbline for 40 metres.  Letered Mobility Parking, Metered Parking  raffic Restrictions Schedule  Column Three  Southwest side, commencing 40 metres		
1)	& P10 Time Limited Pa <u>Delete</u> from Schedule F Column One	rking (Metered Parking) of the To Column Two Metered Parking, P120 Maximum,	southwest kerbline for 40 metres.  Letered Mobility Parking, Metered Parking  raffic Restrictions Schedule  Column Three  Southwest side, commencing 40 metres northwest of its intersection with		
1)	& P10 Time Limited Pa <u>Delete</u> from Schedule F Column One	rking (Metered Parking) of the Tolerand Column Two Metered Parking, P120 Maximum, Monday – Thursday	southwest kerbline for 40 metres.  Letered Mobility Parking, Metered Parking  raffic Restrictions Schedule  Column Three  Southwest side, commencing 40 metres northwest of its intersection with  Customhouse Quay (Grid coordinates x=		
1)	& P10 Time Limited Pa <u>Delete</u> from Schedule F Column One	rking (Metered Parking) of the Tolerand Parking) Column Two Metered Parking, P120 Maximum, Monday — Thursday 8am-6pm, Friday	southwest kerbline for 40 metres.  Petered Mobility Parking, Metered Parking  raffic Restrictions Schedule  Column Three  Southwest side, commencing 40 metres northwest of its intersection with  Customhouse Quay (Grid coordinates x= 1748945.3 m, y= 5428412.5 m), and		
J)	& P10 Time Limited Pa <u>Delete</u> from Schedule F Column One	rking (Metered Parking) of the To Column Two Metered Parking, P120 Maximum, Monday – Thursday 8am-6pm, Friday 8am-8pm, Saturday	southwest kerbline for 40 metres.  Petered Mobility Parking, Metered Parking  raffic Restrictions Schedule  Column Three  Southwest side, commencing 40 metres northwest of its intersection with  Customhouse Quay (Grid coordinates x= 1748945.3 m, y= 5428412.5 m), and  extending in a north-westerly direction		
1)	& P10 Time Limited Pa <u>Delete</u> from Schedule F Column One	rking (Metered Parking) of the Tolerand Parking) Column Two Metered Parking, P120 Maximum, Monday — Thursday 8am-6pm, Friday	southwest kerbline for 40 metres.  Petered Mobility Parking, Metered Parking  raffic Restrictions Schedule  Column Three  Southwest side, commencing 40 metres northwest of its intersection with  Customhouse Quay (Grid coordinates x= 1748945.3 m, y= 5428412.5 m), and		

Ballance Street P10, Monday – Southwest side, commencing 40	metres			
Sunday 8am-8pm northwest of its intersection with	1			
Customhouse Quay (Grid coordin	ates x=			
1748945.3 m, y= 5428412.5 m),				
extending in a north-westerly di				
following the kerbline for 5.2 me				
parallel carpark)				
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule				
Column One Column Two Column Three				
Ballance Street Metered Mobility Northeast side, commencing 15.	3 metres			
Parking At All Times, east of its intersection with Feat				
P120 Maximum, Street (Grid coordinates x= 1,748	,896.27			
Monday – Friday m, y= 5,428,443.83 m), and exte	-			
8am-5pm southeasterly direction following	_			
P180 Maximum, northeast kerbline for 6.4 metres				
Monday – Friday parallel carparks)				
5pm-8pm, Saturday –				
Sunday 8am-8pm				
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule				
Column One Column Two Column Three				
Ballance Street Metered Parking, Northeast side, commencing 29.	metres			
P120 Maximum, east of its intersection with Feat				
Monday – Friday Street (Grid coordinates x= 1,748				
8am-5pm m, y= 5,428,443.83 m), and exte	,			
P180 Maximum, southeasterly direction following	_			
Monday – Friday northeast kerbline for 28.4 metro				
5pm-8pm, Saturday – parallel carparks)				
Sunday 8am-8pm				
K) TR14-25 Molesworth Street, Thorndon – Loading Zone & No Stopping At All Times				
Restriction				
Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule				
Column One Column Two Column Three				
Molesworth Street Clearway, Monday – West side, commencing 88 metre	east of			
Friday, 4pm-6pm its intersection with Hawkestone	treet			
(Grid coordinates X=1,748895.9m				
Y=5,429195.2m) and extending in	an			
northern direction following the e	astern			
kerb line for 17 metres (2 Carpark	s).			
Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule				
Column One Column Two Column Three				
Molesworth Street P10, Monday – West side, commencing 89.5 me	res north			
Friday, 8am-4pm, of its intersection with Hawkesto	ne Street			
Saturday 8am-6pm, (Grid Coordinates X=2658917.00	1976 m,			
Goods Vehicles and Y=5990906.929244 m) and exter	ding in a			
Authorised Vehicles northerly direction following the	kerbline			
Only for 6.5 metres.				
Only for 6.5 metres.  Molesworth Street Carshare spaces, At West side, commencing 13 metre	north of			
	-			
Molesworth Street Carshare spaces, At West side, commencing 13 metre	Street			
Molesworth Street Carshare spaces, At West side, commencing 13 metre All Times its intersection with Hawkestone.	Street m, Y=			

			kerbline for 5 metres. (1 parallel carpark)	
	Delete from Schedule F (I	Metered Parkina) of the T	raffic Restrictions Schedule	
	Column One	Column Two	Column Three	
	Molesworth Street	P120 Maximum,	West side, commencing 96 metres north of	
		Monday – Thursday	its intersection with Hawkestone Street	
		8am-4pm, Friday	(Grid Coordinates X=1,748895.9m	
		8am-4pm, 6pm-8pm,	r ·	
		Saturday 8am-6pm	northerly direction following the kerbline	
			for 5.5 metres. (1 parallel carpark)	
	Add to Schedule D (No St	opping) of the Traffic Res		
	Column One	Column Two	Column Three	
	Molesworth Street	No Stopping At All	West side, commencing 88 metres east of	
		Times	its intersection with Hawkestone street	
			(Grid coordinates X=1,748895.9m	
			Y=5,429195.2m) and extending in an	
			northern direction following the eastern	
			kerb line for 13 metres (2 Carparks).	
	Add to Schedule B (Class	Restricted) of the Traffic I	Restrictions Schedule	
	Column One	Column Two	Column Three	
	Molesworth Street	P10, Monday –	West side, commencing 13 metres north of	
		Sunday 8am-8pm,	its intersection with Hawkestone Street	
		Goods Vehicles and	(Grid Coordinates X= 1,748,896.6 m, Y=	
		Authorised Vehicles	5,429,195.5 m) and extending in a	
		Only	northerly direction following the western	
			kerbline for 5 metres. (1 parallel carpark).	
L)	TR16-25 Holloway Road, Aro Valley – Legal Description Amendment			
	<u>Delete</u> from Schedule D (I	No Stopping) of the Traffi	c Restrictions Schedule	
1				
<u> </u>	Column One	Column Two	Column Three	
	Column One Holloway Road	No Stopping At All	Northwest side, commencing at its	
			Northwest side, commencing at its intersection with Old Bullock Road and	
		No Stopping At All	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for	
	Holloway Road	No Stopping At All Times	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres.	
	Holloway Road  Add to Schedule D (No St	No Stopping At All Times opping) of the Traffic Res	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres.  trictions Schedule	
	Holloway Road  Add to Schedule D (No Stochedule D)	No Stopping At All Times opping) of the Traffic Res Column Two	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres.  trictions Schedule  Column Three	
	Holloway Road  Add to Schedule D (No St	No Stopping At All Times opping) of the Traffic Res Column Two No Stopping At All	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres. trictions Schedule Column Three Northwest side, commencing from its	
	Holloway Road  Add to Schedule D (No Stochedule D)	No Stopping At All Times opping) of the Traffic Res Column Two	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres. trictions Schedule Column Three Northwest side, commencing from its intersection with Old Bullock Road (Grid	
	Holloway Road  Add to Schedule D (No Stochedule D)	No Stopping At All Times opping) of the Traffic Res Column Two No Stopping At All	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres. trictions Schedule  Column Three  Northwest side, commencing from its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m	
	Holloway Road  Add to Schedule D (No Stochedule D)	No Stopping At All Times opping) of the Traffic Res Column Two No Stopping At All	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres. trictions Schedule  Column Three  Northwest side, commencing from its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in an	
	Holloway Road  Add to Schedule D (No Stochedule D)	No Stopping At All Times opping) of the Traffic Res Column Two No Stopping At All	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres. trictions Schedule  Column Three  Northwest side, commencing from its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in an northeasterly direction following the	
	Add to Schedule D (No St Column One Holloway Road	No Stopping At All Times  opping) of the Traffic Res  Column Two  No Stopping At All  Times	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres.  trictions Schedule  Column Three  Northwest side, commencing from its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in an northeasterly direction following the northwest kerb line for 5 metres.	
	Holloway Road  Add to Schedule D (No Stochedule D)	No Stopping At All Times  opping) of the Traffic Res Column Two No Stopping At All Times	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres.  trictions Schedule  Column Three  Northwest side, commencing from its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in an northeasterly direction following the northwest kerb line for 5 metres.  Northwest side, commencing from its	
	Add to Schedule D (No St Column One Holloway Road	No Stopping At All Times  opping) of the Traffic Res  Column Two  No Stopping At All  Times	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres.  trictions Schedule  Column Three  Northwest side, commencing from its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m  Y=5,427,083.1) and extending in an northeasterly direction following the northwest kerb line for 5 metres.  Northwest side, commencing from its intersection with Holloway Road (Grid	
	Add to Schedule D (No St Column One Holloway Road	No Stopping At All Times  opping) of the Traffic Res Column Two No Stopping At All Times	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres.  trictions Schedule  Column Three  Northwest side, commencing from its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m  Y=5,427,083.1) and extending in an northeasterly direction following the northwest kerb line for 5 metres.  Northwest side, commencing from its intersection with Holloway Road (Grid coordinates X=1,747,285.2m	
	Add to Schedule D (No St Column One Holloway Road	No Stopping At All Times  opping) of the Traffic Res Column Two No Stopping At All Times	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres.  trictions Schedule  Column Three  Northwest side, commencing from its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m  Y=5,427,083.1) and extending in an northeasterly direction following the northwest kerb line for 5 metres.  Northwest side, commencing from its intersection with Holloway Road (Grid coordinates X=1,747,285.2m  Y=5,427,083.1) and extending in an	
	Add to Schedule D (No St Column One Holloway Road	No Stopping At All Times  opping) of the Traffic Res Column Two No Stopping At All Times	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres.  trictions Schedule  Column Three  Northwest side, commencing from its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m  Y=5,427,083.1) and extending in an northeasterly direction following the northwest kerb line for 5 metres.  Northwest side, commencing from its intersection with Holloway Road (Grid coordinates X=1,747,285.2m  Y=5,427,083.1) and extending in an westerly direction following the northern	
	Add to Schedule D (No St Column One Holloway Road	No Stopping At All Times  opping) of the Traffic Res Column Two  No Stopping At All Times  No Stopping At All Times	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres.  trictions Schedule  Column Three  Northwest side, commencing from its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in an northeasterly direction following the northwest kerb line for 5 metres.  Northwest side, commencing from its intersection with Holloway Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in an westerly direction following the northern kerb line for 6 metres.	
M)	Add to Schedule D (No Standard No Schedule D) (No	No Stopping At All Times  opping) of the Traffic Res Column Two  No Stopping At All Times  No Stopping At All Times	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres.  trictions Schedule  Column Three  Northwest side, commencing from its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m  Y=5,427,083.1) and extending in an northeasterly direction following the northwest kerb line for 5 metres.  Northwest side, commencing from its intersection with Holloway Road (Grid coordinates X=1,747,285.2m  Y=5,427,083.1) and extending in an westerly direction following the northern	
M)	Add to Schedule D (No Standard Column One Holloway Road  Holloway Road  TR17-25 Arawa Road, Ha 3:30pm (Amended)	No Stopping At All Times  opping) of the Traffic Res Column Two No Stopping At All Times  No Stopping At All Times	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres.  trictions Schedule  Column Three  Northwest side, commencing from its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in an northeasterly direction following the northwest kerb line for 5 metres.  Northwest side, commencing from its intersection with Holloway Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in an westerly direction following the northern kerb line for 6 metres.  P10 Time Limited 8:30-9:15am & 2:45-	
M)	Add to Schedule D (No Standard No Schedule D) (No	No Stopping At All Times  opping) of the Traffic Res Column Two No Stopping At All Times  No Stopping At All Times	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres.  trictions Schedule  Column Three  Northwest side, commencing from its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in an northeasterly direction following the northwest kerb line for 5 metres.  Northwest side, commencing from its intersection with Holloway Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in an westerly direction following the northern kerb line for 6 metres.  P10 Time Limited 8:30-9:15am & 2:45-	

1			
1	Arawa Road	Mobility Parking, P10	West side, commencing 81.5 metres south
		Time Limited,	of its intersection with Hataitai Road (Grid
		Monday – Friday	coordinates X= 1,750,764.46 Y=
		8:30am-9:15am and	5,426,614.06) and extending in a southerly
		2:45-3:30pm	direction following the western kerb line for
			8 metres.
N)	TR18-25 Monorgan Road &	Raukawa Street, Strati	hmore – No Stopping At All Times
	Delete from Schedule A (Tim		
	Column One	Column Two	Column Three
	Monorgan Road	P10 Pick up and Drop	Eastern side, commencing approximately
			from the projected southern kerb
		**	alignment of Raukawa Street (Grid
			Coordinates X=1752155.9m,
		Terms Only	Y=5423189.3m), following the existing
		,	eastern kerb line for approximately 53
			metres in a southerly direction.
	Add to Schedule A (Time Lim	nited) of the Traffic Rest	
	Column One	Column Two	Column Three
	Monorgan Road	P10 Pick up and Drop	East side, commencing 379 metres south
			of its intersection with Broadway (Grid
		**	coordinates X=1749197729.759 m.
		' ' '	Y=5423560772.341m) and extending in a
		Terms Only	southerly direction following the eastern
		remis omy	kerb line for 33 metres.
	Add to Schedule D (No Stop)	oina) of the Traffic Resti	
			actions scriedule
		T	
	Column One	Column Two	Column Three
		Column Two No Stopping At All	Column Three East side, commencing 359 metres south of
	Column One	Column Two	Column Three East side, commencing 359 metres south of its intersection with Broadway (Grid
	Column One	Column Two No Stopping At All	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m,
	Column One	Column Two No Stopping At All	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a
	Column One	Column Two No Stopping At All	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern
	Column One	Column Two No Stopping At All Times	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.
	Column One Monorgan Road	Column Two No Stopping At All Times No Stopping At All	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.  North side, commencing 190 metres west
	Column One Monorgan Road	Column Two No Stopping At All Times	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.  North side, commencing 190 metres west of its intersection with Monorgan Road
	Column One Monorgan Road	Column Two No Stopping At All Times No Stopping At All	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.  North side, commencing 190 metres west of its intersection with Monorgan Road (Grid coordinates X=1749195856.453m,
	Column One Monorgan Road	Column Two No Stopping At All Times No Stopping At All	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.  North side, commencing 190 metres west of its intersection with Monorgan Road (Grid coordinates X=1749195856.453m, Y=5423219208.997m) and extending in a
	Column One Monorgan Road	Column Two No Stopping At All Times No Stopping At All	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.  North side, commencing 190 metres west of its intersection with Monorgan Road (Grid coordinates X=1749195856.453m, Y=5423219208.997m) and extending in a southerly direction following the western
0)	Column One Monorgan Road Raukawa Street	Column Two No Stopping At All Times  No Stopping At All Times	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.  North side, commencing 190 metres west of its intersection with Monorgan Road (Grid coordinates X=1749195856.453m, Y=5423219208.997m) and extending in a southerly direction following the western kerb line for 42 metres.
0)	Column One  Monorgan Road  Raukawa Street  TR19-25 Kent Terrace & Ma	Column Two No Stopping At All Times  No Stopping At All Times	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.  North side, commencing 190 metres west of its intersection with Monorgan Road (Grid coordinates X=1749195856.453m, Y=5423219208.997m) and extending in a southerly direction following the western kerb line for 42 metres.  1t Victoria – Kerbside Parking Changes
0)	Column One  Monorgan Road  Raukawa Street  TR19-25 Kent Terrace & Ma  Delete from Schedule B (Classes)	Column Two  No Stopping At All  Times  No Stopping At All  Times  joribanks Street, Moures  ss Restricted) of the Tra	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.  North side, commencing 190 metres west of its intersection with Monorgan Road (Grid coordinates X=1749195856.453m, Y=5423219208.997m) and extending in a southerly direction following the western kerb line for 42 metres.
0)	Column One  Monorgan Road  Raukawa Street  TR19-25 Kent Terrace & Ma  Delete from Schedule B (Clastical Column One	Column Two  No Stopping At All  Times  No Stopping At All  Times  joribanks Street, Moures  Restricted) of the Trace  Column Two	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.  North side, commencing 190 metres west of its intersection with Monorgan Road (Grid coordinates X=1749195856.453m, Y=5423219208.997m) and extending in a southerly direction following the western kerb line for 42 metres.  It Victoria – Kerbside Parking Changes ffic Restrictions Schedule  Column Three
O)	Column One  Monorgan Road  Raukawa Street  TR19-25 Kent Terrace & Ma  Delete from Schedule B (Classes)	Column Two  No Stopping At All  Times  No Stopping At All  Times  joribanks Street, Moures Restricted) of the Trace  Column Two  Motorcycle Parking,	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.  North side, commencing 190 metres west of its intersection with Monorgan Road (Grid coordinates X=1749195856.453m, Y=5423219208.997m) and extending in a southerly direction following the western kerb line for 42 metres.  Int Victoria — Kerbside Parking Changes ffic Restrictions Schedule  Column Three  East side, following the kerbline 33 metres
0)	Column One  Monorgan Road  Raukawa Street  TR19-25 Kent Terrace & Ma  Delete from Schedule B (Clastical Column One	Column Two  No Stopping At All  Times  No Stopping At All  Times  joribanks Street, Moures  Restricted) of the Trace  Column Two	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.  North side, commencing 190 metres west of its intersection with Monorgan Road (Grid coordinates X=1749195856.453m, Y=5423219208.997m) and extending in a southerly direction following the western kerb line for 42 metres.  Int Victoria – Kerbside Parking Changes ffic Restrictions Schedule  Column Three  East side, following the kerbline 33 metres south of its intersection with Majoribanks
0)	Column One  Monorgan Road  Raukawa Street  TR19-25 Kent Terrace & Ma  Delete from Schedule B (Clastical Column One	Column Two  No Stopping At All  Times  No Stopping At All  Times  joribanks Street, Moures Restricted) of the Trace  Column Two  Motorcycle Parking,	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.  North side, commencing 190 metres west of its intersection with Monorgan Road (Grid coordinates X=1749195856.453m, Y=5423219208.997m) and extending in a southerly direction following the western kerb line for 42 metres.  Int Victoria – Kerbside Parking Changes ffic Restrictions Schedule  Column Three  East side, following the kerbline 33 metres south of its intersection with Majoribanks Street (Grid Coordinates
0)	Column One  Monorgan Road  Raukawa Street  TR19-25 Kent Terrace & Ma  Delete from Schedule B (Clastical Column One	Column Two  No Stopping At All  Times  No Stopping At All  Times  joribanks Street, Moures Restricted) of the Trace  Column Two  Motorcycle Parking,	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.  North side, commencing 190 metres west of its intersection with Monorgan Road (Grid coordinates X=1749195856.453m, Y=5423219208.997m) and extending in a southerly direction following the western kerb line for 42 metres.  It Victoria – Kerbside Parking Changes ffic Restrictions Schedule  Column Three  East side, following the kerbline 33 metres south of its intersection with Majoribanks Street (Grid Coordinates X=2,659,399.005683 m,
0)	Column One  Monorgan Road  Raukawa Street  TR19-25 Kent Terrace & Ma  Delete from Schedule B (Clastical Column One	Column Two  No Stopping At All  Times  No Stopping At All  Times  joribanks Street, Moures Restricted) of the Trace  Column Two  Motorcycle Parking,	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.  North side, commencing 190 metres west of its intersection with Monorgan Road (Grid coordinates X=1749195856.453m, Y=5423219208.997m) and extending in a southerly direction following the western kerb line for 42 metres.  It Victoria – Kerbside Parking Changes ffic Restrictions Schedule  Column Three  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
0)	Column One  Monorgan Road  Raukawa Street  TR19-25 Kent Terrace & Ma  Delete from Schedule B (Clastical Column One	Column Two  No Stopping At All  Times  No Stopping At All  Times  joribanks Street, Moures Restricted) of the Trace  Column Two  Motorcycle Parking,	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.  North side, commencing 190 metres west of its intersection with Monorgan Road (Grid coordinates X=1749195856.453m, Y=5423219208.997m) and extending in a southerly direction following the western kerb line for 42 metres.  It Victoria – Kerbside Parking Changes ffic Restrictions Schedule  Column Three  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
0)	Column One  Monorgan Road  Raukawa Street  TR19-25 Kent Terrace & Ma  Delete from Schedule B (Class Column One  Kent Terrace	Column Two No Stopping At All Times  No Stopping At All Times  joribanks Street, Mour ss Restricted) of the Tra Column Two Motorcycle Parking, At All Times	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.  North side, commencing 190 metres west of its intersection with Monorgan Road (Grid coordinates X=1749195856.453m, Y=5423219208.997m) and extending in a southerly direction following the western kerb line for 42 metres.  It Victoria – Kerbside Parking Changes ffic Restrictions Schedule  Column Three  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.
0)	Column One  Monorgan Road  Raukawa Street  TR19-25 Kent Terrace & Ma  Delete from Schedule B (Clastical Column One	Column Two No Stopping At All Times  No Stopping At All Times  joribanks Street, Mour ss Restricted) of the Tra Column Two Motorcycle Parking, At All Times	Column Three  East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.  North side, commencing 190 metres west of its intersection with Monorgan Road (Grid coordinates X=1749195856.453m, Y=5423219208.997m) and extending in a southerly direction following the western kerb line for 42 metres.  It Victoria – Kerbside Parking Changes ffic Restrictions Schedule  Column Three  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

	Authorised Vehicles	Street (Grid coordinates x= 1,749,377.0 m,
		y = 5,427,061.8  m) and extending in a
	Saturday 8:00am-	southerly direction for 12 metres.
	6:00pm	Southerly uncetton for 12 metres.
Kent Terrace	Taxi Stand, At all	East side, following the kerbline
	times	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).
Majoribanks Street	P30 Loading Zone At	
Wayoribanks street	All Times	its intersection with Kent Terrace (Grid
	in rinies	Coordinates X= 1749377.7 m, Y=
		5427061.9 m) and extending in an
		easterly direction following the southern
		kerbline for 12 metres. (2 carparks).
Majoribanks Street	P120 Mobility	South side, commencing 27 metres east of
	Parking, Vehicles	its intersection with Kent Terrace (Grid
	displaying an	Coordinates X= 1749377.7 m, Y=
	Operation Mobility	5427061.9 m) and extending in an
	Permit Only, Times	easterly direction following the southern
	varies	kerbline for 5 metres. (1 carpark).
Delete from Schedule A (	Time Limited) of the Traffi	
Column One	Column Two	Column Three
Majoribanks Street	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</u> from Schedule D (I	No Stopping) of the Traffic	c Restrictions Schedule
Column One	Column Two	Column Three
Kent Terrace	No Stopping At All	East side, following the kerbline from its
	Times	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.
Kent Terrace	No Stopping At All	East side, following the kerbline 19.5
	Times	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.
Majoribanks Street	No Stopping At All	South side, commencing 15 metres west
	Times	of its intersection with Lipman Street and
		extending in a westerly direction
		following the southern kerb line for 51
	1	1
		metres. raffic Restrictions Schedule

Co	olumn One	Column Two	Column Three
Ke	ent Terrace	Metered Parking,	East side, following the kerbline
		P120 Maximum,	commencing 54 metres south of it's
		Monday to Thursday	intersection with Majoribanks Street (Grid
		8am-pm, Friday 8am-	Coordinate X = 1,749,381.9m
		8pm, Saturday and	Y=5,427,069.9m) and extending in a
		Sunday 8am-60pm	southerly direction following the eastern
			kerbline for 12 metres (2 parallel parks)
М	lajoribanks Street	P120 Maximum,	South side, commencing 64 metres east of
		Monday to Thursday,	its intersection with Kent Terrace and
		8am-6pm, Friday	extending in an easterly direction
		8am-8pm, Saturday	following the southern kerbline for 16.5
		8am-1pm	metres. (3 carparks)
Ac	<u>dd</u> to Schedule B (Class Rest	ricted) of the Traffic Re	estrictions Schedule
Co	olumn One	Column Two	Column Three
Ke	ent Terrace	Motorcycle Parking,	East side, commencing 50 metres south of
		At All Times	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.
Ke			East side, commencing 55 metres south of
			its intersection with Majoribanks Street
		Authorised Vehicles	(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.
Ke		Taxi Stand, At All	East side, commencing 67 metres south of
		Times	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
0.4	lais vib avales Chus sh		kerbline for 18 metres.
IVI	-		South side, commencing 32 metres east of
		9am – 4pm, 6pm – 7am Monday to	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)
		Authorised Vehicles	kerbiille joi 12 metres. (2 curpurks)
		Only	
0.4			South side, commencing 30 metres east of
	-	Parking, Vehicles	its intersection with Kent Terrace (Grid
		displaying an	Coordinates X= 1749377.7 m, Y=
			5427061.9 m) and extending in an
			easterly direction following the southern
		-	kerbline for 5 metres. (1 carpark)
		Monday to Friday, At	neromic joi o metres. (1 carpany
		All Times Saturday &	
		Sunday	
100	<u>dd</u> to Schedule A (Time Limit		ı rictions Schedule
At	au to schedule A (Tille Lillin	ica, of the Truffic Nesti	ictions schedule

	Column One	Column Two	Column Three
	Majoribanks Street	P10, 9am – 4pm, 6pm	South side, commencing 15 metres west
		– 8pm Monday to	of its intersection with Lipman Street (Grid
		Friday, 8am – 8pm	Coordinates X= 1,749,464.7 m, Y=
		Saturday & Sunday	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 Stop	ping) of the Traffic Rest	rictions Schedule
	Column One	Column Two	Column Three
	Kent Terrace	No Stopping At All	East side, commencing from its
		Times	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.
	Kent Terrace	No Stopping At All	East side, commencing 43 metres south
		Times	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.
	Majoribanks Street	No Stopping At All	South side, following the kerbline 27
	Triajoribariko sereet	Times	metres east from its intersection with
		rimes	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 to Schedule F (Metered	Parking) of the Traffic	
	Column One	Column Two	Column Three
	Majoribanks Street	P120 Maximum,	South side, commencing 50 metres east of
	-	Monday to Friday	its intersection with Kent Terrace (Grid
		9am – 4pm, 6pm –	Coordinates X= 1,749,377.7 m, Y=
		8pm, Saturday and	5,427,061.9 m) and extending in an
		Sunday - 8am – 8pm	easterly direction following the southern
		,p	kerbline for 18 metres. (3 parallel
			carparks).
P)	TR26-25 Barnett Street & C	Clyde Quay Carpark, Te	Aro – Proposed Metered Parking,
	Authorised Vehicles Only F		
	Delete from Schedule B (Cla		
	Column One	Column Two	Column Three
	Barnett Street Carpark,	Authorised Vehicles	West side, commencing 71.3 metres
	Wellington Waterfront	Only,	north-east of its intersection with Cable
		Monday to Sunday	Street (Grid coordinates X=
		6am – <b>1</b> 0am	1,749,261.01m Y= 5,427,353.54m) and
			extending in a north-easterly direction
			following the western kerb line for 59. 5
			metres (20 car parks).
	Barnett Street Carpark,	Authorised Vehicles	East side, commencing 111.9 metres
	Wellington Waterfront	Only,	north-east of its intersection with Cable
	g	,,	Street (Grid coordinates X=
			percer John coordinates A-

		Monday to Conday	1 740 361 01m V- E 437 353 54ml
		Monday to Sunday	1,749,261.01m Y= 5,427,353.54m) and
		6am – 10am	extending in a northerly direction
			following the eastern kerb line for 12.5
			metres (5 car parks).
	Delete from Schedule F (M		
	Column One	Column Two	Column Three
	Barnett Street Carpark,	Metered Parking,	West side, commencing 71.3 metres
	Wellington Waterfront	P600 Maximum,	north-east of its intersection with Cable
		Monday to Friday	Street (Grid coordinates X=
		10am – 8pm, Except	1,749,261.01m Y= 5,427,353.54m) and
		Authorised Vehicles	extending in a north-easterly direction
			following the western kerb line for 59. 5
			metres (20 car parks).
	Barnett Street Carpark,	Metered Parking,	East side, commencing 111.9 metres
	Wellington Waterfront	P600 Maximum,	north-east of its intersection with Cable
		Monday to Friday	Street (Grid coordinates X=
		10am – 8pm, Except	1,749,261.01m Y= 5,427,353.54m) and
		Authorised Vehicles	extending in a northerly direction
			following the eastern kerb line for 12.5
		10.11	metres (5 car parks).
	Clyde Quay Carpark,	Metered Parking,	West side, commencing 5.4 metres south
	Wellington Waterfront	P120 Maximum,	of its intersection with Herd Street (Grid
			coordinates X= 1,749,549.16m Y=
		8am to 8pm,	5,427,434.54m) and extending in a
		Friday to Saturday	southerly direction following the western
			kerb line for 47 metres (14 car parks).
	Shada Oaran Samanda	8am – 8pm	Front side as a second of 0.2 months as a second
	Clyde Quay Carpark,	Metered Parking,	East side, commencing 8.2 metres south
	Wellington Waterfront	P120 Maximum,	of its intersection with Herd Street (Grid
			coordinates X= 1,749,554.33m Y=
		8am to 8pm,	5,427,433.72 and extending in a southerly
		Friday to Saturday	direction following the eastern kerb line
		8am – 8pm	for 35 metres (10 car parks).
	Clyde Quay Carpark,	Metered Parking,	East side, commencing 56 metres south of
	Wellington Waterfront	P120 Maximum,	its intersection with Herd Street (Grid
	weimigton waterfront	Monday to Thursday	coordinates X= 1,749,554.33m Y=
		8am to 8pm,	5,427,433.72 and extending in a southerly
		Friday to Saturday	direction following the eastern kerb line
			for 3.5 metres (1 car park).
		8am – 8pm	or 3.5 metres (1 car park).
	Add to Schedule B (Class Re		estrictions Schedule
	Column One	Column Two	Column Three
	Barnett Street Carpark,	Metered Mobility	West side, commencing 71.3 metres
	Wellington Waterfront	Parking,	north-east of its intersection with Cable
		Monday to Friday	Street (Grid coordinates X=
			1,749,261.01m Y= 5,427,353.54m) and
		8am – 8pm, Sunday	extending in a north-easterly direction
		4pm – 8pm	following the western kerb line for 7.2
			metres (2 car parks).
<u> </u>		1	

Barnett Street Carpark,	Authorised Vehicles	West side, commencing 71.3 metres
Wellington Waterfront	Only	north-east of its intersection with Cable
	Sunday 12am – 4pm	Street (Grid coordinates X=
		1,749,261.01m Y= 5,427,353.54m) and
		extending in a north-easterly direction
		following the western kerb line for 7.2
		metres (2 car parks).
Barnett Street Carpark,	Authorised Vehicles	North-West side, commencing 82.2
Wellington Waterfront	Only	metres north-east of its intersection with
	Sunday 12am – 4pm	Cable Street (Grid coordinates X=
		1,749,261.01m Y= 5,427,353.54m) and
		extending in a north-easterly direction
		following the western kerb line for 47. 6
		metres (17 car parks).
Barnett Street Carpark,	Authorised Vehicles	East side, commencing 111.9 metres
Wellington Waterfront	Only	north-east of its intersection with Cable
	Sunday 12am – 4pm	Street (Grid coordinates X=
		1,749,261.01m Y= 5,427,353.54m) and
		extending in a northerly direction
		following the eastern kerb line for 12.5
		metres (5 car parks).
Clyde Quay Carpark,	Authorised Vehicles	West side, commencing 5.4 metres south
Wellington Waterfront	Only,	of its intersection with Herd Street (Grid
	Monday to Sunday	coordinates X= 1,749,549.16m Y=
	6am – 10am	5,427,434.54m) and extending in a
		southerly direction following the western
		kerb line for 47 metres (14 car parks).
Clyde Quay Carpark,	Authorised Vehicles	East side, commencing 8.2 metres south
Wellington Waterfront	Only, Monday to	of its intersection with Herd Street (Grid
	Sunday 6am – 10am	coordinates X= 1,749,554.33m Y=
		5,427,433.72 and extending in a southerly
		direction following the eastern kerb line
		for 35 metres (10 car parks).
Clyde Quay Carpark,	Authorised Vehicles	East side, commencing 56 metres south of
Wellington Waterfront	Only,	its intersection with Herd Street (Grid
	Monday to Sunday	coordinates X= 1,749,554.33m Y=
	6am – 10am	5,427,433.72 and extending in a southerly
		direction following the eastern kerb line
		for 3.5 metres (1 car park).
<u>Add</u> to Schedule F (Metere	d Parking) of the Traffic I	Restrictions Schedule
Column One	Column Two	Column Three
Barnett Street Carpark,	Metered Parking,	North-West side, commencing 82.2
Wellington Waterfront	P840 Maximum,	metres north-east of its intersection with
	Monday to Friday	Cable Street (Grid coordinates X=
	6am – 8pm, Saturday	
	8am – 8pm, Sunday	extending in a north-easterly direction
	4pm – 8pm	following the western kerb line for 47. 6
		metres (17 car parks).
Barnett Street Carpark,	Metered Parking,	East side, commencing 111.9 metres
Wellington Waterfront	P840 Maximum,	north-east of its intersection with Cable
		Street (Grid coordinates X=

	Adam days to Fuldays	4 740 264 04 ··· V
	Monday to Friday	1,749,261.01m Y= 5,427,353.54m) and
	6am – 8pm, Saturday	,
	8am – 8pm, Sunday	following the eastern kerb line for 12.5
	4pm – 8pm	metres (5 car parks).
Clyde Quay Carpark,	Metered Parking,	West side, commencing 5.4 metres south
Wellington Waterfront	P120 Maximum,	of its intersection with Herd Street (Grid
	Monday to Sunday	coordinates X= 1,749,549.16m Y=
	10am – 8pm	5,427,434.54m) and extending in a
	Except Authorised	southerly direction following the western
	Vehicles	kerb line for 47 metres (14 car parks).
Clyde Quay Carpark,	Metered Parking,	East side, commencing 8.2 metres south
Wellington Waterfront	P120 Maximum,	of its intersection with Herd Street (Grid
	Monday to Sunday	coordinates X= 1,749,554.33m Y=
	10am – 10pm	5,427,433.72 and extending in a southerly
	Except Authorised	direction following the eastern kerb line
	Vehicles	for 35 metres (10 car parks).
Clyde Quay Carpark,	Metered Parking,	East side, commencing 56 metres south of
Wellington Waterfront	P120 Maximum,	its intersection with Herd Street (Grid
	Monday to Sunday	coordinates X= 1,749,554.33m Y=
	10am – 8pm	5,427,433.72 and extending in a southerly
	Except Authorised	direction following the eastern kerb line
	, Vehicles	for 3.5 metres (1 car park).

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Kia ora,

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

#### Proposal:

Reference	TR01-25 Mersey Street, Island Bay — Proposed P2 8am-9am & 2:30pm- 3:30pm School Days Only
Location – where we propose to	Mersey Street, Island Bay – outside no. 11
	Wersey Street, Island bay - Outside no. 11
make the change	
What we'd like to do	Install P2 8am-9am & 2:30pm-3:30pm School Days Only
Why we are proposing the change	<ul> <li>Council have received a request from St Francis de Sales School to install pick-up and drop-off parking outside the entrance of the school.</li> </ul>
	Upon an onsite meeting between a representative of the school and two
	Wellington City Council officers, it was agreed between all parties that
	time limited parking would be beneficial at this location.
	This proposed drop off and pick up area will help improve parking turn-
	over and reduce congestion problems around the start and end of the
	school day. Therefore, Council officers propose a P2 8am-9am &
	2:30pm-3:30pm School Days Only parking restriction to be installed.
Impact	
Impact	Improvements
	Improves parking availability
	<ul> <li>Improves safety and accessibility for Tamariki (children) attending St</li> </ul>
	Francis de Sales School
	Net Parking Impact
	<ul> <li>Converting three unrestricted parking spaces to three P2 8am-9am &amp;</li> </ul>
	2:30pm-3:30pm School Days Only
	Pedestrian impact
	Improves access and safety for Tamariki being dropped off or picked up
	directly outside the school
Other options considered	Option 1:
	The option of having a longer time restriction has been considered and
	discussed with St Francis de Sales School. The times which were
	considered was either a P5 or P10 parking restriction.
	<ul> <li>However, through this discussion engineers have agreed that the</li> </ul>
	proposed P2 time restriction to be more beneficial at this location as the
	shorter time restriction will allow for faster vehicle turnover which is the
	main purpose of this proposal.
How this relates to the parking	Support safe movement – facilitate the safe and efficient movement of
policy	people and goods by focusing on people moving along transport
,,	corridors rather than people parking or storing stationary vehicles.
Additional Information	
Additional information	-,
	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
	Wednesday 18 December 2024 at

Wellington City Council | 1 of 10

Me Heke Ki Põneke

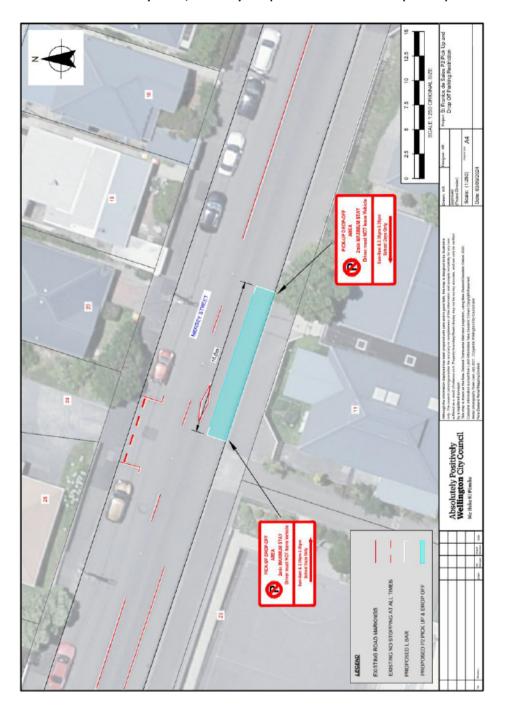
# We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

	https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444
	and we will send one out to you.
Privacy	<ul> <li>Your privacy is important to us. Please <u>DO NOT</u> add specific personal</li> </ul>
	details to your feedback (i.e.: full name, address, etc)
	<ul> <li>What we do with your personal information:</li> </ul>
	All submissions (including your first name, but not contact details) are
	provided in their entirety to elected members and made available to
	the public on our website and at our office. Personal information
	(including contact details) will also be used for the administration of the
	consultation process including informing you of the outcome of the
	consultation. All information collected will be held by Wellington City
	Council, 113 The Terrace, Wellington, with submitters having the right
	to access and correct personal information.
	<ul> <li>For more information regarding our Privacy Statement please check our</li> </ul>
	webpage: Privacy statement - Wellington City Council.
Feedback	<ul> <li>If you would like to provide us with specific feedback, which will be</li> </ul>
	added to the Traffic Resolution following consultation and made public
	in full, you can do so by filling out an online submission form,
	downloading a printable submission form on
	https://www.letstalk.wellington.govt.nz/ or emailing us at
	trfeedback@wcc.govt.nz.
	Please note if you are giving feedback the consultation period
	opens at 9.00am Wednesday 18 December 2024 and finishes at
	5.00pm Wednesday 22 January 2025.
Next Steps	<ol> <li>Feedback collated by Thursday 23 January 2025.</li> </ol>
	<ol><li>The proposal will go to the Koata Hātepe   Regulatory Processes</li></ol>
	Committee meeting on Thursday 27 February 2025.
	3. If approved, the proposal will be installed within the following three
	months.

Wellington City Council | 2 of 10

Traffic Resolution Plan: TR01-25 Mersey Street, Island Bay - Proposed P2 8am-9am & 2:30pm-3:30pm School Days Only



Wellington City Council | 3 of 10

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

#### **Legal Description:**

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

Column One	Column Two	Column Three
Mersey Street	P2 8am-9am &	South side, commencing 35 metres west of
	2:30pm-3:30pm,	its intersection with Tiber Street (Grid
	Driver Must Not Leave	coordinates X= 1748539533.691 Y=
	Vehicle, School Days	5422214054.879) and extending in a
	Only	westerly direction following the southern
		kerb line for 16 meters

Karl Rudge Prepared By: Approved By: Kate Gourdie Approved Date: 27/11/2024

(Transport Engineer) (Team Leader Traffic &

Resolutions)

Wellington City Council | 4 of 10

Absolutely Positively Wellington City Council

**Feedback** 

Name: Nicola Suburb: Island Bay Agree: Yes

Kia ora,

This P2 parking zone or modifications to address car congestion and safety is welcome and overdue.

I am a resident and have been concerned about the safety of children and the dangerous driving of parents in this area. I have seen two car accidents by parents turning into Tiber St from Mersey.

I support this parking area. I would propose that the area only applies from 830-9am and 330-4pm as this is consistent with when the school opens and closes and there are very few cars at 8 or 3. Fewer cars would arrive ahead of 330 or 8 if they knew there was a pick-up and drop off area.

In that regard you could consider putting this space further down Mersey St closer to the pedestrian crossing and/or having this area at the Clyde Street entrance. The latter would reduce pressure on Tiber Street as a turning area or mean fewer cars coming from the north to west.

You could consider keeping the immediate entrance to the school focused on bikes and pedestrians and people with disabilities i.e. a p disability park close to the entrance – if a parent has a child with a broken leg or a disability or the carer has a disability. This could be for 5-10-30 minutes at that time.

I would be keen to see traffic dampening in this area in particular raised crossings on Tiber St, Clyde St and Mersey St which might also stop the unsafe driving near school and something that slows traffic coming down the Mersey St hill further up past the school. This is too fast generally at any time of day – it should be a 30km zone from 5 Mersey Street.

I also think some improvements could be considered to make biking safer and not just incentivise parking – this new parking area should ideally not be adjacent to the designated bike entry. It's not clear where bikes should turn into the school and all of the parked cars make it unsafe so keeping an entrance clear for them without lots of cars coming and going immediately beside them could be safe.

Perhaps the Clyde Street entrance is the safest place for bikes versus Mersey St entrance but everywhere is unsafe at school time and generally unmarked and unclear. Island Bay School has now got so many bikes it doesn't need the parking as much.

There should be a cycle lane from the parade cycleway to Clyde Street -there's space for this and it

Wellington City Council | 5 of 10

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

could also go to Island Bay School along the yellow lined side of Clyde Street and to St Francis from Clyde Street. wherever bikes and scooters are supposed to go into the school this should be painted on the road, so cars look out and it is clear.

Thanks for the opportunity to provide feedback.

#### Officer Response:

Thank you for taking the time to provide feedback on TR01-25 Mersey Street, Island Bay – Proposed P2 8am-9am & 2:30-3:30pm, School Days Only. We appreciate the time you have taken to show support for these proposed changes.

Regarding the time in which the time restriction applies and location of the P2 parking, both these factors have been discussed with the school who have indicated that the proposed time and location are what the school would like and believe to be most effective. In terms of providing traffic calming measures like a raised crossing, this is not within scope of this project and requires a large-scale investigation.

Engineers are currently developing plans to implement 30 km/h variable speed limits around all schools in the Wellington region, as per central government directives. This will reduce speeds during pick up and drop off times.

#### Feedback

Name: Jordan

**Suburb: Wellington Central** 

Agree: No

Stop doing anything! You are villains and should be booted.

## Officer Response:

Thank you for taking the time to provide feedback on TR01-25 Mersey Street, Island Bay – Proposed P2 8am-9am & 2:30-3:30pm, School Days Only.

### Feedback

Name: Michele

Suburb: Broadmeadows

Agree: No

Wellington City Council | 6 of 10

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It is not clear what the meaning is for the changes?

#### Officer Response:

Thank you for taking the time to provide feedback on TR01-25 Mersey Street, Island Bay – Proposed P2 8am-9am & 2:30-3:30pm, School Days Only.

The reason for the changes has been outlined within page 1 of this document within the "Why we are prosing this change" segment. This information details why these changes are proposed and that WCC engineers discussed with the school to best address the schools' concerns.

#### Feedback

Name: Sue

Suburb: Island Bay

Agree: Yes

No comment.

#### Officer Response:

Thank you for taking the time to provide feedback on TR01-25 Mersey Street, Island Bay – Proposed P2 8am-9am & 2:30-3:30pm, School Days Only. We appreciate you providing support for these proposed changes.

#### **Feedback**

Name: Niall Suburb: Newtown

Agree: Yes

No comment.

## Officer Response:

Thank you for taking the time to provide feedback on TR01-25 Mersey Street, Island Bay – Proposed P2 8am-9am & 2:30-3:30pm, School Days Only and providing support for these proposed changes.

Wellington City Council | 7 of 10

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

**Feedback** 

Name: Patrick Suburb: Agree: Yes

Kia ora,

Thanks for the opportunity to have a say. We would like a speaking slot at the Committee meeting.

We are partially in support. The proposal fits the Council's parking strategy in terms of 'best use' but will create more traffic movements at the school gate.

We suggest a 30 km/h zone around the school would mitigate risk from increased vehicle movements.

#### Officer Response:

Thank you for taking the time to provide feedback on TR01-25 Mersey Street, Island Bay – Proposed P2 8am-9am & 2:30-3:30pm, School Days Only. Thank you for voicing your support of these proposed changes.

The two-minute parking limit is in place to encourage quicker turnover, allowing more vehicles to park in the area for drop off and pick up purposes. This helps reduce illegal parking along the road and ensures smoother access for other road users.

Engineers are currently developing plans to implement 30 km/h variable speed limits around all schools in the Wellington region, as per central government directives. This will reduce speeds during pick up and drop off times.

#### Feedback

Name: John

**Suburb: Crofton Downs** 

Agree: No

Do not do this.

You do not need this, there is no benefit to locals. It is wasteful spending. Instead focus on reducing spend and deliver a rates reduction.

Please!

Wellington City Council | 8 of 10

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

#### Officer Response:

Name: Mark

Thank you for taking the time to provide feedback on TR01-25 Mersey Street, Island Bay – Proposed P2 8am-9am & 2:30-3:30pm, School Days Only.

As explained within this traffic resolution, the changes are proposed to help improve parking turnover by implementing a short time limit so that more parents & caregivers can park in a convenient location to drop off/pick up children from the school.
Feedback
Name: James Suburb: Mount Cook Agree: Yes
No comment.
Officer Response:
Thank you for taking the time to provide feedback on TR01-25 Mersey Street, Island Bay – Proposed P2 8am-9am & 2:30-3:30pm, School Days Only. Thank you for taking the time to show your support for the proposed changes.
Feedback
Name: Steven Suburb: Newlands Agree: Yes
No comment.
Officer Response:
Thank you for taking the time to provide feedback on TR01-25 Mersey Street, Island Bay – Proposed P2 8am-9am & 2:30pm-3:30pm, School Days Only. Thank you for taking the time to show your support for the proposed changes.
Feedback

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# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

# **Feedback Received**

Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

Suburb: Northland Agree: No

Oppose. We need to stop the Council's anti-car ideology.

#### Officer Response:

Thank you for taking the time to provide feedback on TR01-25 Mersey Street, Island Bay – Proposed P2 8am-9am & 2:30pm-3:30pm, School Days Only.

As mentioned within this traffic resolution this proposal is not to increase or decrease parking, only to implement a time restriction during certain hours to help increase parking turnover so that more vehicles can park at the location to pick up/drop off students at the school.

Wellington City Council | 10 of 10

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

Kia ora,

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

#### Proposal:

Reference	TR02-25 Tawa Mall North Carpark, Tawa – No Right Turn & P10 Loading Zone (Amended)	
Location – where we propose to make the change	Main Road, Tawa – adjacent to no. 214	
What we'd like to do	<ul> <li>Original - Install No Right Turn Restriction &amp; P10 Loading Zone At All Times, Goods Vehicles Only</li> <li>Amendment - Following further discussion with the Tawa Business Group, it has been decided that the proposed restriction of P10 Loading Zone At All Times, Good Vehicles Only will be converted to P10 Loading Zone At All Times. This is due to the Tawa Business Group expressing their need for all users to have the ability to use the parking space and not just goods vehicles only.</li> </ul>	
Why we are proposing the change	<ul> <li>Zone At All Times, Good Vehicles Only will be converted to P10 Loz Zone At All Times. This is due to the Tawa Business Group expressi their need for all users to have the ability to use the parking space not just goods vehicles only.</li> <li>Council has received a request from the Tawa Business Group on to f many businesses within the Tawa central business district to ins loading zone in the area.</li> <li>The installation of a loading zone will provide a specific location will goods vehicles can legally stop to deliver products to nearby busin.</li> <li>As there are currently no loading zones within the vicinity, this ofte leads to goods vehicles parking illegally in a dangerous manner, the be reduced by the installation of a dedicated loading zone which is reserved for goods vehicles only.</li> <li>The proposed location for the loading zone has been selected for seasons. Initially, engineers identified it as a potential site for a load zone. Following further discussions with the Tawa Business Group, was confirmed as their preferred location. Currently, goods vehicle often park illegally on broken yellow lines in this area to make deli Installing a loading zone would provide a designated legal space for these vehicles to park.</li> <li>In addition to the installation of the loading zone, during an on-site meeting with the Tawa Business Group, engineers were made awa concerns relating to the lane way being two way and vehicles turn right onto Main Road from the car park.</li> <li>After investigation, engineers do not support making this location way, as it could lead to traffic flow issues. However, it is recomment to implement a no-right-turn restriction as a suitable compromise, would prevent vehicles from turning right onto this busy road, eliminating the need for vehicles to cross the eastern lane of Main to make the turn. This change would improve safety and enhance flow by reducing congestion at the car park exit, as vehicles would longer be delayed by others attempting to make the right turn.&lt;</li></ul>	
Impact	Improvements	

Wellington City Council | 1 of 14

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	<ul> <li>Improves safety and accessibility for private vehicles and delivery</li> </ul>		
	vehicles		
	Net Parking impact		
	Addition of one 18 metre loading zone for good vehicles		
	Pedestrian Impact		
	No change		
Other options considered	Option 1:		
	Other locations have also been considered for the installation of the		
	loading zone. The reason why these locations have not been chosen is		
	that it would require existing angled parking to be removed and/or the		
	removal of existing trees, both of which engineers would like to avoid.		
	Option 2:		
	<ul> <li>The option to make the car park entrance from Main Road one-way,</li> </ul>		
	allowing only vehicles to enter and not exit, has been considered.		
	However, this option has not been selected because its impact would be		
	greater than that of a no-right-turn restriction. Restricting the exit at		
	this location would result in increased vehicle circulation within the		
	area. In contrast, a no-right-turn restriction improves safety by		
	preventing vehicles from turning right, which eliminates the need for		
	them to cross live traffic lanes. It also allows vehicles to still turn left,		
	helping to maintain traffic flow.		
How this relates to the parking	Support business wellbeing – ensure parking management and pricing		
policy	controls support economic activity in the central city, suburban centres		
	and mobile trades and services.		
Additional Information	<ul> <li>Average daily traffic count – Main Road 12,035 (2023 data)</li> </ul>		
	<ul> <li>Police have indicated their support for both a restriction on the right-</li> </ul>		
	hand turn movement from the carpark onto Main Road and the		
	proposed location of the loading zone.		
	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		
	Wednesday 18 December 2024 at		
	https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444		
	and we will send one out to you.		
Privacy	<ul> <li>Your privacy is important to us. Please <u>DO NOT</u> add specific personal</li> </ul>		
	details to your feedback (i.e.: full name, address, etc)		
	What we do with your personal information:		
	All submissions ( <b>including your <u>first</u> name</b> , but not contact details) are		
	provided in their entirety to elected members and made available to		
	the public on our website and at our office. Personal information		
	(including contact details) will also be used for the administration of the		
	consultation process including informing you of the outcome of the		
	consultation. All information collected will be held by Wellington City		
	Council, 113 The Terrace, Wellington, with submitters having the right		
	to access and correct personal information.		
	For more information regarding our Privacy Statement please check our		
	webpage: <u>Privacy statement - Wellington City Council</u> .		
Feedback	If you would like to provide us with specific feedback, which will be		
	added to the Traffic Resolution following consultation and made public		

Wellington City Council | 2 of 14

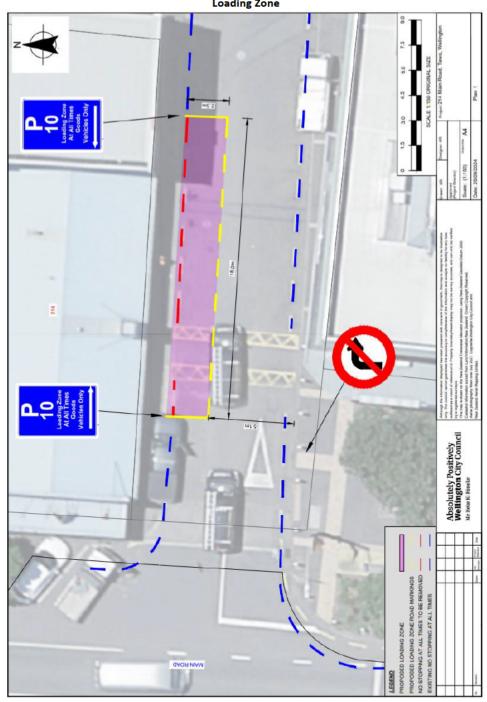
# Absolutely Positively Wellington City Council Me Heke Ki Pöneke

	in full, you can do so by filling out an online submission form, downloading a printable submission form on		
	· .		
	https://www.letstalk.wellington.govt.nz/ or emailing us at		
	trfeedback@wcc.govt.nz.		
	Please note if you are giving feedback the consultation period		
	opens at 9.00am Wednesday 18 December 2024 and finishes at		
	5.00pm Wednesday 22 January 2025.		
Next Steps	<ol> <li>Feedback collated by Thursday 23 January 2025.</li> </ol>		
	<ol><li>The proposal will go to the Koata Hātepe   Regulatory Processes</li></ol>		
	Committee meeting on Thursday 27 February 2025.		
	3. If approved, the proposal will be installed within the following three		
	months.		

Wellington City Council | 3 of 14

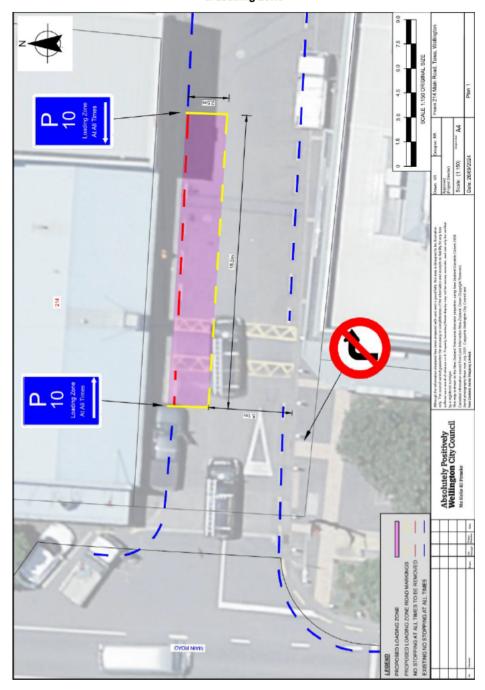
Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

Original Plan: Traffic Resolution Plan: TR02-25 Tawa Mall North Carpark - Proposed No Right Turn & Loading Zone



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Amended Plan: Traffic Resolution Plan: TR02-25 Tawa Mall North Carpark - Proposed No Right Turn & Loading Zone



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## **Legal Description:**

<u>Delete</u> from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Tawa Mall North Carpark	No Stopping, At All Times	North side, commencing 8 metres east of its intersection with main Road (Grid coordinates X =1,753,108.77 Y=5,440,838.57) and extending in an easterly direction following the northern kerb line for 18 metres.

<u>Add</u> to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Tawa Mall North Carpark	Loading Zones, P10, At All times	North side, commencing 8 metres east of its intersection with main Road (Grid coordinates X = 1,753,108.77 Y=5,440,838.57) and extending in an easterly direction following the northern kerb line for 18 metres.

<u>Add</u> to Schedule C (Direction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Main Road	Turning Restriction, No Right-hand Turn At All times	Commencing at the Main Road intersection with Oxford Street Tawa Mall Carpark (Grid coordinates X= 1,753,104.23 Y= 5,440,834.97).

Prepared By: Karl Rudge

Approved By: Kate Gourdie

Approved Date: 27/11/2024

(Transport Engineer) (Team Leader Traffic & Resolutions)

Wellington City Council | 6 of 14

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

**Feedback** 

Name: Yunus Suburb: Tawa Agree: Not Stated

Kia ora team.

We wish to provide our feedback on this matter.

The entrance to our Accountancy Office is towards the back numbered [Redacted].

We have clients coming into our office and crossing the road.

We would like to see the entrance way kept clear and with enough space so that anyone crossing the road is able to see any on-coming vehicles. It would certainly help if there was a pedestrian crossing where our entrance is.

Happy to discuss this further and meet on site if required.

#### Officer Response:

Thank you for taking the time to provide feedback on TR02-25 Tawa Mall North Carpark, Tawa – Proposed No Right Turn & Loading Zone.

The location of the proposed changes has been positioned to ensure that they do not go across the entrance of the accountancy office. Regarding a pedestrian crossing being installed directly outside of the accountancy office, the location is likely not an appropriate location and wouldn't match pedestrian desire lines as the majority of pedestrians cross the driveway further to the west along Main Road.

#### Feedback

Name: Cassandra Suburb: Tawa Agree: Yes

No comment.

Officer Response:

Wellington City Council | 7 of 14

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Thank you for taking the time to provide feedback on TR02-25 Tawa Mall North Carpark, Tawa – Proposed No Right Turn & Loading Zone. We appreciate the support that you have shown for the proposed changes.

#### Feedback

Name: Jordan

**Suburb: Wellington Central** 

Agree: No

Stop doing anything! You are villains and should be booted.

#### Officer Response:

Thank you for taking the time to provide feedback on TR02-25 Tawa Mall North Carpark, Tawa – Proposed No Right Turn & Loading Zone.

The proposed changes are to support a request made by local businesses to improve safety and accessibility.

#### Feedback

Name: Nicola Suburb: Tawa Agree: Yes

This is a great idea. The loading zone is needed since this spot is already used by delivery vehicles illegally, and the no right turn will help with traffic flow.

#### Officer Response:

Thank you for taking the time to provide feedback on TR02-25 Tawa Mall North Carpark, Tawa — Proposed No Right Turn & Loading Zone. We appreciate the support you have shown for the proposed changes and sharing your experiences of the location showing how the proposed changes will improve the current experience of road users.

## Feedback

Name: Michele

Wellington City Council | 8 of 14

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Suburb: Broadmeadows

Agree: No

It is not clear what the meaning is for the changes?

#### Officer Response:

Thank you for providing feedback on TR02-25 Tawa Mall North Carpark, Tawa – Proposed No Right Turn & Loading Zone.

The proposal is to install a loading zone to support local businesses. Additionally, a no right-hand turn is also proposed when leaving Tawa Mall Carpark to improve safety and traffic flow. Please refer to page 1 of the traffic resolution document for further information.

#### **Feedback**

Name: Darryl Suburb: Tawa Agree: No

Putting a loading zone here will restrict the current two-way lane to a dangerous one-way lane when heavy vehicles (trucks) are parked here. Agree with the no right turn.

## Officer Response:

Thank you for taking the time to provide feedback on TR02-25 Tawa Mall North Carpark, Tawa – Proposed No Right Turn & Loading Zone.

The proposed location for the loading zone is the most optimal within the area. Vehicle tracking checks have been carried out to confirm that, when a truck is parked in the designated space, there will still be enough room for other vehicles to pass by. While this means that vehicles traveling in opposite directions may need to give way to each other at this point, engineers believe this will not cause significant congestion due to the low traffic volume and slow vehicle speeds in the area.

#### Feedback

Name: Phillip Suburb: Tawa Agree: Yes

While I support the proposed changes, I am concerned about the lack of space when the loading

Wellington City Council | 9 of 14

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zone is occupied with both incoming and outcoming traffic. I don't believe there should be any car parks there at all.

#### Officer Response:

Thank you for taking the time to provide feedback on TR02-25 Tawa Mall North Carpark, Tawa – Proposed No Right Turn & Loading Zone. We appreciate the support that you have shown for the proposed changes.

The proposed location for the loading zone is the most optimal within the area. Vehicle tracking checks have been carried out to confirm that, when a truck is parked in the designated space, there will still be enough room for other vehicles to pass by. While this means that vehicles traveling in opposite directions may need to give way to each other at this point, engineers believe this will not cause significant congestion due to the low traffic volume and slow vehicle speeds in the area.

#### Feedback

Name: Paul Suburb: Tawa Agree: Yes

No comment.

## Officer Response:

Thank you for taking the time to provide feedback on TR02-25 Tawa Mall North Carpark, Tawa – Proposed No Right Turn & Loading Zone. We appreciate the support that you have shown for the proposed changes.

### Feedback

Name: Jane Suburb: Tawa Agree: Yes

There is often a lot of traffic on Main Road, and it is not far to a roundabout for left-turning traffic. With another road directly opposite, including medical centre and pharmacy, it can be dangerous with right-turning traffic coming from the car park.

#### Officer Response:

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Absolutely Positively Wellington City Council Me Heke Ki Pöncke

Thank you for taking the time to provide feedback on TR02-25 Tawa Mall North Carpark, Tawa – Proposed No Right Turn & Loading Zone. We appreciate the support that you have shown for the proposed changes.

#### Feedback

Name: Caleb Suburb: Newlands Agree: Yes

No comment.

#### Officer Response:

Thank you for taking the time to provide feedback on TR02-25 Tawa Mall North Carpark, Tawa – Proposed No Right Turn & Loading Zone. We appreciate the support that you have shown for the proposed changes.

#### Feedback

Name: Gillmer

**Suburb: Wellington Central** 

Agree: Yes

Dangerous turn to right especially peak times.

## Officer Response:

Thank you for taking the time to provide feedback on TR02-25 Tawa Mall North Carpark, Tawa – Proposed No Right Turn & Loading Zone. We appreciate the support that you have shown for the proposed changes.

### Feedback

Name: John

**Suburb: Crofton Downs** 

Agree: No

Wellington City Council | 11 of 14

Absolutely Positively Wellington City Council

Do not do this.

You do not need to do this, there is no benefit to locals. It is wasteful spending. Instead focus on reducing spend and deliver a rates reduction.

Please!

#### Officer Response:

Thank you for taking the time to provide feedback on TR02-25 Tawa Mall North Carpark, Tawa – Proposed No Right Turn & Loading Zone.

The proposal is to improve both safety and accessibility by not allowing the right-hand turning movement and providing a place for delivery vehicles to park. This will benefit both locals and those travelling through Tawa.

#### Feedback

Name: James

**Suburb: Mount Cook** 

Agree: Yes

No comment.

#### Officer Response:

Thank you for taking the time to provide feedback on TR02-25 Tawa Mall North Carpark, Tawa – Proposed No Right Turn & Loading Zone. We appreciate the support that you have shown for the proposed changes.

#### Feedback

Name: David Suburb: Tawa Agree: Yes

No comment.

## Officer Response:

Thank you for taking the time to provide feedback on TR02-25 Tawa Mall North Carpark, Tawa – Proposed No Right Turn & Loading Zone. We appreciate the support that you have shown for the

Wellington City Council | 12 of 14

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

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DI U	poseu	Halls	ςco.

#### Feedback

Name: Steven Suburb: Newlands Agree: Yes

No comment.

#### Officer Response:

Thank you for taking the time to provide feedback on TR02-25 Tawa Mall North Carpark, Tawa – Proposed No Right Turn & Loading Zone. We appreciate the support that you have shown for the proposed changes.

#### Feedback

Name: Mark Suburb: Tawa Agree: Yes

No comment.

#### Officer Response:

Thank you for taking the time to provide feedback on TR02-25 Tawa Mall North Carpark, Tawa – Proposed No Right Turn & Loading Zone. We appreciate the support that you have shown for the proposed changes.

#### Feedback

Name: Bernadette (On behalf of the Tawa Business Group Incorporated)

Suburb: Tawa Agree: Not Stated

I've noticed that the "what we'd like to do" part of the TR states "Goods Vehicles Only". Could this be removed from the proposed parking sign so that it becomes a loading zone for any vehicle?

Wellington City Council | 13 of 14

# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

# **Feedback Received**

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Our initial discussions with council officers were to legitimise the current behaviour, which would be to allow any vehicle to unload goods and people and not restrict that to goods vehicles only.

The attached photo shows the two options, and we would prefer the first sign that doesn't have Goods Vehicles Only underneath.

Please contact me if you would like to discuss this further.

#### Officer Response:

Thank you for taking the time to provide feedback on TR02-25 Tawa Mall North Carpark, Tawa – Proposed No Right Turn & Loading Zone.

We have amended the proposed traffic resolution, changing the loading zone to Goods Vehicles Only as per your request. We appreciate you raising this with us.

Wellington City Council | 14 of 14

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

Kia ora,

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

## Proposal:

Reference	TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction		
Location – where we propose to make the change	Main Road, Tawa – outside nos. 199-209 and 169-171		
What we'd like to do	<ul> <li>Convert nine existing P60 parking spaces to P120 Time Limited Parking,</li> <li>Monday to Sunday 8am – 6pm</li> </ul>		
Why we are proposing the change	<ul> <li>change nine existing P60 parking spaces to P120.</li> <li>Six of these carparks are angled carparks located outside no. 199-209 Main Road, and three are parallel carparks located outside no. 169-171 Main Road.</li> <li>The Tawa Business Group is requesting this change on behalf of businesses in the area whose customers require more than 60 minutes to complete their activity.</li> <li>A prime example of businesses who will benefit from this are the likes of hairdressers in the area whose customers will often require more than 60 minutes.</li> <li>Therefore, to support local businesses, Council officers propose to</li> </ul>		
Impact	convert a total of nine P60 parks to P120 Monday-Sunday 8am-6pm.  Improvements		
	Improves the viability of business wellbeing		
	Net Parking Impact		
	Converting nine P60 parking spaces to P120 Time Limited Parking spaces		
	Pedestrian impact		
	No Change		
Other options considered	Option 1:		
	<ul> <li>The alternative option of converting only four carparks to P120 at the northern location was considered. However, after discussions with the Tawa Business Group, it was agreed that converting all six parks to P120 would better support local businesses.</li> </ul>		
How this relates to the parking policy	<ul> <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> </ul>		
Additional Information	<ul> <li>Average daily traffic count – Main Road 12,035 (2023 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 Wednesday 18 December 2024 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>		

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Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

<ul> <li>Your privacy is important to us. Please <u>DO NOT</u> add specific personal details to your feedback (i.e.: full name, address, etc)</li> </ul>		
What we do with your personal information:  All or beginnings (in the discount of the description) and the description of		
All submissions (including your <u>first</u> name, but not contact details) are		
provided in their entirety to elected members and made available to		
the public on our website and at our office. Personal information		
(including contact details) will also be used for the administration of the		
consultation process including informing you of the outcome of the		
consultation. All information collected will be held by Wellington City		
Council, 113 The Terrace, Wellington, with submitters having the right		
to access and correct personal information.		
<ul> <li>For more information regarding our Privacy Statement please check our</li> </ul>		
webpage: Privacy statement - Wellington City Council.		
If you would like to provide us with specific feedback, which will be		
added to the Traffic Resolution following consultation and made public		
in full, you can do so by filling out an online submission form,		
downloading a printable submission form on		
https://www.letstalk.wellington.govt.nz/ or emailing us at		
trfeedback@wcc.govt.nz.		
Please note if you are giving feedback the consultation period		
opens at 9.00am Wednesday 18 December 2024 and finishes at		
5.00pm Wednesday 22 January 2025.		
<ol> <li>Feedback collated by Thursday 23 January 2025.</li> </ol>		
2. The proposal will go to the Koata Hātepe   Regulatory Processes		
Committee meeting on Thursday 27 February 2025.		
3. If approved, the proposal will be installed within the following three		
months.		

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Traffic Resolution Plan: TR03-25 Main Road, Tawa - Proposed P120 Time Limited Parking Restriction



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Traffic Resolution Plan: TR03-25 Main Road, Tawa - Proposed P120 Time Limited Parking Restriction



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Traffic Resolution Plan: TR03-25 Main Road, Tawa - Proposed P120 Time Limited Parking Restriction



Wellington City Council | 5 of 15

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### **Legal Description:**

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

Column One	Column Two	Column Three
Main Road	P60, Monday – Sunday 8am – 6pm	West side, commencing 33 metres south of its intersection with Lincoln Avenue (Grid coordinates X= 1,753,091.49 Y= 5,440,925.36) and extending in a southerly direction following the western kerb line for 20 metres.
Main Road	P60, Monday – Sunday 8am – 6pm	West side, commencing 27 metres north of its intersection with Lyndhurst Road (Grid coordinates X= 1,753,060.93 Y= 5,440,602.61) and extending in a northerly direction following the western kerb line for 19 metres.

<u>Add</u> to Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Main Road	P120, Monday – Sunday 8am-6pm	West side, commencing 33 metres south of its intersection with Lincoln Avenue (Grid coordinates X= 1,753,091.49 Y= 5,440,925.36) and extending in a southerly direction following the western kerb line for 20 metres.
Main Road	P120, Monday – Sunday 8am-6pm	West side, commencing 27 metres north of its intersection with Lyndhurst Road (Grid coordinates X= 1,753,060.93 Y= 5,440,602.61) and extending in a northerly direction following the western kerb line for 19 metres.

Prepared By: Karl Rudge (Transport Engineer)

Approved By: Kate Gourdie (Team Leader Traffic & Resolutions)

Approved Date: 27/11/2024

Wellington City Council | 6 of 15

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Name: Cassandra Suburb: Tawa Agree: Yes

No comment.

# Officer Response:

Thank you for taking the time to provide feedback on TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction. We appreciate the support that you have shown for the proposed changes.

#### **Feedback**

Name: Jordan

Suburb: Wellington Central

Agree: No

Stop doing anything! You are villains and should be booted.

# Officer Response:

Thank you for taking the time to provide feedback on TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction.

The proposed changes are to address a request made by local businesses. This will ensure that those visiting the area have enough time to visit the nearby businesses.

# Feedback

Name: Nicola Suburb: Tawa Agree: Yes

I agree that 60 mins is not long enough for some businesses, so this change will support them.

# Officer Response:

Wellington City Council | 7 of 15

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Thank you for taking the time to provide feedback on TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction. Thank you for showing the support for the proposed changes and commenting on why you believe that these proposed changes will be of benefit.

### Feedback

Name: Michele

Suburb: Broadmeadows

Agree: No

It is not clear what the meaning is for the changes?

#### Officer Response:

Thank you for taking the time to provide feedback on TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction.

The proposal is too covert nine P60 parks to P120 as requested by local businesses. Please see page one of this Traffic Resolution for further information.

# Feedback

Name: Les Suburb: Tawa Agree: No

Little point as few people park for longer than the existing timeline.

# Officer Response:

Thank you for taking the time to provide feedback on TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction.

The proposed changes are to support those businesses in the area whose customers require longer than 60 minutes. This was a request that was made by local businesses, in which the traffic resolution is proposed to support this suggested change. If you do notice vehicles overstaying the timeline, we recommend that you report this to our parking services team by calling 04 499 4444 with the details of the vehicle.

Wellington City Council | 8 of 15

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#### **Feedback**

Name: Maureen Suburb: Tawa Agree: Not Stated

To whom it may concern,

I own a salon at [Redacted] Main Road Tawa.

It would be great for our clients to have maybe 2 2hr parks near us.

I have been in Tawa since December 1971 and have many clients of whom many find it hard to walk

Regarding parking Sundays, I believe the parking limits on the Main Road should not be in on place on a Sunday.

Many of the businesses do not open on a Sunday, also I strongly believe people should be able to go to church without paying for a carpark.

Many church goers chat after attending church and live along. If they have to rush away due to parking, their ability to speak with friends will be taken away.

Many thanks.

# Second submission

Many thanks for the opportunity to have a say regarding the parking in Tawa.

Firstly, since I don't live in Tawa, however I have been in business since 1978, when there was no weekend trading. There were two salons, mine and one above in the building just past where BNZ which used to be on the corner.

As years have passed, trading on weekends has increased with more salons, restaurants, bakeries, nail bars, barbers, gift shops, the Candle shop etc have come to the Main Road. This is great for Tawa, especially when our clients from afar shop after their appointments at the Supermarket, The Pharmacy, Skye Candles, The Bookshop, Paisley, and go have a coffee and a bite to eat.

My concern is without longer parking near our salon [Redacted], our local clients and those who come from afar, such as Whanganui, Otaki, Levin, need to be able to know they can park for more than 1 hour when having colour services. Colours take 2 and ½ hours including a cut etc. Therefore, clients would not be able to spend longer time shopping in Tawa.

This could also cause a problem for clients from the area with young children, and older clients who need to be able to park nearby. This includes those with special needs if they find the handicap park near us full. Many, many, clients have spoken to us about the parking, and I have mentioned they could also have a say.

Wellington City Council | 9 of 15

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Me Heke Ki Pöneke

They notice, along with us, people are parking for hours. This causes a problem for clients who work in the area sadly having nowhere to park. I strongly believe people who work in Tawa should have a designated parking area for them only, showing a sticker on their windscreen when they park. Having a designated car park would relieve the congestion of parking on the Main Road. Our building has parking for all our tenants and our staff, so we are very lucky.

I must add, we are having clients who would normally shop in Porirua for a few things now coming to Tawa due to the no pair parking in Tawa!! So, a huge thank you for no paid parking, as it would kill Tawa.

Kind regards.

## Officer Response:

Thank you for taking the time to provide feedback on TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction.

All time-limited parking, including those that are existing, applies on Sundays unless the signage specifies otherwise (e.g., Mon-Fri). This change was implemented by the Central Government to ensure parking restrictions are in place seven days a week, especially in areas surrounding business centres.

We must strike a balance between providing both short-term and long-term parking. Increasing long-term parking in the area could reduce turnover, making it more difficult for people to find available spaces. Additionally, there is unrestricted parking on nearby streets for those who may need to park for a longer duration.

## Feedback

Name: Darryl Suburb: Tawa Agree: No

Should remain as 60-minute spaces.

# Officer Response:

Thank you for taking the time to provide feedback on TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction.

The majority of P60 parking spaces are to remain as P60 and only a few select parking spaces are changing to help those businesses whose customers require longer parking. This was a request made

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by the Tawa Business group on behalf of the local businesses.

Feedback
Name: Phillip
Suburb: Tawa
Agree: Yes
No comment.
Officer Response:
Thank you for taking the time to provide feedback on TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction. We appreciate the support that you have shown for the proposed changes.
Feedback
Name: Paul
Suburb: Tawa
Agree: Yes
No comment.
Officer Response:
Thank you for taking the time to provide feedback on TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction. We appreciate the support that you have shown for the proposed changes.
Feedback
Name: Jane
Suburb: Tawa
Agree: Yes
I agree with increasing the time limit for parking (perhaps more than just 9?) – but I thought parking
times on the Main Road were Monday to Saturday only? Isn't a Sunday a "no time limit" day?

Wellington City Council | 11 of 15

Otherwise, all the 60-minute time places would cause big problems for all church goers.

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#### Officer Response:

Thank you for taking the time to provide feedback on TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction.

All time-limited parking, including those that are existing, applies on Sundays unless the signage specifies otherwise (e.g., Mon-Fri). This change was implemented by the Central Government to ensure parking restrictions are in place seven days a week, especially in areas surrounding business centres.

The new P120 spaces are designed for users who need longer stays. If additional time is required, unrestricted parking is available on the surrounding streets. Currently, only 9 parking spaces are being converted to P120 as per the request of the Tawa Business Group. Further changes can be considered in the future once we see how the new parking arrangement is working.

# Feedback

Name: Caleb Suburb: Newlands

Agree: Yes

No comment.

## Officer Response:

Thank you for taking the time to provide feedback on TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction. We appreciate the support that you have shown for the proposed changes.

# Feedback

Name: Gillmer

Suburb: Wellington Central

Agree: Yes

Your heading says P12 "Proposed P12 Time Limited Parking Restriction?" Agree with extended period to 120 minutes though as 60 is not enough to get shopping down, especially for older less mobile people.

# Officer Response:

Wellington City Council | 12 of 15

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Thank you for taking the time to provide feedback on TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction. We appreciate your support on the proposed changes.

Thank you for pointing out the typo on the website. We updated this as soon as we received your submission to state P120.

### Feedback

Name: John

**Suburb: Crofton Downs** 

Agree: No

Do not do this.

You do not need to do this, there is no benefit to locals. It is wasteful spending. Instead focus on reducing spend and deliver a rates reduction.

Please!

# Officer Response:

Thank you for taking the time to provide feedback on TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction.

The proposed changes are to address a request made by local businesses. This will ensure that those visiting the area have enough time to visit the nearby businesses.

# Feedback

Name: James

**Suburb: Mount Cook** 

Agree: Yes

No comment.

## Officer Response:

Thank you for taking the time to provide feedback on TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction. We appreciate the support that you have shown for the proposed changes.

Wellington City Council | 13 of 15

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**Feedback** 

Name: David Suburb: Tawa Agree: Yes

No comment.

## Officer Response:

Thank you for taking the time to provide feedback on TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction. We appreciate the support that you have shown for the proposed changes.

#### Feedback

Name: Steven Suburb: Newlands

Agree: Yes

No comment.

## Officer Response:

Thank you for taking the time to provide feedback on TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction. We appreciate the support that you have shown for the proposed changes.

# Feedback

Name: Peter Suburb: Tawa Agree: No

Some of these are in high traffic areas of Tawa, and central to town. I suspect they would also have relatively high occupancy with the current time restrictions – for this reason, I oppose this plan and would suggest surrounding streets are available (Cambridge St, Oxford St, Lyndhurst Road, Main St South of Lyndhurst Road).

Officer Response:

Wellington City Council | 14 of 15

Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

Thank you for taking the time to provide feedback on TR03-25 Main Road, Tawa – Proposed P120 Time Limited Parking Restriction.

The selected parking spaces have been chosen specifically for their close proximity to the main shopping and business area in Tawa, ensuring they are near the shops and services where customers may need more than 60 minutes of parking.

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Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

Kia ora,

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

### Proposal:

Reference	TR06-25 Rintoul Street, Newtown – Proposed P10 Time Limited Parking Restriction
Laurettan unbana	
Location – where we propose to	Rintoul Street, Newtown – outside no. 90
make the change	
What we'd like to do	<ul> <li>Install one P10 Time Limited Parking space, Monday – Friday, 8am –</li> </ul>
	8pm
Why we are proposing the change	<ul> <li>As part of the Berhampore to Newtown bus, bike, and pedestrian improvements project, the Council installed an uphill bike lane on the eastern side of Rintoul Street in October 2024.</li> <li>Council has received a request from a resident to create a short-stay car park to assist a family member with mobility issues, facilitating pick-ups and drop-offs for services and outings throughout the week.</li> <li>This short-stay car park could also be used by other residents for pick-ups and drop-offs, including couriers, grocery deliveries, or visitors to the nearby rest home.</li> <li>Therefore, Council officers propose to convert one P180 Residents Exempt, Monday to Friday 8am – 8pm to a P10 Monday to Friday 8am-8pm.</li> </ul>
Impact	<ul> <li>Improvements         <ul> <li>Improves safety and accessibility for all residents who may require pick-up and drop-off</li> <li>Improves safety and accessibility for people with mobility issues in this section of Rintoul Street</li> <li>Improves short stay parking availability for all residents and those making deliveries to the area</li> </ul> </li> </ul>
	Net Parking Impact
	No change to total parking
	<ul> <li>Converting one P180 Residents Exempt parking space to one P10 Time</li> <li>Limited Parking space, Monday – Friday 8am – 8pm</li> </ul>
	Pedestrian impact     Positive – this will make it easier for people to pick-up and drop-off goods to residents in this section of Rintoul Street
Other options considered	Option 1:
	<ul> <li>Installing one P10 parking space outside no. 80 Rintoul Street. This option is not preferred as the parking space is not large enough to accommodate a full-length parking space.</li> <li>Option 2:</li> </ul>
	<ul> <li>Installing short stay parking in Millward Street. This option is not preferred as this entrance is not suitable for the resident with mobility issues.</li> </ul>

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# Absolutely Positively **Wellington** City Council Me Heke Ki Pöneke

How this relates to the parking policy	<ul> <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.</li> </ul>
Additional Information	<ul> <li>Average daily traffic count – 3,230</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 Wednesday 18 December 2024 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> <li>Your privacy is important to us. Please <u>DO NOT</u> 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 <u>first</u> name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.     </li> <li>For more information regarding our Privacy Statement please check our webpage: <u>Privacy statement</u> - Wellington City Council.</li> </ul>
Feedback	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="trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a> .  Please note if you are giving feedback the consultation period opens at 9.00am Wednesday 18 December 2024 and finishes at 5.00pm Wednesday 22 January 2025.
Next Steps	<ol> <li>Feedback collated by Thursday 23 January 2025.</li> <li>The proposal will go to the Koata Hātepe   Regulatory Processes         Committee meeting on Thursday 27 February 2025.</li> <li>If approved, the proposal will be installed within the following three months.</li> </ol>

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Absolutely Positively Wellington City Council
Me Heke Ki Poneke

Traffic Resolution Plan: TR06-25 Rintoul St, Newtown - P10 Time Limited Parking Restriction



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# **Legal Description:**

<u>Delete</u> from Schedule E (Resident Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Rintoul Street	P180 Residents Exempt, Monday – Friday 8am – 8pm	West side, commencing 52 metres south of its intersection with Stoke street (Grid coordinates X=1,748,846.92m Y=5,424,811.87m) and extending in a southerly direction following the western kerb line for 5 metres.

<u>Add</u> to Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Rintoul Street	P10 Monday – Friday 8am – 8pm	West side, commencing 52 metres south of its intersection with Stoke street (Grid coordinates X=1,748,846.92m Y=5,424,811.87m) and extending in a southerly direction following the western
		kerb line for 5 metres.

Prepared By: Nicola Mitchell (Project Lead – Transitional

programme)

(Team Leader Traffic &

Approved By: Kate Gourdie Resolutions)

Approved Date: 27/11/2024

Absolutely Positively Wellington City Council Me Heke Ki Pöncke

**Feedback** 

Name: Elient

Suburb: Berhampore

Agree: Yes

Seems sensible!

#### Officer Response:

Thank you for taking the time to provide feedback on TR06-25 Rintoul Street, Newtown – Proposed P10 Time Limited Parking Restriction. We appreciate the support that you have shown for the proposed changes.

#### Feedback

Name: Jordan

Suburb: Wellington Central

Agree: No

Stop doing anything! You are villains and should be booted.

## Officer Response:

Thank you for taking the time to provide feedback on TR06-25 Rintoul Street, Newtown – Proposed P10 Time Limited Parking Restriction.

The proposed changes are to assist nearby residents with mobility needs, facilitating pick-ups and drop-offs for services and outings throughout the week. Additionally, this space can also be used by other residents for pick-ups and drop-offs, including couriers, grocery deliveries, or visitors to the nearby rest home. Therefore, these changes are required to assist local residents.

## Feedback

Name: Magnus Suburb: Melrose Agree: Yes

No comment.

# Officer Response:

Thank you for taking the time to provide feedback on TR06-25 Rintoul Street, Newtown - Proposed

Wellington City Council | 5 of 10

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

P10 Time Limited Parking Restriction. We appreciate the support that you have shown for the proposed changes.

# Feedback

Name: Michele

Suburb: Broadmeadows

Agree: No

It is not clear what the meaning is for the changes?

### Officer Response:

Thank you for taking the time to provide feedback on TR06-25 Rintoul Street, Newtown – Proposed P10 Time Limited Parking Restriction.

This change is being made to facilitate access for a mobility impaired member of the community and to enable other short term uses. The impact of the change is limited and only changes one P180/Residents Exempt parking space to a short term P10 parking space 8am-8pm.

# Feedback

Name: Sue

Suburb: Island Bay

Agree: Yes

This highlights the issue for parking, particularly for residents, in all of Rintoul Street now that the bike lane has been developed. As pointed out in the consultation Rintoul Street is completely unsuitable for the bike lane. It is narrow and is a major bus route. The bike lanes should be on roads that are not major public transport routes. I suggest that there should be several residents only, pick up and drop off parks at intervals along Rintoul St.

# Officer Response:

Thank you for taking the time to provide feedback on TR06-25 Rintoul Street, Newtown – Proposed P10 Time Limited Parking Restriction. We appreciate the support that you have shown for the proposed changes.

Thank you for your suggested ideas, we will take this into consideration.

# Feedback

Name: Niall Suburb: Newtown Agree: Yes

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Absolutely Positively Wellington City Council Me Heke Ki Pöneke

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR06-25 Rintoul Street, Newtown – Proposed P10 Time Limited Parking Restriction. We appreciate the support that you have shown for the proposed changes.

#### **Feedback**

Name: Ben

Suburb: Wadestown

Agree: Yes

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR06-25 Rintoul Street, Newtown – Proposed P10 Time Limited Parking Restriction. We appreciate the support that you have shown for the proposed changes.

## **Feedback**

Name: Patrick Suburb: Agree: Yes

Kia ora,

Thanks for the opportunity to have a say. We would like a speaking slot at the Committee meeting.

We support this proposal. It facilitates access for residents at this location.

# Officer Response:

Thank you for taking the time to provide feedback on TR06-25 Rintoul Street, Newtown – Proposed P10 Time Limited Parking Restriction. We appreciate the support that you have shown for the proposed changes.

# Feedback

Name: John

**Suburb: Crofton Downs** 

Wellington City Council | 7 of 10

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

### Agree: No

Do not do this.

You do not need this, there is no benefit to locals. It is wasteful spending. Instead focus on reducing spend and deliver a rates reduction.

#### Officer Response:

Thank you for taking the time to provide feedback on TR06-25 Rintoul Street, Newtown – Proposed P10 Time Limited Parking Restriction.

This change is being made to facilitate access for a mobility impaired member of the community and to enable other short term uses. Wellington City Council is focussed on providing accessibility for all members of the community. The impact of the change is limited and only changes one P180/Residents Exempt parking space to a short term P10 parking space 8am-8pm.

#### Feedback

Name: James Suburb: Mount Cook Agree: Yes

No comment.

# Officer Response:

Thank you for taking the time to provide feedback on TR06-25 Rintoul Street, Newtown – Proposed P10 Time Limited Parking Restriction. We appreciate the support that you have shown for the proposed changes.

## Feedback

Name: Alex Suburb: Newtown Agree: Yes

No comment.

# Officer Response:

Thank you for taking the time to provide feedback on TR06-25 Rintoul Street, Newtown – Proposed P10 Time Limited Parking Restriction. We appreciate the support that you have shown for the proposed changes.

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# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

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

# Feedback Received

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

#### **Feedback**

Name: Steven Suburb: Newlands Agree: Yes

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR06-25 Rintoul Street, Newtown – Proposed P10 Time Limited Parking Restriction. We appreciate the support that you have shown for the proposed changes.

#### Feedback

Name: Mark Suburb: Northland Agree: No

Oppose. Stop installing parking restrictions.

# Officer Response:

Thank you for taking the time to provide feedback on TR06-25 Rintoul Street, Newtown – Proposed P10 Time Limited Parking Restriction.

This change is being made to facilitate access for a mobility impaired member of the community and to enable other short term uses. We are focussed on providing accessibility for all members of the community. The impact of the change is limited and only changes one P180/Residents Exempt parking space to a short term P10 parking space 8am-8pm.

## Feedback

Name: J

Suburb: Newtown

Agree: Yes

As a nearby resident, I strongly support this proposal. The change to P180 parking last year has improved the availability of short-stay parking on Rintoul Street. Provided there is good enforcement, I would expect that a shorter-stay P10 would further improve short-stay parking availability in a specific part of the street and would benefit nearby residents needing accessible pick-up/drop-off.

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Absolutely Positively Wellington City Council
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# Officer Response:

Thank you for taking the time to provide feedback on TR06-25 Rintoul Street, Newtown – Proposed P10 Time Limited Parking Restriction. We appreciate your local knowledge of the area and the support you've shown for the proposed changes.

Wellington City Council  $\,\mid\,\,$  10 of 10

Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

Kia ora,

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

### Proposal:

Reference	TR07-25 Roscoe Terrace, Fitzroy Street, Weld Street, Wadestown –	
	Proposed Parking Scheme Amendments	
Location – where we propose to	Wadestown;	
make the change	Fitzroy Street – outside nos. 9 & 11, 15 & 17	
	Roscoe Terrace up to Wade Street – outside no. 15	
201 - 1110 - 1	Weld Street – outside nos. 54 & 58	
What we'd like to do	Adjust restrictions for the Wadestown Resident Parking Scheme:	
	o Install five P120 Resident Exempt Parking Spaces, Monday –	
	Sunday, 8am – 8pm, on Fitzroy Street	
	o Install 33.8 metres No Stopping At All Times on the uphill side of	
	Roscoe Terrace from no. 15 to Wade Street	
	o Remove the P120 Residents Exempt restrictions outside nos. 54	
	& 58 Weld Street	
Why we are proposing the change	Through consultation for the Wadestown Parking Scheme, Council	
	officers received over 200 pieces of detailed feedback. On review of	
	these submissions, officers are proposing changes to address concerns	
	raised and improve the parking scheme implementation. These changes	
	include:	
	<ul> <li>Fitzroy Street; an additional five Resident Exempt parks are</li> </ul>	
	being added to address requests for more protected parking for	
	residents.	
	o Roscoe Terrace; No Stopping At All Times (NSAAT) lines were	
	added to formalise current parking practices and improve safety	
	in the area as the road width is not wide enough for parking on	
	both sides.	
	o Weld Street; the P120 Resident Exempt parks converted back to	
	unrestricted parking to address residents' concerns around	
	access to the street.	
Impact	Improvements	
	<ul> <li>Improves safety and accessibility for emergency and large vehicles on</li> </ul>	
	Roscoe Terrace	
	Creates more parking availability for residents on Fitzroy Street and	
	Weld Street	
	Net Parking Impact	
	Five additional P120 Resident Exempt parking spaces on Fitzroy Street	
	Removal of six parking spaces on Roscoe Terrace	
	No change on Weld Street	
	Pedestrian Impact	
	No impact	
Other options considered	Option 1:	

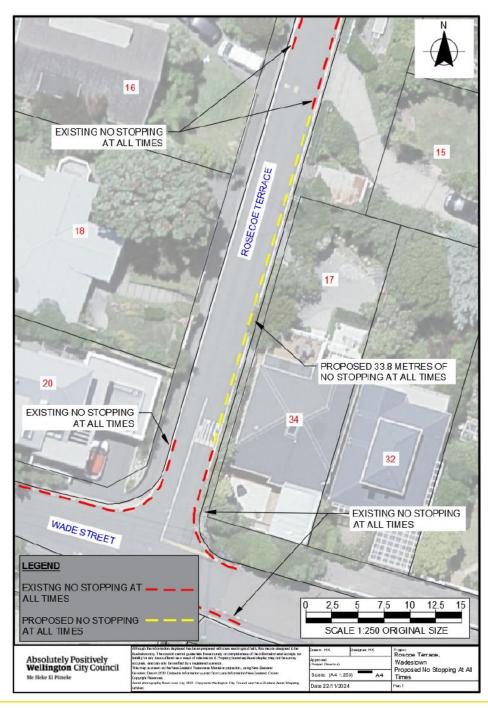
Wellington City Council | 1 of 11

	<ul> <li>Retain approved restrictions in the Wadestown Resident Exempt     Parking Scheme. This option does not address the feedback collected     during the initial consultation.</li> </ul>
How this relates to the parking	Support safe movement – facilitate the safe and efficient movement of
policy	people and goods by focusing on people moving along transport
,	corridors rather than people parking or storing stationary vehicles.
Additional Information	Average daily traffic count – 734 (Roscoe Terrace), 103 (Fitzroy Street),
Additional information	202 (Weld Street)
	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
	Wednesday 18 December 2024 at
	https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444
	and we will send one out to you.
Privacy	Your privacy is important to us. Please <u>DO NOT</u> add specific personal
,	details to your feedback (i.e.: full name, address, etc)
	What we do with your personal information:
	All submissions (including your first name, but not contact details) are
	provided in their entirety to elected members and made available to
	the public on our website and at our office. Personal information
	(including contact details) will also be used for the administration of the
	consultation process including informing you of the outcome of the
	consultation. All information collected will be held by Wellington City
	Council, 113 The Terrace, Wellington, with submitters having the right
	to access and correct personal information.
	For more information regarding our Privacy Statement please check our
	webpage: Privacy statement - Wellington City Council.
Feedback	If you would like to provide us with specific feedback, which will be
	added to the Traffic Resolution following consultation and made public
	in full, you can do so by filling out an online submission form,
	downloading a printable submission form on
	https://www.letstalk.wellington.govt.nz/ or emailing us at
	trfeedback@wcc.govt.nz.
	Please note if you are giving feedback the consultation period
	opens at 9.00am Wednesday 18 December 2024 and finishes at
	5.00pm Wednesday 22 January 2025.
Next Steps	<ol> <li>Feedback collated by Thursday 23 January 2025.</li> </ol>
	2. The proposal will go to the Koata Hātepe Regulatory Processes
	Committee meeting on Thursday 27 February 2025.
	3. If approved, the proposal will be installed within the following three
	months.

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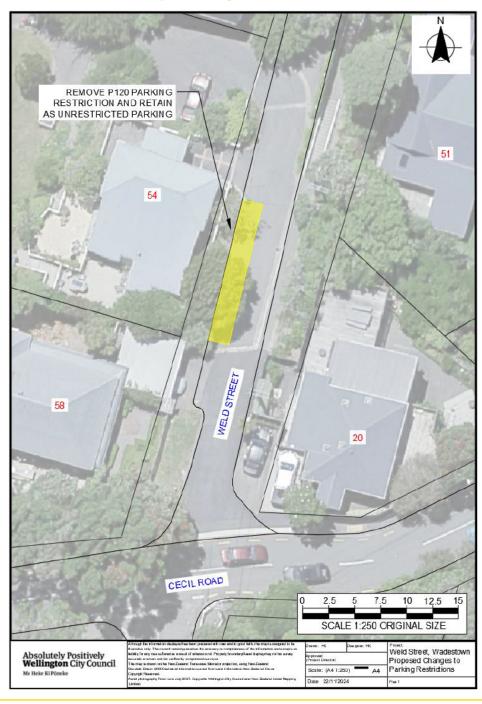
Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

Traffic Resolution Plans: TR07-25 Roscoe Terrace, Fitzroy Street, Weld Street, Wadestown –
Proposed Parking Scheme Amendments



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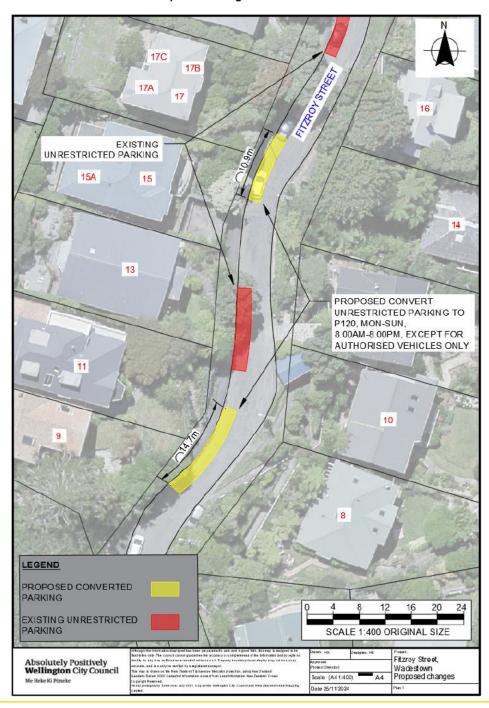
Traffic Resolution Plans: TR07-25 Roscoe Terrace, Fitzroy Street, Weld Street, Wadestown –
Proposed Parking Scheme Amendments



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Absolutely Positively Wellington City Council

Traffic Resolution Plans: TR07-25 Roscoe Terrace, Fitzroy Street, Weld Street, Wadestown – Proposed Parking Scheme Amendments



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# **Legal Description:**

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

Column One	Column Two	Column Three
Weld Street	P120, Monday – Sunday, 8.00am – 8.00pm, Except for Authorised Vehicles Only	West side, (Grid Coordinates X =1748581.612m, Y =5430587.454m) and extending in a Northeasterly direction for 12.66 metres following the Western kerb line

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

Column One	Column Two	Column Three
Fitzroy Terrace	P120, Monday – Sunday, 8.00am – 8.00pm, Except for Authorised Vehicles Only	West side, (Grid Coordinates X =1748821 m, Y =5430657 m) and extending in a Northeasterly direction for 14.7 metres following the Western kerb line
Fitzroy Terrace	P120, Monday – Sunday, 8.00am – 8.00pm, Except for Authorised Vehicles Only	West side, (Grid Coordinates X =1748831.9 m, Y =5430700 m) and extending in a Northeasterly direction for 10.9 metres following the Western kerb line

<u>Add</u> to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Roscoe Terrace	No Stopping, At All Times	East side, (Grid Coordinates X =1748731.9m, Y =5430378.6m) and extending in a Southerly direction for 33.8 metres following the Eastern kerb line

Prepared By: Jacob Wahry (Project Lead)

Approved By: Kate Gourdie (Team Leader Traffic & Resolutions)

Approved Date: 27/11/2024

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# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

# Feedback Received

Absolutely Positively Wellington City Council Me Heke Ki Pöncke

#### **Feedback**

Name: Jordan

Suburb: Wellington Central

Agree: No

Stop doing anything! You are villains and should be booted.

## Officer Response:

Thank you for taking the time to provide feedback on TR07-25 Roscoe Terrace, Fitzroy Street, Weld Street, Wadestown – Proposed Parking Scheme Amendments.

The proposed changes are to address common concerns made through Wadestown Parking Scheme consultation period. This traffic resolution is to address these concerns and make tweaks to the original traffic resolution.

#### Feedback

Name: Michele

Suburb: Broadmeadows

Agree: No

It is not clear what the meaning is for the changes?

# Officer Response:

Thank you for taking the time to provide feedback on TR07-25 Roscoe Terrace, Fitzroy Street, Weld Street, Wadestown – Proposed Parking Scheme Amendments.

Following consultation on the Wadestown Parking Management Scheme, residents suggested several changes in their submissions. Council officers determined that these proposals warranted further community consultation to assess their merit and gather additional input.

## Feedback

Name: Ben

Suburb: Wadestown

Agree: Yes

No comment.

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Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

## Officer Response:

Thank you for taking the time to provide feedback on TR07-25 Roscoe Terrace, Fitzroy Street, Weld Street, Wadestown – Proposed Parking Scheme Amendments. Thank you for your support on the proposed changes.

#### Feedback

Name: John

**Suburb: Crofton Downs** 

Agree: No

Do not do this.

You do not need this, there is no benefit to locals. It is wasteful spending.

Instead focus on reducing spend and deliver a rates reduction.

Please!

# Officer Response:

Thank you for taking the time to provide feedback on TR07-25 Roscoe Terrace, Fitzroy Street, Weld Street, Wadestown – Proposed Parking Scheme Amendments.

The proposed changes are to address common concerns made through Wadestown Parking Scheme consultation period. This traffic resolution is to address these concerns and make tweaks to the original traffic resolution.

## **Feedback**

Name: Martin Suburb: Agree: Yes

Hi,

A great proposal. Can I suggest that a no stopping at all times lines be added – the street is too narrow, and cars do attempt to park on both sides.

Also to improve safety – speed humps and 30km limit be applied. The road is used as a short cut by commuters in morning and evenings.

Wellington City Council | 8 of 11

# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

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

# Feedback Received

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

## Officer Response:

Thank you for taking the time to provide feedback on TR07-25 Roscoe Terrace, Fitzroy Street, Weld Street, Wadestown – Proposed Parking Scheme Amendments. We appreciate the support that you have shown for the proposed changes.

We are unable to add further broken yellow lines onto this traffic resolution, it will have to be considered separately. We will need some further information such as location for this to be further looked into.

Your request for speed humps in this location will be passed to the council Transport Minor Works team to investigate the speeding concerns. At the moment no speed limit changes can be considered without further Central Government guidance.

### Feedback

Name: James

Suburb: Mount Cook

Agree: Yes

No comment.

# Officer Response:

Thank you for taking the time to provide feedback on TR07-25 Roscoe Terrace, Fitzroy Street, Weld Street, Wadestown – Proposed Parking Scheme Amendments. We appreciate the support that you have shown for the proposed changes.

## Feedback

Name: Steven Suburb: Newlands Agree: Yes

No comment.

# Officer Response:

Thank you for taking the time to provide feedback on TR07-25 Roscoe Terrace, Fitzroy Street, Weld Street, Wadestown – Proposed Parking Scheme Amendments. We appreciate the support that you

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Absolutely Positively Wellington City Council Me Heke Ki Pöneke

have shown for the proposed changes.

#### **Feedback**

Name: Mark

Suburb: Wadestown

Agree: No

I oppose this proposal. In simple terms, it looks like WCC is yet again trying to solve a problem that does not exist, and then spend ratepayer money with no regard to the benefits. I live nearby and have driven up and down Roscoe Terrace for over 20 years. At no stage has there been a problem with vehicles parked where it is proposed to paint no stopping lines. As WCC itself acknowledges, at 734 vehicles/day this is a low volume road.

### Officer Response:

Thank you for taking the time to provide feedback on TR07-25 Roscoe Terrace, Fitzroy Street, Weld Street, Wadestown – Proposed Parking Scheme Amendments.

During consultation for the Wadestown Parking we received 4 submissions requesting no parking restrictions on this section of Roscoe Terrace. These submissions focused on these cars blocking the sidewalk as they parked on the sidewalk to avoid blocking the road which impacts residents more than drivers traveling through the area.

# Feedback

Name: Mark Suburb: Northland Agree: No

Unsure.

## Officer Response:

Thank you for taking the time to provide feedback on TR07-25 Roscoe Terrace, Fitzroy Street, Weld Street, Wadestown – Proposed Parking Scheme Amendments.

# Feedback

Name: Liz

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Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Suburb: Wadestown Agree: No

We do not agree with the proposal to provide five Resident Exempt parks outside 9, 11, 15 & 17 Fitzroy Street. Currently there is not an issue with parking at this end of Fitzroy Street and properties at 9, 11 and 15 all have off street parking as well as the ability to park on the street. We are concerned that the placement of these parks will jeopardise our ability to park outside our home at [Redacted] Fitzroy Street (currently unrestricted and no plan for P120 Resident Exempt).

What is the problem that the proposal is addressing? We are of the view there is not a current problem for residents parking in the street and would like to know the reasons behind the proposal. If it is due to the proposal for future parking on one side of the street only, this is likely to be a concern much further along the street.

Please keep us informed and please consult with us if this proposal is likely to proceed as we do not want to lose the ability to park outside our home.

## Officer Response:

Thank you for taking the time to provide feedback on TR07-25 Roscoe Terrace, Fitzroy Street, Weld Street, Wadestown – Proposed Parking Scheme Amendments.

The installation of additional safety markings (broken yellow lines) in the Wadestown area as part of the Parking Management Plan improvements has increased pressure on parking for residents. Officers have received requests for more protected parking for residents. This proposed change aims to prioritise local residents, allowing them to park outside or near their homes, as opposed to unrestricted parking that is available to all.

Wellington City Council | 11 of 11

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Kia ora,

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

# Proposal:

Reference	TR08-25 Molesworth Street, Thorndon – Proposed Metered Parking	
Location – where we propose to		
	Molesworth Street, Thorndon – outside no. 2	
make the change What we'd like to do	Do anno later singuistica and an alice and a second and a second and a second and a second and a second and a second an	
what we dlike to do	Re-resolute six existing metered parking spaces at no. 2 Molesworth	
	Street outside of the High Court that were removed as part of TR63-23	
	for the Thorndon Connections project.	
Why we are proposing the change		
	Connections cycleway, the scope of the project had to be altered.	
	<ul> <li>At the Regulatory Processes Committee (RPC) on Thursday 11 May</li> </ul>	
	2023, the committee made amendments to the Thorndon Connections	
	project which included removing the bi-directional cycleway and making	
	this one-way only.	
	<ul> <li>Therefore, the layout has been adjusted to retain six metered carparks</li> </ul>	
	outside no. 2 Molesworth Street near the High court that were initially	
	going to be removed.	
	The proposal seeks to formalise these existing metered carparks and	
	retain these on-site.	
Impact	Improvements  • Improves accessibility for short term visitors to local businesses	
	Net Parking Impact	
	Formalising and re-resolute six metered car parking spaces	
	Pedestrian Impact	
	No Change	
Other options considered	Option 1:	
	Fill this space with planter boxes. This option would increase amenity of	
	the area, however the cost of installing and maintaining planter boxes is	
	significant and would take away parking for visitors to the area.	
How this relates to the parking	Support business wellbeing – ensure parking management and pricing	
policy	controls support economic activity in the central city, suburban centres	
point,	and mobile trades and services.	
	Support city place-making, amenity, and safety – ensure on-street	
	parking design and placement supports overall city amenity, safety,	
	community building, heritage, creative arts, good urban design	
	outcomes and attractive streetscapes.	
Additional Information		
Additional information	Average daily traffic count – 6,640  Annual parking revenue impact. \$26,035 revenue gain with retaining six.	
	Annual parking revenue impact - \$26,935 revenue gain with retaining six	
	metered parking spaces	
	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	
	Wednesday 18 December 2024 at	

Wellington City Council | 1 of 11

Me Heke Ki Põneke

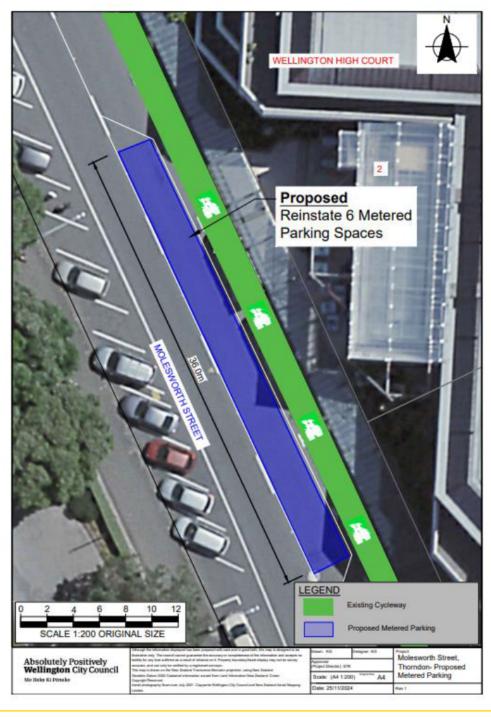
# We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

	https://www.latatallowelliantan.ac.t.m./ announce and (04) 400 4444	
	https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444	
	and we will send one out to you.	
Privacy	<ul> <li>Your privacy is important to us. Please <u>DO NOT</u> add specific personal</li> </ul>	
	details to your feedback (i.e.: full name, address, etc)	
	<ul> <li>What we do with your personal information:</li> </ul>	
	All submissions ( <b>including your <u>first</u> name</b> , but not contact details) are	
	provided in their entirety to elected members and made available to	
	the public on our website and at our office. Personal information	
	(including contact details) will also be used for the administration of the	
	consultation process including informing you of the outcome of the	
	consultation. All information collected will be held by Wellington City	
	Council, 113 The Terrace, Wellington, with submitters having the right	
	to access and correct personal information.	
	For more information regarding our Privacy Statement please check our	
	webpage: Privacy statement - Wellington City Council.	
Feedback	<ul> <li>If you would like to provide us with specific feedback, which will be</li> </ul>	
	added to the Traffic Resolution following consultation and made public	
	in full, you can do so by filling out an online submission form,	
	downloading a printable submission form on	
	https://www.letstalk.wellington.govt.nz/ or emailing us at	
	trfeedback@wcc.govt.nz.	
	Please note if you are giving feedback the consultation period	
	opens at 9.00am Wednesday 18 December 2024 and finishes at	
	5.00pm Wednesday 22 January 2025.	
Next Steps	<ol> <li>Feedback collated by Thursday 23 January 2025.</li> </ol>	
	2. The proposal will go to the Koata Hātepe   Regulatory Processes	
	Committee meeting on Thursday 27 February 2025.	
	3. If approved, the proposal will be installed within the following three	
	months.	
Next Steps	<ol> <li>Feedback collated by Thursday 23 January 2025.</li> <li>The proposal will go to the Koata Hātepe   Regulatory Processes         Committee meeting on Thursday 27 February 2025.</li> <li>If approved, the proposal will be installed within the following three</li> </ol>	

Wellington City Council | 2 of 11

Traffic Resolution Plan: TR08-25 Molesworth Street, Thorndon – Proposed Metered Parking



Wellington City Council | 3 of 11

Absolutely Positively Wellington City Council
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### **Legal Description:**

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

Column One	Column Two	Column Three
Molesworth Street	Metered Parking, Monday – Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	East side, commencing 71.1 metres south of its intersection with Kate Sheppard Place (Grid Coordinates X=2658911.120144 m, Y=5990592.657958 m) and extending in a northerly direction following the kerbline for 36 metres. (6 parallel carparks)

Prepared By:

Jacob Wahry

(Project Lead)

Approved By:

Kate Gourdie

(Team Leader Traffic &

Approved Date: 28/11/2024

Resolutions)

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Feedback

Name: Jordan

**Suburb: Wellington Central** 

Agree: No

Stop doing anything! You are villains and should be booted.

### Officer Response:

Thank you for taking the time to provide feedback on TR08-25 Molesworth Street, Thorndon – Proposed Metered Parking.

The proposed changes are to formalise existing metered parking spaces on the street. No physical changes are required.

### Feedback

Name: Michele

Suburb: Broadmeadows

Agree: No

It is not clear what the meaning is for the changes?

### Officer Response:

Thank you for taking the time to provide feedback on TR08-25 Molesworth Street, Thorndon – Proposed Metered Parking.

Due to changes from the Regulatory Process Committee meeting on the Thorndon Connections cycleway design, officers were able to re-instate additional \$P120 parking as part of the installation. Due to the agile nature of the project this change needed to be retrospectively formalised with this traffic resolution.

### Feedback

Name: Caleb Suburb: Newlands Agree: Yes

No comment.

Wellington City Council | 5 of 11

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#### Officer Response:

Thank you for taking the time to provide feedback on TR08-25 Molesworth Street, Thorndon – Proposed Metered Parking. We appreciate the support that you have shown for the proposed changes.

#### Feedback

Name: Mike Suburb: Karori Agree: Yes

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR08-25 Molesworth Street, Thorndon – Proposed Metered Parking. We appreciate the support that you have shown for the proposed changes.

### Feedback

Name: Ben

Suburb: Wadestown

Agree: Yes

As long as doesn't impact protected cycleway and unlikely doors will be opened onto cycleway reinstating lost parking is good. There is an area next to cycleway that has lines painted on it could this be converted to motorcycle parking as appears not enough space for car parking.

### Officer Response:

Thank you for taking the time to provide feedback on TR08-25 Molesworth Street, Thorndon – Proposed Metered Parking. We appreciate the support that you have shown for the proposed changes. There is 1m of separated space between the edge of the carparks and the cycleway.

### Feedback

Wellington City Council | 6 of 11

Absolutely Positively Wellington City Council

Name: Bridget Suburb: Agree: No

Please remove the entire cycleway on Molesworth Street and Mulgrave Street. It is destroying local businesses and creating traffic snarl ups every day. It looks like it is used by less than 0.01% of the traffic in the area. All these little tweaks would not be necessary if the cycleway was removed.

If you are going to the trouble of 'consulting' on these matters, please actually listen to the ratepayers.

### Officer Response:

Thank you for taking the time to provide feedback on TR08-25 Molesworth Street, Thorndon – Proposed Metered Parking. This traffic resolution aims to formalise further parking to serve businesses and customers in the area. Further changes will need to be consulted separately.

### **Feedback**

Name: Denys

**Suburb: Wellington Central** 

Agree: No

Will make Molesworth Street a single lane. Remove the cycle lane and then reinstate the carparks. Furthermore, there are no business premises outside the High Court.

### Officer Response:

Thank you for taking the time to provide feedback on TR08-25 Molesworth Street, Thorndon – Proposed Metered Parking. This traffic resolution serves to formalise parking, further changes to the layout of Molesworth Street will need to be consulted separately.

### Feedback

Name: Patrick Suburb: Agree: Yes

Kia ora,

Wellington City Council | 7 of 11

Absolutely Positively Wellington City Council

Thanks for the opportunity to have a say. We would like a speaking slot at the Committee meeting.

We are in conditional support.

Our support is subject to ensuring there is physical separation between the reinstated vehicle parks and then bike lane. Opening driver-side doors increases risk to people using the bike lane unless there is adequate separation.

### Officer Response:

Thank you for taking the time to provide feedback on TR08-25 Molesworth Street, Thorndon – Proposed Metered Parking. We appreciate the support that you have shown for the proposed changes. Carparks are physically separated with ground separators and 1m of clearance.

#### **Feedback**

Name: John

**Suburb: Crofton Downs** 

Agree: No

Do not do this.

You do not need this, there is no benefit to locals. It is wasteful spending.

Instead focus on reducing spend and deliver a rates reduction.

Please!

## Officer Response:

Thank you for taking the time to provide feedback on TR08-25 Molesworth Street, Thorndon – Proposed Metered Parking.

The proposal is to formalise existing metered carparks on the street. No physical changes are proposed.

### **Feedback**

Name: Lucy

Suburb: Wadestown

Agree: Yes

It would be good to have time-limited parking near the Thorndon Medical Centre (e.g. P10 or 15). This may be your closest option unless the parking Pipitea St is changed.

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Absolutely Positively Wellington City Council Me Heke Ki Pöneke

### Officer Response:

Thank you for taking the time to provide feedback on TR08-25 Molesworth Street, Thorndon – Proposed Metered Parking. We appreciate the support that you have shown for the proposed changes.

There is additional time limited parking in the process of being installed on Hawkestone street which could also serve the Medical centre.

Name: James

**Suburb: Mount Cook** 

Agree: Yes

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR08-25 Molesworth Street, Thorndon – Proposed Metered Parking. We appreciate the support that you have shown for the proposed changes.

# Feedback

Name: Andy Suburb: Thorndon Agree: Yes

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR08-25 Molesworth Street, Thorndon – Proposed Metered Parking. We appreciate the support that you have shown for the proposed changes.

### Feedback

Wellington City Council | 9 of 11

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Name: Alex Suburb: Newtown Agree: Yes

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR08-25 Molesworth Street, Thorndon – Proposed Metered Parking. We appreciate the support that you have shown for the proposed changes.

#### Feedback

Name: Steven Suburb: Newlands Agree: Yes

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR08-25 Molesworth Street, Thorndon – Proposed Metered Parking. We appreciate the support that you have shown for the proposed changes.

## Feedback

Name: Mark Suburb: Northland

Agree: No

Stop the Council increasing its exorbitant parking meter income, restrictions on cars and use of cars in the city.

### Officer Response:

Thank you for taking the time to provide feedback on TR08-25 Molesworth Street, Thorndon – Proposed Metered Parking.

Wellington City Council | 10 of 11

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This traffic resolution serves to increase the availability of parking in the Thorndon area. As it is part of the CBD, these spaces are metered to align with the rest of the CBD.

Wellington City Council | 11 of 11

Absolutely Positively Wellington City Council
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Kia ora,

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

### Proposal:

_		
Reference	TR10-25 Roxburgh Street, Mount Victoria – Resident Parking Alterations	
Location — where we propose to	Roxburgh Street, Mount Victoria – outside no. 59	
make the change		
What we'd like to do	<ul> <li>Relocate on-street Resident Parking outside no. 59 Roxburgh Street</li> </ul>	
Why we are proposing the change	<ul> <li>A new vehicle crossing has been installed outside no. 59 Roxburgh</li> </ul>	
	Street as part of a new site development and the previous vehicle	
	crossing has been made redundant.	
	<ul> <li>The location of the new vehicle crossing required one Resident Parking</li> </ul>	
	space to be relocated to the site of the now redundant vehicle crossing.	
	<ul> <li>This Resident Parking space has already been relocated during the site</li> </ul>	
	development; however, the legal descriptions need to be updated to	
	reflect the new parking layout.	
Impact	Improvements	
	<ul> <li>Ensures access for vehicle crossing while maintaining existing on-street</li> </ul>	
	Resident Parking availability	
	<ul> <li>Updates the legal descriptions of the Resident Parking spaces for</li> </ul>	
	enforcement purposes	
	Net parking Impact	
	No change	
	Pedestrian Impact	
	No change	
Other options considered	Option 1:	
	<ul> <li>To not update the legal descriptions. This option is not preferred as the</li> </ul>	
	restricted parking cannot be enforced if the legal descriptions do not	
	match the current parking layout.	
How this relates to the parking	<ul> <li>Support city place-making, amenity, and safety – ensure on-street</li> </ul>	
policy	parking design and placement supports overall city amenity, safety,	
	community building, heritage, creative arts, good urban design	
	outcomes and attractive streetscapes.	
Additional Information	<ul> <li>Average daily traffic count – 1,153 (2018 count)</li> </ul>	
	<ul> <li>To view the legal description for this Traffic Resolution, an electronic</li> </ul>	
	copy of the report will be available on the Council's website from 9.00am	
	Wednesday 18 December 2024 at	
	https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444	
	and we will send one out to you.	
Privacy	Your privacy is important to us. Please <u>DO NOT</u> add specific personal	
	details to your feedback (i.e.: full name, address, etc)	
	What we do with your personal information:	
	All submissions ( <b>including your <u>first</u> name</b> , but not contact details) are	
	provided in their entirety to elected members and made available to	

Wellington City Council | 1 of 9

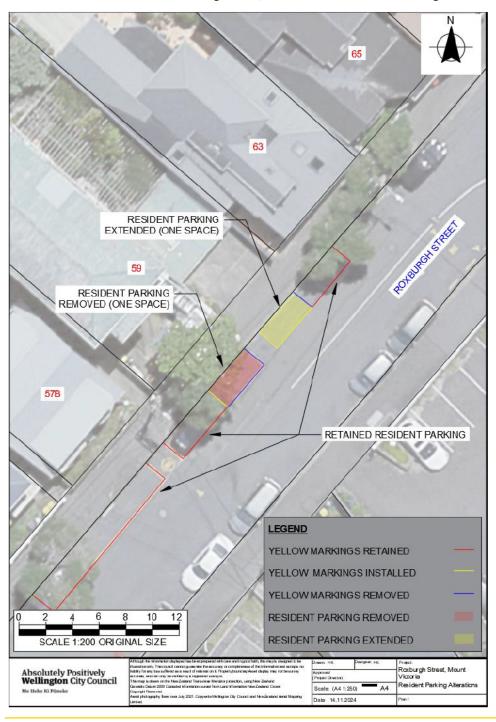
# Absolutely Positively **Wellington** City Council Me Heke Ki Pöneke

	the public on our website and at our office. Personal information
	(including contact details) will also be used for the administration of the
	consultation process including informing you of the outcome of the
	consultation. All information collected will be held by Wellington City
	Council, 113 The Terrace, Wellington, with submitters having the right
	to access and correct personal information.
	For more information regarding our Privacy Statement please check our
	webpage: Privacy statement - Wellington City Council.
Feedback	<ul> <li>If you would like to provide us with specific feedback, which will be</li> </ul>
	added to the Traffic Resolution following consultation and made public
	in full, you can do so by filling out an online submission form,
	downloading a printable submission form on
	https://www.letstalk.wellington.govt.nz/ or emailing us at
	trfeedback@wcc.govt.nz.
	Please note if you are giving feedback the consultation period
	opens at 9.00am Wednesday 18 December 2024 and finishes at
	5.00pm Wednesday 22 January 2025.
Next Steps	<ol> <li>Feedback collated by Thursday 23 January 2025.</li> </ol>
	2. The proposal will go to the Koata Hātepe   Regulatory Processes
	Committee meeting on Thursday 27 February 2025.
	3. If approved, the proposal will be installed within the following three
	months.

Wellington City Council | 2 of 9

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### Traffic Resolution Plan: TR10-25 Roxburgh Street, Mount Victoria – Resident Parking Alterations



Wellington City Council | 3 of 9

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### **Legal Description:**

<u>Delete</u> from Schedule E (Resident Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Roxburgh Street	No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm	West side, commencing 6 metres north of its intersection with Hood Street and extending in a northerly direction following the western kerbline for 52.5 metres.

<u>Add</u> to Schedule E (Resident Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Roxburgh Street	Resident Parking, At All Times	North side, commencing 6 metres northeast of its intersection with Hood Street (X=1,749,584.76m Y=5,427,203.77m) and extending in an easterly direction following the northern kerb line for 6 metres.
Roxburgh Street	Resident Parking, At All Times	North side, commencing 18.2 metres northeast of its intersection with Hood Street (X=1,749,592.03m Y=5,427,213.64m) and extending in an easterly direction following the northern kerb line for 13.5 metres.
Roxburgh Street	Resident Parking, At All Times	North side, commencing 34 metres northeast of its intersection with Hood Street (X=1,749,605.14m Y=5,427,222.97m) and extending in an easterly direction following the northern kerb line for 5 metres.
Roxburgh Street	Resident Parking, At All Times	North side, commencing 44.9 metres northeast of its intersection with Hood Street (X=1,749,610.30m Y=5,427,234.18m) and extending in an easterly direction following the northern kerb line for 8.5 metres.

Prepared By: Hatty Kingdon (Transport Engineering Assistant)

Approved By: Kate Gourdie (Team Leader Traffic &

Approved by: Resolutions)
Approved Date: 27/11/2024

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**Feedback** 

Name: Wellywel Suburb: Mount Victoria

Agree: Yes

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR10-25 Roxburgh Street, Mount Victoria – Resident Parking Alterations. We appreciate your support on the proposed changes.

### Feedback

Name: Jordan

Suburb: Wellington Central

Agree: No

Stop doing anything! You are villains and should be booted.

### Officer Response:

Thank you for taking the time to provide feedback on TR10-25 Roxburgh Street, Mount Victoria – Resident Parking Alterations.

The proposal is only to formalise existing parking restrictions. No physical changes are proposed with this traffic resolution.

### Feedback

Name: Michele

Suburb: Broadmeadows

Agree: No

It is not clear what the meaning is for the change?

Officer Response:

Wellington City Council | 5 of 9

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Thank you for taking the time to provide feedback on TR10-25 Roxburgh Street, Mount Victoria – Resident Parking Alterations.

There are no physical changes to the on-street parking layout being proposed in TR10-25. Previously, the re-development of a site on Roxburgh Street resulted in a Resident Parking space being relocated which altered the on-street parking layout, however, did not impact the number of parking spaces on the street. This proposal is only to update the legal descriptions in our database, so they match the new parking layout.

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Name: Ben

Suburb: Wadestown

Agree: Yes

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR10-25 Roxburgh Street, Mount Victoria – Resident Parking Alterations. We appreciate your support on the proposed changes.

### Feedback

Name: Denys

**Suburb: Wellington Central** 

Agree: Yes

Residents should have consideration.

# Officer Response:

Thank you for taking the time to provide feedback on TR10-25 Roxburgh Street, Mount Victoria – Resident Parking Alterations. We appreciate your support on the proposed changes.

### Feedback

Name: John

Suburb: Crofton Downs

Agree: No

Wellington City Council | 6 of 9

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Do not do this.

You do not need this, there is no benefit to locals. It is wasteful spending. Instead focus on reducing spend and deliver a rates reduction. Please!

### Officer Response:

Thank you for taking the time to provide feedback on TR10-25 Roxburgh Street, Mount Victoria – Resident Parking Alterations.

There are no physical changes to the on-street parking layout being proposed in TR10-25. A Resident Parking space was relocated due to a vehicle crossing being moved as part of a site development. While this had no impact on the number of parking spaces available on the street, it did alter the on-street parking layout. This proposal is only to update the legal descriptions in our database, so they match the new parking layout, which does not cost any money. This proposal is beneficial as for parking restrictions to be enforceable by Parking Services, the legal descriptions in our database must match the parking layout.

### Feedback

Name: James

**Suburb: Mount Cook** 

Agree: Yes

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR10-25 Roxburgh Street, Mount Victoria – Resident Parking Alterations. We appreciate you making a submission in support of this proposal.

### Feedback

Name: Steven Suburb: Newlands

Agree: Yes

No comment.

Wellington City Council | 7 of 9

Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

### Officer Response:

Thank you for taking the time to provide feedback on TR10-25 Roxburgh Street, Mount Victoria – Resident Parking Alterations. We appreciate you making a submission in support of this proposal.

### Feedback

Name: Mark

Suburb: Northland

Agree: No

Unsure.

#### Officer Feedback:

Thank you for taking the time to provide feedback on TR10-25 Roxburgh Street, Mount Victoria – Resident Parking Alterations.

### Feedback

Name: Faye Suburb: Agree: Yes/No

Thank you for acknowledging my phone conversation on 23/01/2025. My comments are:

### Deletions:

1) agree to delete 'No Stopping 'etc' from Schedule E

### Additions:

- 2) dis-agree to change 2 hour parking to resident parking N side 6m north of Hood Street (one park)
- 3) dis-agree to change 3 hour parking to resident parking N side 18.2m north Hood Street
- 4) prefer to remain 2 hour parking for this one space N side 34m north Hood Street (one park)
- 5) agree to change to resident parking for these 3 spaces N side 44.9m north Hood Street

My reasons for the dis-agreement are that I observe that there are many short term journeys to this area that includes the Copthorne (where meetings are held) and the places change frequently giving access to more visitors.

I hope you will be able to incorporate this in your meeting report today as this late reply is due to

Wellington City Council | 8 of 9

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

another commitment and have now returned. I found it "awkward" relating the metric distances to the property number of the street and I think I have got it right.

Yours faithfully.

### Officer Feedback:

Thank you for taking the time to provide feedback on TR10-25 Roxburgh Street, Mount Victoria – Resident Parking Alterations.

This proposal is not to change any time restricted or coupon parking spaces to resident parking spaces. A resident parking space was relocated due to a new vehicle crossing being installed as part of the site development at no. 57 and 59 Roxburgh Street. TR10-25 is proposing no physical changes on the street, rather we are updating the legal descriptions in our system, so they match the new parking layout. This will not have any impact on the current physical parking layout on the street or alter any time restrictions.

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Kia ora,

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

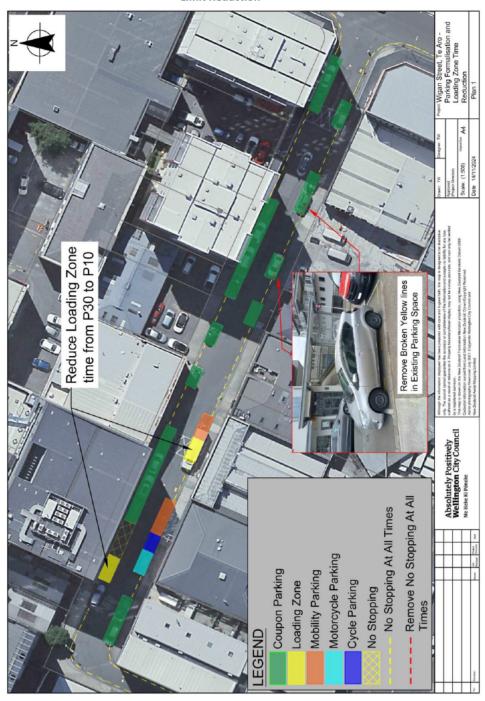
### Proposal:

Reference	TR11-25 Wigan Street, Te Aro – Parking Formalisation and Loading Zone Time	
	Limit Reduction	
Location – where we	The entire length of Wigan Street, Te Aro	
propose to make the change		
What we'd like to do	<ul> <li>Formalise the Coupon parking spaces to what already exists on the street. We will not be reducing any parking spaces or making any changes to them with</li> </ul>	
	the exception to the Loading Zones.	
	<ul> <li>Reduce the Loading Zone Time Limits from P30 to P10 At All Times, Goods</li> </ul>	
	Vehicles Only.	
Why we are proposing the	Wigan street coupon parking does not have the correct formal resolution and	
change	needs to be formalised to the correct traffic resolution.	
	<ul> <li>Council is using this opportunity to reduce the time limit of both loading</li> </ul>	
	zones, as the current P30 limit has proven inefficient and difficult to enforce.	
Impact	Improvements	
	Improves parking availability for both loading zones	
	Net Parking Impact	
	No Change	
	Pedestrian impact	
	No Change	
Other options considered	Option 1:	
other options considered	Formalise the street without reducing the loading zone time limits. This is not	
	the preferred option as P30 loading zones are inefficient and have lower	
	parking turnover.	
How this relates to the	Support business wellbeing – ensure parking management and pricing	
parking policy	controls support economic activity in the central city, suburban centres	
paramag paras,	mobile trades and services.	
Additional Information	Average daily traffic count – 547 (2011 data)	
Auditional morniagion	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 Wednesday	
	18 December 2024 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	Your privacy is important to us. Please <u>DO NOT</u> add specific personal details	
,	to your feedback (i.e.: full name, address, etc)	
	What we do with your personal information:	
	All submissions (including your <u>first</u> name, 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	

Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

	Terrace, Wellington, with submitters having the right to access and correct personal information.		
	<ul> <li>For more information regarding our Privacy Statement please check our webpage: <u>Privacy statement - Wellington City Council</u>.</li> </ul>		
Feedback	<ul> <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:treedback@wcc.govt.nz">treedback@wcc.govt.nz</a>.</li> <li>Please note if you are giving feedback the consultation period opens at 9.00am Wednesday 18 December and finishes at 5.00pm Wednesday 22 January 2025.</li> </ul>		
Next Steps	<ol> <li>Feedback collated by Thursday 23 January 2025.</li> <li>The proposal will go to the Koata Hātepe   Regulatory Processes Committee meeting on Thursday 27 February 2025.</li> </ol>		
	3. If approved, the proposal will be installed within the following three months.		

Traffic Resolution Plan: TR11-25 Wigan Street, Te Aro – Parking Formalisation and Loading Zone Time
Limit Reduction



Absolutely Positively Wellington City Council
Me Heke Ki Poneke

### **Legal Description:**

<u>Delete</u> from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wigan Street	P120 Maximum,	South side, following the kerbline 16 metres
<b>_</b>	Monday to Thursday	west of its intersection with Taranaki Street
	8:00am - 6:00pm,	(Grid Coordinates x= 2658757.353276m, y=
	Friday 8:00am -	5988521.935116m), and extending in a
	8:00pm, Saturday	westerly direction for 5 metres. (1 parallel
	8:00am - 6:00pm	carpark)
Wigan Street	P120 Maximum,	South side, following the kerbline 30 metres
	Monday to Thursday	west of its intersection with Taranaki Street
	8:00am - 6:00pm,	(Grid coordinates x= 1748735.0 m, y=
	Friday 8:00am -	5426809.9 m), and extending in a westerly
	8:00pm, Saturday and	direction for 10metres. (2 parallel carparks)
	Sunday 8:00 - 6:00pm	
Wigan Street	P120 Maximum,	South side, following the kerbline 48.5
	Monday to Thursday	metres west of its intersection with Taranaki
	8:00am - 6:00pm,	Street (Grid Coordinates x=
	Friday 8:00am -	2658757.353276m, y= 5988521.935116m),
	8:00pm, Saturday	and extending in a westerly direction for 5
	8:00am - 6:00pm	metres. (1 parallel carpark)
Wigan Street	P120 Maximum,	South side, following the kerbline 58 metres
	Monday to Thursday	west of its intersection with Taranaki Street
	8:00am - 6:00pm,	(Grid Coordinates x= 2658757.353276m, y=
	Friday 8:00am -	5988521.935116m), and extending in a
	8:00pm, Saturday and	westerly direction for 5 metres. (1 parallel
	Sunday 8:00 - 6:00pm	carpark)
Wigan Street	P120 Maximum,	South side, commencing 123 metres west of
	Monday to Thursday	its intersection with Taranaki Street (Grid
	8:00am - 6:00pm,	coordinates x= 1748735.0 m, y= 5426809.9
	Friday 8:00am -	m), and extending in a westerly direction
	8:00pm, Saturday and	following the southern kerbline for 10.2
	Sunday 8:00 - 6:00pm	metres. (2 parallel parking spaces)
Wigan Street	P120 Maximum,	North side, following the kerbline 88.5
	Monday to Thursday	metres northeast of its intersection with Abel
	8:00am - 6:00pm,	Smith Street (Grid Coordinates x=
	Friday 8:00am -	2658607.931651m, y= 5988533.480865m),
	8:00pm, Saturday	and extending in an easterly direction for 18
	8:00am - 6:00pm	metres. (3 parallel carparks)
Wigan Street	P120 Maximum,	North side, following the kerbline 115.5
	Monday to Thursday	metres northeast of its intersection with Abel
	8:00am - 6:00pm,	Smith Street (Grid Coordinates x=
	Friday 8:00am -	2658607.931651m, y= 5988533.480865m),
	8:00pm, Saturday	and extending in an easterly direction for 5
	8:00am - 6:00pm	metres. (1 parallel carpark)



Wigan Street	P120 Maximum,	North side, following the kerbline 125.5	
	Monday to Thursday	metres east of its intersection with Abel	
	8:00am - 6:00pm,	Smith Street (Grid coordinates x= 1748586.0	
	Friday 8:00am -	m, y= 5426821.5 m), and extending in an	
	8:00pm, Saturday and	easterly direction for 5 metres. (1 parallel	
	Sunday 8:00 - 6:00pm	carpark)	
Wigan Street	P120 Maximum,	North side, following the kerbline 137.5	
	Monday to Thursday	metres east of its intersection with Abel	
	8:00am - 6:00pm,	Smith Street (Grid coordinates x= 1748586.0	
	Friday 8:00am -	m, y= 5426821.5 m), and extending in an	
	8:00pm, Saturday and	easterly direction for 6 metres. (1 parallel	
	Sunday 8:00 - 6:00pm	carpark)	
Wigan Street	P120 Maximum,	North side, following the kerbline 174.5	
	Monday to Thursday	metres east of its intersection with Abel	
	8:00am - 6:00pm,	Smith Street (Grid coordinates x= 1748586.0	
	Friday 8:00am -	m, y= 5426821.5 m), and extending in an	
	8:00pm, Saturday and	easterly direction for 10 metres. (2 parallel	
	Sunday 8:00 - 6:00pm	carparks)	

<u>Delete</u> from Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wigan Street	P30, At All Times, Goods Vehicles Only	North side, following the kerbline 74.5 metres northeast of its intersection with Abel Smith Street (Grid coordinates X=2658607.931651m, Y=5988533.480865m) and extending in an easterly direction for 6 metres.

<u>Delete</u> from Schedule D (Broken Yellow Lines) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wigan Street	No Stopping At All Times	North side, following the kerbline 143.5 metres northeast of its intersection with Abel Smith Street (Grid Coordinates x= 2658607.931651m, y= 5988533.480865m), and extending in an easterly direction for 31 metres.

<u>Add</u> to Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three

Me Heke Ki Põneke

# We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

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Wigan Street	Coupon Parking, Monday to Friday, 8am to 6pm	South side, commencing 15 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,733.53m Y= 5,426,809.27m) and extending in a westerly direction following the southern kerb line for 6 metres.
Wigan Street	Coupon Parking, Monday to Friday, 8am to 6pm	South side, commencing 29.5 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,733.53m Y= 5,426,809.27m) and extending in a westerly direction following the southern kerb line for 10 metres.
Wigan Street	Coupon Parking, Monday to Friday, 8am to 6pm	South side, commencing 47.5 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,733.53m Y= 5,426,809.27m) and extending in a westerly direction following the southern kerb line for 5 metres.
Wigan Street	Coupon Parking, Monday to Friday, 8am to 6pm	South side, commencing 57.5 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,733.53m Y= 5,426,809.27m) and extending in a westerly direction following the southern kerb line for 5 metres.
Wigan Street	Coupon Parking, Monday to Friday, 8am to 6pm	South side, commencing 122 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,733.53m Y= 5,426,809.27m) and extending in a westerly direction following the southern kerb line for 10 metres.
Wigan Street	Coupon Parking, Monday to Friday, 8am to 6pm	North side, commencing 7 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,738.19m Y= 5,426,818.86m) and extending in a westerly direction following the northern kerb line for 12 metres.
Wigan Street	Coupon Parking, Monday to Friday, 8am to 6pm	North side, commencing 38 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,738.19m Y= 5,426,818.86m) and extending in a westerly direction following the northern kerb line for 21.5 metres.
Wigan Street	Coupon Parking, Monday to Friday, 8am to 6pm	North side, commencing 65.5 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,738.19m Y= 5,426,818.86m) and extending in a westerly direction following the northern kerb line for 5 metres.



Wigan Street	Coupon Parking, Monday to Friday, 8am to 6pm	North side, commencing 75 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,738.19m Y= 5,426,818.86m) and extending in a westerly direction following the northern kerb line for 5 metres.
Wigan Street	Coupon Parking, Monday to Friday, 8am to 6pm	North side, commencing 88 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,738.19m Y= 5,426,818.86m) and extending in a westerly direction following the northern kerb line for 20.6 metres.

 $\underline{\textit{Add}}$  to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wigan Street	P10, At All Times, Goods Vehicles Only	North side, commencing 116 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,738.19m Y= 5,426,818.86m) and extending in a westerly direction following the northern kerb line for 5 metres.
Wigan Street	P10, At All Times, Goods Vehicles Only	South side, commencing 87.5 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,733.53m Y= 5,426,809.27m) and extending in a westerly direction following the southern kerb line for 5.5 metres.

<u>Add</u> to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wigan Street	No Stopping At All Times	North side, commencing 19 metres west of its intersection with Taranaki street (Grid coordinates X= 1,748,738.19m Y= 5,426,818.86m) and extending in a westerly direction following the northern kerb line for 19 metres.

Prepared By: Tommy Wilson (Transport Engineering Assistant)

Approved By: Kate Gourdie (Team Leader Traffic &

Approved By: Resolutions)
Approved Date: 27/11/2024

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**Feedback** 

Name: Jordan

Suburb: Wellington Central

Agree: No

Stop doing anything! You are villains and should be booted.

### Officer Response:

Thank you for taking the time to provide feedback on TR11-25 Wigan Street, Te Aro – Parking Formalisation & Loading Zone Time Limit Reduction.

The proposal is only to formalise existing parking restrictions in our database. Additionally, reducing the loading zone time limits to allow better parking turnover and availability for nearby businesses.

### Feedback

Name: Michele

Suburb: Broadmeadows

Agree: No

It is not clear what the meaning is for the changes?

### Officer Response:

Thank you for taking the time to provide feedback on TR11-25 Wigan Street, Te Aro – Parking Formalisation & Loading Zone Time Limit Reduction.

What is documented differs from what is currently on the road. This traffic resolution is simply to formalise our records, so no parking changes will be made on the road. However, we are taking this opportunity to reduce the loading zone time limit from P30 to P10 to allow better parking turnover and availability.

### Feedback

Name: Caleb Suburb: Newlands Agree: No

No comment.

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### Officer Response:

Thank you for taking the time to provide feedback on TR11-25 Wigan Street, Te Aro – Parking Formalisation & Loading Zone Time Limit Reduction.

### **Feedback**

Name: Ben

Suburb: Wadestown

Agree: Yes

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR11-25 Wigan Street, Te Aro – Parking Formalisation & Loading Zone Time Limit Reduction. We appreciate you making a submission in support of this proposal.

### Feedback

Name: John

**Suburb: Crofton Downs** 

Agree: No

Do not do this.

You do not need this, there is no benefit to locals. It is wasteful spending.

Instead focus on reducing spend and deliver a rates reduction.

Please!

### Officer Response:

Thank you for taking the time to provide feedback on TR11-25 Wigan Street, Te Aro – Parking Formalisation & Loading Zone Time Limit Reduction.

The proposal is only to formalise existing parking restrictions in our database. Additionally, reducing the loading zone time limits to allow better parking turnover and availability for nearby businesses.

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**Feedback** 

Name: James

**Suburb: Mount Cook** 

Agree: Yes

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR11-25 Wigan Street, Te Aro – Parking Formalisation & Loading Zone Time Limit Reduction. We appreciate you making a submission in support of this proposal.

#### **Feedback**

Name: Alex Suburb: Newtown Agree: Yes

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR11-25 Wigan Street, Te Aro – Parking Formalisation & Loading Zone Time Limit Reduction. We appreciate you making a submission in support of this proposal.

### Feedback

Name: Steven Suburb: Newlands Agree: Yes

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR11-25 Wigan Street, Te Aro – Parking Formalisation & Loading Zone Time Limit Reduction. We appreciate you making a submission in

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Me Heke Ki Pöneke

support of this proposal.

### Feedback

Name: Mark Suburb: Northland

Agree: No

Oppose. Council is already far too intrusive with car parking and use in the city. We need to make it easier/easier to use cars, not harder.

### Officer Response:

Thank you for taking the time to provide feedback on TR11-25 Wigan Street, Te Aro – Parking Formalisation & Loading Zone Time Limit Reduction.

This traffic resolution is only to formalise existing parking restrictions in our database. Additionally, reducing the loading zone time limits to allow better parking turnover and availability for nearby businesses.

Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

Kia ora,

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

### Proposal:

Reference	TR12-25 Aorangi Terrace, Thorndon – P120 Time Limited Parking	
Location — where we propose to	Aorangi Terrace, Thorndon – outside nos. 18 – 22	
make the change		
What we'd like to do	<ul> <li>Formalise existing P120 Time Limited Parking, Monday – Friday 8am –</li> <li>6pm and P120 Time Limited Parking, Except for Authorised Vehicles</li> <li>Only, Monday – Friday 6pm – 9pm, Saturday – Sunday 8am – 9pm</li> </ul>	
Why we are proposing the change	<ul> <li>It has been raised by WCC Parking Services that the restriction days and times on the existing P120 time limited and P120 time limited except for authorised vehicles parking signage on Aorangi Terrace does not match the existing resolution for these parking spaces.</li> <li>To legally formalise these parking spaces so that the resolution matches the existing signs, officers are proposing to update the resolution and make the spaces legally resolute and enforceable by Parking Services.</li> <li>No physical changes to the current parking restrictions on Aorangi Terrace are proposed as part of these updates. The implementation of these changes will legally formalise the restrictions already indicated by the existing on-street signage.</li> </ul>	
Impact	Improvements	
	<ul> <li>Formalise the existing on-street restrictions to allow enforcement of parking spaces, ensuring turnover for visitors, and maintaining parking availability for residents.</li> <li>Net parking impact</li> <li>No change</li> </ul>	
	Pedestrian impact	
	No change	
Other options considered	Replace the existing on-street parking signs to match the outdated resolution. This option is not preferred as this would introduce a change to the existing restrictions that are currently on the street.	
How this relates to the parking policy	<ul> <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>	
Additional Information	<ul> <li>Average daily traffic count – 110 (2023 estimate)</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 Wednesday 18 December 2024 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>	

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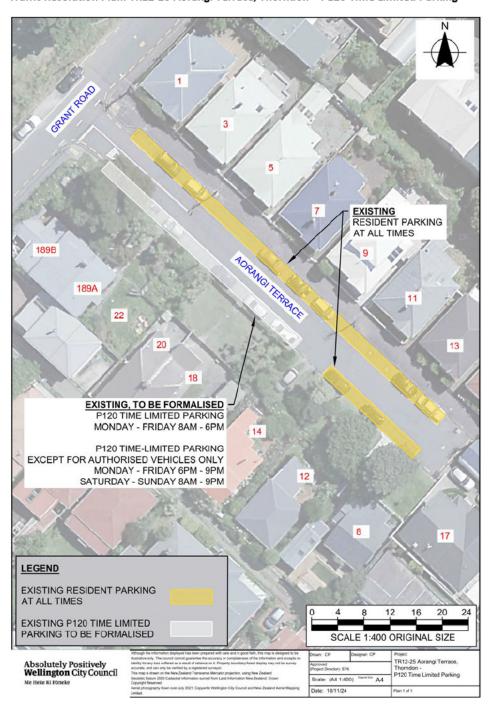
# Absolutely Positively **Wellington** City Council Me Heke Ki Pöneke

Privacy	<ul> <li>Your privacy is important to us. Please <u>DO NOT</u> add specific personal</li> </ul>	
	details to your feedback (i.e.: full name, address, etc)	
	<ul> <li>What we do with your personal information:</li> </ul>	
	All submissions (including your first name, but not contact details) are	
	provided in their entirety to elected members and made available to	
	the public on our website and at our office. Personal information	
	(including contact details) will also be used for the administration of the	
	consultation process including informing you of the outcome of the	
	consultation. All information collected will be held by Wellington City	
	Council, 113 The Terrace, Wellington, with submitters having the right	
	to access and correct personal information.	
	For more information regarding our Privacy Statement please check our	
	webpage: Privacy statement - Wellington City Council.	
Feedback	<ul> <li>If you would like to provide us with specific feedback, which will be</li> </ul>	
	added to the Traffic Resolution following consultation and made public	
	in full, you can do so by filling out an online submission form,	
	downloading a printable submission form on	
	https://www.letstalk.wellington.govt.nz/ or emailing us at	
	trfeedback@wcc.govt.nz.	
	Please note if you are giving feedback the consultation period	
	opens at 9.00am Wednesday 18 December 2024 and finishes at	
	5.00pm Wednesday 22 January 2025.	
Next Steps	<ol> <li>Feedback collated by Thursday 23 January 2025.</li> </ol>	
	2. The proposal will go to the Koata Hātepe   Regulatory Processes	
	Committee meeting on Thursday 27 February 2025.	
	3. If approved, the proposal will be installed within the following three	
	months.	

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Me Heke Ki Poneke

Traffic Resolution Plan: TR12-25 Aorangi Terrace, Thorndon – P120 Time Limited Parking



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

### **Legal Description:**

<u>Delete</u> from Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Aorangi Terrace	P120 Monday to Saturday, 8:00am – 6:00pm	South side, commencing 113.5 metres west of its intersection with Grant Road and extending in a westerly direction following the northern kerbline for 40 metres.
Aorangi Terrace	P120 Except for Authorised Vehicles Monday to Saturday, 6:00pm - 9:00pm, Sunday, 8:00am - 9:00pm	South side, commencing 113.5 metres west of its intersection with Grant Road and extending in a westerly direction following the northern kerbline for 40 metres.

<u>Add</u> to Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Aorangi Terrace	P120 Monday to Friday, 8:00am – 6:00pm	Southwest side, commencing 6 metres southeast of its intersection with Grant Road (Grid coordinates X=1,748,479.03m Y=5,429,307.94m) and extending in an southeasterly direction following the southwest kerbline for 40 metres.
Aorangi Terrace	P120 Except for Authorised Vehicles Monday to Friday, 6:00pm – 9:00pm Saturday to Sunday, 8:00am – 9:00pm	Southwest side, commencing 6 metres southeast of its intersection with Grant Road (Grid coordinates X=1,748,479.03m Y=5,429,307.94m) and extending in an southeasterly direction following the southwest kerbline for 40 metres.

Prepared By: Charlotte Poi (Transport Engineer Assistant)

Approved By: Kate Gourdie (Team Leader Traffic &

Approved by.

Resolutions)

Approved Date: 28/11/2024

Wellington City Council | 4 of 7

# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

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

### Feedback Received

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

**Feedback** 

Name: Jordan

Suburb: Wellington Central

Agree: No

Stop doing anything! You are villains and should be booted.

### Officer Response:

Thank you for taking the time to provide feedback on TR12-25 Aorangi Terrace, Thorndon – P120 Time Limited Parking. We appreciate you making a submission on this proposal.

The proposal is only to formalise existing restrictions on the street to ensure our database is correct.

#### Feedback

Name: Michele

Suburb: Broadmeadows

Agree: No

It is not clear what the meaning is for the changes?

### Officer Response:

Thank you for taking the time to provide feedback on TR12-25 Aorangi Terrace, Thorndon – P120 Time Limited Parking.

The purpose of this proposal is to correct the legal resolution for these existing P120 parking spaces, so that they may be enforced by WCC Parking Services to allow for better turnover of these spaces.

### Feedback

Name: Caleb Suburb: Newlands Agree: Yes

No comment.

Officer Response:

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Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Thank you for taking the time to provide feedback on TR12-25 Aorangi Terrace, Thorndon – P120 Time Limited Parking. We appreciate you making a submission in support of this proposal.

Feed	bac	k	

Name: Ben

Suburb: Wadestown

Agree: Yes

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR12-25 Aorangi Terrace, Thorndon – P120 Time Limited Parking. We appreciate you making a submission in support of this proposal.

### Feedback

Name: John

**Suburb: Crofton Downs** 

Agree: No

You do not need this, there is no benefit to locals. It is wasteful spending. Instead focus on reducing spend and deliver a rates reduction.

Please!

### Officer Response:

Thank you for taking the time to provide feedback on TR12-25 Aorangi Terrace, Thorndon – P120 Time Limited Parking. We appreciate you making a submission on this proposal.

The purpose of this proposal is to correct the legal resolution for these P120 spaces. The benefit of this change would be that the parks may then be enforced by WCC Parking Services to allow for better turnover of the spaces.

### **Feedback**

Name: James

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# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

# Feedback Received

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

**Suburb: Mount Cook** 

Agree: Yes

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR12-25 Aorangi Terrace, Thorndon – P120 Time Limited Parking. We appreciate you making a submission in support of this proposal.

### Feedback

Name: Steven Suburb: Newlands Agree: Yes

No comment.

### Officer Response:

Thank you for taking the time to provide feedback on TR12-25 Aorangi Terrace, Thorndon – P120 Time Limited Parking. We appreciate you making a submission in support of this proposal.

### Feedback

Name: Mark Suburb: Northland Agree: No

Absolutely oppose. This would further constrain use of cars in the city. Part of the obvious anti-car ideology of the Council and its excessive bureaucracy.

### Officer Response:

Thank you for taking the time to provide feedback on TR12-25 Aorangi Terrace, Thorndon – P120 Time Limited Parking. We appreciate you making a submission on this proposal. The purpose of this proposal is to correct the legal resolution for these existing P120 parking spaces, so that they may be enforced by WCC Parking Services to allow for better turnover of these spaces. No parking spaces are being proposed for removal as part of these changes.

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Absolutely Positively Wellington City Council Me Heke Ki Pôneke

Kia ora,

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

### Proposal:

Reference	TR13-25 Ballance Street, Wellington Central – Metered Mobility Parking,
	Metered Parking & P10 Time Limited Parking
Location — where we propose to	Ballance Street, Wellington Central – outside and opposite no. 7
make the change	
What we'd like to do	Formalise two existing 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
	Formalise eleven existing Metered Parking spaces, P120 Maximum,
	Monday – Friday 8:00am – 5:00pm, P180 Maximum Monday – Friday
	5:00pm – 8:00pm, Saturday – Sunday 8:00am – 8:00pm
	<ul> <li>Install one P10 Time Limited parking space, Monday – Sunday 8:00am – 8:00pm</li> </ul>
Why we are proposing the change	<ul> <li>Following the completion of the new BNZ Place building at no. 1</li> </ul>
	Whitmore Street, parking has been reinstated on the Northeast side of
	Ballance Street opposite no. 7.
	These existing parking spaces include two metered mobility parking at
	all times spaces and eleven metered parking spaces.
	To legally formalise these existing on-street parking spaces, officers
	propose to add these two metered mobility parking at all times spaces,
	and eleven metered parking spaces to the Traffic Resolutions Schedule.
	There is also currently a single metered parking space on the Southwest  side of the street approxite these spaces leasted between a combare.
	side of the street opposite these spaces, located between a car share parking space and a P5 time limited loading zone.
	At this time, there is no parking meter located on the Southwest side of
	the street for users of this metered parking space to pay for their
	parking. Parking Services have advised it is not practical to install a
	parking meter on this side of the street for the purpose of servicing a
	single metered parking space.
	Given that metered parking has been reinstated on the opposite side of
	the street, we are also proposing to convert this one metered parking
	space into one P10 time limited parking space. This will improve parking
	turnover in this area by providing a short-term parking option in this
	location to support local businesses.
Impact	Improvements
	<ul> <li>Improves the viability of business wellbeing</li> </ul>
	Improves safety and accessibility for mobility park users
	Net Parking Impact
	Formalising two existing Metered Mobility Parking At All Times spaces
	Formalising eleven existing Metered Parking spaces
	Converting one Metered Parking space to one P10 Time Limited Space
	Pedestrian impact

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Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

	No Change		
Other options considered	Option 1:		
	Formalise the existing metered mobility parking and metered parking		
	spaces on the Northeast side of the street, and not convert the existing		
	metered parking space on the Southwest side of the street into a P10		
	time limited parking space. This option is not preferred as Parking		
	Services have advised it is not practical to install a parking meter for the		
	purpose of a single metered parking space, and the installation of a time		
	limited space will diversify the range of parking options in this location.		
	Option 2:		
	Convert the existing metered parking space on the Southwest side of		
	the street into a P30 time limited space instead of a P10 time limited		
	space. This option is not preferred as a P10 time limited space will		
	provide more frequent parking turnover than a P30 time limited space, creating more parking availability in the area.		
How this relates to the parking	Support business wellbeing – ensure parking management and pricing		
policy	controls support economic activity in the central city, suburban centres		
policy	and mobile trades and services.		
	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.		
	Support access for all – ensure disabled people, older people, people		
	who are pregnant, and people with babies can access the city, Council		
	facilities, and venues. This will be achieved, in part, through an		
	improvement in mobility parking across the city.		
Additional Information	Average daily traffic count – 1130 (2023 estimate)		
	Annual parking revenue impact - \$8900 revenue loss (conversion of one)		
	metered parking space to create one P10 time limited parking space),		
	\$115,700 revenue gain (installation of the existing two metered mobility		
	at all times spaces and eleven metered parking spaces)		
	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		
	Wednesday 18 December 2024 at		
	https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444		
Daily and the second	and we will send one out to you.		
Privacy	<ul> <li>Your privacy is important to us. Please <u>DO NOT</u> add specific personal details to your feedback (i.e.: full name, address, etc)</li> </ul>		
	What we do with your personal information:		
	All submissions (including your <u>first</u> name, but not contact details) are		
	provided in their entirety to elected members and made available to		
	the public on our website and at our office. Personal information		
	(including contact details) will also be used for the administration of the		
	consultation process including informing you of the outcome of the		
	consultation. All information collected will be held by Wellington City		
	Council, 113 The Terrace, Wellington, with submitters having the right		
	to access and correct personal information.		

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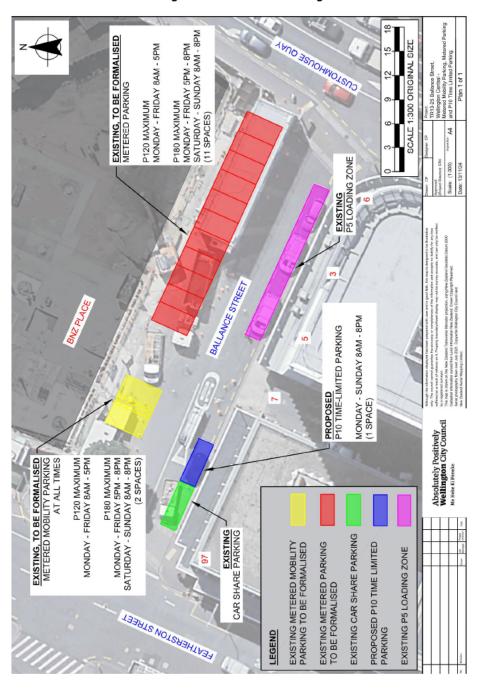
# Absolutely Positively Wellington City Council Me Heke Ki Pöneke

	For more information regarding our Privacy Statement please check our		
	webpage: Privacy statement - Wellington City Council.		
Feedback	If you would like to provide us with specific feedback, which will be		
	added to the Traffic Resolution following consultation and made public		
	in full, you can do so by filling out an online submission form,		
	downloading a printable submission form on		
	https://www.letstalk.wellington.govt.nz/ or emailing us at		
	trfeedback@wcc.govt.nz.		
	Please note if you are giving feedback the consultation period		
	opens at 9.00am Wednesday 18 December 2024 and finishes at		
	5.00pm Wednesday 22 January 2025.		
Next Steps	1. Feedback collated by Thursday 23 January 2025.		
	2. The proposal will go to the Koata Hātepe   Regulatory Processes		
	Committee meeting on Thursday 27 February 2025.		
	<ol><li>If approved, the proposal will be installed within the following three months.</li></ol>		

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Absolutely Positively Wellington City Council
Me Heke Ki Poneke

Traffic Resolution Plan: TR13-25 Ballance Street, Wellington Central – Metered Mobility Parking, Metered
Parking & P10 Time Limited Parking



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#### **Legal Description:**

<u>Delete</u> from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Ballance Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, commencing 40 metres northwest of its intersection with Customhouse Quay (Grid coordinates x= 1748945.3 m, y= 5428412.5 m), and extending in a north-westerly direction following the kerbline for 5.2 metres. (1 parallel carpark)

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

Column One	Column Two	Column Three
Ballance Street	P10	Southwest side, commencing 40 metres
	Monday to Sunday	northwest of its intersection with
	8:00am – 8:00pm	Customhouse Quay (Grid coordinates x=
		1748945.3 m, y= 5428412.5 m), and
		extending in a north-westerly direction
		following the kerbline for 5.2 metres. (1
		parallel carpark)

<u>Add</u> to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Ballance Street	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	Northeast side, commencing 15.8 metres east of its intersection with Featherston Street (Grid coordinates x = 1,748,896.27 m, y = 5,428,443.83 m), and extending in a southeasterly direction following the northeast kerbline for 6.4 metres. (2 parallel carparks)

<u>Add</u> to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three

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Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

Ballance Street	Metered Parking,	Northeast side, commencing 29.5 metres
	P120 Maximum,	east of its intersection with Featherston
	Monday to Friday	Street (Grid coordinates x= 1,748,896.27 m,
	8:00am – 5:00pm	y= 5,428,443.83 m), and extending in a
		southeasterly direction following the
	P180 Maximum,	northeast kerbline for 28.4 metres. (11
	Monday to Friday	parallel carparks)
	5:00pm – 8:00pm,	
	Saturday to Sunday	
	8:00am – 8:00pm	

Prepared By: Charlotte Poi (Transport Engineer Assistant)

Approved By: Kate Gourdie (Team Leader Traffic &

Approved by.

Resolutions)

Approved Date: 28/11/2024

Absolutely Positively Wellington City Council
Me Heke Ki Poneke

Feedback

Name: Eleint

Suburb: Berhampore

Agree: Yes

You're literally just formalising existing parks, seems straightforward enough.

#### Officer Response:

Thank you for taking the time to provide feedback on TR13-25 Ballance Street, Wellington Central – Metered Mobility Parking, Metered Parking & P10 Time Limited Parking. We appreciate you making a submission in support of this proposal.

#### **Feedback**

Name: Jordan

Suburb: Wellington Central

Agree: No

Stop doing anything! You are villains and should be booted.

#### Officer Response:

Thank you for taking the time to provide feedback on TR13-25 Ballance Street, Wellington Central – Metered Mobility Parking, Metered Parking & P10 Time Limited Parking. We appreciate you making a submission on this proposal.

The proposal is to formalise existing restrictions which are required for enforcement purposes. The only physical change will be converting a metered park into a P10 space which includes changing the signage.

# Feedback

Name: Michele

Suburb: Broadmeadows

Agree: No

It is not clear what the meaning is for the changes?

Wellington City Council | 7 of 12

# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

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

# Feedback Received

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

#### Officer Response:

Thank you for taking the time to provide feedback on TR13-25 Ballance Street, Wellington Central – Metered Mobility Parking, Metered Parking & P10 Time Limited Parking.

The purpose of this proposal is to formalise the existing metered mobility and metered parking spaces located opposite 7 Ballance Street by adding them to the Traffic Resolutions Schedule. We are also proposing to convert the lone metered parking space outside no. 7 Ballance Street to a P10 time limited parking space to create a shorter-term parking space option in this location now that the metered parking has been reinstated on the other side of the street.

#### **Feedback**

Name: Caleb Suburb: Newlands Agree: Yes

No comment.

#### Officer Response:

Thank you for taking the time to provide feedback on TR13-25 Ballance Street, Wellington Central – Metered Mobility Parking, Metered Parking & P10 Time Limited Parking. We appreciate you making a submission in support of this proposal.

#### Feedback

Name: Mike Suburb: Karori Agree: Yes

No comment.

# Officer Response:

Thank you for taking the time to provide feedback on TR13-25 Ballance Street, Wellington Central – Metered Mobility Parking, Metered Parking & P10 Time Limited Parking. We appreciate you making a submission in support of this proposal.

Wellington City Council | 8 of 12

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Feedback

Name: Ben

Suburb: Wadestown

Agree: Yes

No comment.

#### Officer Response:

Thank you for taking the time to provide feedback on TR13-25 Ballance Street, Wellington Central – Metered Mobility Parking, Metered Parking & P10 Time Limited Parking. We appreciate you making a submission in support of this proposal.

#### **Feedback**

Name: Denys

Suburb: Wellington Central

Agree: Yes

Seems reasonable.

#### Officer Response:

Thank you for taking the time to provide feedback on TR13-25 Ballance Street, Wellington Central – Metered Mobility Parking, Metered Parking & P10 Time Limited Parking. We appreciate you making a submission in support of this proposal.

#### Feedback

Name: John

**Suburb: Crofton Downs** 

Agree: No

Do not do this.

You do not need this, there is no benefit to locals. It is wasteful spending.

Instead focus on reducing spend and deliver a rates reduction.

Please!

Officer Response:

Wellington City Council | 9 of 12

# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

# Feedback Received

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Thank you for taking the time to provide feedback on TR13-25 Ballance Street, Wellington Central – Metered Mobility Parking, Metered Parking & P10 Time Limited Parking. We appreciate you making a submission on this proposal.

The purpose of this proposal is to formalise the existing parking on the East end of Ballance Street and introduce a P10 time limited parking space, which would benefit the area by diversifying the parking options available in this location.

and introduce a P10 time infinted parking space, which would benefit the area by diversifying the
parking options available in this location.
Feedback
Name: James
Suburb: Mount Cook
Agree: Yes
No comment.
Officer Response:
Thank you for taking the time to provide feedback on TR13-25 Ballance Street, Wellington Central — Metered Mobility Parking, Metered Parking & P10 Time Limited Parking. We appreciate you making a submission in support of this proposal.
Feedback
Name: Andy
Suburb: Thorndon
Agree: No
No comment.
Officer Response:
Thank you for taking the time to provide feedback on TR13-25 Ballance Street, Wellington Central — Metered Mobility Parking, Metered Parking & P10 Time Limited Parking. We appreciate you making a submission on this proposal.
Feedback
Name: Alex

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Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Suburb: Newtown Agree: Yes

No comment.

#### Officer Response:

Thank you for taking the time to provide feedback on TR13-25 Ballance Street, Wellington Central – Metered Mobility Parking, Metered Parking & P10 Time Limited Parking. We appreciate you making a submission in support of this proposal.

#### **Feedback**

Name: Steven Suburb: Newlands Agree: Yes

No comment.

## Officer Response:

Thank you for taking the time to provide feedback on TR13-25 Ballance Street, Wellington Central – Metered Mobility Parking, Metered Parking & P10 Time Limited Parking. We appreciate you making a submission in support of this proposal.

# Feedback

Name: Mark Suburb: Northland Agree: No

Strongly oppose these further - ideologically-driven - anti-car restrictions by the Council.

### Officer Response:

Thank you for taking the time to provide feedback on TR13-25 Ballance Street, Wellington Central – Metered Mobility Parking, Metered Parking & P10 Time Limited Parking. We appreciate you making a submission on this proposal.

Wellington City Council | 11 of 12

# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

# Feedback Received

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

The purpose of this proposal is to formalise existing on-street parking on the East end of Ballance Street and install a P10 time limited parking space to diversify parking options in this location. No parking spaces are being proposed for removal as part of these changes.

#### Feedback

Name: Raewyn (On behalf of CCS Disability Action Wellington Branch)

Suburb: Lower Hutt

Agree: Yes

It is important to ensure the city is liable for all residents. Formalising 2 mobility parking spaces and the signage of at all times improves the lives of residents who need this service to go about their daily lives. Extending the hours acknowledges that permit holders also need these spaces outside of business hours. There are up to 3000 Mobility Permits issued to people with a Wellington address. By adding permit holders from the Greater Wellington Region there are potentially 10,000 people who might want to engage with business in this area.

## Officer Response:

Thank you for taking the time to provide feedback on TR13-25 Ballance Street, Wellington Central — Metered Mobility Parking, Metered Parking & P10 Time Limited Parking. Thank you for submitting your support for this proposal and providing us with the mobility permit information; it is extremely helpful.

Wellington City Council | 12 of 12

Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

Kia ora,

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

# Proposal:

Reference	TR14-25 Molesworth Street, Thorndon – Loading Zone & No Stopping At All Times Restriction		
Location – where we propose to make the change	Molesworth Street, Thorndon – outside nos. 81 & 101		
What we'd like to do	<ul> <li>Convert one current Carshare Park outside no. 81 Molesworth Street to a P10 Loading Zone, Monday – Sunday, 8am – 8pm, Goods Vehicles and Authorised Vehicles Only, and install No Stopping at All Times outside no. 101 Molesworth Street in the former Loading Zone, Metered Park, and Clearway space.</li> </ul>		
Why we are proposing the change	<ul> <li>Upon reviewing the approved Thorndon Connections Traffic Resolution (TR63-23), an error was identified in the removal of a loading zone and metered parking spaces as part of the proposed street changes.</li> <li>With the installation of the Thorndon Connections cycleway, the current location of these parking spaces has been found to obstruct traffic flow near the SH1 on-ramp. The remaining lane is too narrow, and merging traffic creates congestion even outside of peak hours.</li> <li>This updated traffic resolution addresses these issues by relocating the loading zone to a nearby Car Share location, ensuring that local businesses retain access to loading facilities.</li> </ul>		
Impact	Improvements		
	Improves access for businesses, maintains traffic flow and improves		
	safety Net Parking Impact		
	Remove one Clearway		
	Remove one P120 Metered parking space		
	Remove one Carshare parking space		
	Relocate one P10 Loading Zone parking space		
	Pedestrian Impact		
	No change		
Other options considered	Option 1:		
	Implement No Stopping At All Times restrictions without relocating the		
	Loading Zone. This approach is not preferred, as it would result in a lack		
	of loading zones in the area, which are essential for several local		
University in the second of th	businesses.		
How this relates to the parking	Support shift in type of transport used – facilitate a shift to using active		
policy	(e.g. walking and cycling) and public transport through parking		
	management and pricing, to move more people driving fewer vehicles.		

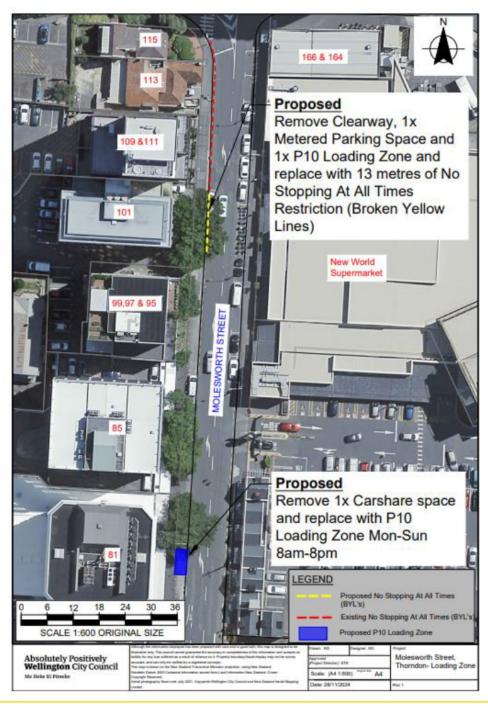
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Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

Additional Information	<ul> <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 business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.</li> <li>Average daily traffic count – 9,080</li> <li>Annual parking revenue impact - \$4,490 estimated revenue loss with the removal of one metered carpark</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 Wednesday 18 December 2024 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444</li> </ul>
	and we will send one out to you.
Privacy	<ul> <li>Your privacy is important to us. Please <u>DO NOT</u> 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 <u>first</u> name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.     </li> <li>For more information regarding our Privacy Statement please check our webpage: <u>Privacy statement</u> - <u>Wellington City Council</u>.</li> </ul>
Feedback	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="trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a> .  Please note if you are giving feedback the consultation period opens at 9.00am Wednesday 18 December 2024 and finishes at 5.00pm Wednesday 22 January 2025.
Next Steps	<ol> <li>Feedback collated by Thursday 23 January 2025.</li> <li>The proposal will go to the Koata Hātepe   Regulatory Processes         Committee meeting on Thursday 27 February 2025.</li> <li>If approved, the proposal will be installed within the following three months.</li> </ol>

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Traffic Resolution Plan: TR14-25 Molesworth St, Thorndon – Loading Zone & No Stopping At All Times Restriction



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Absolutely Positively Wellington City Council
Me Heke Ki Poneke

#### **Legal Description:**

<u>Delete</u> from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Molesworth Street	Clearway, 4-6pm Monday to Friday	West side, commencing 88 metres east of its intersection with Hawkestone street (Grid coordinates X=1,748895.9m Y=5,429195.2m) and extending in an northern direction following the eastern kerb line for 17 metres (2 Carparks).

 $\underline{\textit{Delete}} \textit{ from Schedule B (Class Restricted)} \textit{ of the Traffic Restrictions Schedule}$ 

Column One	Column Two	Column Three
Molesworth Street	P10, Monday to Friday 8:00am - 4:00pm, Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	West side, commencing 89.5 metres north of its intersection with Hawkestone Street (Grid Coordinates X=2658917.001976 m, Y=5990906.929244 m) and extending in a northerly direction following the kerbline for 6.5 metres.
Molesworth Street	Carshare spaces, At all times	West side, commencing 13 metres north of its intersection with Hawkestone Street (Grid Coordinates X= 1,748,896.6 m, Y= 5,429,195.5 m) and extending in a northerly direction following the western kerbline for 5 metres. (1 parallel carpark)

 $\underline{\textit{Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule}$ 

Column One	Column Two	Column Three
Molesworth Street	P120 Maximum,	West side, commencing 96 metres north of
	Monday to Thursday	its intersection with Hawkestone Street (Grid
	8:00am - 4:00pm,	Coordinates X=1,748895.9m
	Friday 8:00am -	Y=5,429195.2m) and extending in a
	4:00pm, 6:00pm -	northerly direction following the kerbline for
	8:00pm, Saturday	5.5 metres. (1 parallel carpark)
	8:00am - 6:00pm	

<u>Add</u> to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three

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Molesworth Street	No Stopping at All	West side, commencing 88 metres east of its	
	Times	intersection with Hawkestone street (Grid	
		coordinates X=1,748895.9m	
		Y=5,429195.2m) and extending in an	
		northern direction following the eastern kerb	
		line for 13 metres (2 Carparks).	

<u>Add</u> to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Molesworth Street	P10, Monday – Sunday 8:00am - 8:00pm, Goods Vehicles And Authorised Vehicles Only	West side, commencing 13 metres north of its intersection with Hawkestone Street (Grid Coordinates X= 1,748,896.6 m, Y= 5,429,195.5 m) and extending in a northerly direction following the western kerbline for 5 metres. (1 parallel carpark)

Prepared By: Jacob Wahry (Project Lead)

Approved By: Kate Gourdie

**Approved Date:** 29/11/2024

(Team Leader Traffic & Resolutions)

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

#### **Feedback**

Name: Jordan

Suburb: Wellington Central

Agree: No

Stop doing anything! You are villains and should be booted.

#### Officer Response:

Thank you for taking the time to provide feedback on TR14-25 Molesworth Street, Thorndon -Loading Zone & No Stopping At All Times Restriction.

This traffic resolution serves to correct some errors made with the initial Thorndon Connections traffic resolution, while still providing loading zone facilities to businesses in the area.

#### Feedback

Name: Michele

Suburb: Broadmeadows

Agree: No

It is not clear what the meaning is for the changes?

## Officer Response:

Thank you for taking the time to provide feedback on TR14-25 Molesworth Street, Thorndon -Loading Zone & No Stopping At All Times Restriction.

This traffic resolution serves to correct some errors made with the initial Thorndon Connections traffic resolution, while still providing loading zone facilities to businesses in the area.

#### Feedback

Name: Tony Suburb: Wilton Agree: No

Sadly Molesworth Street has been ruined by forcing a bike lane in a street that was not designed for it nor is wide enough to accommodate it. Now there is constant traffic outside New World Thorndon (therefore more car exhaust pollution). There was a useful bus stop outside the Ministry of Health at

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Absolutely Positively
Wellington City Council
Me Heke Ki Pöneke

133 Molesworth Street. The bike lane now does not allow the bus to stop there anymore so that bus stop is cancelled but the actual physical bus stop with a beautiful lit panel is still there and the electricity that is used to power that bus stop is paid by the taxpayers and not being used...such a clever way to chuck bike lanes everywhere in town without a logic and actually and the cost of the taxpayers. Molesworth street has been butchered by forcefully introducing bike lanes just for the sake of them. Bike lanes should be placed where is possible and not squashed everywhere creating more opportunities for car crashes, bike falls (a saw a few around there) rage and anger amongst bike riders and car drivers. A total disaster.

#### Officer Response:

Thank you for taking the time to provide feedback on TR14-25 Molesworth Street, Thorndon – Loading Zone & No Stopping At All Times Restriction.

The bus stop at Ministry of Health was removed on request from Metlink to support efforts to improve consistency of travel time by rationalising stops which have nearby alternatives.

#### **Feedback**

Name: Wayne Suburb:

Agree: Not Stated

Kia ora,

I write to provide feedback on TR14-25, which will result in the loss of a P120 and a carshare parking space in Thorndon. While I understand the necessity of doing this to improve traffic throughout and safety, I ask councillors to note that this further exacerbates an already unacceptable lack of affordable causal car parks in Thorndon since the cycleway was installed. For anyone needing to drive into the city to visit a business or for a medical appointment, there is nowhere to park, apart from one Wilson Parking carpark at an eye-watering, monopolistic \$12 per hour!

Shame on the Council for contributing to the economic demise of our CBD and our exorbitant rates with their white elephant cycleway.

### Officer Response:

Thank you for taking the time to provide feedback on TR14-25 Molesworth Street, Thorndon – Loading Zone & No Stopping At All Times Restriction.

The WCC parking policy prioritises transportation modes over car parking on city streets as a more effective use of space. We encourage other modes of transportation to reach destinations in the CBD.

# Feedback

Wellington City Council | 7 of 12

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Name: Jon Suburb: Northland

Agree: No

We have lost so many car parks that we cannot afford to lose anymore. I note that the "Remove one P120 Metered parking space" has been omitted from the survey question, that is pretty dodgy.

#### Officer Response:

Thank you for taking the time to provide feedback on TR14-25 Molesworth Street, Thorndon – Loading Zone & No Stopping At All Times Restriction.

The WCC parking policy prioritises transportation modes over car parking on city streets as a more effective use of space. We encourage other modes of transportation to reach destinations in the CBD.

#### **Feedback**

Name: Caleb Suburb: Newlands Agree: Yes

No comment.

# Officer Response:

Thank you for taking the time to provide feedback on TR14-25 Molesworth Street, Thorndon – Loading Zone & No Stopping At All Times Restriction. We appreciate you making a submission in support of this proposal.

## Feedback

Name: Mike Suburb: Karori Agree: Yes

No comment.

Officer Response:

Wellington City Council | 8 of 12

Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

Thank you for taking the time to provide feedback on TR14-25 Molesworth Street, Thorndon – Loading Zone & No Stopping At All Times Restriction. We appreciate you making a submission in support of this proposal.

			c	

Name: Ben

Suburb: Wadestown

Agree: Yes

No comment.

#### Officer Response:

Thank you for taking the time to provide feedback on TR14-25 Molesworth Street, Thorndon – Loading Zone & No Stopping At All Times Restriction. We appreciate you making a submission in support of this proposal.

#### Feedback

Name: Denys

**Suburb: Wellington Central** 

Agree: Yes

The cycleway was a mistake and has needlessly created these problems.

# Officer Response:

Thank you for taking the time to provide feedback on TR14-25 Molesworth Street, Thorndon – Loading Zone & No Stopping At All Times Restriction. We appreciate you making a submission in support of this proposal.

## Feedback

Name: John

**Suburb: Crofton Downs** 

Agree: No

Wellington City Council | 9 of 12

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

Do not do this.

You do not need this, there is no benefit to locals. It is wasteful spending. Instead focus on reducing spend and deliver a rates reduction. Please!

## Officer Response:

Thank you for taking the time to provide feedback on TR14-25 Molesworth Street, Thorndon -Loading Zone & No Stopping At All Times Restriction.

With the installation of the Thorndon Connections cycleway, the current location of these parking spaces has been found to obstruct traffic flow near the SH1 on-ramp. The remaining lane is too narrow, and merging traffic creates congestion even outside of peak hours. Therefore, the changes are required to improve safety in the area.

#### Feedback

Name: Patrick Suburb: Agree: Yes

Kia ora,

Thanks for the opportunity to have a say. We would like a speaking slot at the Committee meeting.

We support this.

It removes a traffic pinch point created by parking near the Molesworth cycleway layout, with no negative impact on people cycling.

## Officer Response:

Thank you for taking the time to provide feedback on TR14-25 Molesworth Street, Thorndon -Loading Zone & No Stopping At All Times Restriction. We appreciate you making a submission in support of this proposal.

## Feedback

Name: Lucy

Suburb: Wadestown

Agree: No

There is no need to change the current arrangements outside 101.

Officer Response:

Wellington City Council | 10 of 12

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Thank you for taking the time to provide feedback on TR14-25 Molesworth Street, Thorndon – Loading Zone & No Stopping At All Times Restriction.

At the moment the current clearway parking and loading zone at no. 101 Molesworth creates a pinch point for traffic outside of clearway hours and creates unnecessary congestion down the road as well as forces vehicles traveling to SH1 to merge into the lane to Wadestown. Therefore, the changes are required for safety reasons.

#### Feedback

Name: James

**Suburb: Mount Cook** 

Agree: Yes

No comment.

#### Officer Response:

Thank you for taking the time to provide feedback on TR14-25 Molesworth Street, Thorndon – Loading Zone & No Stopping At All Times Restriction. We appreciate you making a submission in support of this proposal.

#### Feedback

Name: Andy Suburb: Thorndon Agree: No

You have caused the congestion by installing a bike lane where one isn't needed, no one uses it! In fact, I'd go as far as saying you have made Molesworth Street and Murphy Street more dangerous to travel on. It is only a matter of time before the changes you have already made causes an accident. Remove the cycle lanes that aren't being used and that will solve the traffic congestion problem. You thinking that forcing people to walk and cycle is good for them is an infringement of people's right to travel how they want to, not how you want to.

You are killing this city.

#### Officer Response:

Thank you for taking the time to provide feedback on TR14-25 Molesworth Street, Thorndon – Loading Zone & No Stopping At All Times Restriction.

Wellington City Council | 11 of 12

# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

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

# Feedback Received

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

This traffic resolution serves to improve traffic flow and safety on Molesworth through adjustments to the clearway and loading zone, larger changes would have to be consulted separately.

#### **Feedback**

Name: Steven Suburb: Newlands Agree: Yes

No comment.

#### Officer Response:

Thank you for taking the time to provide feedback on TR14-25 Molesworth Street, Thorndon – Loading Zone & No Stopping At All Times Restriction. We appreciate you making a submission in support of this proposal.

# Feedback

Name: Mark Suburb: Northland

Agree: No

Please restore ordinary car parking here.

### Officer Response:

Thank you for taking the time to provide feedback on TR14-25 Molesworth Street, Thorndon – Loading Zone & No Stopping At All Times Restriction.

At the moment the current clearway parking and loading zone at 101 Molesworth creates a pinch point for traffic outside of clearway hours and creates unnecessary congestion down the road as well as forces vehicles traveling to SH1 to merge into the lane to Wadestown. The changes are required for safety and accessibility reasons.

Wellington City Council | 12 of 12

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Kia ora,

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

# Proposal:

Reference	TR16-25 Holloway Road, Aro Valley – Legal Description Amendment		
Location — where we propose to	Holloway Road, Aro Valley – opposite nos. 20-23		
make the change			
What we'd like to do	<ul> <li>Remove ten metres of No Stopping At All Times restriction from legal descriptions</li> <li>This proposal does not alter the current on-street layout, this is only to update the legal descriptions</li> </ul>		
Why we are proposing the change	<ul> <li>In 2021, TR05-21 was approved to install broken yellow lines along sections of Holloway Road to address access issues, particularly for emergency services.</li> <li>The original resolution indicated a gap in the broken yellow lines on the plans opposite nos. 21-23 where parking was intended to be retained. However, the legal descriptions did not align with this change as the broken yellow lines were previously established in this location under a 2003 traffic resolution.</li> <li>Recent queries from residents about the implementation of broken yellow lines in this area prompted an investigation by the transport engineering team.</li> <li>Given that the width of the road at this location is 7.1 meters, there is sufficient space for vehicles to park on both sides while still allowing unrestricted access for all vehicles, including emergency services and rubbish trucks.</li> <li>Fire and Emergency (FENZ) recently conducted a site check and confirmed their support for not reinstating broken yellow lines and retaining parking, given the limited parking availability for residents. They also noted that the gap should provide enough space for a fire truck to pass through, provided vehicles are parked appropriately (e.g. as close to the left-hand side of the road as possible).</li> <li>As a result, Council officers are proposing to amend the legal descriptions and retain parking opposite no. 21-23 Holloway Road as per the current on-street arrangement.</li> </ul>		
Impact	Improvements		
	Improves parking availability for residents		
	Net Parking Impact		
	Retain two unrestricted parking spaces		
	Pedestrian impact		
	No change		
Other options considered	Option 1:		

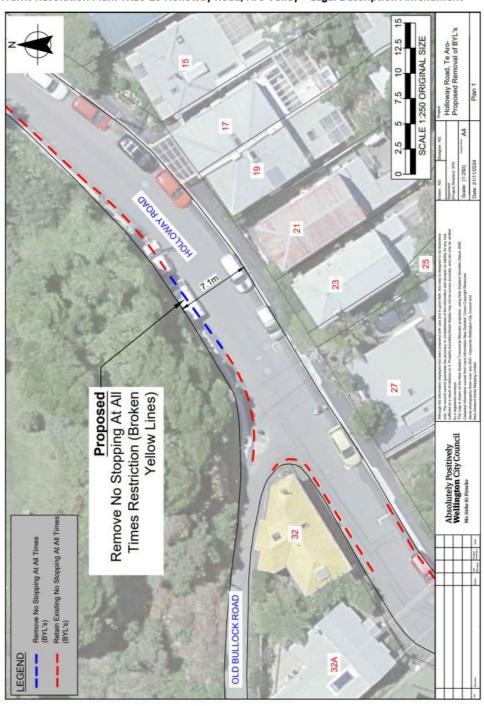
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	<ul> <li>Implement broken yellow lines opposite nos. 21-23. This option is not preferred as it would remove parking spaces for local residents, where parking is already in high demand.</li> </ul>
How this relates to the parking policy	<ul> <li>Support 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>
Additional Information	<ul> <li>Average daily traffic count - 534</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 Wednesday 18 December 2024 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> <li>Your privacy is important to us. Please <u>DO NOT</u> 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 <u>first name</u>, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.     </li> <li>For more information regarding our Privacy Statement please check our webpage: <u>Privacy statement - Wellington City Council</u>.</li> </ul>
Feedback	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="trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a> .  Please note if you are giving feedback the consultation period opens at 9.00am Wednesday 18 December 2024 and finishes at 5.00pm Wednesday 22 January 2025.
Next Steps	<ol> <li>Feedback collated by Thursday 23 January 2025.</li> <li>The proposal will go to the Koata Hātepe   Regulatory Processes         Committee meeting on Thursday 27 February 2025.</li> <li>If approved, the proposal will be installed within the following three months.</li> </ol>

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Traffic Resolution Plan: TR16-25 Holloway Road, Aro Valley – Legal Description Amendment



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#### **Legal Description:**

<u>Delete</u> from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Holloway Road	No Stopping At All Times	Northwest side, commencing at its intersection with Old Bullock Road and extending in a north easterly direction for 20 metres.

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

Column One	Column Two	Column Three
Holloway Road	No Stopping At All Times	Northwest side, commencing from its intersection with Old Bullock Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in an northeasterly direction following the northwest kerb line for 5 metres.
Old Bullock Road	No Stopping At All Times	Northwest side, commencing from its intersection with Holloway Road (Grid coordinates X=1,747,285.2m Y=5,427,083.1) and extending in an westerly direction following the northern kerb line for 6 metres.

Prepared By: Kate Gourdie

Approved By: Soon Teck Kong

**Approved Date:** 28/11/2024

(Team Leader Traffic &

Resolutions)

(Engineering & Operations

Manager)

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Feedback

Name: Jordan

**Suburb: Wellington Central** 

Agree: No

Stop doing anything! You are villains and should be booted.

#### Officer Response:

Thank you for taking the time to provide feedback on TR16-25 Holloway Road, Aro Valley – Legal Description Amendment.

#### **Feedback**

Name: Michele

Suburb: Broadmeadows

Agree: No

It is not clear what the meaning is for the changes?

# Officer Response:

Thank you for taking the time to provide feedback on TR16-25 Holloway Road, Aro Valley – Legal Description Amendment.

The proposed traffic resolution is to amend the legal description in our database by retaining the parking opposite no. 23. This proposal does not alter the existing on-street parking layout.

## Feedback

Name: Mike Suburb: Karori Agree: Yes

No comment.

# Officer Response:

Thank you for taking the time to provide feedback on TR16-25 Holloway Road, Aro Valley - Legal

Wellington City Council | 5 of 12

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Description Amendment. We appreciate your support on the proposed changes.

# Feedback

Name: Ben

Suburb: Wadestown

Agree: Yes

No comment.

#### Officer Response:

Thank you for taking the time to provide feedback on TR16-25 Holloway Road, Aro Valley – Legal Description Amendment. We appreciate your support on the proposed changes.

#### **Feedback**

Name: John

**Suburb: Crofton Downs** 

Agree: No

Do not do this.

You do not need this, there is no benefit to locals. It is wasteful spending.

Instead focus on reducing spend and deliver a rates reduction.

Please!

# Officer Response:

Thank you for taking the time to provide feedback on TR16-25 Holloway Road, Aro Valley – Legal Description Amendment.

The proposed traffic resolution is to amend the legal description in our database by retaining the parking opposite no. 23. This proposal does not alter the existing on-street parking layout or make any physical changes.

#### Feedback

Name: James

**Suburb: Mount Cook** 

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Agree: Yes

No comment

Instead focus on reducing spend and deliver a rates reduction.

Please!

#### Officer Response:

Thank you for taking the time to provide feedback on TR16-25 Holloway Road, Aro Valley – Legal Description Amendment. We appreciate you making a submission in support of this proposal.

The proposal is only to fix the legal descriptions in our database which was brought to our attention by the community. This proposal does not result in any physical changes to the current on-street parking layout and therefore will not cost any money.

#### **Feedback**

Name: James

Suburb: Mount Cook

Agree: Yes

No comment.

# Officer Response:

Thank you for taking the time to provide feedback on TR16-25 Holloway Road, Aro Valley – Legal Description Amendment. We appreciate your support on the proposed changes.

### Feedback

Name: Phoebe Suburb: Aro Valley

Agree: Yes

No comment.

#### Officer Response:

Thank you for taking the time to provide feedback on TR16-25 Holloway Road, Aro Valley – Legal Description Amendment. We appreciate your support on the proposed changes.

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Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Feedback

Name: Ingrid Suburb: Aro Valley Agree: Yes

The Holloway neighbourhood went through an extensive consultation with WCC in 2020-2021 to measure the street and apply a clear standard for the location of broken yellow lines.

These two parking spaces were deemed correct, as they meet the criteria for width, allowing parking on both sides of the road. However, due to an error in creating TR05-21, this was not captured correctly in the legal description (though it was clear on the map and all the consultation documents).

Note that spaces across from #15 and #17 were found to not meet the standard, and they had Broken Yellow Lines added at this time. This removed the risk of emergency vehicles not having safe passage, which had occurred in the past. Since 2021, there have been no incidents of vehicles of any type not being able to pass.

The street, especially at the Aro Street entrance, needs parking for the many homes that do not have off street parking, the large number of renters who are vehicles owners, guests, tradespeople, the users of Waimapihi Reserve and the newly refurbished play area. These two parking spaces help meet that need. Crucially, these parking spaces slow vehicles that frequently drive fast on the street. In heading up the street, speed causes risk when approaching the curve (at #32). Additionally, drivers heading down the street to Aro Street are emboldened to speed up after the curve, which brings risk as they pass the newly refurbished play area and enter the very narrow exit onto Aro Street.

With cars parked in these two legal locations, it keeps drivers more cautious during the full length of the road. It is a noticeable occurrence that if those two parking spaces are empty, drivers speed up on the straight road between Old Bullock Road (#23) and the play area (#7). This does not occur when cars are parked in these two spaces.

I am pleased that this error from TR05-21 is now being corrected and the 2 parking spaces are now legally recognised.

## Officer Response:

Thank you for taking the time to provide feedback on TR16-25 Holloway Road, Aro Valley – Legal Description Amendment and providing support for these changes.

We appreciate your local knowledge and agree with the points you have raised regarding the two parking spaces. Not only is there enough space on both sides to park on the road in this location but these spaces also act as a traffic calming measure, ensuring drivers take more care whilst navigating the road. The removal of parking would cause a significant impact on residents, considering there is

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Absolutely Positively Wellington City Council Me Heke Ki Pöneke

already such limited on-street parking. Therefore, resolving our database and retaining the parking is the best overall outcome for the impacted residents.

#### **Feedback**

Name: Steven Suburb: Newlands Agree: Yes

No comment.

#### Officer Response:

Thank you for taking the time to provide feedback on TR16-25 Holloway Road, Aro Valley – Legal Description Amendment. We appreciate your support on the proposed changes.

#### Feedback

Name: Mark Suburb: Northland Agree: Yes

If this facilitates car parking then support. If it restricts car parking, then I oppose.

# Officer Response:

Thank you for taking the time to provide feedback on TR16-25 Holloway Road, Aro Valley – Legal Description Amendment. The proposal is to retain parking in this location by fixing our legal database. This will not result in any loss of parking.

#### Feedback

Name: Malcolm Suburb:

Agree: Not Stated

Hello

Regarding the proposed, TR16-25 Holloway Road, Aro Valley – Legal Description Amendment. Has consideration been made to the fact that there is nothing to stop two trucks or large vans parking opposite each other in the area, therefore restricting/blocking access to emergency vehicles. In this scenario there could be less than 2.1m between vehicles.

There is no way to ensure that drivers will park "as close to the lefthand side as possible" as Fire and Emergency has noted as a requirement to ensure good access.

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# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

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

# Feedback Received

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It should be noted that there was a crash directly in the portion of road affected around, 3 years ago that wrote off a residents vehicles, the driver that caused the crash was also a resident of Holloway Road so knows the road well.

Thank you.

#### Officer Response:

Thank you for taking the time to provide feedback on TR16-25 Holloway Road, Aro Valley – Legal Description Amendment.

The road width in this area is sufficient to allow parking on both sides while still accommodating the passage of large vehicles. Parking on both sides is limited to a short stretch of the road and serves as a traffic calming measure, creating the impression of a narrower road and encouraging drivers to exercise greater caution.

Fire and Emergency (FENZ) support the continued use of parking in this area and have tested their ability to navigate the road with their trucks on multiple occasions. While we can't predict exactly how vehicles will park, it is the responsibility of drivers to park in a considerate manner and avoid obstructing the road. If a vehicle is parked inconsiderately (e.g., too far from the kerb), it is illegal and will be subject to enforcement action.

We've reviewed the Crash Analysis System (CAS) for the past five years, and there have been no reported accidents in this area. As a result, we are unable to find any details regarding the crash you mentioned or its contributing factors. Several factors could have played a role in the incident.

Given the limited parking in the area and high demand, we must adhere to our standard operating procedures to balance the parking needs of residents while keeping Holloway Road accessible to all road users. Since the road is wide enough and we have support from FENZ, it is essential to maintain parking in this location.

# Feedback

Name: Greg Suburb: Aro Valley

Agree: Yes

I support this traffic resolution in principle. This resolution corrects the error that Council made in drafting the 2021 traffic resolution. This new resolution reflects the 2020 consultation with the community and the clear intent of the 2020 traffic resolution proposal. I note that Council undertook investigations in this area in 2020 that confirmed that it met Council's width standard for parking on both sides and this was tested on the ground by confirming a fire appliance could pass in this area. I also note that Council (in my opinion unnecessarily because this was confirmed in 2020) undertook a subsequent investigation of this area in 2024 and again confirmed that it was appropriate for parking on both sides of the street.

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Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Parking in this area is in relatively high demand, and my personal observation is that parking in this area is almost always full, and it would be rare when both spots weren't utilised at some time during the day. There have been increased pressures on parking since removal of on street parking from Aro Street and transitioning parking on the lower part of Holloway Road to coupon parking. I supported Aro Street bike path, understanding the pressures that it would put on parking in our community because it was the best outcome for Wellington. However, my support was based on the \*clear intent\* of the 2021 traffic resolution that showed parking on both sides of the road opposite 23 Holloway Road.

In summary, the proposed 2025 resolution reflects the intent of the 2021 resolution and the related community consultation and engagement. Council's investigations have repeatedly shown this area is appropriate for parking on both sides. And nothing has changed in the street or parking environment that would warrant removal of this parking, and parking in this area is clearly in demand even more so than in 2020/21.

I take this opportunity again to express my disappointment in Council's management of this matter. Parking in this area has been a 20-year sage with mistakes made in drafting of both the 2017 and 2021 resolutions. And Council have removed and repainted broken yellow lines in this area no fewer than five times since 2021! And Council without evidence have accused members of the public of blacking out the broken yellow lines in this area, when the service record timeline indicates it was in fact Council's own Contractor that blacked out the broken yellow lines each time at the direction of Council. Mistakes are understandable and forgivable, but this is borderline farce and shows a lack of duty of care and respect for our community.

Lastly, I note that this 2025 resolution has created another error in the parking restrictions at this location. Council have acknowledged the error but refuse to address it. I also note that I have made Council aware that there is an unintended gap in the parking restrictions further to the east that could have been addressed in this 2025 resolution. Council have refused to acknowledge this error other to say they don't intend to do anything about it.

As I said above, errors/mistakes are understandable but when Council is aware of errors and mistakes and refuses to address them this is total disrespect for the Community. No doubt we will have yet another traffic resolution to address this. This sage has created animosity in our community as a direct result of Council's mismanagement.

# Officer Response:

Thank you for taking the time to provide feedback on TR16-25 Holloway Road, Aro Valley – Legal Description Amendment.

Thank you for your ongoing support and interest in the Traffic Resolutions on Holloway Road. Your local knowledge and insights into each proposal have been incredibly helpful.

We appreciate your support for the proposed changes and agree that retaining parking in this location is necessary due to the high demand and limited on-street parking available for residents. Although the proposal does not involve any physical changes—since the goal is to amend the legal descriptions—we still sought consultation on the amendments due to differing opinions in the

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# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

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

# **Feedback Received**

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

community regarding whether to remove or retain parking opposite no. 23. By consulting on this proposal, we aim to clearly communicate our intentions and maintain transparency with residents. This area has caused some confusion, partly due to previous instances where road markings were reinstated and blacked out. With our database updated, we hope to prevent any future issues with broken yellow lines in this location.

This specific area was reviewed due to an error in the legal description that was raised by the community, as not all of Holloway Road's legal descriptions were examined at the time. If there are any additional issues with legal descriptions for other locations on Holloway Road, these will be addressed separately after the traffic resolution is considered by the Regulatory Processes Committee (RPC). It's unlikely that further consultation will be needed for minor discrepancies that don't involve any physical changes.

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

Kia ora,

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

#### Proposal:

Reference	TR17-25 Arawa Road, Hataitai – Mobility Parking P10 Time Limited	
Reference	Monday to Friday 8:30 – 9:15am and 2:45 – 3:30pm	
	Arawa Road, Hataitai – opposite no. 9	
Location – where we propose to	Arawa koad, Hataitai – opposite no. 9	
make the change		
What we'd like to do	Original – Install Mobility Parking At All Times, opposite no. 9 Arawa	
	Road	
	Amendment – Following consultation, officers propose to reduce the	
	scope of the mobility park restriction by making the space a mobility	
	park during school pick-up and drop-off times, and include a time	
	limited restriction, proposing to install Mobility Parking P10 Time	
	Limited Monday to Friday 8:30 – 9:15am and 2:45 – 3:30pm.	
Why we are proposing the change	<ul> <li>Wellington City Council (WCC) have previously received safety and</li> </ul>	
	accessibility concerns from Hataitai School, citing accessibility issues	
	during the school pick-up and drop-off times when parking demand is	
	high.	
	<ul> <li>Currently there are five P5 time limited parking spaces in place on</li> </ul>	
	Arawa Road that are restricted during school pick-up and drop-off times	
	during the school term.	
	Hataitai School have requested the installation of a mobility park to	
	improve accessibility for members of the school whanau with a mobility	
	permit card, as there is currently no mobility parking in the vicinity.	
	Following consultation and feedback from residents on a previously	
	proposed traffic resolution (TR12-24), officers are proposing to install	
	one new mobility parking space and kerb ramp for mobility permit	
	holders on the West side of Arawa Road opposite no. 9 and leave in	
	place the remaining unrestricted parking spaces.	
Impact	Improvements	
	Improves safety and accessibility for mobility park users	
	Net Parking Impact	
	Converting one unrestricted parking space to Mobility Parking P10 Time	
	Limited Monday to Friday 8:30 – 9:15am and 2:45 – 3:30pm	
	Pedestrian impact	
	No change	
Other options considered	Option 1:	
Other options considered	Install one mobility parking space on Hohiria Road near the school	
	entrance. This option is not preferred, as this section of Hohiria Road	
	does not meet our design guidelines for mobility parks, which require	
	the road grade to have a slope no steeper than 3%.	
	Option 2:	
	Restrict the mobility parking space on Arawa Road to only during school	
	pick-up and drop-off times. This option is not preferred as it is an	

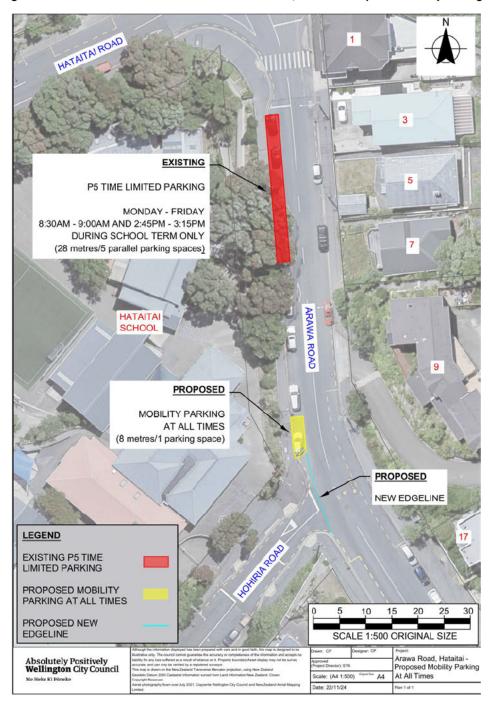
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Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

	improvement for all mobility permit holders in the area for this space to be restricted at all times. (Amendment – Following consultation, officers have decided to propose this option for the mobility park, due to submitters expressing that this is their preferred option)
How this relates to the parking policy	<ul> <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 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>
Additional Information	<ul> <li>Average daily traffic count – 1301 (2020 count)</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 Wednesday 18 December 2024 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> <li>Your privacy is important to us. Please <u>DO NOT</u> 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 <u>first name</u>, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.     </li> <li>For more information regarding our Privacy Statement please check our webpage: <u>Privacy statement - Wellington City Council</u>.</li> </ul>
Feedback	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> .  Please note if you are giving feedback the consultation period opens at 9.00am Wednesday 18 December 2024 and finishes at 5.00pm Wednesday 22 January 2025.
Next Steps	<ol> <li>Feedback collated by Thursday 23 January 2025.</li> <li>The proposal will go to the Koata Hātepe   Regulatory Processes         Committee meeting on Thursday 27 February 2025.</li> <li>If approved, the proposal will be installed within the following three months.</li> </ol>

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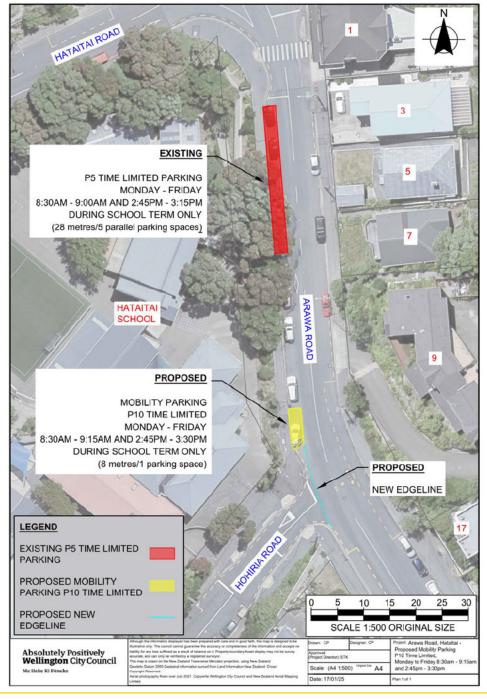
Original Plan: Traffic Resolution Plan: TR17-25 Arawa Road, Hataitai - Proposed Mobility Parking At All Times



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Amended Plan: Traffic Resolution Plan: TR17-25 Arawa Road, Hataitai - Proposed Mobility Parking P10 Time Limited Monday to Friday 8:30 – 9:15am and 2:45 – 3:30pm



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## **Legal Description:**

<u>Add</u> to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Arawa Road	Mobility Parking, P10 Time Limited Monday to Friday 8:30 – 9:15am and 2:45 – 3:30pm	West side, commencing 81.5 metres south of its intersection with Hataitai Road (Grid coordinates X= 1,750,764.46 Y= 5,426,614.06) and extending in a southerly direction following the western kerb line for 8 metres.

Prepared By: Charlotte Poi (Transport Engineering Assistant)

Approved By: Kate Gourdie (Team Leader Traffic & Resolutions)

Date: 28/11/2024

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Absolutely Positively Wellington City Council Me Heke Ki Pöneke

**Feedback** 

Name: Jordan

Suburb: Wellington Central

Agree: No

Stop doing anything! You are villains and should be booted.

## Officer Response:

Thank you for taking the time to provide feedback on TR17-25 Arawa Road, Hataitai – Mobility Parking At All Times. We appreciate you making a submission on this proposal.

The proposal is to make the school more accessible for all user types including mobility parking permit holders. This was a request that was made by the public to address concerns during pick up and drop off times.

## Feedback

Name: Magnus Suburb: Melrose Agree: Yes

No comment.

## Officer Response:

Thank you for taking the time to provide feedback on TR17-25 Arawa Road, Hataitai – Mobility Parking At All Times. We appreciate you making a submission in support of this proposal.

## Feedback

Name: Michele

Suburb: Broadmeadows

Agree: No

It is not clear what the meaning is for the changes?

Officer Response:

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Absolutely Positively Wellington City Council

Thank you for taking the time to provide feedback on TR17-25 Arawa Road, Hataitai – Mobility Parking At All Times.

We are proposing to install a mobility parking space on Arawa Road, outside Hataitai School, to improve accessibility for members of the school's whānau who hold a mobility permit. Based on feedback received, we have amended the proposal for the space to be a mobility park during school pick-up and drop-off times and to include a time limited restriction, proposing to install Mobility Parking P10 Time Limited Monday to Friday 8:30 – 9:15am and 2:45 – 3:30pm.

## Feedback

Name: Michael Suburb: Hataitai Agree: No

In the past there has been a working consensus that this portion of Arawa Road is a shared school and residential zone, not just a school zone. This has previously resulted in a P5 time limited parking area and an unrestricted area to balance both sets of needs. If the school wishes to designate part of the P5 time limited parking for mobility parking, then so be it. Personally, I would also be receptive to moving the P5 time limited parking closer to the school entrance if that is perceived to be beneficial for mobility parkers. Please though do not erode/alter the existing parking balance that has been achieved in the past. Just a reminder too that there are 15 residences (12 in the complex and 3 adjoining) at 9 Arawa Road that from time to time require overflow parking on the road for tenants, visitors, and contractors in order to function, in addition to the needs of the houses that are visible on the road. Thank you for your time in reading and considering this submission.

## Officer Response:

Thank you for taking the time to provide feedback on TR17-25 Arawa Road, Hataitai – Mobility Parking At All Times. We appreciate you making a submission on this proposal.

To maintain the existing P5 time limited pick-up and drop-off area for the school, we are not looking to dedicate a section of this for the installation of a mobility parking space. However, based on feedback received, we have amended the proposal for the space to be a mobility park only during school pick-up and drop-off times and have included a time limited restriction, proposing to install Mobility Parking P10 Time Limited Monday to Friday 8:30 – 9:15am and 2:45 – 3:30pm. Those in the area who do not hold a mobility permit will be able to utilise the parking space outside of these times.

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Wellington City Council | 7 of 13

Absolutely Positively Wellington City Council

Name: Megan

Suburb: Strathmore Park

Agree: Yes

Schools need to have mobility parking. I am not sure how beneficial it will be to make it 'at all times' as there are not many houses close to the parking spot.

## Officer Response:

Thank you for taking the time to provide feedback on TR17-25 Arawa Road, Hataitai – Mobility Parking At All Times. We appreciate you making a submission in support of this proposal.

Based on feedback received, we have amended the proposal for the space to be a mobility park during school pick-up and drop-off times and have included a time limited restriction, proposing to install Mobility Parking P10 Time Limited Monday to Friday 8:30 – 9:15am and 2:45 – 3:30pm. This means the space can be used by anyone outside of these hours, even if you do not hold a mobility parking permit.

## Feedback

Name: Ben

Suburb: Wadestown

Agree: Yes

No comment.

## Officer Response:

Thank you for taking the time to provide feedback on TR17-25 Arawa Road, Hataitai – Mobility Parking At All Times. We appreciate you making a submission in support of this proposal.

## Feedback

Name: John

Suburb: Crofton Downs

Agree: No

Do not do this.

You do not need to do this, there is no benefit to locals. It is wasteful spending. Instead focus on reducing spend and deliver a rates reduction.

Wellington City Council | 8 of 13

Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

Please!

## Officer Response:

Thank you for taking the time to provide feedback on TR17-25 Arawa Road, Hataitai – Mobility Parking At All Times. We appreciate you making a submission on this proposal.

We are proposing to install a mobility parking space on Arawa Road, outside Hataitai School, the benefit of which would be improved accessibility for members of the school's whānau who hold a mobility permit.

## **Feedback**

Name: Patrick Suburb: Agree: Yes

Kia ora,

Thanks for the opportunity to have a say. We would like a speaking slot at the Committee meeting.

We are in support. This will improve access for people who require mobility parking.

## Officer Response:

Thank you for taking the time to provide feedback on TR17-25 Arawa Road, Hataitai – Mobility Parking At All Times. We appreciate you making a submission in support of this proposal.

## Feedback

Name: James

**Suburb: Mount Cook** 

Agree: Yes

No comment.

## Officer Response:

Thank you for taking the time to provide feedback on TR17-25 Arawa Road, Hataitai – Mobility Parking At All Times. We appreciate you making a submission in support of this proposal.

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Absolutely Positively Wellington City Council

#### Feedback

Name: John Suburb: Hataitai Agree: No

Hey there, I think that having a full-time mobility spot is not necessary.

While I come from a place of privilege, being able bodied, I think removing a street park permanently isn't the best option. Parking is at a net premium as it is for people in this area and taking another spot away would make that situation worse. I do think that having a mobility park during school hours is an awesome idea for people needing closer access to the school though!

As the only reason this proposal is being considered is due to the school raising the issue, specifically during drop off and pick up times, why would the Council not cater to that request? Seems silly to block out a park that more than likely won't be used outside of the busy school periods.

I think option 2 makes a lot more sense and hope that's the one that other members of the public support and therefore Wellington City Council picks to go ahead with.

## Officer Response:

Thank you for taking the time to provide feedback on TR17-25 Arawa Road, Hataitai – Mobility Parking At All Times. We appreciate you making a submission on this proposal.

Based on feedback received, we have amended the proposal for the space to be a mobility park during school pick-up and drop-off times and have included a time limited restriction, proposing to install Mobility Parking P10 Time Limited Monday to Friday 8:30 – 9:15am and 2:45 – 3:30pm. Those in the area who do not hold a mobility permit will be able to utilise the parking space outside of these times.

## Feedback

Name: Steven Suburb: Newlands Agree: Yes

No comment.

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Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

## Officer Response:

Thank you for taking the time to provide feedback on TR17-25 Arawa Road, Hataitai – Mobility Parking At All Times. We appreciate you making a submission in support of this proposal.

## Feedback

Name: Mark Suburb: Northland Agree: Yes

Support. Important to facilitate the use of car parking for mobility impaired residents, who have generally had a very unsympathetic deal from the ableist Council and its excessive, ideological bureaucracy.

## Officer Response:

Thank you for taking the time to provide feedback on TR17-25 Arawa Road, Hataitai – Mobility Parking At All Times. We appreciate you making a submission in support of this proposal.

## Feedback

Name: Raewyn (On behalf of CCS Disability Action Wellington Branch)

Suburb: Lower Hutt

Agree: Yes

It is important to ensure the city is liveable for all residents. Increasing the number of mobility parking spaces where there is a demand, improves the lives of residents who need this service to go about their daily lives. There are 70 plus Mobility Permits issued to people with a Hataitai address.

In supporting this resolution, we would recommend that the mobility parking space also be time limited to ensure maximum usage by local permit holders attending the school. This would avoid the issue of the park being used for all day parking.

## Officer Response:

Thank you for taking the time to provide feedback on TR17-25 Arawa Road, Hataitai – Mobility Parking At All Times. We appreciate you making a submission in support of this proposal.

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Absolutely Positively
Wellington City Council
Me Heke Ki Poneke

Based on feedback received, we have amended the proposal for the space to be a mobility park during school pick-up and drop-off times and have included a time limited restriction, proposing to install Mobility Parking P10 Time Limited Monday to Friday 8:30 – 9:15am and 2:45 – 3:30pm. The addition of the time limited restricted will allow for turnover of the space so that it may be utilised by multiple mobility permit holders, as per your recommendation.

## Feedback

Name: Livia Suburb: Hataitai Agree: Yes

I support the proposal as set out in the WCC proposal letter.

I support the proposal on the grounds of inclusion in participation in school activities for all. I note the following: schools in New Zealand are generally required to provide mobility or disability parking to ensure accessibility for students, staff, and visitors with disabilities. This requirement aligns with the Building Act 2004 and the New Zealand Building Code, which specify standards for accessibility in public buildings, including schools, as well as the following:

- Disability Discrimination Laws

The Human Rights Act 1993 and the New Zealand Disability Strategy aim to promote inclusive practices, requiring schools to accommodate the needs of people with disabilities.

- School Property Guidelines
- Schools funded by the Ministry of Education are expected to meet accessibility standards as part of their property development and management plans. This includes installing mobility parking spaces during new construction upgrades.
- Personal experience as a parent with a disability I would like to acknowledge my ongoing issues with dropping off and collecting my [Redacted] from school, including uncomfortable and confrontational conversations with school staff members and the local police officer, who although are aware and somewhat understanding of my mobility situation, seem to not understand the difficulty and pain that this causes for me. I am certainly not trying to cause any problems, but I do need to take my [Redacted] to and from school. The last time the local police officer spoke with me he said that it was a requirement for the school to be accessible for people with disabilities/mobility issues, and that I could sue the school for their lack of provision. I'm sure that I'm not the only person with a mobility issue who needs to participate in school life in New Zealand, and who would benefit from Hataitai school becoming an accessible and more inclusive school for all.

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Wellington City Council | 12 of 13

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Thank you for taking the time to provide feedback on TR17-25 Arawa Road, Hataitai – Mobility Parking At All Times. We appreciate you making a submission in support of this proposal.

We appreciate your local knowledge and insights into issue you are facing during pick up and drop off times. We hope this mobility park will help make this much easier for you and other members of the school's whānau who hold a mobility permit. By providing this space, it will make the school much more accessible.

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Absolutely Positively Wellington City Council
Me Heke Ki Pöneke

Kia ora,

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

## Proposal:

Reference	TR18-25 Monorgan Road & Raukawa Street, Strathmore – No Stopping
	at All Times
Location — where we propose to	Strathmore Park;
make the change	Monorgan Road – outside no. 1
	Raukawa Street – outside nos. 4A, 4B & 4C
What we'd like to do	Remove three P10 Parking spaces and replace with 20 meters No
	Stopping At All Times on Monorgan Road
	Remove three unrestricted parking spaces and replace with 42 meters
	No Stopping At All Times on Raukawa Street
Why we are proposing the change	Council has received feedback from the public and Metlink regarding
	challenges buses and large vehicles encounter when turning from
	Raukawa Street onto Monorgan Road due to vehicles parked too close
	to the intersection.
	Officers have investigated the site and identified vehicles parked illegally
	on the footpath, road lane, and berm area on Raukawa Street. This
	creates a safety issue for pedestrians crossing along Raukawa Street.
	The insufficient space on Raukawa Street has also caused damage to the
	recently built median refuge island due to large vehicles having to
	navigate around parked vehicles.
	The road lane width on Monorgan Road is 3.5 meters, including the
	parking. This forces vehicles to cross the centre line and drive in the
	opposite lane.
	The proposal seeks to remove three P10 parking spaces from Monorgan
	Road to provide enough space for buses and large vehicles to
	manoeuvre safely at the intersection.
	The proposal also includes removing three unrestricted parking spaces
	and installing broken yellow lines on Raukawa Street to enhance
	accessibility and ensure adequate space for moving vehicles, considering
	the new refuge island.
	<ul> <li>Additionally, the proposed broken yellow lines on Raukawa Street</li> </ul>
	provide a sufficient exit taper for buses exiting the nearby bus stop,
	improving accessibility.
Impact	Improvements
	<ul> <li>Improves safety and accessibility for public transport vehicles, patrons,</li> </ul>
	and other road users
	Net Parking Impact
	<ul> <li>Removal of three P10 parking spaces, Monday – Friday, 8am – 9am and</li> </ul>
	3pm – 4pm, During School Terms Only
	<ul> <li>Removal of three unrestricted parking spaces on Raukawa Street</li> </ul>
	Pedestrian Impact
	Positive – particularly for school children to cross Monorgan Road safely

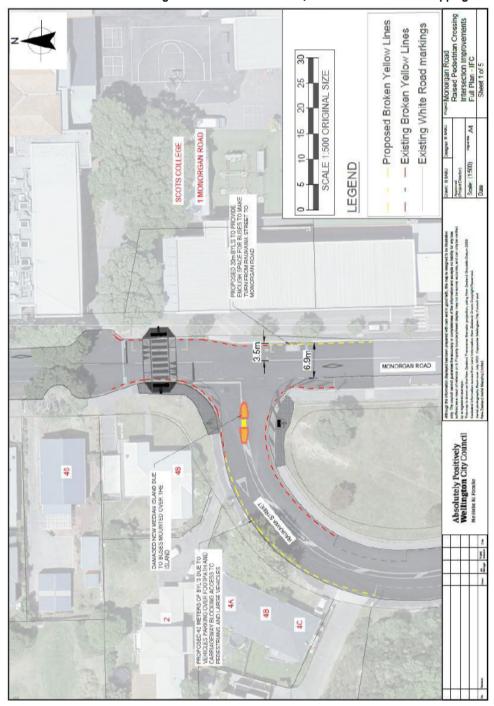
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Other options considered	Option 1:
·	<ul> <li>Installing broken yellow lines up to property no. 4A on Raukawa Street.</li> </ul>
	This option is not preferred as broken yellow lines need to continue up
	until the bus stop to complete the required bus stop exit taper.
How this relates to the parking	<ul> <li>Support shift in type of transport used – facilitate a shift to using active</li> </ul>
policy	(e.g. walking and cycling) and public transport through parking
	management and pricing, to move more people driving fewer vehicles.
	<ul> <li>Support safe movement – facilitate the safe and efficient movement of</li> </ul>
	people and goods by focusing on people moving along transport
	corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul> <li>Average daily traffic count – 4419</li> </ul>
	<ul> <li>To view the legal description for this Traffic Resolution, an electronic</li> </ul>
	copy of the report will be available on the Council's website from 9.00am
	Wednesday 18 December 2024 at
	https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444
	and we will send one out to you.
Privacy	Your privacy is important to us. Please <u>DO NOT</u> add specific personal
	details to your feedback (i.e.: full name, address, etc)
	What we do with your personal information:
	All submissions (including your <u>first</u> name, but not contact details) are
	provided in their entirety to elected members and made available to
	the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the
	consultation process including informing you of the outcome of the
	consultation. All information collected will be held by Wellington City
	Council, 113 The Terrace, Wellington, with submitters having the right
	to access and correct personal information.
	For more information regarding our Privacy Statement please check our
	webpage: Privacy statement - Wellington City Council.
Feedback	If you would like to provide us with specific feedback, which will be
	added to the Traffic Resolution following consultation and made public
	in full, you can do so by filling out an online submission form,
	downloading a printable submission form on
	https://www.letstalk.wellington.govt.nz/ or emailing us at
	trfeedback@wcc.govt.nz.
	Please note if you are giving feedback the consultation period
	opens at 9.00am Wednesday 18 December 2024 and finishes at
	5.00pm Wednesday 22 January 2025.
Next Steps	Feedback collated by Thursday 23 January 2025.
	2. The proposal will go to the Koata Hātepe Regulatory Processes
	Committee meeting on Thursday 27 February 2025.
	3. If approved, the proposal will be installed within the following three
	months.

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Absolutely Positively **Wellington** City Council

Traffic Resolution Plan: TR18-25 Monorgan Road & Raukawa Street, Strathmore Park – No Stopping At All Times



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## **Legal Description:**

<u>Delete</u> from Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Monorgan Road	P10 Pick up and Drop off 8.00am - 9.00am and 3:00pm - 4:00pm Monday to Friday During School Terms Only	Eastern side, commencing approximately from the projected southern kerb alignment of Raukawa Street (Grid Coordinates X=1752155.9m, Y=5423189.3m), following the existing eastern kerb line for approximately 53 metres in a southerly direction.

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

Column One	Column Two	Column Three
Monorgan Road	P10 Pick up and Drop off 8.00am - 9.00am and 3:00pm - 4:00pm Monday to Friday, During School Terms Only	East side, commencing 379 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 33 metres.

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

Column One	Column Two	Column Three
Monorgan Road	No Stopping At All Times	East side, commencing 359 metres south of its intersection with Broadway (Grid coordinates X=1749197729.759 m, Y=5423560772.341m) and extending in a southerly direction following the eastern kerb line for 20 metres.
Raukawa Street	No Stopping At All Times	North side, commencing 190 metres west of its intersection with Monorgan Road (Grid coordinates X=1749195856.453m, Y=5423219208.997m) and extending in a southerly direction following the western kerb line for 42 metres.

Prepared By: Babitha Babu (Intermediate Transport Engineer)

Approved By: Kate Gourdie (Team Leader Traffic &

Approved by: Resolutions)
Approved Date: 3/12/2024

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**Feedback** 

Name: Cordelia Suburb: Miramar Agree: No

You make the assumption that cycling, walking and public transport are options for parents to pick up their children from this school. But for many, those are not options for various reasons. Removing legal parking will cause more people to park illegally creating more hazards.

## Officer Response:

Thank you for taking the time to provide your feedback on TR18-25 Monorgan Road & Raukawa Street, Strathmore – No Stopping At All Times.

While we understand that cycling, walking, and public transport may not be suitable for all parents, the proposed changes will not eliminate all parking spaces in the area. There will still be a number of restricted and unrestricted parking spaces nearby to accommodate student pickup and drop-off. As outlined in the traffic resolution, these changes aim to improve bus manoeuvring and enhance the safety of other road users. By installing No Stopping At All Times road markings, vehicles will no longer need to cross the centre line to navigate the road, which is currently obstructed by parked vehicles. Additionally, it will ensure that buses and other vehicles can navigate the intersection without being blocked by parked vehicles.

## Feedback

Name: Jordan

Suburb: Wellington Central

Agree: No

Stop doing anything! You are villains and should be booted.

## Officer Response:

Thank you for taking the time to provide your feedback on TR18-25 Monorgan Road & Raukawa Street, Strathmore – No Stopping At All Times.

The proposal is to improve safety and accessibility at the intersection of Monorgan Road and Raukawa Street.

## Feedback

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Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Name: Magnus Suburb: Melrose Agree: Yes

No comment.

## Officer Response:

Thank you for taking the time to provide your feedback on TR18-25 Monorgan Road & Raukawa Street, Strathmore – No Stopping At All Times. We appreciate you making a submission in support of this proposal.

#### Feedback

Name: Michele

Suburb: Broadmeadows

Agree: No

It is not clear what the meaning is for the changes?

## Officer Response:

Thank you for taking the time to provide your feedback on TR18-25 Monorgan Road & Raukawa Street, Strathmore – No Stopping At All Times.

As requested by Metlink, the proposal is to install broken yellow lines to stop vehicles parking too close to the intersection and interfering with busses turning the corner. Please refer to page 1 of this Traffic Resolution for further reasoning behind the proposed changes.

## **Feedback**

Name: Megan

Suburb: Strathmore Park

Agree: Yes

I imagine that parents dropping off/picking up children from Scots College may continue to park in these areas at peak times. It is advisable to regularly station a parking warden there 8-9am and 2.30-3.30pm to transition these changes.

I have witnessed Strathmore Park bus getting completely blocked at the corner of Ahuriri St and

Wellington City Council | 6 of 8

Absolutely Positively Wellington City Council Me Heke Ki Pöncke

Kekerenga St several times due to cars parked here while people visit the lookout.

#### Officer Response:

Thank you for taking the time to provide your feedback on TR18-25 Monorgan Road & Raukawa Street, Strathmore – No Stopping At All Times. We appreciate your support of the proposed changes.

## Feedback

Name: John

**Suburb: Crofton Downs** 

Agree: No

Do not do this.

You do not need to do this, there is no benefit to locals. It is wasteful spending. Instead focus on reducing spend and deliver a rates reduction.

Please!

## Officer Response:

Thank you for taking the time to provide your feedback on TR18-25 Monorgan Road & Raukawa Street, Strathmore – No Stopping At All Times.

This will benefit locals and non-locals who both use the bus service in the area and are road users around the location by reducing the likelihood of vehicles having to cross over the centre line.

## Feedback

Name: James

**Suburb: Mount Cook** 

Agree: Yes

No comment.

## Officer Response:

Thank you for taking the time to provide your feedback on TR18-25 Monorgan Road & Raukawa Street, Strathmore – No Stopping At All Times. We appreciate you making a submission in support of this proposal.

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Absolutely Positively Wellington City Council
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## **Feedback**

Name: Billy

**Suburb: Strathmore Park** 

Agree: Yes

Vehicles parked at those parking spots create a blind spot for vehicle users coming out of the Scots College Junior school during peak drop off & pick up time which creates a hazard for motorists and pedestrians.

## Officer Response:

Thank you for taking the time to provide your feedback on TR18-25 Monorgan Road & Raukawa Street, Strathmore – No Stopping At All Times. We appreciate you sharing your personal experiences of the road and how the proposed changes will improve safety.

## Feedback

Name: Steven Suburb: Newlands

Agree: Yes

No comment.

## Officer Response:

Thank you for taking the time to provide your feedback on TR18-25 Monorgan Road & Raukawa Street, Strathmore – No Stopping At All Times. We appreciate you making a submission in support of this proposal.

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Absolutely Positively Wellington City Council
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Kia ora,

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

## Proposal:

Reference	TR19-25 Kent Terrace and Majoribanks Street, Mt Victoria – Kerbside
	Parking Changes
	raikiig Cilaliges
Location — where we propose to	Kent Terrace: Eastern kerb and associated loading, metered parking
make the change	spaces and motorbike parks along a 53m length of Kent Terrace just to
	the south of Embassy Theatre.
	Majoribanks Street: Southern kerb and associated loading and metered
	parking spaces along 88m length of Majoribanks Street between Kent
	Terrace and Lipman Street.
What we'd like to do	(Update: Traffic resolution TR142-24 was originally put on the agenda for
	the November Regulatory Processes Committee (RPC) 2024 but was put
	on hold due to the Long-Term Plan (LTP) amendment process that was
	taking place at that time. It was recommended by Council Officers that
	this traffic resolution needed to wait until a decision on the Long-Term
	Plan amendment had been made as this traffic resolution relates to the
	first stage of the Golden Mile project. With confirmation that the Golden
	Mile project is not included in the LTP amendment process, we are
	submitting this traffic resolution to the February RPC meeting. No
	changes have been made to the original traffic resolution).
	Proposed changes for Kent Terrace:
	Remove 16m of No Stopping
	Remove 13.5m of No Stopping
	Remove 10.6m of Motorcycle Parking
	<ul> <li>Remove 12m of P10 Loading Zone – Goods Vehicles and Authorised</li> </ul>
	Vehicles Only, P10, Monday to Saturday 8:00am-6:00pm
	Remove 18m of Taxi Stand, At All Times
	<ul> <li>Remove 12m of Metered Parking, P120, Monday to Thursday 8:00am-</li> </ul>
	6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm (5 parallel spaces)
	Propose 38m of No Stopping
	Propose 8m of No Stopping
	Propose 5m of Motorcycle Parking
	Propose 12m P10 Loading Zone - For Goods Vehicles and Authorised
	Vehicles Only, P10, Monday to Saturday 8:00am-6:00pm
	Propose 18m of Taxi Stand, At all times.
	Proposed changes for Majoribanks Street:
	Remove 51 m of Clearway, Monday to Friday, 7:00am - 9:00am
	Remove 18m of existing metered parking (time varies)
	Remove existing P30 Loading Zone 9am-6pm and 6pm-7am Monday to
	Sunday
	<ul> <li>Propose 55 m of Clearway, Monday to Friday, 7:00am – 9:00am and</li> </ul>
	4:00pm – 6:00pm

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# Absolutely Positively **Wellington** City Council Me Heke Ki Pöneke

	Propose 18m of metered carparking (time varies) 9am-4pm and 6pm-8pm
	Monday to Friday and 8am-8pm Saturday – Sunday
	<ul> <li>Proposed P30 Loading Zone 9am-4pm and 6pm-7am Monday to Friday, At</li> </ul>
	All Times Saturday – Sunday
Why we are proposing the change	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 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.
Impact	The main impacts associated with the project are:  Improvements:  Improved pedestrian safety and connectivity between Courtenay Place and Kent Terrace;  Supporting businesses through an improved street environment.  Parking Changes for Kent Terrace:  Remove 10.6m of motorbike parking and install 6m of motorbike parking (5m loss of motorbike parking);  Remove 12m of Loading Zone and replace with 12m of Loading Zone further down Kent terrace (no loss of Loading Zone space);  Remove 18m of Taxi Stand, and replace with 18m of Taxi Stand further down Kent Terrace (no loss of Taxi Stand space);  Remove 12m of P120 metered car parking (two metered space loss).  Parking Changes for Majoribanks Street:  Additional Clearway operating times: 4:00pm to 6:00pm and adjustments to the existing loading zone, metered parking and P10 operating hours.
Other Options Considered	Kent Terrace:  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.  Majoribanks Street:  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.

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How this relates to the parking	The reconfiguration of kerbside controls has been guided by the transport
policy	hierarchy and parking space hierarchy signalled in the parking policy.
	These changes support the WCC Parking Policy 2020 by:
	Support shift in type of transport used – facilitate a shift to using active
	(eg, walking and cycling) and public transport through parking
	management and pricing, to move more people driving fewer vehicles.
	Support safe movement – facilitate the safe and efficient movement of
	people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
	Support business wellbeing – ensure parking management and pricing
	controls support economic activity in the central city, suburban centres and mobile trades and services.
	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.
	Support access for all – ensure disabled people, older people, people who
	are pregnant, and people with babies can access the city, Council
	facilities, and venues. This will be achieved, in part, through an
	improvement in mobility parking across the city.
	Support move to becoming an eco-city – facilitate the uptake of car
	sharing, electric vehicles, and other transport with low carbon emissions.
	Manage parking and incentivise a decrease in vehicle use to contribute to
	a reduced carbon emission, better water quality, air quality, stormwater
	management and biodiversity outcomes.
Additional Information	Kent Terrace is a significant part of Wellington's transport network, home
	to various businesses and services.
	Average daily traffic count: Approximately 11,000 vehicles travel through  this partial of Kant Taylor Approximately 4,500 to 6,400 vehicles.
	this section of Kent Terrace. Approximately 4,500 to 6,400 vehicles traveling through Majoribanks Street.
	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.
	Approximately 300 cyclists utilise these routes during the morning and
	evening rush hours.
	Kent Terrace where the proposed changes are adjacent to the Embassy
	and Courtenay precinct the entertainment district of Wellington.
	<ul> <li>Annual parking revenue impact – Approx. \$8386.96 revenue loss for the</li> </ul>
	loss of two metered parking space on Kent Terrace.
Privacy	Your privacy is important to us. Please DO NOT add specific personal
	details to your feedback (i.e.: full name, address, etc)
	What we do with your personal information:
	All submissions (including your first name, but not contact details) are
	provided in their entirety to elected members and made available to the
	public on our website and at our office. Personal information (including
	contact details) will also be used for the administration of the
	consultation process including informing you of the outcome of the
	consultation. All information collected will be held by Wellington City

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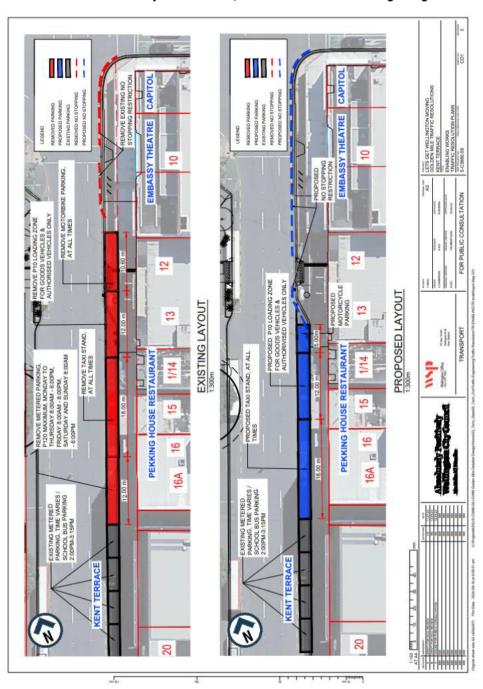
# Absolutely Positively **Wellington** City Council Me Heke Ki Pöneke

	Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.  • For more information regarding our Privacy Statement please check our webpage: <a href="Privacy statement - Wellington City Council">Privacy statement - Wellington City Council</a> .
Feedback	<ul> <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> </ul>
Next Steps	<ol> <li>The proposal will go to the Koata Hātepe   Regulatory Processes         Committee meeting on Thursday 27 February 2025.</li> <li>If approved, the proposal will be installed within the following three months.</li> </ol>

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TR19-25 Kent Terrace and Majoribanks Street, Mt Victoria – Kerbside Parking Changes



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TR19-25 Kent Terrace and Majoribanks Street, Mt Victoria – Kerbside Parking Changes

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

## **Legal Description:**

<u>Delete</u> from Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kent Terrace	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.
Kent Terrace	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.
Kent Terrace	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).
Majoribanks Street	P30 Loading Zone At All Times	South side, commencing 32 metres east of its intersection with Kent Terrace (Grid Coordinates X= 1749377.7 m, Y= 5427061.9 m) and extending in an easterly direction following the southern kerbline for 12 metres. (2 carparks)
Majoribanks Street	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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## <u>Delete</u> from Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Majoribanks Street	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</u> from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kent Terrace	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.
Kent Terrace	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 extending in a southerly direction for 13.5 metres.
Majoribanks Street	Clearway Monday to 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</u> from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kent Terrace	Metered Parking, P120 Maximum, Monday to 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 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)

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Majoribanks Street	P120 Maximum,	South side, commencing 64 metres east of its
	Monday to Thursday,	intersection with Kent Terrace and extending in an
	8:00am - 6:00pm,	easterly direction following the southern kerbline for
	Friday 8:00am -	16.5 metres. (3 carparks)
	8:00pm, Saturday	
	8:00am - 1:00pm	

<u>Add</u> to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kent Terrace	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.
Kent Terrace	Loading Zone – Goods Vehicles and Authorised Vehicles Only, P10, Monday to 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.
Kent Terrace	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.
Majoribanks Street	P30 (Loading Zone), 9am – 4pm, 6pm – 7am Monday to Friday, 8am – 8pm Saturday & 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)
Majoribanks Street	P120 Mobility Parking, Vehicles displaying an Operation Mobility Permit only. 9am —	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)

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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
Majoribanks Street	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).

<u>Add</u> to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kent Terrace	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.
Kent Terrace	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.
Marjoribanks Street	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

Majoribanks Street	P120 Maximum,	South side, commencing 50 metres east of its
	Monday to Friday	intersection with Kent Terrace (Grid Coordinates X=
	9ат – 4рт, 6рт –	1,749,377.7 m, Y= 5,427,061.9 m) and extending in an
	8pm, Saturday and	easterly direction following the southern kerbline for
	Sunday - 8am – 8pm	18 metres. (3 parallel carparks)

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Prepared By: Amy Hobbs (Design Manager)

Approved By: Kate Gourdie (TL Traffic & Resolutions)

Date: 18/09/2024



#### Feedback received from initial consultation under TR142-24

#### **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.

## 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.

## 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

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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 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.

#### 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.

## 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.

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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.

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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.

#### **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.

#### 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

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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: 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.

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#### Officer Response:

Thank you for your feedback on TR142-24 Kent Terrace and Majoribanks Street, Mount Victoria – Kerbside Parking Changes.

#### **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.

# 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.

## Feedback

Name: Smahon

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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: Ddducnz 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.

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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.

## 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

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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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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:

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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, Moun 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, Moun
Victoria – Kerbside Parking Changes. We appreciate your support on the proposed changes.
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#### 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.

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- 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 beings used and that they would prefer carparks.

The proposal 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.

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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 carparks 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.

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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.

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#### **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.

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### 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.

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Kia ora,

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

## Proposal:

Reference	TR26-25 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking
Location – where we propose to make the change	Barnett Street Carpark & Clyde Quay Carpark, Te Aro
What we'd like to do	<ul> <li>(Update: Traffic Resolution TR135-24 went out for public consultation from 26/09/2024 to 10/10/2024 however, officers decided to defer this before going to the November Regulatory Processes Committee (RPC) 2024 due to the volume of feedback received. This allowed adequate time to fully review, understand and respond to submitters. No changes have been made to the originally consulted traffic resolution).</li> <li>Install 22 Metered Parking P840 Maximum Monday to Friday 6:00am – 8:00pm, Saturday 8:00am – 8:00pm, Sunday 4:00pm – 8:00pm, Authorised Vehicles Only Sunday 12:00am – 4:00pm, in Barnett Street Carpark</li> <li>Install two Metered Mobility Parking P840 Maximum Monday to Friday 6:00am – 8:00pm, Saturday 8:00am – 8:00pm, Sunday 4:00pm – 8:00pm, Authorised Vehicles Only Sunday 12:00am – 4:00pm, in Barnett Street Carpark</li> <li>Install 25 Authorised Vehicles Only Monday to Sunday 6:00am – 10:00am, Metered Parking P120 Maximum Monday to Sunday 10:00am</li> </ul>
Why we are proposing the change	<ul> <li>8:00pm Except Authorised Vehicles, in Clyde Quay Carpark</li> <li>Wellington City Council are proposing to make parking changes at Barnett Street &amp; Clyde Quay Carpark to improve efficiency and access for all carpark users.</li> <li>The current location of the 25 Authorised Vehicle parking spaces at Barnett Street Carpark is problematic, due to the spaces requiring relocation when certain events are held on the Waterfront, and their lack of proximity to the marina for the tenants who use them.</li> <li>Concerns have also been raised by members of the public regarding the lack of mobility parking in this location.</li> <li>To address these concerns, we are proposing to relocate the Authorised Vehicle parking spaces to Clyde Quay carpark and convert the spaces in their former location on Barnett Street to metered parking that is in line with the rest of the carpark.</li> <li>This proposal also includes the installation of two mobility parking spaces on Barnett Street to increase mobility parking availability in this area.</li> <li>These changes would ensure there is ample user-friendly parking options for all who visit the Waterfront and its businesses.</li> </ul>

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	Improves the viability of business wellbeing Improves safety and accessibility for mobility park users Improves parking availability  Net Parking Impact  Converting of 25 Authorised Vehicles Only and Metered Parking P600 Maximum spaces in Barnett Street Carpark to 22 Metered Parking P840 Maximum spaces and two Metered Mobility Parking P840 Maximum spaces (Removal of one carpark to create two mobility carparks)  Converting of 25 Metered Parking P120 Maximum spaces in Clyde Quay Carpark to 25 Authorised Vehicles Only and Metered Parking P120 Maximum spaces  Pedestrian impact
oil ii ii	No Change
Other options considered	Install one mobility parking space in Barnett Street carpark, rather than two. This option is not preferred as officers are seeking to increase the number of mobility parking spaces in the city where possible to improve accessibility.
	Option 2:
	<ul> <li>Removal of the Authorised Vehicles Only parking spaces. This option is not preferred due to existing Waterfront and marina agreements and would not support the activities of the Waterfront.</li> </ul>
How this relates to the parking policy	<ul> <li>Support city place-making, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.</li> <li>Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.</li> </ul>
Additional Information	Average daily traffic count - NA
	<ul> <li>Annual parking revenue impact - \$7262 revenue loss (removal of one car park to create two mobility parks)</li> </ul>
Privacy	<ul> <li>Your privacy is important to us. Please <u>DO NOT</u> 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 <u>first</u> name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.     </li> <li>For more information regarding our Privacy Statement please check our webpage: <u>Privacy statement - Wellington City Council</u>.</li> </ul>

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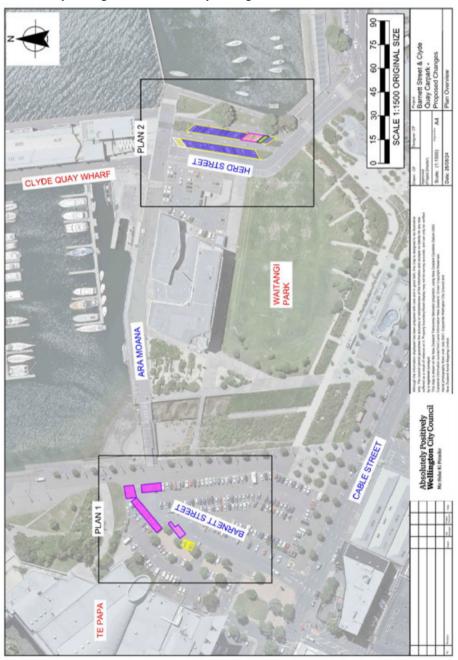
# Absolutely Positively **Wellington** City Council Me Heke Ki Pöneke

Feedback	<ul> <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> </ul>
Next Steps	<ol> <li>The proposal will go to the Koata Hātepe   Regulatory Processes         Committee meeting on Thursday 27 February 2025.</li> <li>If approved, the proposal will be installed within the following three months.</li> </ol>

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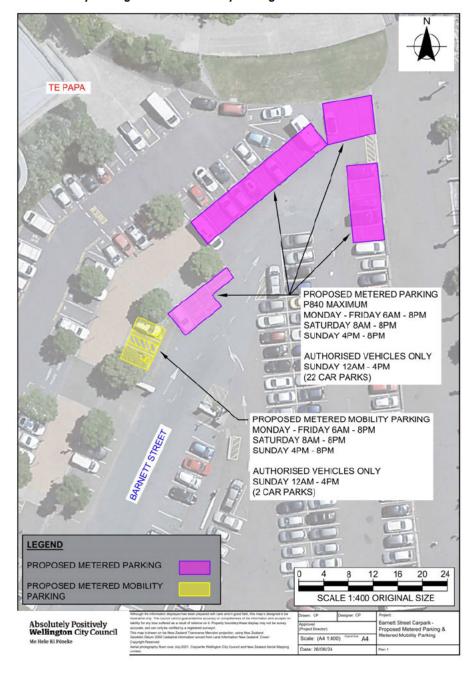
Absolutely Positively Wellington City Council Me Heke Ki Poneke

Traffic Resolution Plan: TR26-25 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking



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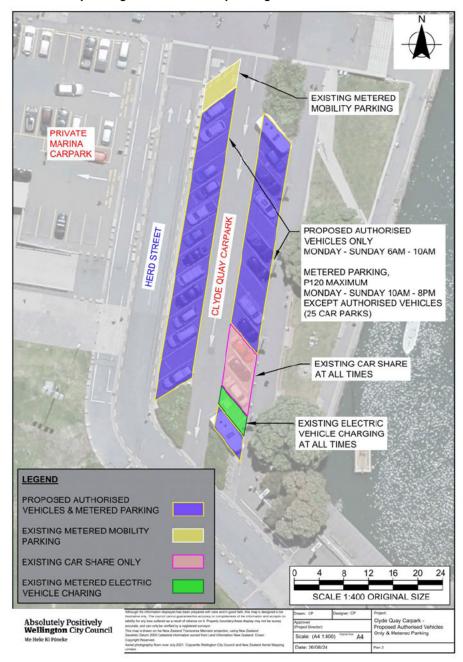
Traffic Resolution Plan: TR26-25 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking



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Traffic Resolution Plan: TR26-25 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking



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#### **Legal Description:**

## **Barnett Street Carpark**

<u>Delete</u> from Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Barnett Street Carpark, Wellington Waterfront	Authorised Vehicles Only, Monday to Sunday 6:00am – 10:00am	West side, commencing 71.3 metres northeast of its intersection with Cable Street (Grid coordinates X= 1,749,261.01m Y= 5,427,353.54m) and extending in a northeasterly direction following the western
		kerb line for 59. 5 metres (20 car parks).
Barnett Street Carpark, Wellington Waterfront	Authorised Vehicles Only, Monday to Sunday 6:00am – 10:00am	East side, commencing 111.9 metres northeast of its intersection with Cable Street (Grid coordinates X= 1,749,261.01m Y= 5,427,353.54m) and extending in a northerly direction following the eastern kerb line for 12.5 metres (5 car parks).

<u>Delete</u> from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Barnett Street	Metered Parking,	West side, commencing 71.3 metres north-
Carpark,	P600 Maximum,	east of its intersection with Cable Street
Wellington	Monday to Friday	(Grid coordinates X= 1,749,261.01m Y=
Waterfront	10:00am – 8:00pm,	5,427,353.54m) and extending in a north-
	Except Authorised	easterly direction following the western
	Vehicles	kerb line for 59. 5 metres (20 car parks).
Barnett Street	Metered Parking,	East side, commencing 111.9 metres north-
Carpark,	P600 Maximum,	east of its intersection with Cable Street
Wellington	Monday to Friday	(Grid coordinates X= 1,749,261.01m Y=
Waterfront	10:00am – 8:00pm,	5,427,353.54m) and extending in a
	Except Authorised	northerly direction following the eastern
	Vehicles	kerb line for 12.5 metres (5 car parks).

 $\underline{\textit{Add}}$  to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Barnett Street	Metered Mobility	West side, commencing 71.3 metres north-
Carpark,	Parking,	east of its intersection with Cable Street
Wellington	Monday to Friday	(Grid coordinates X= 1,749,261.01m Y=
Waterfront	6:00am – 8:00pm,	5,427,353.54m) and extending in a north-
	Saturday 8:00am –	easterly direction following the western
		kerb line for 7.2 metres (2 car parks).

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	8:00pm, Sunday 4:00pm – 8:00pm	
Barnett Street Carpark, Wellington Waterfront	Authorised Vehicles Only Sunday 12:00am – 4:00pm	West side, commencing 71.3 metres northeast of its intersection with Cable Street (Grid coordinates X= 1,749,261.01m Y= 5,427,353.54m) and extending in a northeasterly direction following the western
		kerb line for 7.2 metres (2 car parks).
Barnett Street Carpark, Wellington Waterfront	Authorised Vehicles Only Sunday 12:00am – 4:00pm	North-West side, commencing 82.2 metres north-east of its intersection with Cable Street (Grid coordinates X= 1,749,261.01m Y= 5,427,353.54m) and extending in a north-easterly direction following the western kerb line for 47. 6 metres (17 car parks).
Barnett Street Carpark, Wellington Waterfront	Authorised Vehicles Only Sunday 12:00am – 4:00pm	East side, commencing 111.9 metres northeast of its intersection with Cable Street (Grid coordinates X= 1,749,261.01m Y= 5,427,353.54m) and extending in a northerly direction following the eastern kerb line for 12.5 metres (5 car parks).

<u>Add</u> to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Barnett Street	Metered Parking,	North-West side, commencing 82.2 metres
Carpark,	P840 Maximum,	north-east of its intersection with Cable
Wellington	Monday to Friday	Street (Grid coordinates X= 1,749,261.01m
Waterfront	6:00am – 8:00pm,	Y= 5,427,353.54m) and extending in a
	Saturday 8:00am –	north-easterly direction following the
	8:00pm, Sunday	western kerb line for 47. 6 metres (17 car
	4:00pm – 8:00pm	parks).
Barnett Street	Metered Parking,	East side, commencing 111.9 metres north-
Carpark,	P840 Maximum,	east of its intersection with Cable Street
Wellington	Monday to Friday	(Grid coordinates X= 1,749,261.01m Y=
Waterfront	6:00am – 8:00pm,	5,427,353.54m) and extending in a
	Saturday 8:00am –	northerly direction following the eastern
	8:00pm, Sunday	kerb line for 12.5 metres (5 car parks).
	4:00pm – 8:00pm	

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## **Clyde Quay Carpark**

<u>Delete</u> from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Clyde Quay Carpark, Wellington Waterfront	Metered Parking, P120 Maximum, Monday to Thursday 8:00am to 8:00pm, Friday to Saturday 8:00am to 10:00pm, Sunday 8:00am – 8:00pm	West side, commencing 5.4 metres south of its intersection with Herd Street (Grid coordinates X= 1,749,549.16m Y= 5,427,434.54m) and extending in a southerly direction following the western kerb line for 47 metres (14 car parks).
Clyde Quay Carpark, Wellington Waterfront	Metered Parking, P120 Maximum, Monday to Thursday 8:00am to 8:00pm, Friday to Saturday 8:00am to 10:00pm, Sunday 8:00am – 8:00pm	East side, commencing 8.2 metres south of its intersection with Herd Street (Grid coordinates X= 1,749,554.33m Y= 5,427,433.72 and extending in a southerly direction following the eastern kerb line for 35 metres (10 car parks).
Clyde Quay Carpark, Wellington Waterfront	Metered Parking, P120 Maximum, Monday to Thursday 8:00am to 8:00pm, Friday to Saturday 8:00am to 10:00pm, Sunday 8:00am – 8:00pm	East side, commencing 56 metres south of its intersection with Herd Street (Grid coordinates X= 1,749,554.33m Y= 5,427,433.72 and extending in a southerly direction following the eastern kerb line for 3.5 metres (1 car park).

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

Column One	Column Two	Column Three
Clyde Quay Carpark,	Authorised Vehicles	West side, commencing 5.4 metres south of
Wellington	Only,	its intersection with Herd Street (Grid
Waterfront	Monday to Sunday	coordinates X= 1,749,549.16m Y=
	6:00am – 10:00am	5,427,434.54m) and extending in a
		southerly direction following the western
		kerb line for 47 metres (14 car parks).
Clyde Quay Carpark,	Authorised Vehicles	East side, commencing 8.2 metres south of
Wellington	Only,	its intersection with Herd Street (Grid
Waterfront	Monday to Sunday	coordinates X= 1,749,554.33m Y=
	6:00am – 10:00am	5,427,433.72 and extending in a southerly
		direction following the eastern kerb line for
		35 metres (10 car parks).

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Clyde Quay Carpark,	Authorised Vehicles	East side, commencing 56 metres south of	
Wellington	Only,	its intersection with Herd Street (Grid	
Waterfront	Monday to Sunday	coordinates X= 1,749,554.33m Y=	
	6:00am – 10:00am	5,427,433.72 and extending in a southerly	
		direction following the eastern kerb line for	
		3.5 metres (1 car park).	

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

Column One	Column Two	Column Three	
Clyde Quay Carpark,	Metered Parking,	West side, commencing 5.4 metres south	
Wellington	P120 Maximum,	of its intersection with Herd Street (Grid	
Waterfront	Monday to Sunday	coordinates X= 1,749,549.16m Y=	
	10:00am – 8:00pm	5,427,434.54m) and extending in a	
	Except Authorised	southerly direction following the western	
	Vehicles	kerb line for 47 metres (14 car parks).	
Clyde Quay Carpark,	Metered Parking,	East side, commencing 8.2 metres south of	
Wellington	P120 Maximum,	its intersection with Herd Street (Grid	
Waterfront	Monday to Sunday	coordinates X= 1,749,554.33m Y=	
	10:00am – 8:00pm	5,427,433.72 and extending in a southerly	
	Except Authorised	direction following the eastern kerb line for	
	Vehicles	35 metres (10 car parks).	
Clyde Quay Carpark,	Metered Parking,	East side, commencing 56 metres south of	
Wellington	P120 Maximum,	its intersection with Herd Street (Grid	
Waterfront	Monday to Sunday	coordinates X= 1,749,554.33m Y=	
	10:00am – 8:00pm	5,427,433.72 and extending in a southerly	
	Except Authorised	direction following the eastern kerb line for	
	Vehicles	3.5 metres (1 car park).	

Charlotte Poi (Transport Engineering Assistant) Prepared By:

(Team Leader Traffic & Approved By: Kate Gourdie

Resolutions)

Approved Date: 4/9/2024

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Feedback received from initial consultation under TR135-24

#### **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 TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

#### **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 TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

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**Feedback** 

Name: Gera Suburb: Newtown Agree: Yes

No comment.

#### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes.

#### Feedback

Name: Mr E Wid Suburb: Crofton Downs

Agree: Yes

No comment.

## Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes.

#### Feedback

Name: Rowan Suburb: Te Aro Agree: Yes

No comment.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes.

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**Feedback** 

Name: Callum Suburb: Newtown Agree: Yes

No comment.

## Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your 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.

## Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The cost for this proposal is minimal as it relocates the Authorised Vehicle parking spaces to Clyde Quay carpark and convert's the spaces in their former location on Barnett Street to metered parking that is in line with the rest of the carpark. This would require no additional signage for the converted parking spaces, except for the two additional mobility parks.

The annual parking revenue will have a net negative impact of an estimated \$7262 revenue loss due to the removal of one carpark to install two additional mobility parks. The relocation of the Authorised Vehicle parking spaces is not estimated to have an impact on revenue.

## Feedback

Name: Cwhite Suburb: Taita

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Agree: Yes

No comment

#### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes.

#### **Feedback**

Name: Csscaddan Suburb: Wadestown

Agree: No

Stop removing parking.

## Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

There are no changes proposed to the Clyde Quay Wharf where there is a total of 12 Public carparks available as well as loading zones and mobility parks for the public.

## Feedback

Name: Margriet Suburb: Te Aro Agree: No

When you create 25 parking spaces for Chaffers Marina only at Clyde Quay Wharf it means that there is not enough parking left for residents' visitors or contractors who need access to their vans in order to get tools. I strongly disagree.

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#### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings.

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

#### Feedback

Name: Jenny Suburb: Te Aro Agree: No

I understand that your parking proposal will change the parking in the Clyde Quay carpark to these parking places being set aside for Marina users. The consequences of this is that there will be nowhere for visitors to Clyde Quay Wharf to park, which seems extraordinary. We certainly never envisaged when we bought there that the Council would remove all the visitor parking.

## Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street.

The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

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While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

#### Feedback

Name: Alan Suburb: Agree: No

I oppose the proposed changes to carparking arrangements at Clyde Quay Wharf.

#### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

There are no changes proposed to the Clyde Quay Wharf where there is a total of 12 Public carparks available as well as loading zones and mobility parks for the public.

Additionally, the proposed installation of 22 metered public parking spaces, and two mobility spaces on Barnett Street, a short distance away from these sites, will provide additional public parking and mobility parking spaces in a central waterfront location.

Installing additional parking in a central Waterfront location, as well as retaining public parking in Clyde Quay carpark during key business trading hours (after 10am), supports all Waterfront businesses.

#### Feedback

Name: Richard Suburb: Te Aro Agree: No

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I'm a resident of the Clyde Quay Wharf and it is quite clear that the council has a political agenda and is intent on running a class war with the residents of Clyde Quay Wharf. First, you refuse to pay your contractually obligated amount for insurance on the wharf, despite collecting parking revenue for it. Now you propose to remove some of what little guest car parking there is by gifting it over to the Marina permanently. The fact that Marina residents would be able to park there all day without cost means you have effectively closed the car park to public parking. This will negatively impact not only the residents of the wharf, but also surrounding businesses. Given we have already had to litigate against the councils' unconscionable behaviour recently, we're well versed in the process. Unless this proposal is rejected, we will use every legal means at our disposal to oppose this change.

#### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The Purpose of the proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings.

There are no changes proposed to the Clyde Quay Wharf where there is a total of 12 Public carparks available as well as loading zones and mobility parks for the public.

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

Additionally, the proposed installation of 22 metered public parking spaces, and two mobility spaces on Barnett Street, a short distance away from these sites, will provide additional public parking and mobility parking spaces in a central waterfront location.

Installing additional parking in a central Waterfront location, as well as retaining public parking in Clyde Quay carpark during key business trading hours (after 10am), supports all Waterfront businesses.

## Feedback

Name: Aholt Suburb: Te Aro Agree: No

I strongly oppose the proposed changes.

Council has not justified the ways in which the following impacts achieve their stated aims.

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- Improves the viability of business wellbeing
- Improves safety and accessibility for mobility park users
- Improves parking availability

What business will benefit? The businesses I am thinking of will not benefit from the parking changes, in face they will suffer.

Parking availability will be improved for whom? I do not see parking improving.

I do support the addition of one mobility spot at Clyde Quay to improve safety and accessibility for mobility park users.

No one lives on Barnett Street, so the proposed changes are of theoretical benefit. People live and work around Clyde Quay and the need for that parking to remain available is real and quantifiable.

This proposal does not seem to be well considered and should not move forward, as presented.

Thank you for your consideration.

#### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings

There are no changes proposed to the Clyde Quay Wharf where there is a total of 12 Public carparks available as well as loading zones and mobility parks for the public.

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

Additionally, the proposed installation of 22 metered public parking spaces, and two mobility spaces on Barnett Street, a short distance away from these sites, will provide additional public parking and mobility parking spaces in a central Waterfront location.

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Installing additional parking in a central Waterfront location, as well as retaining public parking in Clyde Quay carpark during key business trading hours (after 10am), supports all Waterfront businesses.

As noted in the proposal, other options were considered, including removal of the Authorised Vehicles Only parking spaces. However, this option is not preferred due to the existing Waterfront agreements with the marina. As noted above, this has been compromised with the need to retain public parking in Clyde Quay during trading hours for businesses, by introducing metered P120 parking after 10am.

Feedback				
Name: Caleb				
Suburb: Newlands				

Agree: Yes

No comment.

#### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes.

## Feedback

Name: Smahon Suburb: Newlands Agree: Yes

No comment.

## Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes.

## Feedback

Name: Chris Suburb: Agree: No

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I am the owner of 2 retail spaces in Clyde Quay wharf.

I have been advised by a third party that Council proposes removing all public parking near Clyde Quay wharf. (Why aren't you advising all property owners in the area affected).

In the proposal you state that having committed parking in Barnett St is somehow inconveniencing the Council? But you provide no background information at all to back this up. It appears that to avoid a minor inconvenience you are prepared to sacrifice any business located in Clyde Quay.

Please provide the full background to this proposal and the arguments on which it is based by return. The brief arguments in favour included in the paper are nonsensical there is no examination of the negative effects whatsoever.

In the matter of response, as state, I have only just received this. You are only allowing objections until the 10<sup>th</sup> of October which is a ridiculously brief period. I'm presently overseas and not back until October 20. This proposal will significantly affect every property owner in Clyde Quay and Chaffers Dock, who collectively pay an enormous amount in rates. We deserve more consideration than this.

I look forward to your prompt response. Could you please also advise a contact email for whoever is driving this proposal.

#### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

Hard copies of the Traffic Resolution letter were dropped off to stakeholders in the nearby vicinity. The letter was also sent via an email database to key stakeholders. If anyone would like to be added to this stakeholder database, please email a request via the Fix it app on your mobile device or by calling the contact centre on 04 499 4444.

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings.

There are no changes proposed to the Clyde Quay Wharf where there is a total of 12 Public carparks available as well as loading zones and two mobility parks for the public.

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

Wellington City Council | 20 of 53

Absolutely Positively Wellington City Council Me Heke Ki Pöneke

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

## Feedback

Name: Ddducnz Suburb: Wadestown

Agree: No

Who had money for this.

#### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The cost for this proposal is minimal as it relocates the Authorised Vehicle parking spaces to Clyde Quay carpark and convert the spaces in their former location on Barnett Street to metered parking that is in line with the rest of the carpark. This would require no additional signage for the converted parking spaces, except for the two additional mobility parks.

The annual parking revenue will have a net negative impact of an estimated \$7262 revenue loss due to the removal of one carpark to install two additional mobility parks. The relocation of the Authorised Vehicle parking spaces is not estimated to have an impact on revenue.

## Feedback

Name: GB

Suburb: Wadestown

Agree: No

No comment.

## Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

#### Feedback

Name: Keith Suburb: Agree: No

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Absolutely Positively Wellington City Council
Me Heke Ki Poneke

As a resident of Clyde Quay Wharf we would like to voice our opposition to the council's proposed parking arrangements. Other than stating the obvious that as substantial rate payers surely, we can retain parking for visitors who are visiting us. These visitors are often elderly and will not visit their friends on Clyde Quay Wharf if no parking is available. Your plan cuts off the socialization of Clyde Quay Wharf and Chaffers Apartments.

You plan to install 25 car parks for authorised Marina parks and there is only 25 spaces including one mobility park available. Your proposal states that adding two mobility parks to Barnett St is a priority yet there is no reference to the one that will be lost at Clyde Quay.

The current arrangement at Barnett St of the authorised vehicles has been in place for probably 20 years so why now the urgency to solve a perceived problem at Barnett St by creating a bigger problem at the Clyde Quay carpark.

We urge you to reconsider your proposal.

#### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings

There are no changes proposed to the Clyde Quay Wharf where there is a total of 12 Public carparks available as well as loading zones and two mobility parks for the public.

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

Events can be disruptive for parking at Barnett Street, which can make the current location of the Authorised Vehicle parking spaces problematic for the Waterfront's obligations regarding marina parking. Unfortunately, we are not able to reduce the number of marina spaces due to the existing Waterfront and Marina agreements. We have proposed relocating all 25 Authorised Vehicle parking spaces as all spaces are problematic due to the impact of events.

Fe	ed	ba	ck

Wellington City Council | 22 of 53

Absolutely Positively Wellington City Council
Me Heke Ki Poneke

Name: Ed Suburb: Te Aro Agree: No

To whom it may concern,

I am writing to object, in the strongest way possible, the proposed changes to the car park at Clyde Quay Wharf. As a resident of the area, I am very concerned about the loss of businesses in the CBD generally and specifically, the ongoing commercial vacancy at Clyde Quay Wharf and Chaffers apartments. We are hopeful for the new businesses currently being stood up at Clyde Quay Wharf and the removal of parking would truly pull the rug out from under these efforts. I would hope the city would be doing everything possible to support these green shoots, especially ones that will help activate the wharf, one of Wellington's outstanding assets.

Personally, I don't know how guests, especially older guests, will be able to visit at Chaffers and Clyde Quay Wharf without parking nearby. You may be aware that the demographic skews older, particularly at Clyde Quay. It seems irresponsible to transfer the right of parking to the marina guests who are 1) arguably more fit and mobile, 2) already enjoy an entire parking area just over Herd Street and dedicated spots under the Clyde Quay Wharf building, and 3) more important, are already as welcome as anyone else to use the existing parking at the Clyde Quay Wharf parking lot.

Marina users, as I understand it, pay a rental or membership fee to use the marina. By comparison, Clyde Quay and Chaffers residents have made a significant investment to reside there and pay hefty ongoing rates as well. I would argue the owners have at least an equal right to use the spots outfront.

Speaking for my own family, the availability of spots at Clyde Quay Wharf was an important factor in our decision to purchase. Many residents depend on the ability to park for short periods for example, to load/unload groceries, children, dogs, etc. We feel authorising only marina users to be a genuine taking. And if authorising users is the only option for the city, then by all means, authorise Clyde Quay and Chaffers residents as well. To re-state it, residents have a significantly higher long-term investment in the location than the marina users (some of whom reside on the water for the express purpose of avoiding rates).

In summary, I submit that two of the three improvements listed, business well-being and parking availability, are patently false. This change would shatter any hope for business success at Clyde Quay Wharf and Chaffers by removing parking availability for the businesses, clientele, and residents. To say otherwise is disingenuous.

#### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

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Absolutely Positively
Wellington City Council
Me Heke Ki Poneke

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings

There are no changes proposed to the Clyde Quay Wharf where there is a total of 12 Public carparks available as well as loading zones and two mobility parks for the public.

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

Additionally, the proposed installation of 22 metered public parking spaces, and two mobility spaces on Barnett Street, a short distance away from these sites, will provide additional parking spaces in a central waterfront location.

Installing additional parking in a central waterfront location, as well as retaining public parking in Clyde Quay carpark during key business trading hours (after 10am), supports all waterfront businesses.

As noted in the proposal, other options were considered, including removal of the Authorised Vehicles Only parking spaces. However, this option is not preferred due to the existing Waterfront agreements with the marina. As noted above, this has been compromised with the need to retain public parking in Clyde Quay during trading hours for businesses, by introducing metered P120 parking after 10am.

It is by these agreements with the marina, not the rates paid by individuals, which entitles the marina users to designated carparking.

Feedback Name: Andrew Suburb: Te Aro Agree: No

To whom it may concern,

This email is to register our objection to the proposed change of car parking in front of Clyde Quay Wharf, in particular for Chaffers Marina residents to have preferential access.

There is very little public parking around Clyde Quay Wharf, particularly in front of the proposed new café being installed by [Redacted]. This new business is a welcome addition to the waterfront, after several years of this space being unoccupied. It will add to the vibrancy of the wharf. Its viability

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Absolutely Positively Wellington City Council Me Heke Ki Pöneke

could be threatened without inadequate parking nearby.

Visitors to residents of Clyde Quay Wharf currently have very few options for car parking. Our concern with this proposal is that Marina residents with appropriate permits can leave their cars effectively blocking the parking all day long.

We would urge the council to consider an alternative solution to what is proposed.

#### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings

There are no changes proposed to the Clyde Quay Wharf where there is a total of 12 Public carparks available as well as loading zones and mobility parks for the public.

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

As noted in the proposal, other options were considered, including removal of the Authorised Vehicles Only parking spaces. However, this option is not preferred due to the existing Waterfront agreements with the marina. As noted above, this has been compromised with the need to retain public parking in Clyde Quay during trading hours for businesses, by introducing metered P120 parking after 10am.

Feedback Name: John Suburb: Te Aro Agree: No

I respectfully request that the WCC re-examine this proposed change to parking rules. In short, WCC's plan is to relocate the 24 "Marina Only" parking spaces on Barnett Street, currently next to Te Papa, to the lot in front of our building, essentially making all of the parking spaces in front of our building "Marina Only."

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Absolutely Positively
Wellington City Council
Me Heke Ki Poneke

The effect on us is that only cars with Marina stickers would be able to park in the Clyde Quay car park between 6-10am, after which any remaining open spaces would revery to public P120 metered parking. My understanding, however, is that permitted Marina cars would be able to remain in that lot all day at no cost, essentially making this car park "Marina Only" 24 hours a day, should those marina residents choose to simply leave their cars.

This proposal directly and negatively affects the quality of life of our residents at Clyde Quay Wharf, as it leaves very little parking for any guests visiting residents on the wharf. As or more importantly, several of our building residents have home health care workers, physios, and other professionals who need to visit on a regular basis. Moreover, the proposal simply cannot be a good idea for [Redacted] upcoming restaurant in the old Whitebait space, as well as the new [Redacted] Art Gallery, and other retail tenants of the wharf.

Is it not possible to leave at least some of the parking spaces in the Clyde Quay car park as metered spaces open to everyone? This proposal makes ALL the spaces Marina Only (aside from the Mevo and handicapped spaces).

Thank you for your consideration.

#### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings

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While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

Additionally, the proposed installation of 22 metered public parking spaces, and two mobility spaces on Barnett Street, a short distance away from these sites, will provide additional parking spaces in a central Waterfront location.

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Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Installing additional parking in a central Waterfront location, as well as retaining public parking in Clyde Quay carpark during key business trading hours (after 10am), supports all Waterfront businesses.

As noted in the proposal, other options were considered, including removal of the Authorised Vehicles Only parking spaces. However, this option is not preferred due to the existing Waterfront agreements with the marina. As noted above, this has been compromised with the need to retain public parking in Clyde Quay during trading hours for businesses, by introducing metered P120 parking after 10am.

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Name: Thomas Suburb: Paparangi Agree: Yes

No comment.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. 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 TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

### Feedback

Name: Thom

Suburb: Churton Park

Agree: Yes

No comment.

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Absolutely Positively Wellington City Council Me Heke Ki Pöneke

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the 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 taxpayers' dollars. How is this even up for debate?

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. 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 TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

### Feedback

Name: Julian Suburb: Kilbirnie Agree: No

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

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### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

There are no changes proposed to the Clyde Quay Wharf where there is a total of 12 Public carparks available as well as loading zones and mobility parks for the public.

The annual parking revenue will have a net negative impact of an estimated \$7262 revenue loss due to the removal of one carpark to install two additional mobility parks. The relocation of the Authorised Vehicle parking spaces is not estimated to have an impact on revenue.

### Feedback

Name: Allison

Suburb: Te Aro / Oriental Parade

Agree: No

I am against the majority of this proposal. While I laud the addition of mobility parking (and keeping the Mevo parking and EV charging), the relocation of authorised "marina only" carparks to the Clyde Quay parking lot takes away a public good for the benefit and convenience of a few privileged people.

The changes mean there would be no public parking at Clyde Quay during authorised hours (6am - 10am), and potentially no parking throughout the day if authorised marina cars are allowed to park for free and without time limits in these spaces. With these spaces so convenient to the marina (much more than the current spaces at Barnett St, as noted by the proposal), it is likely the marina tenants will use them more often and longer. It will be especially difficult for public parking during events when the Barnett St lot is closed or busy such as during Sunday markets.

Lack of parking at this end of Waitangi Park would negatively affect visitors to the area. This includes people visiting the residents and businesses in Chaffers Dock and Clyde Quay buildings, as well as people (often families) coming to fish from the pier or enjoy Waitangi Park and the park adjacent to the Clyde Quay parking lot. Significantly, visitors to Chaffers Dock and Clyde Quay include home health care workers who come at all hours to support elderly residents; older people and young families visiting friends and relatives; and customers of all ages to the cafes and businesses in the buildings.

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Absolutely Positively Wellington City Council

I see a lot of turnovers in these spaces, with every-changing and diverse visitors bringing a buzz to the waterfront. Continued access to parking supports a thriving waterfront. It makes it more viable for businesses in the neighbouring buildings to succeed – and their continued success contributes to a more vibrant city that attracts more people – and having more people enjoying themselves adds to the quality and safety of the area.

The vertical public spaces under the Clyde Quay apartment building are limited and very difficult to navigate (especially for large vehicles or cautious older drivers). It's important to keep the easily accessed angled spots in the Clyde Quay carpark available to the public. I understand WCC's dilemma about need to provide its promised spots to the marina, but they already have a car park by Chaffers Dock and spots alongside Clyde Quay. Please consider retaining all, or at least half, of the general spaces for public use throughout the day.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings – as you have noted, users of the Waterfront carparks are often visiting for a variety of reasons.

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

As you have noted, events can be disruptive for parking at Barnett Street, which can make the current location of the Authorised Vehicle parking spaces problematic for the Waterfront's obligations regarding marina parking. Unfortunately, we are not able to reduce the number of marina spaces due to the existing Waterfront and Marina agreements. We have proposed relocating all 25 Authorised Vehicle parking spaces as all spaces are problematic due to the impact of events.

As you have mentioned, there are 12 public carparks available as well as loading zones and mobility parks for the public on Clyde Quay Wharf and no changes are proposed to these.

Although the covered carparks are unsuitable for taller vehicles, there are two uncovered P120 spaces on the wharf. Both mobility spaces on Clyde Quay Wharf are also uncovered.

Feedback			

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Absolutely Positively Wellington City Council

Name: Thomason Suburb: Te Aro Agree: No

Allowing "Authorized Vehicles" (marina residents and boat owners) to be exempt from both the time limit and paying the hourly charge effectively and practically turns the Herd Street public spaces into marina only spaces all day and night. There are over 100 apartments and businesses (including 4 restaurants/cafes) that have visitors and vendors use those spots.

The marina retains all other spaces at Chaffers and the distance to the marina from Barnett is not overly burdensome. This proposal directly and negatively affects the quality of life of everyone else in the area other than the marina. They don't need these spots too.

That the proposal results in a net negative income for WCC in this financial climate is additionally detrimental.

Finally, I would note that I am supportive of modifying the Herd Street lot to include two mobility spaces.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings

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While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

The annual parking revenue will have a net negative impact of an estimated \$7262 revenue loss due to the removal of one carpark to install two additional mobility parks. The relocation of the Authorised Vehicle parking spaces is not estimated to have an impact on revenue.

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Absolutely Positively Wellington City Council

Name: John (on behalf of Clyde Quay Wharf Body Corporate)
Suburb: Te Aro
Agree: No

To Wellington City Council:

This letter is in response to the proposed parking changes identified as "TR135-24: Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking." On behalf of our respective Body Corporate Committees of the adjacent apartment buildings, we are writing to object to this proposal.

It is our understanding that WCC's plan is to relocate 24 "Marina Only" parking spaces on Barnett Street, next to Te Papa, to the Clyde Quay car park adjacent to our buildings, essentially making all of the parking spaces, with the exception of two mobility spaces and some dedicated to Mevo, "Marina Only." We understand that the proposal would provide for open, metered parking after 10am (limited to 120 minutes currently) yet "Authorised Vehicles", i.e., marina residents and boat owners, would be exempt from both the time limit and paying the hourly meter charge, thus, de facto, turning these spaces into marina only spaces all day and night.

This proposal directly and negatively affects the quality of life of our residents, as these spaces are used by tradies, home health workers, and guests visiting residents. Moreover, the proposal is detrimental to our commercial tenants and residents including, but not limited to, [Redacted] upcoming restaurant in the old Whitebait space, the new [Redacted] Art Gallery, Raglan Roast, other retail tenants, and any/all future commercial endeavours.

That the proposal results in a net negative income for WCC in this financial climate is additionally detrimental.

We would propose a compromise solution whereby 50 percent of the spaces in the Clyde Quay car park remain available for public use on the current basis. We would like to note that we are in support of the proposed mobility parking spaces.

We submit this letter on behalf of the Body Corporate committees of both of our buildings. Thank you for your consideration of this request.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings

There are no changes proposed to the Clyde Quay Wharf where there is a total of 12 Public carparks available as well as loading zones and mobility parks for the public.

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Absolutely Positively
Wellington City Council
Me Heke Ki Pöneke

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

Additionally, the proposed installation of 22 metered public parking spaces, and two mobility spaces on Barnett Street, a short distance away from these sites, will provide additional parking spaces in a central waterfront location.

Installing additional parking in this location, as well as retaining public parking in Clyde Quay carpark during key business trading hours (after 10am), supports all waterfront businesses.

The annual parking revenue will have a net negative impact of an estimated \$7262 revenue loss due to the removal of one carpark to install two additional mobility parks. The relocation of the Authorised Vehicle parking spaces is not estimated to have an impact on revenue.

Unfortunately, we are not able to reduce the number of marina spaces due to the existing Waterfront and Marina agreements. We have proposed relocating all 25 Authorised Vehicle parking spaces as all spaces are problematic due to the impact of events.

Feedback Name: Grant Suburb: Te Aro Agree: No

Dear Sir/Madam

I own property on Clyde Quay Wharf and nearby Pierdmont Apartments.

I am against the proposed changes to the existing parking set up – other than proposed mobility spaces. For both my properties our guests, tradespeople and other visitors use these parks. I think the reduction in available public parking in Wellington over the years does not need repeating, and this is just further evidence of that. For those who live in downtown areas, those trying to run a business or hospitality outlet are already struggling – why would you want to make it more difficult for them?

Also the current climate why would you be proposing something that seems to be reducing income sources for council at a time when our rates are going up?

Officer Response:

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Absolutely Positively Wellington City Council

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings

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While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

The proposed installation of 22 metered public parking spaces, and two mobility spaces on Barnett Street, a short distance away from Clyde Quay will provide additional parking spaces in a central waterfront location.

Installing additional parking in this location, as well as retaining public parking in Clyde Quay carpark during key business trading hours (after 10am), supports all waterfront businesses.

# The annual parking revenue will have a net negative impact of an estimated \$7262 revenue loss due to the removal of one carpark to install two additional mobility parks. The relocation of the Authorised Vehicle parking spaces is not estimated to have an impact on revenue. Feedback Name: Pults Suburb: Agree: Yes No comment. Officer Response: Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes. Feedback Wellington City Council | 34 of 53

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Name: Matt (on behalf of the Chaffers Dock Apartment Body Corporate)

Suburb: Te Aro Agree: No

To Wellington City Council:

This letter is in response to the proposed parking changes identified as "TR135-24: Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking." On behalf of our respective Body Corporate Committees of the adjacent apartment buildings, we are writing to object to this proposal.

It is our understanding that WCC's plan is to relocate 24 "Marina Only" parking spaces on Barnett Street, next to Te Papa, to the Clyde Quay car park adjacent to our buildings, essentially making all of the parking spaces, with the exception of two mobility spaces and some dedicated to Mevo, "Marina Only." We understand that the proposal would provide for open, metered parking after 10am (limited to 120 minutes currently) yet "Authorised Vehicles", i.e., marina residents and boat owners, would be exempt from both the time limit and paying the hourly meter charge, thus, de facto, turning these spaces into marina only spaces all day and night.

This proposal directly and negatively affects the quality of life of our residents, as these spaces are used by tradies, home health workers, and guests visiting residents. Moreover, the proposal is detrimental to our commercial tenants and residents including, but not limited to, [Redacted] upcoming restaurant in the old Whitebait space, the new [Redacted] Art Gallery, Raglan Roast, other retail tenants, and any/all future commercial endeavours.

That the proposal results in a net negative income for WCC in this financial climate is additionally detrimental.

We would propose a compromise solution whereby 50 percent of the spaces in the Clyde Quay car park remain available for public use on the current basis. We would like to note that we are in support of the proposed mobility parking spaces.

We submit this letter on behalf of the Body Corporate committees of both of our buildings. Thank you for your consideration of this request.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility

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spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

There are no changes proposed to the Clyde Quay Wharf where there is a total of 12 Public carparks available as well as loading zones and mobility parks for the public.

Additionally, the proposed installation of 22 metered public parking spaces, and two mobility spaces on Barnett Street, a short distance away from these sites, will provide additional parking spaces in a central waterfront location.

Installing additional parking in this location, as well as retaining public parking in Clyde Quay carpark during key business trading hours (after 10am), supports all waterfront businesses.

The annual parking revenue will have a net negative impact of an estimated \$7262 revenue loss due to the removal of one carpark to install two additional mobility parks. The relocation of the Authorised Vehicle parking spaces is not estimated to have an impact on revenue.

Unfortunately, we are not able to reduce the number of marina spaces due to the existing Waterfront and Marina agreements. We have proposed relocating all 25 Authorised Vehicle parking spaces as all spaces are problematic due to the impact from events.

# Feedback Name: Alexandra Suburb: Newtown Agree: Yes No comment.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes.

Feedback			
Name: James			
Suburb:			

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### Agree: No

I would like to add to Chris' concerns and to formally express my opposition to the proposal of 25 "Marina Only" parking spaces to the Clyde Quay Wharf car park, directly in front of my newly established business, the [Redacted].

As mentioned, I have recently reviewed, via [Redacted], a letter from [Redacted] Manager Parks, Sport & Recreation at WCC, attempting to clarify the proposed parking changes in front of Clyde Quay Wharf and Herd Street building. While I appreciate the clarification that public metred parking (P120) will remain available on Herd Street from Monday to Sunday between 10:00am and 8:00pm, I find the attempted clarification misleading for a significant number of issues:

### 1. Marina Parking Utilization Beyond Proposed Hours:

Permanent Parking Concerns: The proposal states that the 25 Marina parking spaces will be "Marina Only" from 6:00am to 10:00am, after which they will revert to P120 metred parking. However, Marina Berth holders in these parks will mimic the existing marina berth parks and leave their vehicles parked long-term, effectively reducing the turnover of these spaces. To say in your last email, that you are "not proposing to remove public carparking in Herd St" is disingenuous and misleading, as allowing marina berth holders to claim the parks does indeed alter these parks, permanently, into marina only parks. This behaviour would negate the availability of these spaces for public use beyond the designated hours, contrary to the stated intentions.

### 2. Impact on Local Businesses and Revitalisation Efforts:

Negative Economic Implication: Restricting parking availability directly in front of Clyde Quay Wharf hampers the accessibility of local businesses, including my art gallery and [Redacted] upcoming restaurant. Limited parking discourages potential customers from visiting, undermining efforts to rejuvenate a struggling retail area. With your proposed removal of easy parking for visitors, Wellington will continue to suffer its current, widely discussed, 'closing down' self-fulfilling prophecy, where businesses struggle in a city whose council doesn't support them.

Visitor Accessibility: Reliable and accessible parking is essential for attracting visitors, especially in a high-end retail and cultural hub like Clyde Quay Wharf. The proposed changes risk deterring both local patrons and tourists, which could lead to decreased visitor numbers and sales for all businesses in the vicinity.

### 3. Insufficient Research and Community Consultation:

Lack of Comprehensive Impact Assessment: The proposed change to these parks lacks thorough research into the actual usage patterns of parking spaces and the specific needs of the Clyde Quay Wharf, Herd Street, and Oriental Bay communities. Effective urban planning should balance the needs of Marina users with those of local businesses and residents.

Community Feedback Ignored: The overarching concerns of multiple stakeholders – including other business owners and residents – seem to have been inadequately addressed. A more inclusive consultation process is necessary to ensure that all perspectives are considered.

### Request for Reconsideration:

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Given these points, I urge the Wellington City Council to:

Reevaluate the Proposal: Conduct a comprehensive study on parking utilisation patterns to ensure that the relocation of Marina parking spaces does not disproportionately disadvantage local businesses and residents.

Enhance Parking Solutions: Explore alternative solutions to address the overcapacity of the Marina parking without compromising the accessibility of the Clyde Quay Wharf area.

Engage in Transparent Dialogue: Facilitate a more transparent and inclusive dialogue with all affected parties to collaboratively develop solutions that support both Marina users and the revitalisation of the retail area.

### Conclusion:

The proposed relocation of Marina parking spaces poses a significant threat to the viability of Clyde Quay Wharf's retail ecosystem and the success of new businesses like mine. Ensuring adequate and accessible parking is crucial for fostering a vibrant and economically sustainable community.

I strongly urge the Wellington City Council to reconsider this proposal and prioritize the needs of both Marina users and the local business community. Your urgent attention to this matter is greatly appreciated.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings

There are no changes proposed to the Clyde Quay Wharf where there is a total of 12 Public carparks available as well as loading zones and mobility parks for the public.

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

Additionally, the proposed installation of 22 metered public parking spaces, and two mobility spaces on Barnett Street, a short distance away from these sites, will provide additional parking spaces in a central waterfront location.

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Installing additional parking in a central waterfront location, as well as retaining public parking in Clyde Quay carpark during key business trading hours (after 10am), supports all waterfront businesses.

The purpose of this proposal is for community to provide their feedback and have their say. Hard copies were delivered to all stakeholders' premises via a direct letter drop and emailed via our waterfront stakeholder database. If anyone would like to be added to this stakeholder database, please email a request via the Fix it app on your mobile device or by calling the contact centre on 04 499 4444.

As noted in the proposal, other options were considered, including removal of the Authorised Vehicles Only parking spaces. However, this option is not preferred due to the existing Waterfront agreements with the marina. As noted above, this has been compromised with the need to retain public parking in Clyde Quay during trading hours for businesses, by introducing metered P120 parking after 10am.

### Feedback

Name: Paul Suburb: Agree: No

To the Wellington City Council (WCC)

This letter is in response to the proposed parking changes identified as "TR135-24: Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metred Mobility Parking."

As the owner's representative of an apartment in Clyde Quay Wharf Apartments (CQWA) overlooking these carparks, we are writing to object to this proposal as it stands.

In line with our Body Corporate's submission, we would concur with a compromise solution whereby 50 per cent of the spaces in Clyde Quay car park remain available for public use on a current basis. We support the proposed mobility parking spaces.

The WCC needs to be aware that several regular exercise programmes are now run from Waitangi Park and Clyde Quay Wharf. Early morning car parking is required for these activities to continue running successfully.

After careful consideration, we would also like to suggest the following:

### 1. Reconfiguring the existing Marina Carpark next to Raglan Roast Coffee

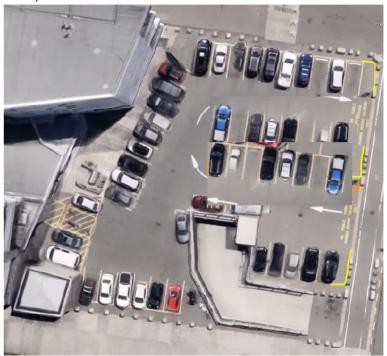
By moving the blocks and signs alongside the footpath adjacent to Herd Street, at least three additional car parks could be created, as shown in the marked photo below.

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In addition, if WCC were to move the centre block of car parks north, five more car parks could be added, as shown below.



This would increase the number of available car parks by eight in this area.

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### 2. Metered Car Parking underneath CQWA

Currently, along the eastern side of CQWA, there are 14 public car parks (12 underneath and two outside the Residents Service Manager's office) and five Marina car parks.

Since the parking meters were destroyed back in November 2023, the WCC has not undertaken the replacement of parking meters for these car parks.



We understand that the replacement parking meters will not work in these areas due to the hours of sunlight required to run them. The WCC needs to address the need for metered car parking and enforcement.

Although we have yet to discuss this with the CQWA Body Corporate, we suggest that four more carparks be allocated to the Marina at the north end of CQWA.

The additional four carparks proposed in Point 1 would bring the total to 12, in addition to the additional eight carparks proposed in Point 1.

### 3. Provide three more Loading Zones/Drop-Off Points along the East Side of Clyde Quay Wharf

As noted by both Body Corporates in their submission, the lack of public car parking in our area has had a detrimental impact on businesses operating in either the Clyde Quay Wharf or the Herd Street Apartment buildings. New businesses are trying to get established, and all will be most welcome.

Although we have not had the opportunity to discuss this with the CQWA Body Corporate, we suggest that four more loading zones be created along the eastern side of CQWA in the areas shown:

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Two north of the existing loading zones



Two south of the existing loading zones



This would help assist the two new businesses opening in CQWA and also allow patrons to drop passengers off near sheltered access, either from taxi services or before parking.

4. Removing "Permanently Parked" Vehicles from Clyde Quay Car Park

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At present, one vehicle persistently parks nearly 24 hours a day, seven days a week, in the Clyde Quay Car Park. The vehicle's owner needs to be told to make alternative arrangements, like borrowing a Marina car park if they wish to park in the area.

Blue and White [Redacted] Van [Redacted].



Thank you for considering these four requests.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings

There are no changes proposed to the Clyde Quay Wharf where there is a total of 12 Public carparks available as well as loading zones and mobility parks for the public.

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

We appreciate your detailed suggestions! We considered different options when forming this proposal and have detailed below why we have not preferred these.

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Unfortunately, we are not able to reduce the number of marina spaces due to the existing Waterfront and Marina agreements. We have proposed to relocate all 25 Authorised Vehicle parking spaces as all spaces are problematic due to the impact from events.

- 1. While reconfiguring the concrete bollards and signs in the designated Marina carpark could create additional parking spaces, this option was not preferred due to the cost associated. In addition, the concrete bollards would need to be moved further into the public space, narrowing the pedestrian and cycle way.
- 2. We are currently exploring all options to install the new parking meters on the Clyde Quay Wharf, including working with Clyde Quay Body Corporate to enable this. Work is underway to resolve this issue and has been discussed and advised in meetings with CQWA.

We are exploring new parks on the Clyde Quay Wharf, though this must be considered against the pedestrian priority nature of the area.

- 3. Creating additional loading zone areas along Clyde Quay Wharf is not within the scope of this proposal, though we have noted this feedback for future developments of the wharf.
- 4. Thank you for making us aware of a car that is parking longer than the allowed times. This park is regularly enforced by WCC parking services, and they have been advised of this report. Similar issues can be reported via the Fix it app or by calling through to the WCC Contact Centre on 04 499 4444.

### Feedback

Name: Christine Suburb: Te Aro Agree: No

I am a resident of CQW apartments and would like to strongly object to the proposed parking changes.

It does not improve parking availability.

The Barnett St parks would be a 5-minute walk away (7 minutes to block 1). My husband and I are both in our seventies as are a lot of the residents.

This would mean reduced accessibility for our friends (mainly over 70) and our family. This is especially concerning in bad weather when the winds can be extremely severe. Walking along "Ara Moana", the wind swirls in different directions, I do not walk along there in strong winds as it can be extremely dangerous. There is no way a lot of our friends would cope and certainly not our younger grandchildren.

IMPACT it certainly does not improve the viability of business wellbeing. Lack of parking has a detrimental impact on the commercial operation which includes a cafe, art gallery and gymnasium.

There are 76 apartments who all pay significant amounts in rates. Considering that we pay millions

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of dollars a year, it is very unfair that the number of parks near the building are being decreased.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings

There are no changes proposed to the Clyde Quay Wharf where there is a total of 12 Public carparks available as well as loading zones and mobility parks for the public.

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

### Feedback

Name: Saiful Suburb: Te Aro Agree: Yes

I fully support the proposal where additional mobility parking are added to the waterfront area. I also think the proposal will allow better usage of car park spaces, rather than having these empty as observed on a daily basis.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes.

### Feedback

Name: Liyanausop Suburb: Kelburn Agree: Yes

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Anything to make the waterfront area more accessible gets my full support.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes.

### **Feedback**

Name: CaptainKimbo Suburb: Te Aro Agree: Yes

As a contractor who generally works in the marina, I fully support this change as this will offer me easier access to my clients and not carry my tools from Barnett Street.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes.

### Feedback

Name: Chris Suburb: Te Aro Agree: Yes

### Greetings

As the lessee of a Chaffers marina berth and owner of a vessel there – on which I live 2-3 days a week, I fully support your proposed change – relocating the Barnett Street 'authorised vehicle' parks to Herd Street.

It is such a logical move – to increase the availability of parking closer to Te Papa and the CBF – while moving boaties parks closer to the marina. Full marks!

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro - Proposed

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Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes.

### Feedback

Name: Richard Suburb: Agree: Yes

Hi there

I support the proposed exchange or car parks at Barnard Street and giving Chaffers Marina berth holders access to Herd Street car parks.

In doing so this will provide better parking at Barnard Street and will assist exhibitions at the new Takina Wellington Convention centre for those visiting this centre and/or the waterfront.

Particularly, for those disabled and those needing mobility parking.

Further, this will ensure the car parking spaces are used more effectively and lesser empty car parking spaces.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes.

### Feedback

Name: Maintenance

Suburb: Agree: Yes

Great plan to move the car parks from Te Papa to Port Nic.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes.

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Feedback

Name: wRnockconncor Suburb: Kelburn Agree: Yes

I think it's a great idea.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes.

### Feedback

Name: Sandra Suburb: Agree: Yes

Hi

I am in full support of these changes.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support 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 TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes.

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Feedback

Name: Alice Suburb: Te Aro Agree: No

I am aware of the proposed changes to the Clyde Quay Carpark. As a resident of Clyde Quay Wharf, I am very concerned that this change will significantly reduce the visitor parking available to Wharf residents. There are over 70 participants in Clyde Quay.

There is very limited wharf side parking for visitors, health care workers, trades people, and others who require parking to visit and service our building. In addition, there are businesses on the ground floor of our building who also depend on these carparks for clientele.

I urge WCC to reconsider this change.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The purpose of this proposal is to improve efficiency and access for all carpark users. The Clyde Quay Carpark is for public carparking, not specifically visitor parking for nearby buildings

There are no changes proposed to the Clyde Quay Wharf where there is a total of 12 Public carparks available as well as loading zones and mobility parks for the public.

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

Feedback Name: Grant Suburb: Newlands Agree: Yes

This is more practical for marina users and as someone who has been involved in the carpark

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fundraising at the Waitangi markets has a positive benefit for community groups but freeing up those parks for paid parking.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes.

### Feedback

Name: John Suburb: Thorndon Agree: No

I am writing this submission as an individual and marina owner and Herd Street carpark user.

Marina parking is limited to one parking permit per marina berth, historically extra permits were available on payment of a fee and there were many more carparks available for the marina. The current proposal does not acknowledge that the public parking is also marina parking as well as public parking. A time limit of 120 minutes is unworkable for people using the marina. You may not be aware that the current online parking app allows parking for up to 4 hours.

Please leave the current settings as they are.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

As this is a relocation of existing Authorised Vehicle parking spaces, the proposed conditions for the spaces at Clyde Quay Carpark would reflect the spaces currently in place at Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark. -Authorised marina users would be exempt from these metered restrictions. However, authorised users are required to prioritise the 45 dedicated spaces adjacent to the marina, where possible.

Please note, Authorised User display cards are allocated and managed by the Chaffers Marina.

### Feedback

Name: Julie Suburb: Te Aro Agree: No

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Dear Wellington City Council

I am writing in response to the proposed changes to the parking at Barnett Street and Clyde Quay Carpark (TR135-24).

As a resident at the Clyde Quay Wharf apartments, I would like to strongly object to the changes WCC are proposing as I believe they will negatively impact the parking facilities for visitors, tradespeople and others wanting to work at, or visit, the Clyde Quay Apartments.

Relocating the Marina Only parking spaces from Barnett Street to the Clyde Quay Carpark and allowing them to be exempt from both time and hourly charges, will in effect mean that they can be used 24 hours per day by Marina Only users. This will be very detrimental to the parking options for current users of the Clyde Quay Carpark as well as those businesses that are looking to open retail spaces, restaurants and businesses below the apartments.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

As this is a relocation of existing Authorised Vehicle parking spaces, there is minimal reduction to public parking. We are proposing to install 22 metered public parking spaces, and two mobility spaces on Barnett Street. The 25 Authorised Vehicle parking spaces would also be available for use by public between 10am-8pm Monday – Sunday in Clyde Quay Carpark.

There are no changes proposed to the Clyde Quay Wharf where there is a total of 12 Public carparks available as well as loading zones and mobility parks for the public.

While authorised marina users would be exempt from the metered limits, they are required to use the existing dedicated marina spaces adjacent to the marina first to ensure that Clyde Quay Carpark spaces can be prioritised for public.

No changes will be made to the existing metered mobility park, carshare or electric vehicle charging station in Clyde Quay Carpark.

### Feedback

Name: Jono Suburb: Agree: Yes

Thanks for the opportunity to comment on the proposed changes received today at chaffers marina. As a disable driver I support the proposal to increase disabled car parking spaces at chaffers not at te papa where there is adequate covered and wind protected spaces in the covered parking unlike chaffers.

### Officer Response:

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Absolutely Positively Wellington City Council Me Heke Ki Pöneke

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

To clarify the proposed mobility spaces are for Barnett Street Carpark. The existing mobility space at Clyde Quay carpark will remain. There will be no changes to the existing 2 mobility parks on Clyde Quay Wharf.

Feedback Name: Roger Suburb: Agree: Yes

To whom it may concern. I fully support swapping the Chaffers Marina car parks from Barnett St to Clyde Quay as proposed. This provides greatest utility to all users.

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro – Proposed Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking. We appreciate your support on the proposed changes.

### Feedback

Name: Nigel

Agree: Not Stated

I assume the terms are unchanged.

Assume the time up to 10:30 remains exclusive and any vehicle occupying at that time can remain there.

The existing 25 pars still authorised Chaffers holders to park 24 hours – if no spaces are available then holders can take any space. What allowance for this?

Small thing - is it dropping from 25 to 24?

While I am at it, having shifted to D pier more aware of the number of unused concrete blocks (seats) positioned along wharf – can these be turned into car parks?

Do submissions close tonight?

### Officer Response:

Thank you for your feedback on TR135-24 Barnett Street & Clyde Quay Carpark, Te Aro - Proposed

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Metered Parking, Authorised Vehicles Only Parking & Metered Mobility Parking.

The terms for authorised marina users would remain unchanged from the conditions currently in place at Barnett Street carpark.

As is currently at place at Barnett Street, the proposed times for the parks in Clyde Quay carpark would be 6-10am for authorised marina users only. From 10am – 8pm the 25 carparks in Clyde Quay carpark would metered public P120 parking except for authorised marina users. Marina users would be exempt from the metered parking restrictions, however, must prioritise the designated 45 parks adjacent to the marina, where possible.

We are proposing to relocate all 25 authorised marina parks from Barnett Street. However, those parks at Barnett Street which would revert to public parking would be reduced by one space. This is to allow 3 carpark spaces to be converted to 2 mobility parks spaces.

Thank you for your suggestion regarding the space currently occupied by the concrete seating along the Clyde Quay Wharf. While we may investigate this as an opportunity for additional parking in future, this option would not increase sufficient parking spaces to address the reasons for the Barnett Street Authorised Park relocation.

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## DECISION REGISTER UPDATES AND UPCOMING REPORTS

### Korero 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

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:

Receive the information.

Author	Alisi Folaumoetu'i, Senior Democracy Advisor
Authoriser	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: <a href="https://meetings.wellington.govt.nz/your-council/decision-register?CommitteeName=Koata+H%C4%81tepe+%7C+Regulatory+Processes+Committee%2BP%C5%ABroro+H%C4%81tepe+%7C+Regulatory+Processes+Committee&Triennium=2022-2025%2B2019-2022&UpdatedSinceLastMeeting=true</a>
- 4. If members have questions about specific resolutions, the best place to ask is through the written Q&A process.
- 5. This body passed 34 resolutions at the last meeting:
  - 18 are complete and 16 are still in progress.
- 6. 195 in progress resolutions were carried forward from previous reports:
  - 48 are now complete and 147 are still in progress.

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# KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE 27 FEBRUARY 2025

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### **Upcoming reports**

7. The following items are scheduled to go to upcoming hui:

Rāapa, 9 Pāenga-whāwhā 2025 (Wednesday, 9 April 2025)

- Central City Motorcycle Metered Parking (Chief Planning Officer)
- Proposed Road Closures (Chief Infrastructure Officer)
- Traffic Resolutions (Chief Infrastructure Officer)

Rāpare, 15 Haratua 2025 (Thursday, 15 May 2025)

- Decision on Objections to Proposed Road Stopping 7 Lemnos Avenue, Karori (Chief Planning Officer)
- 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: <a href="https://meetings.wellington.govt.nz/your-council/decision-register?CalendarYear=last12Months">https://meetings.wellington.govt.nz/your-council/decision-register?CalendarYear=last12Months</a>
- 11. The upcoming reports list is subject to change on a regular basis.

### **Attachments**

Nil

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