

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

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

9:30 am Rāapa, 9 Paengawhāwhā 2025

9:30 am Wednesday, 9 April 2025

Ngake (16.09), Level 16, Tahiwī

113 The Terrace

Pōneke | Wellington



MEMBERSHIP

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

Have your say!

You can make a short presentation to the Councillors, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-499-4444, emailing public.participation@wcc.govt.nz, or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The Koata Hātepe | Regulatory Processes Committee has responsibility for:

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

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

Quorum: 4 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the hui with a karakia.

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

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

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

1.2 Apologies

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 27 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.

The item may be allowed onto the agenda by resolution of the Koata Hātepe | Regulatory Processes Committee.

Minor Matters relating to the General Business of the Koata Hātepe | Regulatory Processes Committee.

The Chairperson shall state to the hui that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent hui of the Koata Hātepe | Regulatory Processes Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any hui of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral, or electronic application to address the hui setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the hui concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 499 4444 and asking to speak to Democracy Services.

2. General Business

BACKGROUND TO ORAL SUBMISSIONS: PROPOSED ROAD-STOPPING ADJOINING 7 LEMNOS AVENUE, KARORI

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Hātepe | Regulatory Processes Committee provides the Committee with background information to the oral submissions to be heard today on the proposal to stop and sell 50m² of legal road land adjoining 7 Lemnos Avenue, Karori (the Land).

Strategic Alignment

2. As this is a proposal to purchase legal road land by a private property owner, there are no relevant community outcomes, strategic approaches, or LTP priorities applicable for this report.

Relevant Previous Decisions

3. [Report to the Regulatory Processes Committee on 24 August 2023.](#)
[Report recommendations approved by Council on 7 September 2023.](#)

Financial Considerations

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

4. There are no financial considerations related to this report.

Risk

Low Medium High Extreme

5. The overall risk level is considered to be low.

| | |
|------------|---|
| Author | Jacob Reese-Jones, Property Advisor |
| Authoriser | Sarah-Jane Still, Manager Property Advisory Brad Singh, Transport and Infrastructure Manager Jenny Chetwynd, Chief Infrastructure Officer |

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Thank all oral submitters.
3. Advise submitters that it will consider the matter and make a decision on whether to uphold any objections at the next available meeting of the Regulatory Processes Committee.

Whakarāpopoto | Executive Summary

6. On 7 September 2023 Council declared the Land surplus subject to the road stopping process being successfully completed and the outcome of public notification.
7. Public notification was undertaken between 7 June 2024 and 19 July 2024. One written objection was received representing ten objectors.
8. Two of those objectors subsequently withdrew from the objection, with the remaining objectors requesting to make an oral submission at today's Committee meeting, further to their written submission.
9. No decisions are expected from the Committee on the day of the oral submissions. Following the oral hearing, a final report will be prepared by officers to enable the Committee to make a decision on whether or not to uphold any objection. This final report will be presented at the next available meeting of the Committee.

Takenga mai | Background

10. Both the Regulatory Processes Committee on 24 August 2023 and Council on 7 September 2023 agreed to proceed with the proposed road stopping. Refer to **Relevant Previous Decisions** section above for links to these reports of these meetings.
11. Public notification on the proposed road stopping was undertaken between 7 June 2024 and 19 July 2024. The public notification process was as follows:
 - a. Letters were sent to owners and occupiers of properties situated immediately adjoining the road stopping site, and to the Karori Residents' Association.
 - b. Public notices were placed in The Post newspaper on 7 June 2024 and 27 June 2024. Signage was physically placed on the Land at both ends of the frontage being stopped.
 - c. Information was also available from the Council's website and from Council reception, upon request.
12. By the close of the public notification period one written submission objecting to the proposal had been received. This objection was received on behalf of ten individuals across five properties in Lemnos Avenue.
13. Two individuals representing one property withdrew from the objection following correspondence with Council officers. The remaining parties to the objection requested

referral to the Regulatory Processes Committee and the opportunity to make an oral submission to the Committee to support their objection.

Kōrerorero | Discussion

14. The remaining grounds to the objection relate to the potential development of the applicant's property, alleged contravention of Wellington City Council strategic policy regarding street appeal, and the impact on residents from potential future requirements for a turning head in the street. Refer to **Attachment 1** for copies of the objector's submissions and correspondence with Council officers.
15. If at the next available meeting of the Committee, the decision is made to uphold any objection and full Council agrees, then the road stopping proposal is effectively ended and the Land will not be stopped and sold.
16. If the decision reached is to not uphold (i.e., reject) the objections and to proceed with the road stopping process, and any objector wishes for their objection to remain, and the applicant wishes to proceed, then the road stopping proposal and the objection(s) will be referred to the Environment Court for a decision.

Ngā mahinga e whai ake nei | Next actions

17. Council Officers will present a further report to the Regulatory Processes Committee at the next available meeting.
18. Committee will then consider the submissions and final report in order to make a recommendation to Council on whether or not to uphold the objections.

Attachments

| | | |
|---------------|---|---------|
| Attachment 1. | Objectors' Submissions & Correspondence with Council Officers | Page 12 |
| Attachment 2. | Aerial - 7 Lemnos Avenue Road-Stopping | Page 30 |

SUBMISSION BY TEN RESIDENTS OF LEMNOS AVENUE OBJECTING to Proposed Road Stopping- Land Adjoining 7 Lemnos Avenue, Karori.

Introduction

This is an objection to the proposed road stopping of land adjoining 7 Lemnos Ave and the subsequent sale of Section 1 SO 597532 to the owner of 7 Lemnos Ave.

This objection is filed jointly by the owners and residents of [REDACTED] Lemnos Ave. We consider the proposal will harm the inherent values of the street, will adversely affect the majority of residents of the street, and we fear is motivated by enmity towards some residents of the street. We are deeply concerned that the proposal has not been properly processed by the Council to date.

Context

The property at 7 Lemnos Ave is a rental property with two separate dwellings on it. The owners do not live there and have no intention of doing so in the future. The owners previously owned and lived in 9 Lemnos Ave. They sold that property in 2021. The property is now claimed by the new owners to have major undeclared and concealed defects, and this is the subject of an ongoing dispute. One of the owners of 7 Lemnos Ave told an owner of 10 Lemnos Ave that they intend to develop 7 Lemnos Ave with the purpose of detrimentally affecting the current owners of 9 Lemnos Ave.

Lemnos Ave is a quiet cul-de-sac in Karori. It is a close-knit street with a mix of residents including families who have grown up together as well as retirees. One property is rented (number 7) all others are owner occupied. Residents feel it is a safe, friendly street. It is easily accessible, with road reserves and street appeal, but has limited parking. If multiple dwellings on 7 Lemnos Ave and the proposed turning head, which is currently a condition of the sale, are constructed it would have a significant adverse impact on the whole street and its residents.

Process

First, we express our concern at the process this proposal has undergone. The Council agreed on 7 September 2023 that the land was surplus to requirements and could be sold. That decision appears to have been based on a report of the Regulatory Processes Committee dated 24 August 2023.

In the Committee report it is recorded that “initial consultation letters were sent to the adjoining neighbours and at the time of writing this report no responses have been received.” None of the owners of neighbouring properties have any awareness of receiving such a letter. And if they had, it would certainly have been shared and discussed with neighbours. We would like to know when the letters were sent, to whom and their contents. We consider it extremely unlikely that the residents received consultation letters, when none of them can recall this. If the council is unable to provide evidence of them being delivered, we believe the letters (if they exist) should be considered as not having been sent.

The Committee report also noted that there would be further consultation with the neighbouring owners - that has also not occurred. The only notice we have seen is the notification staked at the proposed site of the road to be stopped.

This failure breaches section 342 of the Local Government Act 1974, as the notice requirements in schedule 10 (clauses 1 and 2) have not been complied with. (The staked notice appears to comply with the more general notice provision in clause 3).

This is important for three reasons:

- First, the committee report that went to council asserts that the adjoining property owners had been consulted but were not sufficiently concerned to object to the application. This could not be more wrong.
- Second, affected property owners were not informed about the initial application by the owners of 7 Lemnos Ave and, in particular, about the proposed use the land will be put to. That is an important detail, which is required to be contained in the Road Stopping Application form. It is also a mandatory requirement under the Local Government Act (Schedule 10 Clause 1). We are still ignorant as to the proposed use of the former road and we would like to know what it is.
- Third, it has meant we have had limited time to prepare this submission and we consider we have been prejudiced in our ability to respond.

The Committee Report

We also have concerns about the adequacy and substance of the 24 August 2023 Committee report.

At page 1057, it is stated that the recommendation to support the road stopping is in strategic alignment with community well-being outcomes and priority areas. Ten areas of alignment are listed. There is no explanation as to how any of them apply to this application. In fact, it a mockery to say that there is any “strategic alignment” with the priority areas listed and we strongly dispute this. Part of the community of Lemnos Avenue will be directly damaged by this proposal. We draw particular attention to the section below regarding the motivation of the owners of number 7. The proposal directly negates some of the strategic priorities – if the Council grants this proposal, given the context explained in this objection, it would be contrary to the objectives of creating a people friendly, inclusive capital city, a fit-for-purpose community and a safe place to live.

It is also said that “the decision is rated low significance in accordance with schedule 1 of the council’s significance and engagement policy” because it “affects a limited number of individuals to a low degree”. That comment is not based on evidence and is manifestly incorrect, as we explain below.

At para 23, page 1060 it is stated “the recommendations of this report are consistent with the Council’s Road Encroachment and Sale Policy 2011”. This conclusion is reached without an evidence base, and has led the decision-makers into error. The proposal to stop the road, in fact, conflicts with the Policy. Page 4 of the Policy sets out the Council’s policy principles. Relevantly it provides that:

- People who are materially affected by a proposed encroachment should be consulted and their views considered when decisions are made.
- Road reserve contributes positively to the overall look and feel of Wellington.

The Policy goes on to note that the council may sell legal road to a property owner but that must be in circumstances where private occupation will not compromise amenity or environmental values.

Contrary to the Committee's report this proposed sale is inconsistent with the Council's policy.

At para 33, page 1060 it is stated that there are no known accessibility impacts for this road stopping. That clearly does not take into account the proposed turning head, which would remove 25 metres of parking on either side of the road at the end of the cul-de-sac. In that area we presently have elderly, wheelchair dependent and mobility restricted residents (8, 11 and 13 Lemnos Ave), who use the parking to access their homes. That would no longer be available to them and this would have a material impact.

Adverse effects of the proposal

There are a number of adverse effects to this proposal, which have been partly covered above but are elaborated more fully as follows:

1. **The proposed turning head.** This appears to be a condition of sale and is supported by the Council's transport network team. The proposed turning head is detailed at attachment 4 of the Committee report. The turning head will necessitate the destruction of the existing garage at 9 Lemnos Ave. And the removal of 25 metres of parking on both sides of the road. This is a significant change to the existing use of the end of Lemnos Ave. Obviously it will result in far less parking available for residents of those houses and visitors to those residences. This is a major detrimental impact to 8 properties for the purported benefit of one. There is no discussion of the impact of the destruction of the garage on 9 Lemnos and the effect on that property. This is a disproportionate effect on the residents of Lemnos Ave.
2. **Contravention of Wellington City Council policy.** The Wellington City Council in multiple documents has confirmed that the road corridor adds to streetscape value and environmental and ecology purposes. This is very much so in Lemnos Ave. The road reserve runs for the entire length of the street and this proposal is an outlier. Construction up to the new boundary will be permissible. It will result in structures potentially protruding considerably outside the existing streetscape and will ruin the look, feel and amenity value of the existing street.
3. **Underlying intent.** There is well-founded concern that this proposal to purchase the road reserve is, at least in part, motivated by a desire to detrimentally affect certain residents of Lemnos Ave. This would include building in such a way as to adversely affect a neighbour. We cannot overstate the concern we feel about this proposal. A summary of the history leading up to the proposal is as follows.
 - a. The owners of number 7 formerly lived at the neighbouring property, 9 Lemnos Avenue. They sold number 9 to the Hopkins family in January 2021.

- b. After selling number 9 and moving to a nearby street in Karori, during 2021 one of the owners of number 7 kept returning to Lemnos Avenue. She said this was to visit number 7 (which was tenanted), but she was frequently seen walking around the top end of the street, and taking photographs of number 9, particularly of changes the Hopkins were making, including to their back garden.
- c. In early 2021 a member of the Hopkins family returned home to find her on their property without permission, in their backyard, taking photographs. The Hopkins complained about this to the NZ Police and we understand the Police visited and spoke to that owner of number 7 about the matter.
- d. During 2021 the Hopkins experienced leaking in number 9. In September 2021, through a letter from their lawyer, they notified the owners of number 7 that they had discovered significant water ingress issues and consequential damage in number 9. The Hopkins stated that these had been deliberately covered up and that the owners of number 7 had materially misrepresented the condition of the property when they sold it.
- e. The owners of number 7 have refuted the Hopkins claims and deny responsibility for any leaking and consequential damage to number 9. Over the last 3 years the Hopkins have spent significant sums having the house thoroughly assessed. The Hopkins also have affidavits from neighbours, a number of whom are also parties to this submission, to support the Hopkins claim that the owners of number 7 knew the house leaked and covered it up prior to sale. The matter is hotly disputed by the owners of number 7, and is likely to result in litigation.
- f. The reason this is relevant is that the owners of number 7 have expressed a desire to cause detriment to the Hopkins. After the Hopkins notified the owners of number 7 of their claim about the state of number 9, one of the owners of number 7 ran into another neighbour (an owner of number 10) on the street. The owner of number 7 presented as being angry about the Hopkins' claim and said that she would not be paying them any compensation. She said she was taking advice on how to build townhouses on number 7. She said her intention was to build townhouses to the maximum height as close as possible along the Hopkins' boundary, so the Hopkins would lose the sunshine and views along that side of their house.

Summary

We strongly encourage the Council to discontinue this process. It is tainted by procedural failures which have already detrimentally affected our ability to object to the proposal. It is not consistent with the Council's stated strategic objectives.

We respectfully ask the Council to instead continue with the current situation and manage any appropriate needs through encroachment licenced procedures (para 22 Committee report).

If the Council is considering taking this proposal further, we give notice that we wish to be heard, in person, before any further decisions are made.

We would like the Council to know that this objection submission has been carefully prepared and edited, and there is a factual basis for all the statements in it. In the course of preparing the objection, a draft version was shared, without authorisation, with the owners of number 7. We then received a letter from a lawyer for the owners of number 7, threatening us with defamation proceedings. This has further heightened our concern about the impact of the proposal on our street and our well-being.

We also request, under the Local Government Official Information and Meetings Act 1987:

- Copies of all correspondence and notices sent to adjoining and/or affected neighbours.
- A copy of the applicant's Road Stopping Application form.
- All Council documents assessing the Road Stopping Application, including but not limited to: assessments of the proposed use, assessments of the potential adverse effects; and, assessments of the proposal against relevant Council policies.

Dated: 19 July 2024

Gaye Searancke, Brendan Horsley and Oscar Horsley: [REDACTED]

[REDACTED]

Penny and Regan Hopkins: [REDACTED]

Paul and Brenda Turner: [REDACTED]

Edith Curwood: [REDACTED]

16 August 2024

Dear Gaye Searancke, Brendan Horsley and Oscar Horsley, [REDACTED], Penny and Regan Hopkins, Paul and Brenda Turner, and Edith Curwood,

Re: Objection Response – 7 Lemnos Avenue, Karori

This letter is in response to your objection dated Friday 19 July 2024, related to the road-stopping and sale of legal road-land adjoining 7 Lemnos Ave, Karori (Lot 13 DP 3361). I believe I have summarized the main threads of your objection into the four points below and have addressed each of these respectively - I trust that this addresses the main concerns you have regarding the road-stopping. At the conclusion of this letter, I have set out the next steps depending on whether your concerns have been addressed or if you wish to escalate your objection to Committee level.

Process:

Information letters about the proposed road-stopping were sent on two separate occasions (letters dated 22&23 February 2023 and 5 June 2024) through NZ Post to adjoining property owners at 5 Lemnos Avenue and 9 Lemnos Avenue. Copies of these letters have been included as part of your LGOIMA request.

As mentioned in your objection, as part of the road-stopping process under Schedule 10, Clause 3 of the Local Government Act 1974 (LGA), signs were placed in a conspicuous manner at either end of the land being stopped, for the entirety of the public notice period.

Public notice of the proposed road-stopping was published in The Post on 7 June 2024 and 5 July 2024. Notice was also placed on the Wellington City Council website on the Public Notices webpage with relevant attachments.

In the Objection letter, under 'Process' (para. 3), the objection claims that further consultation has not occurred with neighboring owners. In this instance, 'further consultation' is considered to be the public notice period that ran between 7 June 2024 and 19 July 2024. Further letters advising of the proposed road-stopping were sent to the adjoining homeowners and the Karori Residents Association dated 5 June 2024 and notices of the proposed road-stopping were posted at either end of the road being stopped throughout the public notice period.

In the Objection letter, under 'Process' (para. 5, point 3) the objection refers to limited time being available to prepare an objection and as a result prejudicing the objectors' ability to respond. As per the requirements of Schedule 10 of the LGA, Council provided at least 40 days for submissions on the proposal. The adjoining owners had additional time prior to the formal public notification period to make any concerns know following the letters dated 22 & 23 February 2023.

Regarding perceived breaches of Schedule 10 of the LGA ('Process', para. 5, point 2), Clause 1 refers to lodgment of a Survey Office plan with LINZ. The Survey Office plan was lodged with LINZ on 31 October 2023 and approved by LINZ 21 November 2023.

The purpose for the road-stopping was provided in paragraph 3 of the initial letter to the adjoining homeowners at 5 and 9 Lemnos Avenue. Please see a copy of the application form attached as per your request.

Clause 2 refers to the public notification process, excluding the placement of signs – as already outlined above in response to para. 3 of the the objection letter, correct procedure has been followed.

We do not consider any of the points raised in the objection letter in regard to the road stopping process to be valid grounds for an objection to the road-stopping proposal.

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Regulatory Processes Committee Report / Strategic Objectives:

In the objection letter (The Committee Report, para. 2), it is stated that the report brought to the Regulatory Committee claims to be aligned with all ten outcomes and priority areas on the first page of the report. For clarification, the boxes beside each strategic alignment point are tick boxes, none of these have been ticked in relation to this proposal. Each report made to Committee and Council lists these same strategic alignment points, they will be ticked if, and when, they are relevant to the content of the report.

We can pass feedback on to our Democracy Services Team if you wish, to hopefully prevent any similar confusion in the future.

The objection letter claims that the decision to assess the road-stopping as low significance is “manifestly incorrect” (The Committee Report, para. 3). The road-stopping is classified as having low significance under the Council policy, based on a whole city approach. Compared to other decisions made by Council that impact constituents across the entirety of Wellington City, road-stoppings are considered relatively low significance, only impacting a small number of individuals adjacent to the land being stopped, and to a relatively low degree in that most proposals do not affect the formed road and footpath.

In reference to Council policy as part of the application assessment (The Committee Report, para. 5&6), amenity and environmental values for each road-stopping proposal are considered at the Road Stopping Clearing House in the early stages of the road-stopping process. At this meeting, Council officers from Transport, Parks and Reserves, Urban Design and Property teams were satisfied that the proposed road-stopping at 7 Lemnos Avenue would not result in any compromise to these values and that it is consistent with Council policy. If the proposed road-stopping was considered inconsistent, it would have been declined. Copies of these assessments have been included as per your LGOIMA request.

We do not consider any of the points raised in the objection letter in regard to the committee report, strategic objectives or policy to be valid grounds for an objection to the road-stopping proposal.

Proposed Turning Head:

In the Objection letter, the proposed turning head for Lemnos Avenue is referred to under ‘Context’ (para. 2) and ‘Adverse effects of the proposal’ (point 1). To clarify and remedy any concerns regarding the impact of this, I would like to reinforce that the turning head is not a condition of the road-stopping at 7 Lemnos Avenue, Karori. Both the initial letter and the committee report note that the turning head is not proposed to be constructed in the immediate future. Any approval to construct the turning head would require a separate regulatory process (traffic resolution) that would ask for public submissions to be made on the proposal.

The purpose of the turning head being designed was to identify the maximum amount of frontage land at 7 Lemnos available to be stopped. In the possible scenario where the Transport team felt that installation of a turning head was required for Lemnos Avenue, land should be retained by Council for this purpose and shouldn’t be included in any road-stopping offer to the adjoining owner.

In terms of how accessibility may be impacted by the road-stopping, the road-stopping itself has no direct impact on parking, or on the formed carriageway and footpath. Although these things may be impacted by installation of a future turning head, as noted above, if the turning head was to be installed, a traffic resolution would be required, which would include further consultation with residents on these matters.

Regarding the potential removal of the garage at 9 Lemnos Avenue (‘Adverse effects of the proposal’, point 1), this garage is an encroachment structure on Council Land by the owners of 9 Lemnos. When purchasing the property at 9 Lemnos Ave, the new owners signed an encroachment agreement with Council which notes the agreement can be terminated with four weeks’ notice and that the encroachment land must be returned to its original condition, including removal of the garage. While installation of the turning head could still occur at some point in the future and require removal of this encroachment, the required traffic resolution will provide owners with significant notice. Additionally, it should be noted that regardless of the road-stopping at 7 Lemnos proceeding, the turning head could still be constructed .

We do not consider any of the points raised in the objection letter in regard to the turning head to be valid grounds for an objection to the road-stopping proposal.

Underlying Intent and Purpose behind the Road-Stopping:

The claimed intent of what the applicant wishes to do with the land noted in 'Context' (para. 1) and 'Adverse effects of the proposal' (point 3) is not material to determining whether the road-stopping is approved at the Road-Stopping Clearing House. The determining factor of whether a road-stopping is offered to the applicant is Council's need to retain the land for operational purposes.

In the objection letter (Context, para. 2) reference is made to multiple dwellings being constructed on the site. A road-stopping going ahead does not in any way give approval for multiple dwellings to be developed on the site. If the current or future owner of 7 Lemnos Avenue intends to develop the site, a separate Building Consent and Resource Consent (if applicable) must be applied for and approved by the Council.

We do not consider any of the points raised in the objection letter regarding the applicant's intent to be valid grounds for an objection to the road-stopping proposal.

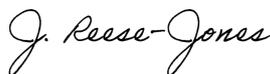
I trust that the above addresses the concerns raised in the objection letter regarding the proposed road-stopping adjoining 7 Lemnos Avenue, Karori. If the explanation above has satisfied your concerns and you now wish to withdraw your objection, each objector is required to reply in writing to confirm their withdrawal.

However, if any objector chooses not to withdraw their objection, the case will proceed to the Regulatory Processes Committee and then Council to determine whether to uphold the proposal. At this point, objectors can make an oral submission in front of the Committee. You will need to make a formal application with Democracy Services when a meeting date has been confirmed.

If the Council decides to uphold the objection(s), the road stopping process concludes. If the Council overrules the objection(s), and neither party wishes to withdraw at this point, the decision will be put to the Environment Court, who will rule on the validity of the objections and whether the Council can stop the road (or impose such conditions as deemed fit).

We encourage independent legal advice to be obtained by each objector, individually, should they wish to maintain their objection.

Regards,



Jacob Reese-Jones
Property Advisor - Property & Capital Projects
Email: Jacob.Reese-Jones@wcc.govt.nz

12 September 2024

Jacob Reese-Jones
Property Advisor
Wellington City Council

By email: Jacob.Reese-Jones@wcc.govt.nz

[Objection to road stopping – 7 Lemnos Ave, Karori](#)

We refer to your letter of 16 August 2024. We acknowledge that your letter has addressed some of our concerns. In particular, we withdraw our objection to the road stopping on the basis of a failure to follow due process.

However, we do have some significant residual concerns that we ask you to address before we make a decision on whether to continue with our objection or not. We detail our concerns using the headings in your letter but note that some concerns overlap.

[Regulatory Processes Committee Report / Strategic Objectives](#)

Thank you for clarifying that the proposal does not align with any of the Council's community wellbeing outcomes and priority areas. That was not clear from the Committee report.

Under the second bullet point it states: *"The road-stopping is classified as having low significance under the Council policy, based on a whole city approach. Compared to other decisions made by Council that impact constituents across the entirety of Wellington City, road-stoppings are considered relatively low significance, only impacting a small number of individuals adjacent to the land being stopped, and to a relatively low degree in that most proposals do not affect the formed road or footpaths."*

We query why the significance of a road-stopping proposal would be compared to decisions that impact on the whole city. On that basis it is hard to imagine any road-stopping proposal being of significance. The vast majority of road stoppings will only affect a limited number of individuals, will have little public interest, low consequences for Wellington City and a low impact on Council being able to perform its role – as noted in the Committee report. But the Council's own policy on road encroachments and stopping emphasises the importance of individuals bringing net benefits through encroachments and protecting amenities, such as the street appeal of a particular location (in this case Lemnos Ave). It seems that your approach presumptively renders the neighbours' objections insignificant and the Council's analysis of significance a mere formality – it will always be an insignificant impact.

The next bullet point goes on to state: *"...amenity and environmental values for each road-stopping proposal are considered at the Road Stopping Clearing House."* And notes *"At this meeting, Council officers from Transport, Parks and Reserves, Urban Design and Property teams were satisfied that the proposed road stopping would not result in any compromise to these values and that it is consistent with Council policy. If the road-stopping was considered inconsistent, it would have been declined."* Whilst that might be true at a macro level across Wellington, it is not apparent the road stopping was considered on a neighbourhood level, i.e at the level of those directly affected by the proposal.

Transport noted the need to preserve land for a turning head (a matter we address in greater detail below). Other branches consulted expressed no conflict with their areas. However, there is no assessment of the current street appeal of Lemnos Ave or whether the proposed purpose of the road stopping, namely “gardens” was better served by continuation of the existing encroachment licence.

We consider the Committee report underplayed the potential significant impact on individual neighbours and the neighbourhood more generally. There was no discussion of how best to mitigate the potential adverse impacts. As such the alternative proposed option of “continuing with the current situation” was never properly considered. This brings us to the turning head.

Proposed Turning Head

We understand that it is not a condition of the road stopping that the proposed turning head be created. We also understand that a separate regulatory process would be entered into before any turning head was created. That is not the issue.

Council has identified that there is an operational need for land to be retained in Lemnos Ave for potential use as a turning head. If the road is stopped outside 7 Lemnos Ave the only land available will be outside 9 Lemnos Ave. That is apparent from the plans attached to the Committee report.

No consideration was given to retaining land outside 7 Lemnos Ave for the turning head. This is surprising given that land is eminently more suitable to a turning head. The land is undeveloped (currently a bank of agapanthus) and it is on a flat(ish) part of the road. This compares unfavourably to the proposed turning head outside 9 Lemnos Ave. As already mentioned that would require the destruction of the garage on 9 Lemnos Ave. It would also involve the destruction of the current stairway pedestrian access and, given the slope of the property, significant retaining to create the footpath and turning head. The front of 9 Lemnos Ave would be destroyed, access and use would be severely affected.

The adverse effects on 9 Lemnos Ave were noted in an email from Patricia Wood to Paul Davidson (Council staff) on 2 February 2023. Ms Wood even suggested a T-shaped turning head at the very end of the street as an alternative. That suggestion was not mentioned in the committee report. Nor was there any mention of the more logical and less expensive option to Council, of retaining a turning head option outside Number 7. We note that a T-shaped turning head at the end of the street will have to address the issue of power poles and other utilities that are clustered there.

The outcome is that, if the road is stopped outside 7 Lemnos Ave, Council will have left only the most destructive option available for the creation of the turning head. It is of little comfort to the owners of 9 Lemnos Ave and the other affected residents to say they can make submissions on the subsequent turning head proposal when the proposed road stopping will effectively remove better and more practical options.

This turning head was first proposed in 2014 when the applicants owned both 7 and 9 Lemnos Ave. At that time the applicants made enquiries about road stopping outside 7 Lemnos Ave but did not proceed with the application. This is hardly surprising considering the ruinous effect it would have had on 9 Lemnos Ave if the turning head had been created.

We now know that that the applicants’ stated only purpose in their application for the road stopping is “gardens”. If that is the case, the status quo preserves that purpose. It also preserves options for

any operational requirements to establish a turning head. Options that would be far more consistent with Council policy and have a less adverse effect on the street.

Summary

The initial committee report proceeded on a macro level and was not informed by specific submissions from affected neighbours. It is also clear the proposed retention of land for operational purposes was done without a site visit and did not consider the least intrusive option on the neighbourhood. It is surprising and disappointing that this approach was not revisited upon receiving our objection. We would have thought our objection would have meant a reconsideration of the original decision in light of the additional information we have provided. This is especially concerning given that the objection comes from 10 residents representing half of the properties on Lemnos Ave (other than 7 Lemnos Ave). Instead your letter simply defends the original decision based on information you had at the time. The Council also minimises our objection by saying we can object to the subsequent construction of a turning head or even the subdivision/development of 7 Lemnos Ave in later proceedings. That does not recognise that this application is a necessary precursor and potentially determinative of those subsequent actions.

There is no impact on the owners of 7 Lemnos Ave if the land remains subject to an encroachment licence for the purpose of its existing use “gardens”. If the Council has no need for the paper road on Lemnos Ave then the most obvious action would be to stop the road outside 9 Lemnos Ave, and offer it for sale to the owners, whilst reserving the land at 7 Lemnos Ave for a potential turning head.

This would be consistent with the legislative intent of road stopping (ie disposing of roads surplus to needs) and consistent with the Council’s policy of preserving local amenities and street appeal. It is also consistent with the Council’s overarching statement of values, namely:

- We are guardians of our city’s assets
- We nurture our communities
- We consider the impact of what we do

And, most importantly, we put people at the heart of what we do.

Gaye Searancke, Brendan Horsley and Oscar Horsley: [REDACTED]

[REDACTED]

Penny and Regan Hopkins: [REDACTED]

Paul and Brenda Turner: [REDACTED]

Edith Curwood: [REDACTED]

15 October 2024

Dear Gaye Searancke, Brendan Horsley and Oscar Horsley, [REDACTED], Penny and Regan Hopkins, Paul and Brenda Turner, and Edith Curwood,

Re: Objection Response – 7 Lemnos Avenue, Karori

This letter is in response to your letter dated 12 September 2024, related to the road-stopping and sale of legal road-land adjoining 7 Lemnos Ave, Karori (Lot 13 DP 3361). We acknowledge the partial withdrawal of your objection on the basis of due process, but that you still have remaining concerns on the road-stopping in regard to the committee report and turning head. I have addressed these two points below.

Regulatory Processes Committee Report / Strategic Objectives:

- All decisions tabled for Council or Committee are required to be evaluated against a significance assessment to highlight to Councillors the impact of the decision - which includes all road-stoppings. While most road-stoppings evaluated against this assessment are evaluated as low significance, this doesn't necessarily guarantee that a proposed road-stopping always will be. However, as most road-stoppings only affect a limited number of individuals, have few consequences for Wellington City in general and a low impact on Council being able to perform its role, they generally fall into this category.
- The Road-Stopping process allows for neighbours' objections to be considered alongside all objections and are an essential and necessary consultative part of the road-stopping process. The significance assessment does not in any way impact or have any weighing on the consideration of objections received as part of any road-stopping.
- The Road-Stopping Clearing House considered the proposal in 2014 and 2022 at a neighbourhood level, not just a macro level. At the clearing house, it would have been decided based on an assessment at street level that all teams were satisfied with the proposed road-stopping. As stated in our previous letter, the main driver behind Council's decision to approve a road-stopping is based on whether the land will be required for future use. Street appeal would have been considered as part of Urban Design's input, and no objections from them were recorded in regard to the proposed road-stopping.

Proposed Turning Head

- We emphasize again that the turning head is not a condition of the road-stopping as it requires approval and public notification independent of the outcome of the road-stopping. There are no plans to install a turning head in Lemnos Avenue in the short-to-medium term. As we also stated in our previous letter, the garage is located on land under an encroachment license, which the owners would have signed when they purchased 9 Lemnos Avenue.
- We would also emphasize that the that the L-Shaped Turning Head is simply a possible option if it was decided that a turning head was required for Lemnos Avenue. Some alternatives, as set out in the Council's Road Design and Construction Handbook are below (see attached *Drawing R-9-705 Standard Turning Areas for Residential Streets*). This would include options such as the T-Shaped turning head mentioned in your letter, however this would be more likely to impact a greater number of properties at the end of the street than a L-Shaped turning head.

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- The reason why an L-Shaped turning head was planned out was to ensure that this was an option left open after the land at 7 Lemnos had been road-stopped. This does not in any way guarantee that this would be the form that a turning head in Lemnos Avenue would take if it were to be installed and any design would be subject to a consultative process.
- A L-shaped turning head solely outside number 7 Lemnos Avenue would not be an ideal solution for a turning head in Lemnos Avenue due to the distance from the end of the street. The placement of a turning head is designed as close to the end of a street as possible to allow for the majority of vehicles to use it and not require vehicles to reverse down the street to utilize it. This would mean that placing a turning head solely at 7 Lemnos would be far less ideal than closer to the end of the street.
- Given that the shape of a turning head on Lemnos Avenue is uncertain and subject to further consultation, it is unlikely that road-stopping the land outside 9 Lemnos Avenue would be considered appropriate given the proximity to the end of the street and possible land requirements to install.

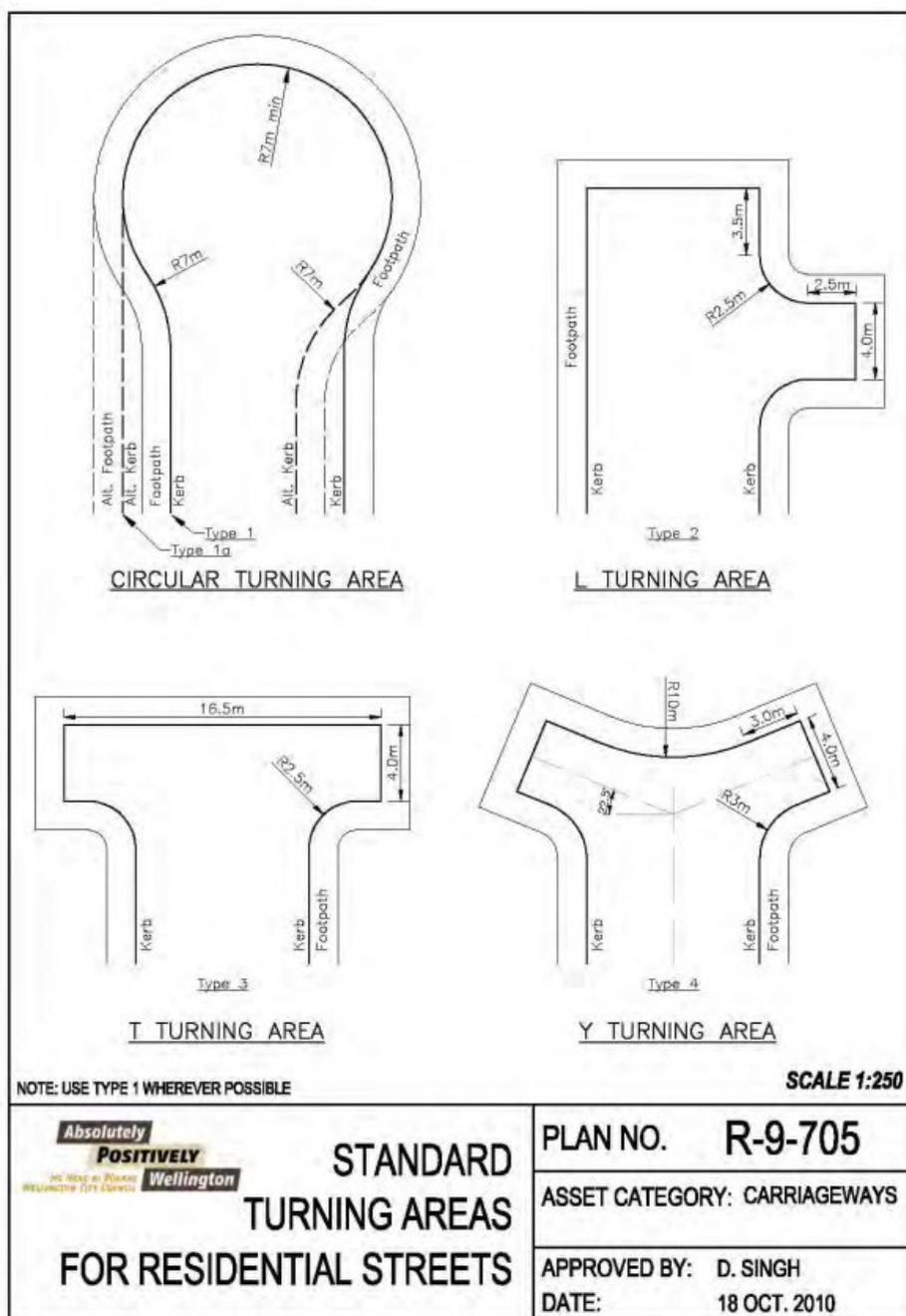
As mentioned previously, if the explanation above has satisfied your concerns and you now wish to withdraw your objection, each objector is required to reply in writing to confirm their withdrawal. However, if any objector chooses not to withdraw their objection, the case will proceed to the Regulatory Processes Committee and then Council to determine whether to uphold the proposal.

Regards,



Jacob Reese-Jones
Property Advisor – Property & Capital Projects
Email: Jacob.Reese-Jones@wcc.govt.nz

Drwg R -9- 705 Standard Turning Areas for Residential Streets



From: [Gaye Searancke](#)
To: [Jacob Reese-Jones](#)
Cc: [Brendan Horsley](#); [Edith Curwood](#); [REDACTED]; [REDACTED]; [reganhopkins](#); [Sarah-Jane Still](#)
Subject: Re: Objection Response - 7 Lemnos Avenue Road Stopping
Date: Tuesday, 3 December 2024 6:35:15 pm

Kia ora Jacob

We agree you have explained the factors considered and not considered. We also believe we've made our position clear - that the council has erred in that consideration process, and failed to take into account and properly weight relevant matters.

We agree that engaging with Councillors would be a constructive next step, and we wish to do so in person and in writing.

We look forward to hearing from you as to the relevant Committee meeting. As we have a number of busy professionals in our group, please let us know the meeting date and time before the end of the calendar year, to ensure we can make arrangements to attend.

Regards and best wishes for the holiday season.

Gaye Searancke

on behalf of the objectors

On 3 Dec 2024, at 5:08 PM, Jacob Reese-Jones <Jacob.Reese-Jones@wcc.govt.nz> wrote:

Kia ora all,

We have previously explained the factors considered and those not considered as part of the road-stopping process - in this case, we believe we have made all necessary considerations in proceeding with this road-stopping. While it is unfortunate that you don't agree, the best course of action at this stage is to present your objection to the Councillors and let them decide whether to uphold the objection.

This next stage of the road-stopping objection process is referral of the objection to the Council's Regulatory Processes Committee. As referred to in our prior emails, you are welcome to make a submission in relation to your objection in-person to the committee or in written form if you desire.

I will let you via email when the meeting date is set for this to go in front of Committee – this will be next year, most likely in early 2025.

Ngā mihi,

Jacob Reese-Jones

Property Advisor | Property & Capital Projects | Wellington City Council
P 021 908 972 | E Jacob.Reese-Jones@wcc.govt.nz | W Wellington.govt.nz

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or make use of its contents.

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From: Gaye Searancke [REDACTED]
Sent: Friday, November 22, 2024 7:16 AM
To: Jacob Reese-Jones <Jacob.Reese-Jones@wcc.govt.nz>
Cc: Brendan Horsley [REDACTED] Edith Curwood
[REDACTED]
[REDACTED]
Subject: Re: Objection Response - 7 Lemnos Avenue Road Stopping

Kia ora Jacob

We refer to your letter of 15 October 2024. Unfortunately, your letter still does not address our concerns with the road stopping proposal and we, the undersigned, wish to continue with our objection. In general terms our outstanding concerns can be captured as follows.

We consider the road stopping will cause significant detriment to a small, established and well maintained neighbourhood and we have seen no evidence that this has been considered at a 'local' level, let alone that the "street appeal" of Lemnos Avenue has been taken into account. If there is no potential detriment because the proposal is for "gardens" then we still cannot understand why the status quo is not the better outcome for the street. The owners of 7 Lemnos can continue with their existing garden, the need for a turning circle is minimised (and options for a turning circle are preserved).

If 7 Lemnos Ave is subdivided or intensively developed (by the current or any future owners) the likely need for a turning circle in the street will increase. This will either be extremely detrimental to 9 Lemnos Ave (as previously explained) and/or to homeowners at the end of the street, who will lose parking and easy access to their properties.

You have stated or implied that we can take comfort from the assertion that there is no short or medium term plan for a turning circle and that any subdivision will be subject to the usual consent process. This is cold comfort for the long term owners in Lemnos Ave. The road stopping is, in our view, a necessary prerequisite to such development and a back door means of removing a better and viable option for any future turning circle.

We would like to see a written statement from the owners of 7

Lemnos Ave clearly explaining their future plans for the property, and for Council to take our concerns seriously. This proposed road stopping could be very bad for all of us, and if the application is taken on face value it will be for nothing, as it won't change the current use of the land for 'gardens'.

We are troubled that the Council as decision maker has so far sought only to justify its decision and provide process explanations, without properly addressing the substance of our objection and reconsidering how this decision could be seen as good for the residents and the street. The Council would gain only a modest financial benefit, and in return for that it would expose many residents of the end of the street to demonstrable risk of future detriment to our street and properties. This does not seem to be consistent with the council's value of putting people at the heart of its work.

Yours faithfully

Gaye Searancke, Brendan Horsley and Oscar Horsley: [REDACTED]

Penny and Regan Hopkins: [REDACTED]

Edith Curwood: [REDACTED]

Paul and Brenda Turner: [REDACTED]

On 7 Nov 2024, at 8:08 PM, Gaye Searancke

[REDACTED] wrote:

Kia ora Jacob

We have been considering and had discussions about the second response letter. And, as you know, [REDACTED] have withdrawn their objection.

You will appreciate these are complex matters and require careful consideration.

The remainder of us expect to reply within the next two weeks.

Regards, Gaye

On 7 Nov 2024, at 12:03 PM, Jacob Reese-Jones

<Jacob.Reese-Jones@wcc.govt.nz> wrote:

Kia ora all,

I am following up in regard to my email sent on 15 October 2024, to enquire as to whether you have all had a chance to read over the second response letter provided.

As mentioned previously, if the explanations provided have satisfied your concerns regarding the road-stopping and you now wish to withdraw your objection, each objector is required to reply in writing to confirm their withdrawal. However, if any objector chooses not to withdraw their objection, the case will need to proceed to the Regulatory Processes Committee and then Council to determine whether to uphold the proposal. Objectors will have the opportunity to make an oral submission in front of the Committee if they so choose.

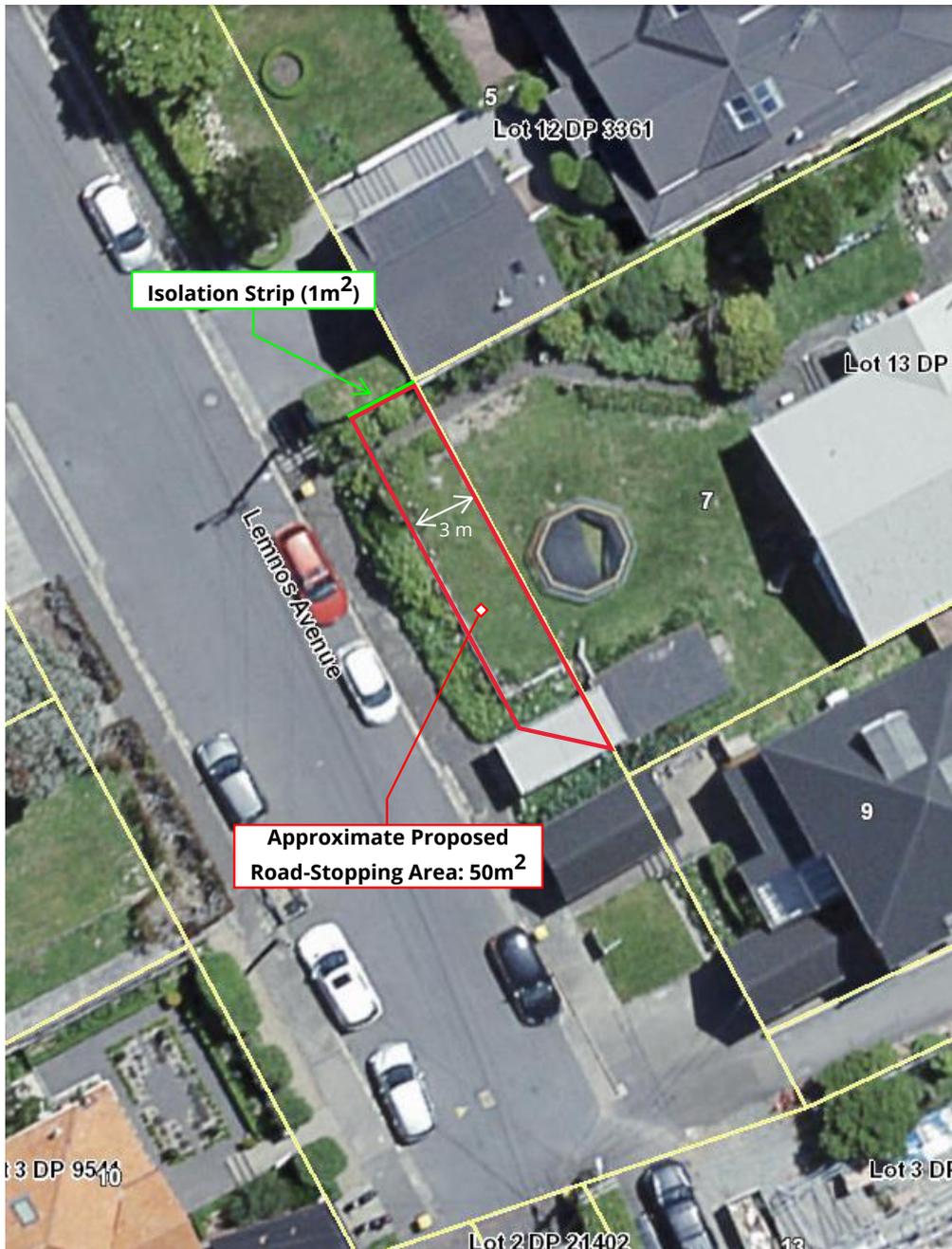
If you can please let me know how you each would like to proceed, and I can then begin to arrange the next steps as appropriate.

Ngā mihi,

Jacob Reese-Jones

Property Advisor | Property & Capital Projects | Wellington
City Council
P 021 908 972 | E Jacob.Reese-Jones@wcc.govt.nz | W
Wellington.govt.nz

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PROPOSED ROAD CLOSURE

Kōrero taunaki | Summary of considerations

Purpose

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

Strategic alignment

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

Relevant previous decisions

3. The Beers at the Basin was cancelled in 2024 but the requested road closure duplicates previous years successful events.
4. The Vosseler Shield is an Athletic event that runs around Mt Victoria’s green space and has been held for several years. The footprint is the same as previous years and allows for runners to safely cross the road.

Significance

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

Financial considerations

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

Risk

Low Medium High Extreme

| | |
|------------|--|
| Author | Maria Taumaa, Street Activities Coordinator |
| Authoriser | Sean Woodcock, Customer, Compliance and Business Service Manager Brad Singh, Transport and Infrastructure Manager Jenny Chetwynd, Chief Infrastructure Officer |

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Agree to close Slip Lane between Ellice Street and Buckle Street for the period of 5.00am Tuesday 25 November to 6.00pm Tuesday 2 December, to enable the **Beers at the Basin** event.
3. Agree to close Alexandra Road (between north side of SPCA entrance to intersection of Alexandra Road) on Saturday 24 May 2025 (8.00am to 5.00pm) to enable the **Vosseler Shield** event to occur.

Whakarāpopoto | Executive Summary

6. The paper recommends the approval of road closures to facilitate the Beers at the Basin, and Vosseler Shield.
7. All the closures are to be subject to the conditions listed in the proposed road closures impact reports and will apply to vehicles and cyclists (including motorised scooters)

Takenga mai | Background

8. The council receives numerous request throughout the year for public roads to be closed for public and private events.
9. In order for the closures to have a effect under Schedule 10 of the Local Government Act 1974. Council approval is required.
10. The authority to approve requests for road closures is made under Schedule 10. Clause 11e, of the local government Act 1974 and the Transport Vehicular Traffic road closure Regulations 1965. This authority is delegated to the Koata Hatepe Regulatory Processes Committee.

Kōrerorero | Discussion

11. This report has been prepared in accordance with the procedures that were approved by the Committee on 15 December 2010. In summary these are:
 - An event organiser applies for a road closure when proposed events require one.
 - Council officers receive proposals and assess the merits and need of a road closure.
 - Council advertised its intention to close the road in the public notice column of the local newspaper.
 - Together with the event organisers, council officers ensure that consultation with effected stakeholders is carried out and a communication plan is formulated.
 - Any objections are followed up and resolved as far as practical.

- The event organiser works together with the council officers who are responsible for notifying any plans responding to public submissions and preparing and impact report for the Committee.
 - Council officers recommend any conditions that should apply for approval.
 - The committee deliberates on the proposed road closures.
 - Council officers recommend any conditions that should apply for approval.
12. Clause 11e of schedule 10 of the Local Government 1974 provides for road closures to facilitate any exhibition, fair, show, market, concert, film making, race or other sporting event, or public functions provided that the Council finds no unreasonable impact to traffic.
 13. The Act does not prohibit multiple recurring request, being granted by the Council as single approval.

Kōwhiringa | Options

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

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

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

Engagement and Consultation

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

Māori Impact Statement

23. There are no Te Tiriti O Waitangi implications

Financial implications

24. Not applicable

Legal considerations

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

11 – the council may, subject object to such conditions as it thinks fit (including the imposition of a reasonable bond) and after consultation with the Police and the New Zealand Transport Agency, close any road or part of a road to all traffic or any specified type of traffic (including pedestrian traffic)-

- (a) While the road, or any drain, water race, pipe, or apparatus under, upon, or over the road is being constructed or repaired: or*
- (b) Where in order to resolve problems associated with traffic operations on a road network, experimental diversions of traffic are required: or*
- (c) During a period when public disorder exists or is anticipated: or*
- (d) When for any reason it is considered desirable that traffic should be temporarily diverted to other roads: or*
- (e) For a period or periods not exceeding in the aggregate 31 days in any year for any exhibition, fair, show, market, concert film-making race or other sporting event, or public function.*

Provided that no road may be closed for any purpose specified in paragraph (e) if that closure would, in the opinion of the council, be likely to impede traffic unreasonably.

11A – The council shall give public notice of its intention to consider closing any road or part of a road under clause 11e and shall give public notice of any decision to close any road or part of a road under that provision.

11B – Where any road or part of a road is closed under clause 11(e), the council or, with the consent of the council, the promoter of any activity for the purpose of which the road has been closed may impose charges for the entry of persons and vehicles to the area of closed road, any structure erected on the road, or any structure or area under control of the council or the promoter on adjoining land.

Risks and mitigations

26. All safety risks for road closures are managed by way of an approved traffic Management Plan.
27. 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.

28. Officers have undertaken the impacts assessment of the requests for the road closures in this report and not found adverse impact to traffic.

Disability and accessibility impact

29. 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

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

Communications Plan

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

Health and Safety Impact considered

32. 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

33. 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.
34. 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. | beers at the Basin Impact | Page 36 |
| Attachment 2. | Beers Advert | Page 39 |
| Attachment 3. | Beers at the Basin Map | Page 40 |
| Attachment 4. | Vosseller Impact | Page 41 |
| Attachment 5. | Vosseller Advert | Page 44 |
| Attachment 6. | Vosseller Shield Map | Page 45 |

REGULATORY PROCESSES COMMITTEE

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

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

BEERS AT THE BASIN

5.00AM TUESDAY 25 NOVEMBER 2025 TO 6.00PM TUESDAY 2 DECEMBER 2025

1. Description of Event

Beers at the Basin is a local summer festival that is now hosted at one of Wellington's most iconic venues, the Basin Reserve. Beers is an event showcasing some of the best craft breweries, local wineries, street food and music, that New Zealand has to offer. Visitors attend from all around the region and New Zealand wide, with an average demographic of 25 plus. The festival has become a mainstay of Wellington's summer calendar.

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

Beers at the Basin: 5.00am Tuesday 25 November 2025 to 6.00pm Tuesday 2 December 2025

- **Slip Lane (between Buckle Street and Ellice Street)**

The event is on Saturday 29th November 2025 the days before and after enable set up and breakdown of the event.

Please refer to the map attachment for further detail.

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

Climate Change

In assessing the impact of the climate, the following has been considered, closing the slip lane will have a minimal impact on the flow of traffic, within the area and not generate any increased pollution and greenhouse gas production. The road capacity will not be diminished and there would be a minimal impact on walking and cycling within the area. With no added congestion there would be no increased emissions.

2. Events Directorate Support

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

3. Proposal Notice and Consultation

REGULATORY PROCESSES COMMITTEE

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Me Heke Ki Pōneke

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

- Dominion Post, Saturday 15 March 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: [Local Government Act 1974, Section 342, Schedule 10, clause 11\(e\)](#)

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

Traffic Impact

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

Conditions:

- The road closure is valid from Tuesday 25 November 2025 5.00AM to Tuesday 2 December 2025 6.00PM.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.

REGULATORY PROCESSES COMMITTEE

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- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Beers at the Basin Tuesday 25 November 2025 5.00AM to Tuesday 2 December 2025 6.00pm. subject to an Alcohol Licence being obtained.

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

Attachments

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

Maria Taumaa

Prepared By
Maria Taumaa
Street Activities Coordinator

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 9 April 2025 to consider the following temporary road closure for an event.

Vosseler Shield

Proposed Road Closure

Saturday 24 May 2025 8.00am to 5.00am

Alexandra Road (North side of SPCA entrance way to the intersection of Lookout Road and Alexandra Road)

Beers at the Basin

Proposed Road Closure

Tuesday 25 November 2025 5.00am to Tuesday

2nd December 2025 6.00pm

Slip Lane (between Buckle Street and Ellice Street)

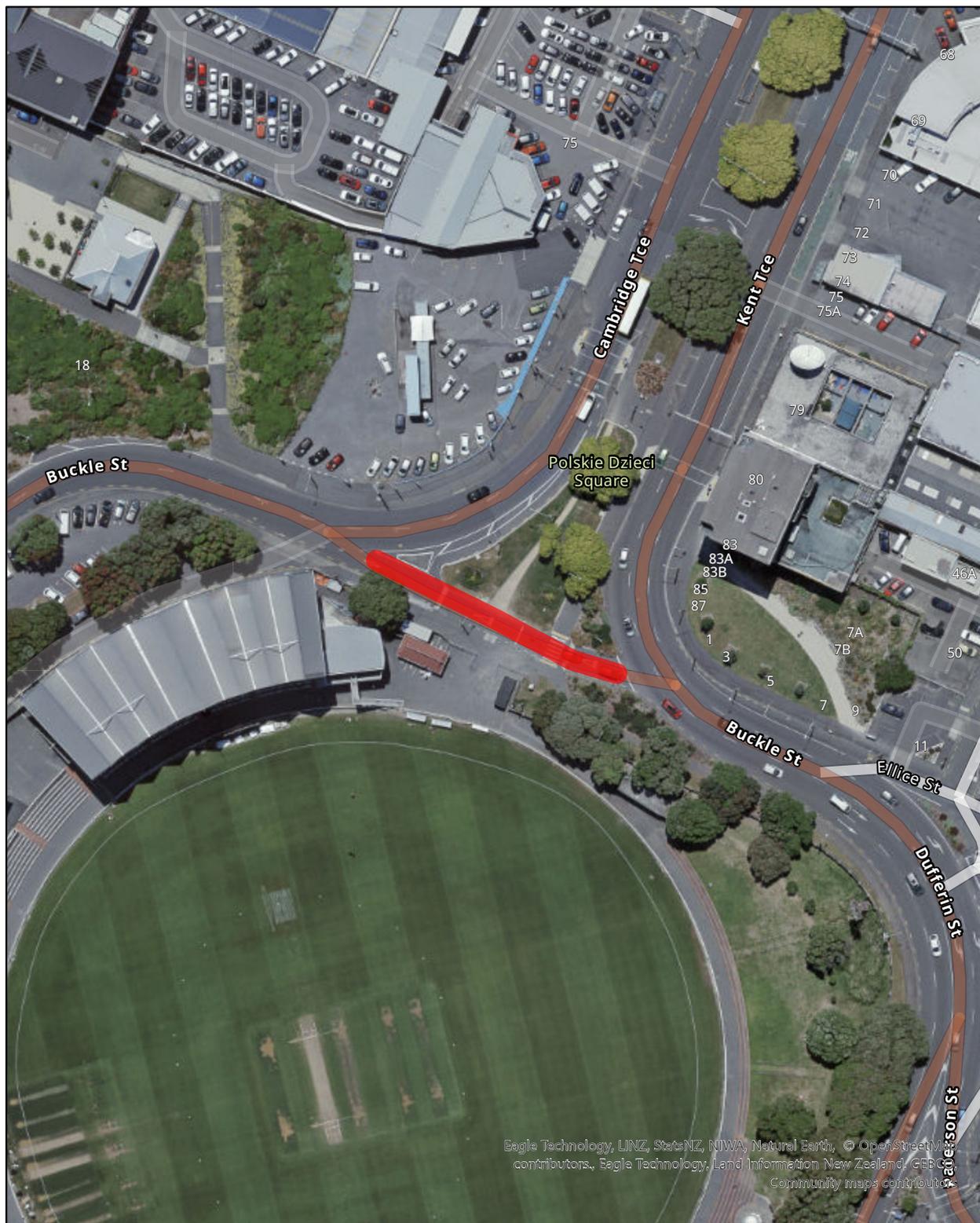
Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 28 March 2025. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email Street.activities@wcc.govt.nz

Wellington City Council

PO Box 2199, Wellington 6140
Wellington.govt.nz

**Absolutely Positively
Wellington City Council**

Mo Hoko Ki Pōneke



Event Name: Beers at the basin

From: 25/11/2025 5:00:00 am

Until: 2/12/2025 6:00:00 pm

Event Details: 5am - 6pm Daily Between the Aforementioned Dates

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

VOSELLER SHIELD SATURDAY 24 MAY 2025 8.00AM TO 5.00PM

1. Description of Event

The Vosseler Shield is a cross-country running event around Mt Victoria with races for various age groups with distances ranging from 1.6km to 10km. The Wellington Harrier Athletic Club has been running the event since 1923 making this the oldest inter-club race in Wellington and is regarded as one of the toughest courses in New Zealand.

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

Vosseler Shield: Saturday 24 May 2025 8.00am to 5.00pm

- **Alexandra Road (north side of SPCA entrance way to the intersection of Lookout Road and Alexandra)**

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 Vosseler Shield will have a minimal environment impact. Organisers have no stalls, supply their own tape, cones and track markers, which are used and recycled each year. Whatever waste that is produced is removed by runners.

2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 15 March 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.

REGULATORY PROCESSES COMMITTEE

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

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

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

Traffic Impact

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

Conditions:

- The road closure is valid from 8.00am to 5.00pm on Saturday 24 May 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.

REGULATORY PROCESSES COMMITTEE

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

Attachments

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

Maria Taumaa

Prepared By
Maria Taumaa
Street Activities Coordinator

THE DOMINION POST

22 Mar 2025

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 9 April 2025 to consider the following temporary road closure for an event.

Vosseler Shield

Proposed Road Closure

Saturday 24 May 2025 8.00am to 5.00pm

Alexandra Road (North side of SPCA entrance way to the intersection of Lookout Road and Alexandra Road)

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 4 April 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

**Absolutely Positively
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Me Heke Ki Pōneke



Event Name: Vosseler Shield

From: 24/05/2025 8:00:00 am

Until: 24/05/2025 5:00:00 pm

Event Details:

NEW COMMUNITY RECREATION LEASES AND SUBLEASES ON RESERVE AND WELLINGTON TOWN BELT LAND

Kōrero taunaki | Summary of considerations

Pūtake | Purpose

1. This report requests that the Koata Hātepe | Regulatory Processes Committee:
 - Approve a new ground lease for Miramar Rangers Association Football Club at David Farrington Park. If sustained objections arise during public consultation, Officers will report back to the Koata Hātepe | Regulatory Processes Committee.
 - Agree for officers to commence public consultation on two new subleases for the Wellington Region Hockey Stadium Trust, located on Wellington Town Belt land known as Mount Albert.
 - Agree for officers to commence public consultation on a new ground lease for the Pōneke Kyokushin Karate Dojo Incorporated, located on Wellington Town Belt land known as Prince of Wales Park.

Hāngai ki te rautaki | Strategic alignment

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

Ngā whakataunga whaitake ō mua | Relevant previous decisions

3. In 2004, Miramar Rangers Association Football Club was granted a new ten-year lease, with the option to renew for an additional ten years.
4. In 2019, Wellington Region Hockey Stadium Trust was granted a new lease for a ten-year term with one renewal term of ten years, and two subleases, each for a term of three years.
5. In 2014, Pōneke Kyokushin Karate Dojo Incorporated was granted a ten-year sub-license to use the clubrooms, owned by the Wellington Scottish Athletics Club Incorporated.

Te tāpua | Significance

6. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy. This means public notification will be carried out following the relevant legislative requirements. Further details regarding the public notification process can be found in the Whai Wāhitanga me ngā Uiui | Engagement and Consultation section of this report.

Whakaaro ahumoni | Financial considerations

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

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

Tūraru | Risk

Low Medium High Extreme

8. There is no significant risk for Council for the proposed new leases.

| | |
|---------------------------|---|
| Authors | Parrish Evans, Community Recreation Leases Advisor Sarah Sullivan, Community Recreation Leases Advisor |
| Kaiwhakamana Authoriser | Ben Keat, Community Partnerships Manager Paul Andrews, Manager Parks, Sports & Rec James Roberts, Chief Operating Officer |

Taunakitanga | Officers’ Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information.
- 2) Approve a new ten-year ground lease for Miramar Rangers Association Football Club Incorporated, with one ten-year right of renewal, at David Farrington Park, Miramar, subject to the outcome of public consultation. Any sustained objections will be reported back to the Koata Hātepe | Regulatory Processes Committee.
- 3) Agree for officers to begin public consultation, in accordance with the Wellington Town Belt Act 2016, on two four-year subleases with one ten-year right of renewal for the Wellington Region Hockey Stadium Trust, located on Wellington Town Belt land at Mount Albert. The results of consultation will be reported back to the Koata Hātepe | Regulatory Processes Committee.
- 4) Agree for officers to begin public consultation, pursuant to the Wellington Town Belt Act 2016, on a five-year lease with one five-year right of renewal for Pōneke Kyokushin Karate Dojo Incorporated, located on Wellington Town Belt land at Prince of Wales Park. The results of consultation will be reported back to the Koata Hātepe | Regulatory Processes Committee.

Whakarāpopoto | Executive Summary

9. The Leases Policy for Community and Recreation Groups (Leases Policy) sets out the Council’s role in granting leases and licences on Council-owned land and/or buildings on Wellington Town Belt or reserve land.
10. 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:
 - Miramar Rangers Association Football Club (“MRAFC”), located at David Farrington Park, for the club-owned clubrooms. The MRAFC lease expired in June 2024. Officers recommend a ten-year term with one renewal term of ten years.
 - Wellington Region Hockey Stadium Trust (“WRHST”), located on Wellington Town Belt land known as Mount Albert. The two subleases expired in 2022. Officers

recommend a new term of four years, with an option for one renewal term of ten years, to align with their ground and premises lease, which expires on 15 July 2029.

- Pōneke Kyokushin Karate Dojo Incorporated (“PKKD”) for the clubrooms located at Prince of Wales Park on Wellington Town Belt land. The clubrooms are currently owned by the Wellington Scottish Athletics Club Incorporated, who have decided to sell the clubrooms. The new lease for PKKD would be conditional on the completion of the sale and purchase agreement for the clubrooms.
11. Note that pursuant to the Wellington Town Belt Act 2016, Officers will report back to Koata Hātepe | Regulatory Processes Committee on the outcome of public consultation for the ground lease and subleases on Wellington Town Belt land. If no sustained objections are received, officers will recommend that Koata Hātepe | Regulatory Processes Committee refer the new lease to Council for final approval.

Takenga mai | Background

Miramar Rangers Association Football Club

12. MRAFC established in 1907, is a amateur football club. The club has been based at David Farrington Park (originally known as Centennial Park) since the early 1970s, offering a home to over 800 members, ranging from young children to masters-level players.
13. The origins of the facility date back to 1972 when Council agreed to issue a lease in the name of Centennial Park Sports Centre Inc.
14. On 1 March 1973, the Centennial Park Sports Centre Inc ceased to operate, and the Council agreed to transfer the lease to the Miramar Rangers Association Football Club. Over the following years, MRAFC continued to improve and expand the facility, funding additions to the building in 1978 and 1982.
15. Currently, the facility operates under a co-ownership model, where Council owns and manages the portion of the building containing the changing rooms, referee room, groundsperson's area, and public toilets (highlighted in blue in attachment 1). MRAFC owns the remainder of the building (highlighted in purple in attachment 1) and is seeking a ground lease specifically for their clubrooms. Under this arrangement, Council will continue to own and operate the shared areas, while MRAFC is seeking a continuation of its existing occupancy for the clubs portion of the facility.

Wellington Region Hockey Stadium Trust

16. WRHST was established in 1985 and, in partnership with the Wellington Hockey Association (WHA), manages several hockey facilities across the Wellington region. These include the National Hockey Stadium (NHS) at Albert Park in Wellington, the turf at Elsdon in Porirua, the turf and Pavilion at Fraser Park in Lower Hutt, and the turf at Maidstone Park in Upper Hutt.
17. The primary responsibility of WRHST is to maintain these turfs and facilities, ensuring playing surfaces are regularly replaced and planning for future developments to support the growth of hockey in the region. WHA manages the operational aspects of the land and buildings.
18. NHS has been located at Mount Albert since the late 1960s, with the first lease agreement commencing in 1971. The leased area includes a Council-owned pavilion and entranceway, while the Trust has invested in additional infrastructure, including an administration pavilion, a connecting bridge, and changing rooms.

19. WHA is seeking approval for two subleases at NHS to enhance services for players and visitors. The first sublease is for a caterer to manage food and beverage services from the kitchen and bar located on the first floor of the Council-owned Pavilion. This service will operate exclusively during recreation-related activities, including matches, competitions, and events such as awards nights, club prizegivings, and fundraisers. A catering service has been operating on-site since 2016 with no reported issues.
20. The second sublease is for a retail shop specialising in hockey-related sporting equipment, which will operate from the ground floor of the WRHST-owned administration building. To ensure compliance with relevant legislation, the shop will only trade when hockey activities are taking place at NHS. A pro-shop has been in operation on-site since 2014.
21. The proposed subleases will be for a term of four years, with one right of renewal for a further ten years, aligning with the WRHST ground and premises lease, which expires on 15 July 2029.
22. These sublease arrangements aim to enhance the overall experience at NHS by providing convenient access to food, beverages, and sporting equipment while ensuring compliance with existing lease agreements and regulations. Through these developments, WHA seeks to improve visitor experience and further support the sustainability of NHS facilities, aligning with WRHST's broader goals of maintaining and developing hockey infrastructure across the region.

Pōneke Kyokushin Karate Dojo Incorporated

23. PKKD, formally known as Victoria Kyokushin Karate Dojo, was established in 1999. PKKD is affiliated with the International Kyokushin Organisation (Japan) and offers a variety of karate programmes at different levels. These programmes include participation in regular national and international events.
24. In 2014, PKKD was granted a sub-licence under the Wellington Scottish Athletics Club for the clubrooms located at Prince of Wales Park. They utilise the clubrooms effectively, which consist of a two-level building with squash courts. Martial arts flooring has been installed on the top floor, and the squash courts have been repurposed into well-used open training spaces.
25. The clubrooms located at Prince of Wales Park were initially constructed in 1970, with an extension added in 1978. Formerly a recreational facility featuring a squash court, the two-level structure comprises a ground floor spanning 300m², which includes changing rooms with showers, storage, meeting room space, squash courts, and a garage.
26. The clubrooms are owned by the Wellington Scottish Athletics Club (the club), whose ground lease expired in 2024 and is currently on a month-to-month holdover agreement. In 2022, Council officers met with the club, as the club had indicated their interest in exploring the sale of the clubrooms. The club formalised their intentions to sell the clubrooms, as their current operating model does not require the use of the clubrooms. Many of their events are held at multiple locations around the city, and club members have stopped spending time at the clubrooms, making them no longer the primary users. The club received approval from the Council officers to sell the clubrooms to an appropriate recreation group. This process was facilitated through an expression of interest for recreation groups.

27. In preparation for the potential sale of the clubrooms, the Wellington Scottish Athletics Club commissioned technical reports, including a building condition assessment with a ten-year maintenance plan, a Detailed Seismic Assessment, and an asbestos report. The Council provided funding support for these technical reports through the Sports Partnership Fund. The technical reports indicated that although the building was older, it was generally in good condition and wouldn't require immediate major works.
28. Guided by the Council's Leases Policy for Community Recreation Groups ("Leases Policy") and the Wellington Town Belt Act 2016, Council officers began the expression of interest process to find a suitable recreation group to purchase the clubrooms and qualify for a new lease.
29. In 2024, officers ran an expression of interest for the lease and purchase of the clubrooms, which lasted six weeks. This was shared with community and recreation groups that had used Prince of Wales Park in the past, tenants who had been using the clubrooms, Friends of the Town Belt, other known groups seeking space for their organisations, and the community centres.
30. There was only one submission, which was from PKKD. PKKD's lease application aligned well when reviewed against the Leases Policy and the Wellington Town Belt Act. Their operations were deemed appropriate for a recreation group, as determined by the previous decision to grant a sub-licence for the clubrooms.
31. PKKD and Scottish Athletics are responsible for negotiating the terms of the sale and purchase agreement. The sale and purchase of the clubrooms will be conditional on the final approval of the ground lease to PKKD.

Kōrerorero | Discussion

32. Officers evaluate applications for new leases and licenses on reserve land and Wellington Town Belt land. This evaluation process follows guidelines set forth in various legislations and plans, including the Reserves Act 1977, The Wellington Town Belt Act 2016, Reserves and Wellington Town Belt Management Plans, Te Awe Māpara – Community Facilities Plan, and the Wellington City Council Leases Policy.

Lease Policy compliance

33. Leases Policy sets out the criteria to consider when assessing a new lease application:

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

- **Miramar Rangers Association Football Club**

MRAFC's purpose aligns with the Council's strategic direction to promote healthy lifestyles and build strong communities by providing a supportive environment for individuals of all ages to participate in football. MRAFC has a long-standing history of collaboration with the Council, having worked together on facility improvements and expansions since the 1970s. This ongoing partnership continues as MRAFC seeks a ground lease to support the continued development of its clubrooms while maintaining shared use of the facility, enhancing the overall community and recreational value of David Farrington Park.

- **Wellington Hockey Region Stadium Trust**

WRHST aligns with the Council's strategic direction by promoting healthy lifestyles and strong communities through hockey at the hockey stadium. The proposed subleases enhance the NHS experience while complying with lease agreements and Town Belt regulations.

The catering service will operate only during hockey activities, including matches, training, and hockey-related events such as awards nights, club prizegivings, and fundraisers. The hockey retail shop will only trade during hockey activities, ensuring both subleases remain an ancillary service supporting recreation.

- **Pōneke Kyokushin Karate Dojo Incorporated**

PKKD supports the Council's strategic direction by promoting healthy lifestyles and fostering strong communities. It encourages physical fitness through training while also supporting mental well-being through focus and discipline. The dojo creates an inclusive environment for all ages, helping to build community connections.

35. **Organisational structure:** The group must be an incorporated society or trust

PKKD and MRAFC are both incorporated societies, while WHRST is a local trust.

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

- **Miramar Rangers Association Football Club & Wellington Hockey Region Stadium Trust**

WHA and MRAFC have demonstrated sustainable membership levels, ensuring their ability to fulfill lease obligations throughout the term.

WHA offers structured development opportunities for players, coaches, and officials at every level, fostering a community committed to growth and success.

MRAFC currently has over 800 members and is recognised as one of Wellington's largest football clubs. The club supports a wide range of teams, from junior levels starting at age four to senior and masters teams, reflecting its commitment to developing football talent across all age groups.

Both organisations' strong membership bases and comprehensive programs show they have the capacity to maintain active user engagement and meet lease commitments over the lease term.

- **Pōneke Kyokushin Karate Dojo Incorporated**

PKKD has 40 members and is actively recruiting to increase its membership base. The club has built strong relationships with other recreation groups that book the clubrooms and activity spaces. These groups include the Scottish Athletics Club, Aikido (another form of martial arts), Artrageous during the holiday terms, Kenpo Karate and recently, a non-profit Women's Health Collective (Krav Maga) group.

37. **Financial and maintenance obligations:** The group must be in a financial position to fulfil its lease obligations for the term of the lease, including but not exclusive to rent, insurance and building and grounds maintenance
- **Miramar Rangers Association Football Club**

MRAFC has provided financial information to assure officers that the group is in a solid financial position to meet its lease obligations for the entire term. The club's established track record of securing funding for facility improvements demonstrates its financial stability and ability to sustain operations throughout the lease period. With a large and active membership base, the club generates consistent revenue from membership fees, sponsorships, and fundraising activities, ensuring it can reliably fulfill its financial commitments. Officers are working closely with the club to develop a comprehensive maintenance plan, enabling the club to proactively forecast and address any maintenance issues that may arise during the lease term.
 - **Wellington Hockey Region Stadium Trust**

WHA is committed to meeting its financial and maintenance obligations in accordance with the Wellington Town Belt Act 2016 and the Town Belt Management Plan, which require any revenue generated from subleases to support the upkeep of leased facilities. Income from the proposed catering and retail subleases will be reinvested into building maintenance, ensuring the long-term sustainability of the National Hockey Stadium. This approach aligns with the principles of the Town Belt, ensuring that facilities remain well-maintained and available for ongoing community and recreational use.
 - **Pōneke Kyokushin Karate Dojo Incorporated**

PKKD has provided officers with their financial position as part of the lease application. The financial plan outlined the club's annual budget for all expenses, how it plans to cover outgoings, its approach to implementing the ten-year maintenance plan, how it will fund the purchase of the clubrooms, and the additional income-generating activities it intends to pursue. The information demonstrates that the club has considered its financial position for the duration of the requested lease and has a plan to maintain the facility to a high standard while ensuring the continued success of the dojo. However, it is important to note that if the group is granted a new lease, Council officers will work with the club to determine an appropriate level of building insurance, as the group is requesting less insurance than full replacement.
38. **Utilisation:** The land and/or buildings must be utilised to the fullest extent practicable
- **Miramar Rangers Association Football Club**

MRAFC's clubrooms serve as a hub for various activities, including junior development programmes, workshops, coaching clinics, and performance analysis through video review. They also play a key role in fostering community engagement. To further enhance the use of these facilities, officers will collaborate with MRAFC to explore opportunities for maximising their potential.
 - **Wellington Hockey Region Stadium Trust**

WHA committed to ensuring the land and buildings are utilised to their fullest extent practicable. WHA maximises the use of its facilities by offering comprehensive development programmes for players, coaches, and officials, fostering consistent engagement within the community.

- **Pōneke Kyokushin Karate Dojo Incorporated**

The PKKD clubrooms and facilities are used by the club and various community groups, reflecting their openness to sharing space. They have been proactive in booking the clubrooms to groups, as evidenced by their recent partnership with a non-profit Women's Health Collective (Krav Maga) group. In the club's financial plan, they have identified getting more groups into the facility to supplement the ongoing expenses of the facility. This is a good indication that the club is being proactive in the utilisation of the leased area.

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

MRAFC, WRHST and PKKD provide recreational activities and spaces for other community activity groups, continuing established uses of the areas. These activities align with the diverse use of open space as outlined in the Te Whai Oranga Pōneke Open Spaces and Recreation Strategy, ensuring that they will not add any further impact on the Wellington Town Belt and Reserve land. This makes MRAFC, WRHST, and PKKD a legitimate fit for the Town Belt and Reserve land, supporting its role in promoting community engagement and recreational opportunities.

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

- **Miramar Rangers Association Football Club**

MRAFC offers a range of programs for both youth and adult members, including pathways for junior development in both boys' and girls' football. They have men's and women's football teams and host a variety of community events and initiatives. Their focus on providing structured football programs for all ages and abilities, along with hosting regional events, demonstrates their commitment to fostering community engagement.

- **Wellington Hockey Region Stadium Trust**

WHA offers a range of structured programmes catering to players of all ages and skill levels, from grassroots development to high-performance pathways. The association actively engages with schools, clubs, and community groups, providing opportunities for youth participation and skill development. The strong utilisation of its facilities, regular training sessions, and competitive leagues demonstrate consistent community demand. Additionally, by hosting regional tournaments and development initiatives, WHA continues to expand its reach and provide valuable opportunities for players and the wider community.

- **Pōneke Kyokushin Karate Dojo Incorporated**

PKKD offers programmes and facility space not only for its members but also for other community groups, widening its reach within the community. The club's

youth programmes specifically address the need for structured physical activities for young people, contributing to their wellbeing. The facility's utilisation, along with consistent class schedules, reflects strong ongoing community engagement. Additionally, by hosting regional and national events and workshops, PKKD demonstrates broader community support and further meets the demand for its services.

41. MRAFC meets the lease policy requirements by promoting healthy lifestyles and fostering strong communities through its long-standing provision of football activities for all ages. The club, with over 800 members, supports a wide range of teams from youth to masters levels, contributing to community well-being and development. MRAFC has a proven track record of working with the Council to improve and expand its facilities, ensuring their sustainability and long-term use. The proposed ground lease for the clubrooms supports continued facility development and aligns with the Council's strategic goals, enhancing the community and recreational value of David Farrington Park.
42. Officers are aware of compliance issues related to signage outside the leased footprint. Officers are currently working with the club to address and resolve these issues in alignment with the proposed District Plan 2024 and the Suburban Reserves Management Plan 2015.
43. WRHST meets the lease policy requirements by promoting healthy lifestyles and strong communities through its management of hockey facilities across the Wellington region. The Trust is financially stable and committed to maintaining its facilities, including the National Hockey Stadium (NHS), ensuring their continued use and growth. The proposed subleases for a catering service and a hockey retail shop comply with lease regulations and provide valuable services that enhance the hockey experience. These initiatives are aligned with the Council's strategic direction by supporting local sports, promoting community engagement, and ensuring the long-term sustainability of the NHS.
44. PKKD aligns well with the Council's Leases Policy and the Te Āwe Māpara – Community Facilities Plan by demonstrating a commitment to community engagement and the promotion of healthy lifestyles through its programmes and partnerships. The club's approach in maintaining and utilising the facility, along with its financial planning, supports its sustainability and alignment with the Council's strategic goals. By providing structured activities for youth and hosting regional and national events, PKKD contributes to the community's well-being and development. The club's efforts reflect a legitimate and valuable fit for the Wellington Town Belt land.

Kōwhiringa | Options

45. Koata Hātepe | Regulatory Processes Committee has the following options:

Miramar Rangers Association Football Club

46. Approve a new ten-year ground lease for MRAFC with one ten-year right of renewal, at David Farrington Park, Miramar, subject to the outcome of public consultation. Any sustained objections will be reported back to the Koata Hātepe | Regulatory Processes Committee (recommended); or
47. Reject officers' proposal to commence public consultation for MRAFC, thereby ending the Lease Policy process (not recommended).

Wellington Hockey Region Stadium Trust

48. Agree that officers commence public consultation for two new subleases for WHRST, for four years, with one right of renewal of ten years (recommended); or
49. Decline officers' proposal to initiate public consultation for WHRST, thereby ending the Lease Policy process (not recommended)

Pōneke Kyokushin Karate Dojo Incorporated

50. Agree that officers commence public consultation for a new lease for PKKD for five years, with one right of renewal for five years (recommended); or
51. Decline a new lease for PKKD, thereby ending the Lease Policy process (not recommended).

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Te hāngaitanga ki ngā rautaki me ngā kaupapa here a Te Kaunihera. | Alignment with Council's strategies and policies

52. The proposed leases and subleases align with the Leases Policy and relevant reserve and Wellington Town Belt management plans

Whai wāhitanga me ngā uiui | Engagement and Consultation

53. The approval process for new leases is assessed as low significance per the Significance and Engagement Policy.
54. If the recommendations in this report are supported, officers will begin public consultation as per the Leases Policy, Reserves Act 1977, and the Wellington Town Belt Act 2016 requirements, including:
 - Letters to Mana Whenua.
 - Letters to relevant residents' groups.
 - Notice on WCC website "Have Your Say".
 - Notice in The Post newspaper.
55. 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.

Ngā pāpātanga ki te Māori | Māori Impact Statement

56. The proposed leases and sublease areas are located near a number of areas of cultural significance to Taranaki Whānui and Ngāti Toa Rangatira as identified in the Draft District Plan. These sites are:
 - Omaroro Ngakinga near PKKD;
 - Waitangi near PKKD;
57. However, there are no specified sites of significance in the immediate vicinity of any of the proposed spaces. Council officers have shared the proposed lease information with Mataaho Aranui to share with mana whenua, as well as the prior notification of the community recreation lease forward programme.

Ritenga ahumoni | Financial implications

58. There are no significant financial implications for Council for the new ground leases.

Ngā whakaaroaro ture | Legal considerations

59. The proposed leases are consistent with the Reserves Act 1977 and the Wellington Town Belt Act 2016.

Tūraru me whakamauru | Risks and mitigations

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

Ngā pāpātanga ki te hunga whaikaha | Disability and accessibility impact

61. None of these buildings are currently totally accessible for people with disabilities. This has been identified by the lessees and by Council in the Te Awe Māpara – Community Facilities Plan and Council officers will work closely with clubs that own their buildings to consider implementing accessibility options.

Ngā pāpātanga me ngā whakaaroaro huringa āhuarangi | Climate Change impact and considerations

62. The proposed leases are for the continuation of existing activities. There are no specific climate change impacts or considerations

Mahere whakawhiti kōrero | Communications Plan

63. Proposed leases are publicly notified in accordance with the Lease Policy and the relevant legislation, as detailed in the Whai wāhitanga me ngā uiui | Engagement and Consultation section of this report.

Ngā pāpātanga me ngā whakaaroaro hauora, haumaru anō hoki | Health and Safety Impact considered

64. Agreed health and safety plans are required for the proposed new leases. Each group has provided plans that Council officers are satisfied with.

Ngā mahinga e whai ake nei | Next actions

Following Committee approval, officers will:

65. Commence public consultation on the proposed lease for MRAFC. If no sustained objections are received, the lease documentation will be negotiated, drafted, and signed. If sustained objections arise, officers will report back to the Koata Hātepe | Regulatory Processes Committee.

66. Commence public consultation on the proposed subleases for WHRST. The results of consultation will be reported back to the Koata Hātepe | Regulatory Processes Committee. If there are no sustained objections, officers will request the Committee to refer the proposed lease to Te Kaunihera o Pōneke | Council for final approval. If approved by Council, the lease will be drafted, negotiated, and signed.

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

Ngā ĀpitiHanga | Attachments

| | | |
|---------------|----------------------------------|---------|
| Attachment 1. | Miramar Rangers Leased Area | Page 59 |
| Attachment 2. | National Hockey Stadium Area | Page 60 |
| Attachment 3. | Prince of Wales Park Leased Area | Page 61 |

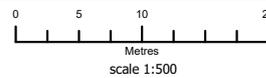


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**David Farrington Park
Miramar**

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

Council Owned
 Lease Area (251m²)



MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
AUTHOR: Joya15
DATE: 3/7/2025

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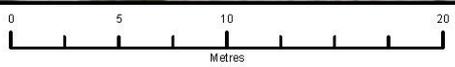




Lease Area (338m²)

**Prince of Wales Park
Mount Cook**

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.



scale 1:300

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
AUTHOR: Joya IS
DATE: 3/4/2025

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Wellington City Council**
Me Heke Ki Pōneke

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TRAFFIC RESOLUTIONS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee outlines details of the five proposed traffic resolutions for consultation between Friday 21 February to Friday 7 March 2025.

Strategic alignment

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

Relevant previous decisions

3. There are no relevant previous decisions.

Significance

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

Financial considerations

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

Risk

Low Medium High Extreme

| | |
|------------|--|
| Authors | Sophie Dobbs, Democracy Advisor Tommy Wilson, Transport Engineer Assistant |
| Authoriser | Brad Singh, Transport and Infrastructure Manager Jenny Chetwynd, Chief Infrastructure Officer |

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021:
 - a. TR20-25 Austin Street, Mount Victoria – Formalise Resident Parking and No Stopping At All Times Restrictions
 - b. TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only, Metered Parking and Metered Mobility Parking
 - c. TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking
 - d. TR23-25 Hutt Road, Kaiwharawhara – Proposed P15 Time Limited Parking

Whakarāpopoto | Executive Summary

7. Five traffic resolutions were available for submission on the Kōrero Mai Let's Talk platform on Friday 21 February 2025 to Friday 7 March 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, four traffic resolutions will be recommended for approval (refer to recommendations).
9. TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments, will be recommended to the committee in the Newtown and Berhampore Parking Scheme Review paper.

Takenga mai | Background

10. On Friday 21 February 2025, five traffic resolutions were publicly announced in The Post. Copies were distributed to properties within the impacted area, and electronic versions were forwarded to local Ward Councillors, residents' associations, and business associations. Additionally, electronic copies were accessible on the Wellington City Council website.

Kōrerorero | Discussion

11. A summary report for each traffic resolutions can be found in the attachments.

Each summary contains:

- The proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback,
- All feedback received, and,
- Where appropriate, Council officers' responses to the feedback.

Kōwhiringa | Options

12. The attached Traffic Resolutions Summary Table RPC April 2025 outlines the options reviewed and the resultant proposed changes which are detailed in the attached Traffic Resolutions.
13. The proposed changes were developed using WCC Standard Operating Procedures which are aligned to national NZTA Standards as well as good engineering practice.
14. Options considered post consultation are outlined further in the Officers responses to feedback, as well as reflected in the Traffic Resolutions Summary Table.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

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

Engagement and Consultation

16. On Friday 21 February 2025, five traffic resolutions were publicly announced in The Post. Copies were distributed to properties within the impacted area, and electronic versions were forwarded to local Ward Councillors, residents' associations, and business associations. Additionally, electronic copies were accessible on the Wellington City Council website.
17. The Kōrero Mai Let's Talk platform hosted an online submission form for a period of 35 days, from 9am Friday 21 February 2025, to 5pm Friday 7 March 2025, allowing submissions during this timeframe.

Māori Impact Statement

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

Financial implications

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

Legal considerations

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

Risks and mitigations

21. None identified.

Disability and accessibility impact

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

Climate Change impact and considerations

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

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

Health and Safety Impact considered

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

Ngā mahinga e whai ake nei | Next actions

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

Attachments

| | | |
|---------------|--|----------|
| Attachment 1. | Traffic Resolutions Summary Table RPC April 2025 | Page 69 |
| Attachment 2. | Traffic Resolutions Legal Descriptions RPC April 2025 | Page 73 |
| Attachment 3. | TR20-25 Austin Street, Mount Victoria - Formalise Resident Parking and No Stopping At All Times Restrictions | Page 76 |
| Attachment 4. | TR21-25 Frank Kitts Park Underground Carpark, Wellington Central - Parking Changes | Page 85 |
| Attachment 5. | TR22-25 Ganges Road, Khandallah - Proposed P60 Time Limited Parking | Page 97 |
| Attachment 6. | TR23-25 Hutt Road, Kaiwharawhara - Proposed P15 Time Limited Parking | Page 110 |

Traffic Resolutions Summary Table RPC April 2025

| Traffic Resolution (TR) | Location | Current State | Proposed State | Strategic Driver | Source of TR | Other Options Considered | Net Parking Removal/ Addition | Annual Parking Revenue Impact | Beneficiaries of Proposed Change | | | Description of Proposed Change | Feedback |
|-------------------------|---|--|--|--|--|--|--|--|----------------------------------|------------------------------|--|---|---|
| | | | | | | | | | Daily Traffic Volume | Monthly Bus Passenger Number | Public Impact (Pedestrian; cyclist, Bus patron, accessibility) | | |
| TR20-25 | Austin Street, Mount Victoria | Resident Parking. No Stopping At All Times. | Formalise Resident Parking & No Stopping At All Times | 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. | Between 2013 and 2015, the on-street parking layout between no. 86 Ellice Street to no. 136 Austin Street was altered. The resolutions for these changes were not updated at the time of installation, therefore, the legal descriptions do not reflect the current parking layout and cannot be enforced. | Option 1: To not update the legal descriptions. This option is not preferred as the restricted parking cannot be enforced if the legal descriptions do not match the current parking layout. | No Parking Change | N/A | 1,396 | N/A | Updates legal descriptions of the Resident Parking spaces and No Stopping At All Times for enforcement purposes. | <ul style="list-style-type: none"> Update the resolutions for Resident Parking and No Stopping At All Times outside no. 86 to 136 Austin Street. | Yes = 3 No = 0 <u>Generic Submissions:</u> Yes = 1 No = 7 |
| TR21-25 | Frank Kitts Underground Carpark, Wellington Central | Metered Mobility Parking, Metered Parking & Authorised Vehicles Only | Formalising Metered Mobility Parking, Metered Parking & Authorised Vehicles Only | Support business well-being – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. Support access for all | In August 2024, TR91-24 was approved to reopen the Frank Kitts Park carpark with P840 maximum metered parking, P840 maximum metered mobility parking and authorised vehicles only parking for the Wellington Rowing Club. | Option 1: Revert the mobility parking spaces to their original design. This option is not preferred as due to the carpark building's design, the original north-most space is not accessible for mobility park users, | Converting one Metered Mobility Parking space to one Authorised Vehicles Only At All Times space. Converting three Metered Parking spaces to create two Mobility | Negligible impact – Waterfront operations forecast over \$400,000 total revenue increase per annum for the entire carpark. | N/A | N/A | Improves the viability of business wellbeing. Improves safety and accessibility for mobility park users. | <ul style="list-style-type: none"> Formalise two Metered Mobility Parking spaces. Formalise three Authorised Vehicles Only At All Times Parking spaces. Formalise fourteen Authorised Vehicles Only, Monday – Friday 4pm – 8am, Saturday – Sunday At All Times, and Metered Parking P480 Maximum Monday – Friday 8am – 4pm | Yes = 6 No = 1 <u>Generic Submissions:</u> Yes = 3 No = 5 |

Traffic Resolutions Summary Table RPC April 2025

| Traffic Resolution (TR) | Location | Current State | Proposed State | Strategic Driver | Source of TR | Other Options Considered | Net Parking Removal/ Addition | Annual Parking Revenue Impact | Beneficiaries of Proposed Change | | | Description of Proposed Change | Feedback |
|-------------------------|-------------------------|--------------------------|--------------------------|--|---|---|--|-------------------------------|----------------------------------|------------------------------|--|---|---|
| | | | | | | | | | Daily Traffic Volume | Monthly Bus Passenger Number | Public Impact (Pedestrian; cyclist, Bus patron, accessibility) | | |
| | | | | – 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. | To reflect the carpark’s parking that is now in place, we are proposing to amend the restrictions added to the traffic restrictions schedule and formalise the current restrictions which were implemented prior to the opening of the carpark. | nor are the spaces wide enough to provide sufficient access to the spaces. Option 2: Restrict the remaining authorised vehicles only parking spaces at all times. This option is not preferred as this does not align with the agreement in place with the Rowing Club that utilises these reserved spaces and reduced the availability of metered car parks outside of their authorised vehicles only restriction. | Parking spaces. Converting two Metered Parking spaces to two Authorised Vehicles Only At All Times spaces. Addition of Authorised Vehicles Only, Saturday to Sunday, At All Times and P480 Metered Parking Restriction to the existing fourteen Authorised Vehicles Only spaces. | | | | | | |
| TR22-25 | Ganges Road, Khandallah | P10 Time Limited Parking | P60 Time Limited Parking | Support business wellbeing – ensure parking management | Council has received a petition from local businesses requesting the conversion of | Option 1: Convert five spaces to P60 and retain three P10 spaces, | Convert eight P10 parking spaces to eight P60 | N/A | 3,394 | N/A | Improves the viability of business wellbeing. | <ul style="list-style-type: none"> Convert eight P10 Time Limited Parking spaces into eight P60 Time Limited Parking spaces. | Yes = 13 No = 2 Not Stated = 2 <u>Generic Submissions:</u> |

Traffic Resolutions Summary Table RPC April 2025

| Traffic Resolution (TR) | Location | Current State | Proposed State | Strategic Driver | Source of TR | Other Options Considered | Net Parking Removal/ Addition | Annual Parking Revenue Impact | Beneficiaries of Proposed Change | | | Description of Proposed Change | Feedback |
|-------------------------|--------------------------|--------------------------|--------------------------|--|--|---|--|-------------------------------|----------------------------------|------------------------------|--|--|---|
| | | | | | | | | | Daily Traffic Volume | Monthly Bus Passenger Number | Public Impact (Pedestrian; cyclist, Bus patron, accessibility) | | |
| | | | | and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. | the P10 parking spaces between nos. 1 and 5 Ganges Road to be changes to P60 time limited restriction. | this option is not preferred after consulting with local businesses in the area, however we will continue to receive feedback regarding this option. | parking spaces. | | | | | | Yes = 5 No = 3 |
| TR23-25 | Hutt Road, Kaiwharawhara | P10 Time Limited Parking | P15 Time Limited Parking | Supports business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. | Wellington City Council has received a request from a local business to convert some existing pick-up and drop-off spaces into P15 parking spaces. | Option 1: Convert fewer parks to P15. Option 2: Convert more parks to P15. Neither of these are preferred options as local businesses only requested three spaces to be P15. | Converting three P10 parking spaces to P15 spaces. | N/A | 19,864 | N/A | Improves the viability of business wellbeing. Improves parking availability. | <ul style="list-style-type: none"> Convert three of the existing P10 7-9:30am, 4-6pm, Monday – Friday parking spaces, to three P15 8am-6pm, Monday – Sunday spaces. | Yes = 5 No = 0 <u>Generic Submissions:</u> Yes = 5 No = 3 |

Traffic Resolutions Legal Descriptions RPC April 2025

| | | | |
|-----------|--|--|---|
| A) | TR21-25 Austin Street, Mount Victoria – Formalise Resident Parking & No Stopping At All Times Restrictions | | |
| | <i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i> | | |
| | Column One | Column Two | Column Three |
| | Austin Street | No Stopping At All Times | West side, commencing from its intersection with Ellice Street and extending in a southerly direction following the western kerbline for 26.5 metres. |
| | <i>Delete from Schedule E (Resident Parking) of the Traffic Restrictions Schedule</i> | | |
| | Column One | Column Two | Column Three |
| | Austin Street | No Stopping Except for Authorised Resident Vehicles, Monday – Friday, 8:00am – 6:00pm | West side, commencing 35.5 metres south of its intersection with Ellice Street and extending in a southerly direction following the western kerbline for 14 metres. |
| | Austin Street | No Stopping Except for Authorised Resident Vehicles, Monday – Friday, 8:00am – 6:00pm | West side, commencing 26 metres south of its intersection with Ellice Street and extending in a southerly direction following the western kerbline for 9.5 metres. |
| | <i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i> | | |
| | Column One | Column Two | Column Three |
| | Austin Street | No Stopping At All Times | West side, commencing 4.5 metres south of its intersection with Ellice Street (X=1,749,490.08 Y=5,426,272.96) and extending in a southerly direction following the western kerb line for 36 metres. |
| | Austin Street | No Stopping At All Times | West side, commencing 55 metres south of its intersection with Ellice Street (X=1,749,469.72 Y=5,426,221.66) and extending in a southerly direction following the western kerb line for 7.5 metres. |
| | <i>Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule</i> | | |
| | Column One | Column Two | Column Three |
| | Austin Street | Resident Parking, At All Times | West side, commencing 38.7 metres south of its intersection with Ellice Street (X=1,749,478.25 Y=5,426,240.93) and extending in a southerly direction following the western kerbline for 21 metres. |
| B) | TR21-22 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only, Metered Parking & Metered Mobility Parking | | |
| | <i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i> | | |
| | Column One | Column Two | Column Three |
| | Frank Kitts Park Underground Carpark | Authorised Vehicles Only, 4pm – 8am | Refer to attached map boundary of Rowing Club parking area. (Hatched blue Area) (Figure 1). |
| | Frank Kitts Park Underground Carpark | Mobility Parking, At All Times, Metered P840 Maximum, Monday – Friday 6am – 8pm, Saturday – Sunday 8am – 8pm | See attached plan (Area outlined in yellow) (Figure 1). |

Traffic Resolutions Legal Descriptions RPC April 2025

| | | |
|---|---|---|
| <i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i> | | |
| Column One | Column Two | Column Three |
| Frank Kitts Park Underground Carpark | Metered Parking, At All Times, Metered P840 Maximum, Monday – Friday, 6am – 8pm, Saturday – Sunday, 8am – 8pm | See attached plan (Figure 1). |
| <i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i> | | |
| Column One | Column Two | Column Three |
| Frank Kitts Park Underground Carpark | Authorised Vehicles Only, Monday – Friday, 4pm – 8pm, Saturday – Sunday, At All Times | Refer to attached plan, figure 2 (Area highlighted in blue, 14 parking spaces). |
| Frank Kitts Park Underground Carpark | Authorised Vehicles Only, At All Times | Refer to attached plan, figure 2 (Area highlighted in purple, 3 parking spaces). |
| Frank Kitts Park Underground Carpark | Metered Mobility Parking At All Times, P840 Maximum, Monday – Friday, 6am – 8pm, Saturday – Sunday, 8am – 8pm | Refer to attached plan, figure 2 (Area highlighted in yellow, 2 parking spaces). |
| <i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i> | | |
| Column One | Column Two | Column Three |
| Frank Kitts Park Underground Carpark | Metered Parking, P840 Maximum, Monday – Friday, 6am – 8pm, Saturday – Sunday, 8am – 8pm | Refer to attached plan, figure 2 (Area outlined in white, 77 parking spaces). |
| Frank Kitts Park Underground Carpark | Metered Parking, P480 Maximum, Monday – Friday, 8am – 4pm | Refer to attached plan, figure 2 (Area highlighted in blue, 14 parking spaces). |
| C) | TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking | |
| <i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i> | | |
| Column One | Column Two | Column Three |
| Ganges Road | P10 8:00 – 6:00pm Monday – Sunday | East side, commencing 11.5 metres south of its intersection with Agra Crescent (Grid Coordinates x= 1750049.0 m, y= 5432350.7 m), and extending in a southerly direction following the eastern kerbline for 20.0m metres. |
| <i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i> | | |
| Column One | Column Two | Column Three |
| Ganges Road | Electric Vehicles Only Parking, P120 Maximum, At All Times | East side, commencing 31.5 metres south of its intersection with Agra Crescent (Grid Coordinates x= 1750049.0 m, y= 5432350.7 m), and extending in a southerly direction following the eastern kerbline for 3.4m metres. (1 angled park). |
| <i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i> | | |

Traffic Resolutions Legal Descriptions RPC April 2025

| | Column One | Column Two | Column Three |
|-----------|--|--|---|
| | Ganges Road | <i>P60 8:00am – 6:00pm Monday – Sunday</i> | <i>East side, commencing 11.5 metres south of its intersection with Agra Crescent (Grid Coordinates x= 1750049.0 m, y= 5432350.7 m), and extending in a southerly direction following the eastern kerbline for 23.4m metres.</i> |
| D) | TR23-25 Hutt Road, Kaiwharawhara – Proposed P15 Time Limited Parking | | |
| | <i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i> | | |
| | Column One | Column Two | Column Three |
| | Hutt Road | <i>P10, 7am – 9:30am, 4pm – 6pm, Monday – Friday</i> | <i>Southeast side, commencing 990 metres north of its intersection with Aotea Quay, Hutt Road Overbridge 1st Abut (Grid coordinates X=1,749,575.03m Y=5,430,447.30m) and extending in a northerly direction following the south eastern kerb line for 41 metres.</i> |
| | <i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i> | | |
| | Column One | Column Two | Column Three |
| | Hutt Road | <i>P15, 8am – 6pm, Monday – Sunday</i> | <i>Southeast side, commencing 1,031 metres north of its intersection with Aotea Quay, Hutt Road Overbridge 1st Abut (Grid coordinates X=1,749,575.03m Y=5,430,447.30m) and extending in a northerly direction following the south eastern kerb line for 17 metres.</i> |

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

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

Proposal:

| | |
|---|--|
| Reference | TR20-25 Austin Street, Mount Victoria – Formalise Resident Parking and No Stopping At All Times Restrictions |
| Location – where we propose to make the change | Austin Street, Mount Victoria – outside no. 86 to 136 |
| What we'd like to do | <ul style="list-style-type: none"> Update the resolutions for Resident Parking and No Stopping At All Times outside no. 86 to 136 Austin Street |
| Why we are proposing the change | <ul style="list-style-type: none"> Between 2013 and 2015, the on-street parking layout between no. 86 Ellice Street (Corner property) to 136 Austin Street was altered. One Resident Parking space was relocated outside no. 86 Ellice Street (unit 3) to no. 136 Austin Street. No Stopping At All Times were installed in place of the Resident Parking space outside no. 86 (unit 3) Ellice Street as the road width is too narrow for parking on both sides of the road in this location. The resolutions for these changes were not updated at the time of installation, therefore, the legal descriptions do not reflect the current parking layout and cannot be enforced. In addition, it was found that the existing No Stopping At All Times across the driveway of no. 136 and no. 86 were missing a resolution to formalise these as a No Stopping restriction. To resolve this, officers propose to formalise the parking layout changes and No Stopping At All Times by updating the legal descriptions to match the current layout. No physical changes to the existing parking layout will be made. |
| Impact | <p>Improvements</p> <ul style="list-style-type: none"> Updates legal descriptions of the Resident Parking spaces and No Stopping At All Times for enforcement purposes <p>Net Parking Impact</p> <ul style="list-style-type: none"> No loss in parking <p>Pedestrian Impact</p> <ul style="list-style-type: none"> No change |
| Other options considered | <ul style="list-style-type: none"> Option 1: To not update the legal descriptions. This option is not preferred as the restricted parking cannot be enforced if the legal descriptions do not match the current parking layout. |
| How this relates to the parking policy | <ul style="list-style-type: none"> Support city place-making, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes. |
| Additional Information | <ul style="list-style-type: none"> Average daily traffic count – 1,396 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am |

We are proposing a change in your area

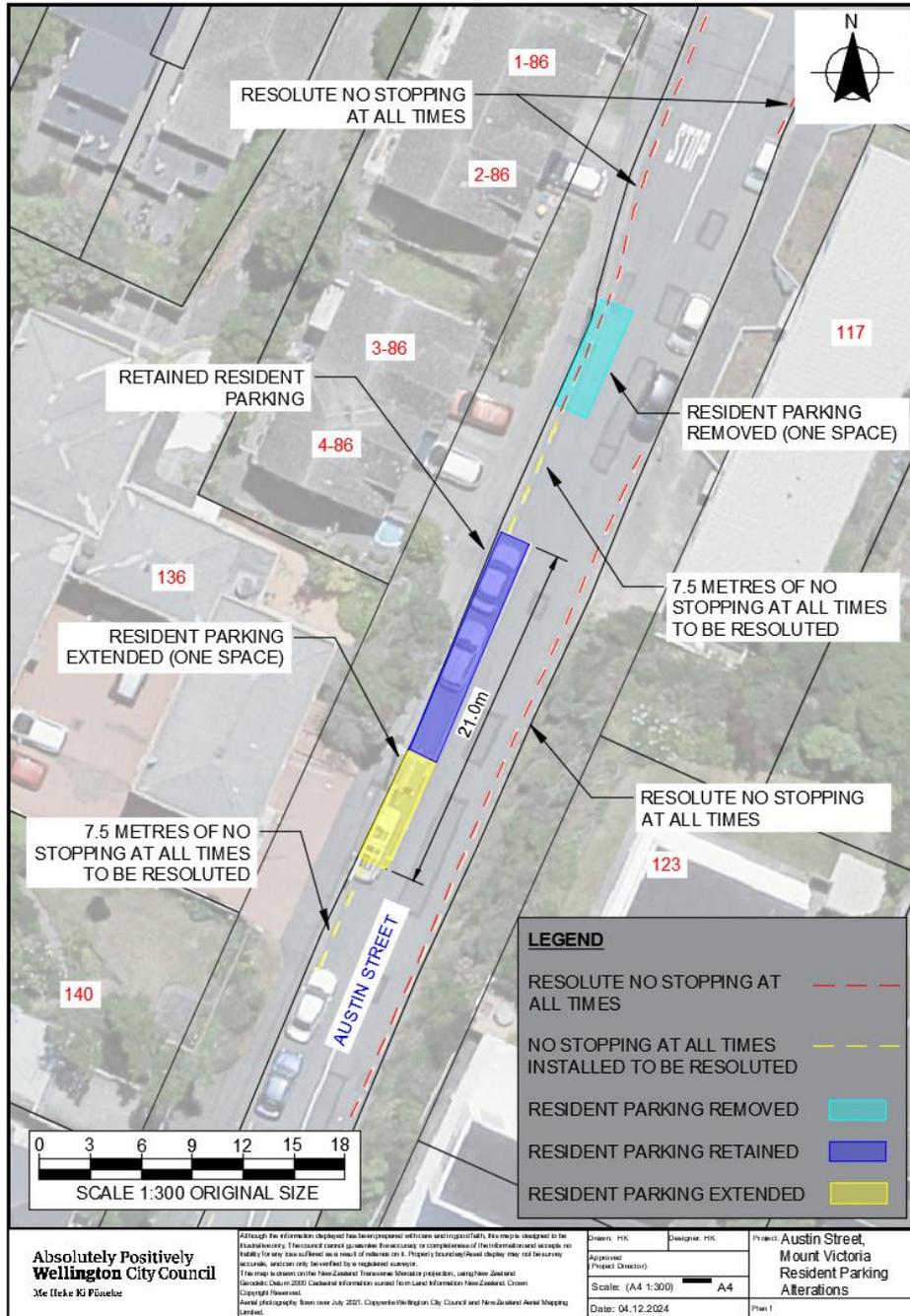
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

| | |
|-------------------|--|
| | Friday 21 February 2025 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you. |
| Privacy | <ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information. For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council. |
| Feedback | <ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00am Friday 21 February 2025 and finishes at 5.00pm Friday 7 March 2025. |
| Next Steps | <ol style="list-style-type: none"> Feedback collated by Monday 10 March 2025. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Wednesday 9 April 2025. If approved, the proposal will be installed within the following three months. |

We are proposing a change in your area

Absolutely Positively Wellington City Council
 Me Heke Ki Pōneke

Traffic Resolution Plan: TR20-25 Austin Street, Mount Victoria – Formalise Resident Parking and No Stopping At All Times Restrictions



We are proposing a change in your area

Legal Description:

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

| Column One | Column Two | Column Three |
|----------------------|--------------------------|---|
| Austin Street | No Stopping At All Times | West side, commencing from its intersection with Ellice Street and extending in a southerly direction following the western kerbline for 26.5 metres. |

Delete from Schedule E (Resident Parking) of the Traffic Restrictions Schedule

| Column One | Column Two | Column Three |
|----------------------|--|---|
| Austin Street | No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm | West side, commencing 35.5 metres south of its intersection with Ellice Street and extending in a southerly direction following the western kerbline for 14 metres. |
| Austin Street | No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm | West side, commencing 26 metres south of its intersection with Ellice Street and extending in a southerly direction following the western kerbline for 9.5 metres. |

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

| Column One | Column Two | Column Three |
|----------------------|--------------------------|---|
| Austin Street | No Stopping At All Times | West side, commencing 4.5 metres south of its intersection with Ellice Street (X=1,749,490.08 Y=5,426,272.96) and extending in a southerly direction following the western kerb line for 36 metres. |
| Austin Street | No Stopping At All Times | West side, commencing 55 metres south of its intersection with Ellice Street (X=1,749,469.72 Y=5,426,221.66) and extending in a southerly direction following the western kerb line for 7.5 metres. |

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

| Column One | Column Two | Column Three |
|------------|------------|--------------|
|------------|------------|--------------|

We are proposing a change in your area

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| | | |
|----------------------|---------------------------------------|--|
| Austin Street | <i>Resident parking, At All times</i> | <i>West side, commencing 38.7 metres south of its intersection with Ellice Street (X=1,749,478.25 Y=5,426,240.93) and extending in a southerly direction following the western kerbline for 21 metres.</i> |
|----------------------|---------------------------------------|--|

Prepared By: Hatty Kingdon **(Transport Engineering Assistant)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 27/01/2025

Feedback Received

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Feedback

Name: Parth
Suburb: Te Aro
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR20-25 Austin Street, Mount Victoria – Formalise Resident Parking and No Stopping At All Times. We appreciate your support on the proposed changes.

Name: Joan
Suburb: Johnsonville
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR20-25 Austin Street, Mount Victoria – Formalise Resident Parking and No Stopping At All Times.

Name: Ana
Suburb: Karori
Agree: Yes

Since this is formalising current arrangements and ensuring the enforcement provisions, and not making changes I agree with this.

Officer Response:

Thank you for taking the time to provide feedback on TR20-25 Austin Street, Mount Victoria – Formalise Resident Parking and No Stopping At All Times. We appreciate your support on the proposed changes.

Name: Richard
Suburb: Northland
Agree: Yes

Makes sense to update these things to make the signage enforceable.

Officer Response:

Feedback Received

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Thank you for taking the time to provide feedback on TR20-25 Austin Street, Mount Victoria – Formalise Resident Parking and No Stopping At All Times. We appreciate your support on the proposed changes.

Name: Dean
Suburb: Hataitai
Agree: No

Leave it as is. A trivial exercise that shouldn't have arisen in the first place and shouldn't waste resources on correcting the council mistake.

Officer Response:

Thank you for taking the time to provide feedback on TR20-25 Austin Street, Mount Victoria – Formalise Resident Parking and No Stopping At All Times.

There are no physical changes to the on-street parking layout being proposed in TR20-25. This proposal is only to formalise the Residents Parking Spaces and No Stopping At All Times by updating the legal descriptions in our database to match the existing parking layout. Formalising these restrictions will ensure that they can be enforced when illegal parking occurs.

Name: Neil
Suburb: Paparangi
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR20-25 Austin Street, Mount Victoria – Formalise Resident Parking and No Stopping At All Times.

Name: Eleonora
Suburb: Brooklyn
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR20-25 Austin Street, Mount Victoria – Formalise Resident Parking and No Stopping At All Times.

Feedback Received

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Name: Anne
Suburb: Karori
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR20-25 Austin Street, Mount Victoria – Formalise Resident Parking and No Stopping At All Times.

Name: Alexandra
Suburb: Newtown
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR20-25 Austin Street, Mount Victoria – Formalise Resident Parking and No Stopping At All Times. We appreciate your support on the proposed changes.

Name: John
Suburb: Crofton Downs
Agree: No

I think that due to the council's mismanagement of the roads and general slow and painful destruction of the city, you should stop any new spending and focus on a return to when the city was better. A decade ago. Do that. Not worsen it.

Officer Response:

Thank you for taking the time to provide feedback on TR20-25 Austin Street, Mount Victoria – Formalise Resident Parking and No Stopping At All Times.

There are no physical changes to the on-street parking layout being proposed in TR20-25. This proposal is only to formalise the Residents Parking Spaces and No Stopping At All Times by updating the legal descriptions in our database to match the existing parking layout. Formalising these restrictions will ensure that they can be enforced when illegal parking occurs.

Name: Elizabeth
Suburb: Te Aro
Agree: No

Feedback Received

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There needs to be parking for drop offs and pickup for non-residents/visitors/couriers etc.

Officer Response:

Thank you for taking the time to provide feedback on TR20-25 Austin Street, Mount Victoria – Formalise Resident Parking and No Stopping At All Times.

This proposal is only to formalise the current on-street parking layout, meaning that no physical changes will be made. The existing unrestricted and coupon parking spaces on Austin Street will remain in place for use by visitors, couriers, non-residents etc.

We are proposing a change in your area

Kia ora,

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

Proposal:

| | |
|---|---|
| Reference | TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only Parking, Metered Parking and Metered Mobility Parking |
| Location – where we propose to make the change | Frank Kitts Park Underground Carpark, Wellington Waterfront |
| What we'd like to do | <ul style="list-style-type: none"> • Formalise two Metered Mobility Parking spaces • Formalise three Authorised Vehicles Only At All Times Parking spaces • Formalise fourteen Authorised Vehicles Only, Monday to Friday 4pm – 8am, Saturday to Sunday At All Times, and Metered Parking P480 Maximum Monday to Friday 8am – 4pm |
| Why we are proposing the change | <ul style="list-style-type: none"> • In August 2024, TR91-24 was approved to reopen the Frank Kitts Park carpark with P840 maximum metered parking, P840 maximum metered mobility parking and authorised vehicles only parking for the Wellington Rowing Club. • It was identified prior to the carpark being reopened in December 2024 that the original location of the two metered mobility parks made the spaces unfit for the use of mobility permit holders, due to the building design and the width of the spaces. • To improve accessibility for mobility permit holders, two wider mobility parks have been installed in a more suitable location in the carpark, which were converted from three standard-width parking spaces. • Three authorised vehicles only at all times spaces have been installed in the carpark for Waterfront operations purposes. These spaces provide close proximity to the Waterfront for Waterfront operations staff and contractors, while reducing the need for vehicle access on the Waterfront promenades. • The fourteen authorised vehicles only, Monday to Friday 4pm – 8am spaces are currently reserved for the use of the Wellington Rowing Club as part of their lease. To bring the restrictions for these spaces in line with the existing agreement with the Rowing Club, an additional authorised vehicles only, Saturday to Sunday at all times restriction has been installed for these spaces. • To increase parking availability for other users of the carpark, a metered parking P480 (8 hours) maximum Monday to Friday 8am – 4pm restriction has been installed for the fourteen reserved spaces, so that visitors to the Waterfront may utilise these spaces outside of their reserved restriction times. • To reflect the carpark's parking that is now in place, we are proposing to amend the restrictions added to the traffic restrictions schedule and formalise the above restrictions which were implemented prior to the opening of the carpark. |

We are proposing a change in your area

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| | |
|--|--|
| <p>Impact</p> | <p>Improvements</p> <ul style="list-style-type: none"> Improves the viability of business wellbeing Improves safety and accessibility for mobility park users <p>Net Parking Impact</p> <ul style="list-style-type: none"> Converting of one Metered Mobility Parking space to one Authorised Vehicles Only At All Times space Converting of three Metered Parking spaces to create two Mobility Parking spaces Converting of two Metered Parking spaces to two Authorised Vehicles Only At All Times spaces Addition of Authorised Vehicles Only Saturday to Sunday, At All Times and a P480 Metered Parking Restriction to the existing fourteen Authorised Vehicles Only spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> No Change |
| <p>Other options considered</p> | <p>Option 1:</p> <ul style="list-style-type: none"> Revert the mobility parking spaces to their original design. This option is not preferred as due to the carpark building’s design, the original north-most space is not accessible for mobility park users, nor are the spaces wide enough to provide sufficient access to the spaces. <p>Option 2:</p> <ul style="list-style-type: none"> Restrict the remaining authorised vehicles only parking spaces at all times. This option is not preferred as this does not align with the agreement in place with the Rowing Club that utilises these reserved spaces and reduces the availability of metered car parks outside of their authorised vehicles only restriction. |
| <p>How this relates to the parking policy</p> | <ul style="list-style-type: none"> Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. 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. |
| <p>Additional Information</p> | <ul style="list-style-type: none"> Annual parking revenue impact – negligible impact, Waterfront operations still forecast over \$400,000 total revenue per annum for the entire carpark. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Friday 21 February 2025 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you. |
| <p>Privacy</p> | <ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the |

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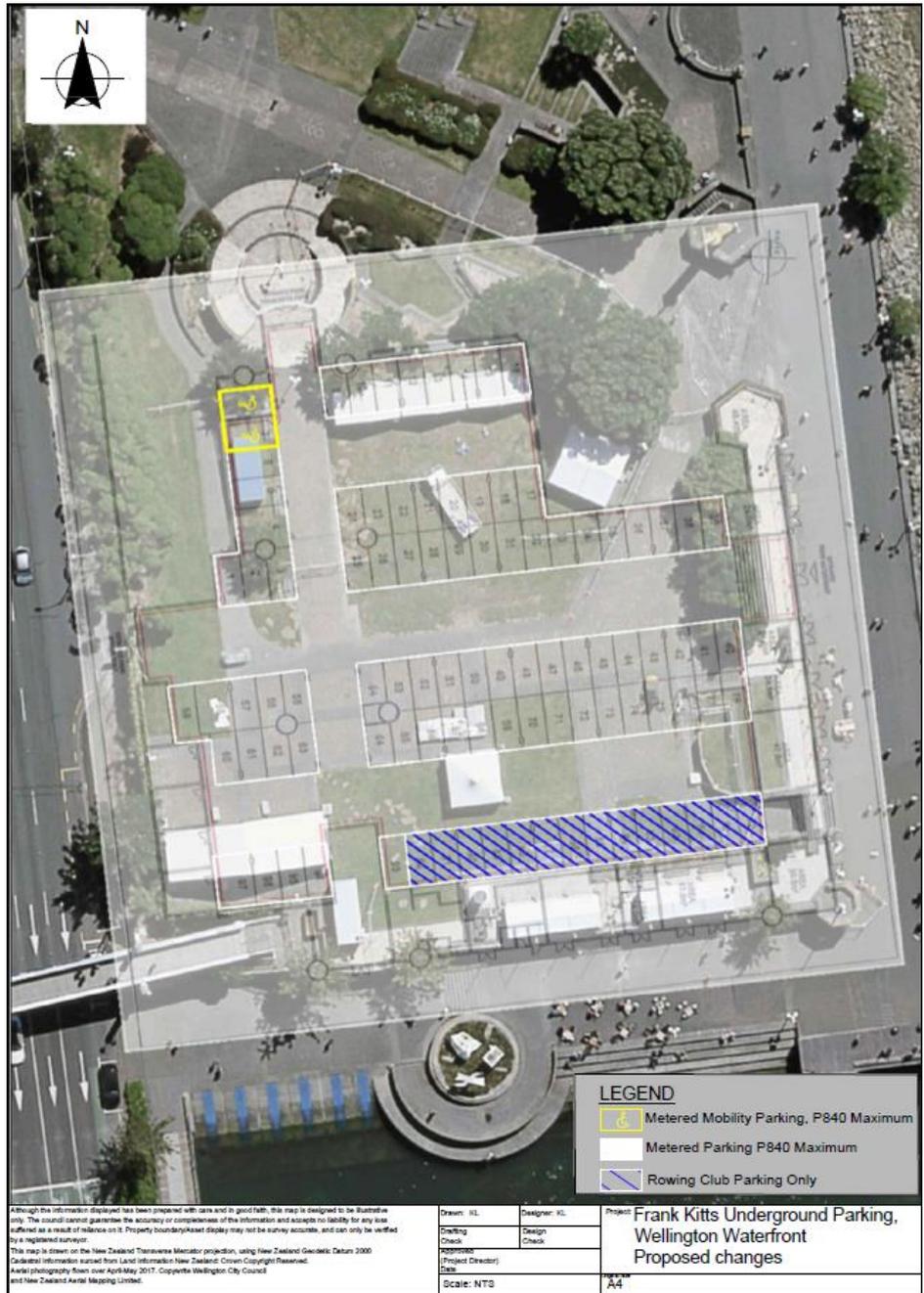
| | |
|-------------------|---|
| | <p>consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p> <ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council. |
| Feedback | <ul style="list-style-type: none">If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00am Friday 21 February 2025 and finishes at 5.00pm Friday 7 March 2025.</p> |
| Next Steps | <ol style="list-style-type: none">Feedback collated by Monday 10 March 2025.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Wednesday 9 April 2025.If approved, the proposal will be installed within the following three months. |

We are proposing a change in your area

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Figure 1: Restrictions to be deleted from the Traffic Restrictions Schedule

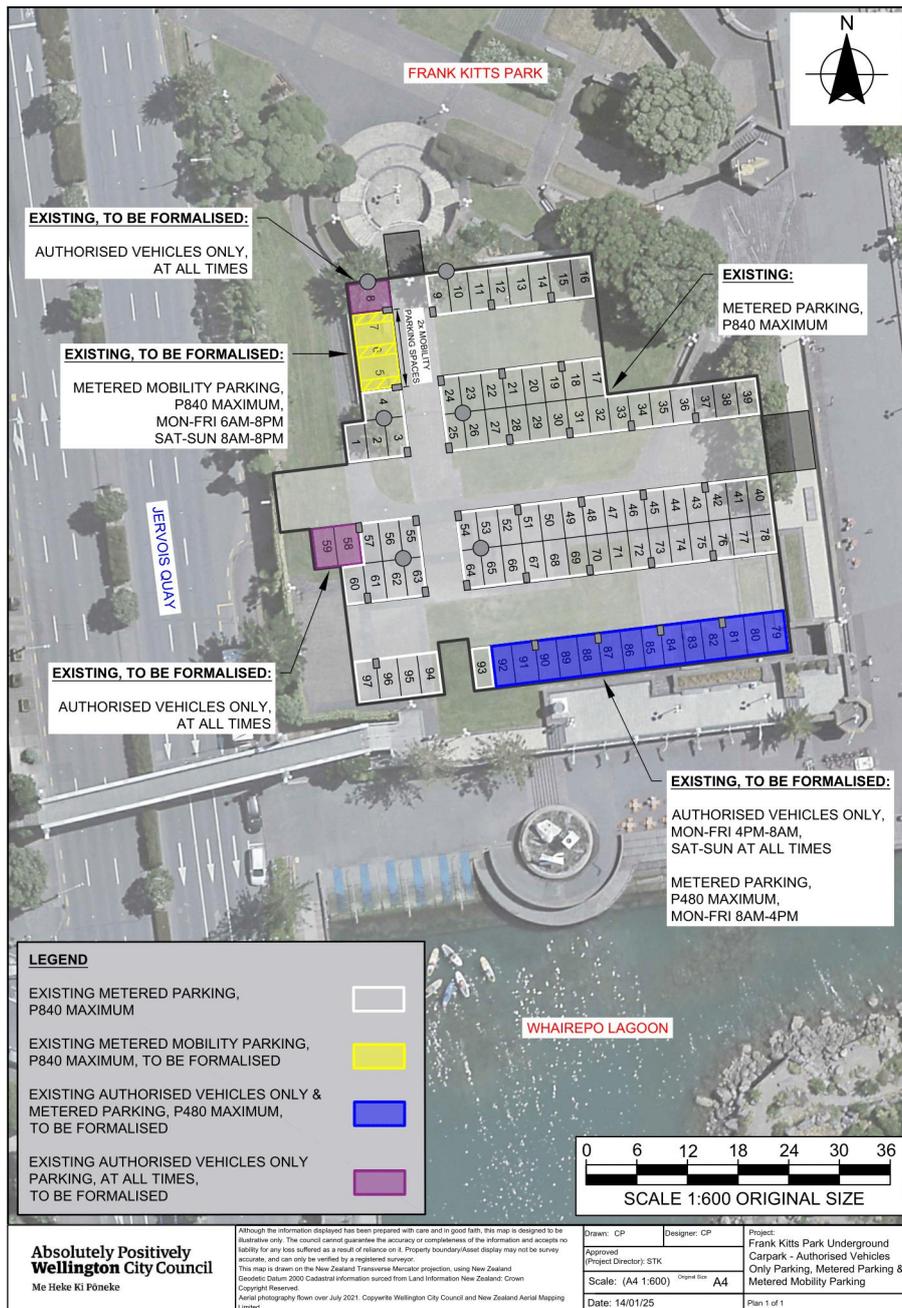
Traffic Resolution Plan: TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only Parking, Metered Parking and Metered Mobility Parking



We are proposing a change in your area

Figure 2: Proposed Existing restrictions to be formalised

Traffic Resolution Plan: TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only Parking, Metered Parking and Metered Mobility Parking



We are proposing a change in your area

Legal Description:

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

| Column One | Column Two | Column Three |
|---|--|---|
| Frank Kitts Park Underground Carpark | Authorised vehicles only, 4pm – 8am | Refer to attached map boundary of Rowing Club parking area. (Hatched blue Area) (Figure 1). |
| Frank Kitts Park Underground Carpark | Mobility Parking, At All Times, Metered P840 Maximum, Monday – Friday 6am-8pm, Saturday - Sunday 8am-8pm | See attached plan (Area outlined in yellow) (Figure 1). |

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

| Column One | Column Two | Column Three |
|---|---|-------------------------------|
| Frank Kitts Park Underground Carpark | Metered Parking, P840 Maximum, Monday – Friday 6am-8pm, Saturday - Sunday 8am-8pm | See attached plan (Figure 1). |

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

| Column One | Column Two | Column Three |
|---|---|--|
| Frank Kitts Park Underground Carpark | Authorised vehicles only, Monday to Friday 4pm – 8am, Saturday to Sunday At All Times | Refer to attached plan, figure 2 (Area highlighted in blue, 14 parking spaces). |
| Frank Kitts Park Underground Carpark | Authorised vehicles only, At All Times | Refer to attached plan, figure 2 (Area highlighted in purple, 3 parking spaces). |

We are proposing a change in your area

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| | | |
|---|---|--|
| Frank Kitts Park Underground Carpark | Metered Mobility Parking At All Times, P840 Maximum, Monday to Friday 6am-8pm, Saturday to Sunday 8am-8pm | Refer to attached plan, figure 2 (Area highlighted in yellow, 2 parking spaces). |
|---|---|--|

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

| Column One | Column Two | Column Three |
|---|---|---|
| Frank Kitts Park Underground Carpark | Metered Parking, P840 Maximum, Monday to Friday 6am - 8pm, Saturday to Sunday 8am - 8pm | Refer to attached plan, figure 2 (Area outlined in white, 77 parking spaces). |
| Frank Kitts Park Underground Carpark | Metered Parking, P480 Maximum, Monday to Friday 8am – 4pm | Refer to attached plan, figure 2 (Area highlighted in blue, 14 parking spaces). |

Prepared By: Charlotte Poi (Transport Engineer Assistant)
 Approved By: Kate Gourdie (Team Leader Traffic & Resolutions)
 Approved Date: 27/01/2025

Feedback Received

**Absolutely Positively
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Feedback

Name: Parth
Suburb: Te Aro
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only Parking, Metered Parking and Metered Mobility Parking. We appreciate your support on the proposed changes.

Name: Joan
Suburb: Johnsonville
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only Parking, Metered Parking and Metered Mobility Parking. We appreciate your support on the proposed changes.

Name: Richard
Suburb: Northland
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only Parking, Metered Parking and Metered Mobility Parking. We appreciate your support on the proposed changes.

Name: Tehmina
Suburb: Strathmore Park
Agree: Yes

No comment.

Officer Response:

Feedback Received

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Thank you for taking the time to provide feedback on TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only Parking, Metered Parking and Metered Mobility Parking. We appreciate your support on the proposed changes.

Name: Hilary
Suburb: Miramar
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only Parking, Metered Parking and Metered Mobility Parking. We appreciate your support on the proposed changes.

Name: Stefan
Suburb: Broadmeadows
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only Parking, Metered Parking and Metered Mobility Parking. We appreciate your support on the proposed changes.

Name: Dean
Suburb: Hataitai
Agree: No

Leave as is. A waste of time and resources to change the status quo.

Officer Response:

Thank you for taking the time to provide feedback on TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles only Parking, Metered Parking and Metered Mobility Parking.

The changes are required to reflect the existing parking layout and to enable enforcement of the spaces.

Feedback Received

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Name: Neil
Suburb: Paparangi
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only Parking, Metered Parking and Metered Mobility Parking.

Name: Eleonora
Suburb: Brooklyn
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only Parking, Metered Parking and Metered Mobility Parking.

Name: Stuart
Suburb: Johnsonville
Agree: No

Where is the motorcycle provision? You talk a good game about the road to zero carbon, and yet you don't allow anything for lower carbon motorcycles that don't add to congestion and need less parking space? Motorcycles are stolen at a shocking rate in the CBD, and a secure WCC park would be a g godsend.

Officer Response:

Thank you for taking the time to provide feedback on TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only Parking, Metered Parking and Metered Mobility Parking.

A review of motorcycle parking fees is currently under review, and will be heard by Koata Hātepe, the Council's Regulatory Processes Committee, on Wednesday 9th April 2025. Until this decision has been made no expansion of services will be confirmed in regard to motorcycle parking. However, we appreciate this feedback and will consider this for future Waterfront projects.

Feedback Received

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Currently, there are two dedicated Waterfront motorcycle parking areas on Lady Elizabeth Lane and on the laneway alongside Wellington Museum.

Name: Anne
Suburb: Karori
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only Parking, Metered Parking and Metered Mobility Parking.

Name: Alexandra
Suburb: Newtown
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only Parking, Metered Parking and Metered Mobility Parking. We appreciate your support on the proposed changes.

Name: John
Suburb: Crofton Downs
Agree: No

I think that due to the council's mismanagement of the roads and general slow and painful destruction of the city, you should stop any new spending and focus on a return to when the city was better. A decade ago. Do that. Not worsen it.

Officer Response:

Thank you for taking the time to provide feedback on TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only Parking, Metered Parking and Metered Mobility Parking.

The changes are proposed to reflect the current layout of Frank Kitts Underground Carpark. No further physical changes are required.

Feedback Received

**Absolutely Positively
Wellington City Council**
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Name: Elizabeth

Suburb: Te Aro

Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only Parking, Metered Parking and Metered Mobility Parking. We appreciate your support on the proposed changes.

Name: Caleb

Suburb: Newlands

Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR21-25 Frank Kitts Park Underground Carpark, Wellington Central – Authorised Vehicles Only Parking, Metered Parking and Metered Mobility Parking. We appreciate your support on the proposed changes.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

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

Proposal:

| | |
|---|---|
| Reference | TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking |
| Location – where we propose to make the change | Ganges Road, Khandallah between nos. 1 and 5 |
| What we'd like to do | <ul style="list-style-type: none"> Convert eight P10 Time Limited Parking spaces into eight P60 Time Limited Parking spaces |
| Why we are proposing the change | <ul style="list-style-type: none"> Council has received a petition from local businesses requesting the conversion of the P10 parking spaces between numbers 1 and 5 Ganges Road to be changed to P60 time-limited restriction. The Council reviewed the petition and carried out initial consultation by hand delivering letters to local businesses. The proposal recommended converting five P10 spaces to P60, while maintaining three P10 spaces to support short-term parking for businesses like takeaway shops. The feedback largely supported converting all eight spaces to P60, and as a result, Council officers have decided to go with the community's preference. The Council's original proposal to keep a mix of P10 and P60 spaces will remain as a secondary option, pending further feedback from businesses and the public as part of this traffic resolution. |
| Impact | <p>Improvements</p> <ul style="list-style-type: none"> Improves the viability of business wellbeing <p>Net Parking Impact</p> <ul style="list-style-type: none"> Converting eight P10 parking spaces to P60 parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> No Change |
| Other options considered | <p>Option 1:</p> <ul style="list-style-type: none"> Convert five spaces to P60 and retain three P10 spaces, this option is not preferred after consulting with local businesses in the area, however we will continue to receive feedback regarding this option. |
| How this relates to the parking policy | <ul style="list-style-type: none"> Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. |
| Additional Information | <ul style="list-style-type: none"> Average daily traffic count – 3394 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Friday 21 February 2025 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you. |
| Privacy | <ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: |

We are proposing a change in your area

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| | |
|-------------------|---|
| | <p>All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p> <ul style="list-style-type: none"> For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council. |
| Feedback | <ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00am Friday 21 February 2025 and finishes at 5.00pm Friday 7 March 2025.</p> |
| Next Steps | <ol style="list-style-type: none"> Feedback collated by Monday 10 March 2025. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Wednesday 9 April 2025. If approved, the proposal will be installed within the following three months. |

We are proposing a change in your area

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Traffic Resolution Plan: TR22-25 Ganges Road, Khandallah - Proposed P60 Time Limited Parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

| Column One | Column Two | Column Three |
|--------------------|--|--|
| Ganges Road | <i>P10 8:00am – 6:00pm (Monday – Sunday)</i> | <i>East side, commencing 11.5 metres south of its intersection with Agra Crescent (Grid Coordinates x= 1750049.0 m, y= 5432350.7 m), and extending in a southerly direction following the eastern kerbline for 20.0m metres.</i> |

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

| Column One | Column Two | Column Three |
|--------------------|---|---|
| Ganges Road | <i>Electric vehicles only parking, P120 Maximum, at all times</i> | <i>East side, commencing 31.5 metres south of its intersection with Agra Crescent (Grid Coordinates x= 1750049.0 m, y= 5432350.7 m), and extending in a southerly direction following the eastern kerbline for 3.4m metres. (1 angled park)</i> |

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

| Column One | Column Two | Column Three |
|--------------------|--|--|
| Ganges Road | <i>P60 8:00am – 6:00pm (Monday – Sunday)</i> | <i>East side, commencing 11.5 metres south of its intersection with Agra Crescent (Grid Coordinates x= 1750049.0 m, y= 5432350.7 m), and extending in a southerly direction following the eastern kerbline for 23.4m metres.</i> |

Prepared By: Tommy Wilson **(Transport Engineering Assistant)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 30/1/2025

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Joan
Suburb: Johnsonville
Agree: Yes

No comment.

Officer Response:

[Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking. We appreciate your support on the proposed changes.](#)

Name: Viv
Suburb: Ngaio
Agree: No

Hi, please accept this as my submission on the above.

I have previously asked Council to remove some of these P10 carparks and the response was “we have no plans for change at this time” so I am delighted Council is now moving on the issue.

The history is quite straightforward. The P10's were to allow the 40(?) odd post box holders quick and easy access to their boxes back when the building was a Post Office. That is no longer an issue and some could be converted. However I do NOT support the Resolution to convert them all, as at least 3 should remain P10's for high turnover carparks allied to the library and fast food outlets. I have lost count of the times I have wanted to return library books to the library (on the way home from somewhere else) and been unable to find a carpark to allow this. However, the nuance has been overlooked by Council. If some P10's were to remain, and I suggest this is equitable, then at least one should be on the other side of the road near the library. Otherwise all the P10's will be on the same side of the road – this includes the one at the other end of the angle parking area outside the dairy.

The two mobility parks are on 1 on side of the road and the P10's should be fairly distributed the same way.

Thank you for your time in reading this, which I have done on my own behalf as a regular user of the Khandallah Village parking. I do not wish to speak to this.

Officer Response:

[Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking.](#)

Initially, the Council was approached by local businesses to convert all the spaces to P60. However, officers decided to first retain some of the P10 spaces, particularly for the fast food establishments and the library. After receiving feedback largely supporting the conversion of all spaces to P60, and

Feedback Received

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no feedback from these locations in favor of keeping P10 spaces, it was decided to proceed with the option most supported by the businesses.

**Name: Angeline
Suburb: Ngaio
Agree: Yes**

Good idea.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking. We appreciate your support on the proposed changes.

**Name: Anna (on behalf of the Khandallah Business Association Committee)
Suburb:
Agree: Not Stated**

Hi,

I would like to provide feedback on TR22-25 Part of Ganges Road, Khandallah – Proposed P60 Time Limited Parking on behalf of the Khandallah Business Association Committee.

The Committee has collectively reviewed the proposal and would like to suggest that the majority of time limited parking spaces in the Village section of Ganges Road be made P120. This is with the exception of the two parking spaces in front of Khandallah Dairy which should remain P10.

The Committee feels that increasing the majority of time limited parking spaces to P120 will be of benefit to all businesses in the street and, in turn, their customers.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking.

The P60 time restriction ensures a sufficient turnover of vehicles for businesses in the area.

Converting all the parking spaces to P120 would reduce this turnover, making it more difficult for people to find an available spot.

If a change to P120 were to be considered, we would need full support from all businesses in the area. Given the scale of this change, which would impact not only the eight parking spaces but all the spaces within Khandallah Shopping Village, it cannot be addressed through this traffic resolution. It would require further consultation and engagement with the community.

Feedback Received

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Name: Richard
Suburb: Northland
Agree: Yes

Local businesses probably have a good view on their patrons needs and parking habits.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking. We appreciate your support on the proposed changes.

Name: Jan
Suburb: Khandallah
Agree: Yes

I agree with this so long as some of the parking spaces retain shorter time frames. If someone is simply doing a pizza pick-up spaces need to be available that allow for this.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking.

Council officers initially consulted with the business community to retain some of these spaces as P10 however, the feedback received was largely in favour of converting all the spaces to P60. Therefore, we are still proposing to convert all eight spaces to P60 based on the feedback we have received.

Name: Rosemary
Suburb: Khandallah
Agree: Yes

The P10 was only relevant when the Post Office was operating at 3/5 Ganges Road. Sadly yet another vital community service lost. The P60 would be more appropriate now so as to be able to spend time at the nearby cafes and shops. This signage should have been altered when the Post Office closed well over a year ago. It is good that the dairy further up Ganges Road now has its own P10 signage rather than a hand printed sign on a rubbish bin. Thank you.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking. We appreciate your support on the proposed changes.

The changes were brought to our attention recently through a petition from local businesses requesting these time restriction changes.

Feedback Received

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Name: Jan
Suburb: Khandallah
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking. We appreciate your support on the proposed changes.

Name: Julie
Suburb: Khandallah
Agree: Yes

The 10 minutes spaces were appropriate when the Post Shop was the adjacent business but now that the building is used by a restaurant at least 60 minutes is appropriate.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking. We appreciate your support on the proposed changes.

Name: Sarah
Suburb: Khandallah
Agree: Yes

It is very difficult to find parking spaces in the village to do shopping. Having these spaces change to 60min parks will make it easier to visit local cafes and the library.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking. Thank you for your support of the proposed changes and for sharing your local insights.

Name: Elizabeth
Suburb: Ngaio
Agree: Yes

No comment.

Officer Response:

Feedback Received

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Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking. We appreciate your support on the proposed changes.

Name: Stefan
Suburb: Broadmeadows
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking. We appreciate your support on the proposed changes.

Name: Dean
Suburb: Hataitai
Agree: Yes

A sensible decision that should just be done, not consulted on.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking. We appreciate your support on the proposed changes.

Consultation on traffic resolutions are essential, as it provides us, as Council Officers, valuable insight into how these changes impact the community. Furthermore, the feedback enables us to make any necessary adjustments to the proposal, informed by the local knowledge of the community.

Name: Neil
Suburb: Paparangi
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking.

Feedback Received

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Name: Mike
Suburb: Ngaio
Agree: Yes

Agree with the reasons given and that you have already gained support from the local retail community. I park there several times a week and often find the short-term parks are empty while the P60 parks are full.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking. Thank you for your support of the proposed changes and for sharing your local insights.

Name: Eleonora
Suburb: Brooklyn
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking. We appreciate your support on the proposed changes.

Name: Emma
Suburb: Khandallah
Agree: Yes

I'd be happy with either 3 P10 and 5 P60 spaces or 8 P60 spaces. It is useful to have at least a couple of P10 spaces somewhere along Ganges Road.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking. We appreciate your support on the proposed changes.

The feedback largely supports converting all eight to P60. There are a couple of P10 spaces further down Ganges Road outside the dairy for short stay parking.

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Name: Anne
Suburb: Karori
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking. We appreciate your support on the proposed changes.

Name: Thomas
Suburb: Khandallah
Agree: Yes

There is no need for these to be 10 minute parks.

There is not enough longer period parks in the village so these would be better allowing 60 minutes.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking. We appreciate your support on the proposed changes.

Name: Roxie
Suburb: N/A
Agree: Not Stated

Kia ora,

My vote would be for 5 of the spaces to be converted to 60 minutes and retaining 3 at 10 minutes.

Kind regards.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking.

Feedback Received

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Council officers initially consulted with the businesses to retain some of these spaces as P10 however, the feedback received was largely in favour of converting all the spaces to P60.

Name: John
Suburb: Crofton Downs
Agree: No

I think that due to the council's mismanagement of the roads and general slow and painful destruction of the city, you should stop any new spending and focus on a return to when the city was better. A decade ago. Do that. Not worsen it.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking.

The proposed changes stem from a petition and request made by local businesses to convert the P10 spaces to P60. These adjustments aim to support businesses in the area and ensure that parking time restrictions align with the needs of their customers.

Name: Elizabeth
Suburb: Te Aro
Agree: No

2 hours should be allowed.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking.

The P60 time restriction ensures a sufficient turnover of vehicles for businesses in the area. Converting all the parking spaces to P120 would reduce this turnover, making it more difficult for people to find an available spot.

Name: David
Suburb: Khandallah
Agree: Yes

I support the petition by local businesses as they are the ones most affected and see on a daily basis what the parking patterns are.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed

Feedback Received

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P60 Time Limited Parking. We appreciate your support on the proposed changes.

Name: John
Suburb: Ngaio
Agree: No

I would like the option of 3 x P10 to remain. This supports retail, the library and the takeaway business as well as the public toilets. Option 2 was not in the original petition.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking.

The original petition from the local business community requested the conversion of eight spaces from P10 to P60. In response, Council officers sought additional input by proposing to retain three P10 spaces. However, the feedback received was overwhelmingly in favor of converting all the spaces to P60. No support for keeping the P10 spaces came from fast food establishments, library staff, or customers. As a result, it was decided to proceed with the original request, which is reflected in this proposed traffic resolution.

Name: Caleb
Suburb: Newlands
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR22-25 Ganges Road, Khandallah – Proposed P60 Time Limited Parking. We appreciate your support on the proposed changes.

Feedback Received

Kia ora,

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

Proposal:

| | |
|---|---|
| Reference | TR23-25 Hutt Road, Kaiwharawhara – Proposed P15 Time Limited Parking |
| Location – where we propose to make the change | Outside no. 172 Hutt Road, Kaiwharawhara |
| What we'd like to do | <ul style="list-style-type: none"> Convert three of the existing P10 7-9:30am, 4-6pm, Monday – Friday spaces, to three P15 8am-6pm, Monday – Sunday spaces |
| Why we are proposing the change | <ul style="list-style-type: none"> Wellington City Council has received a request from a local business to convert some existing pick-up and drop-off spaces into P15 parking spaces. Council officers have reviewed the request and, to improve parking turnover, have proposed converting three spaces to P15 time-restricted parking, as shown in the plan below. |
| Impact | <p>Improvements</p> <ul style="list-style-type: none"> Improves the viability of business wellbeing Improves parking availability <p>Net Parking Impact</p> <ul style="list-style-type: none"> Converting of three P10 spaces to P15 parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> No Change |
| Other options considered | <p>Option 1:</p> <ul style="list-style-type: none"> Convert fewer parks to P15. <p>Option 2:</p> <ul style="list-style-type: none"> Convert more parks to P15. <p>However, neither of these are preferred options as local businesses only requested three spaces to be P15.</p> |
| How this relates to the parking policy | <ul style="list-style-type: none"> Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. |
| Additional Information | <ul style="list-style-type: none"> Average daily traffic count – 19,864 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Friday 21 February 2025 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you. |
| Privacy | <ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the |

Feedback Received

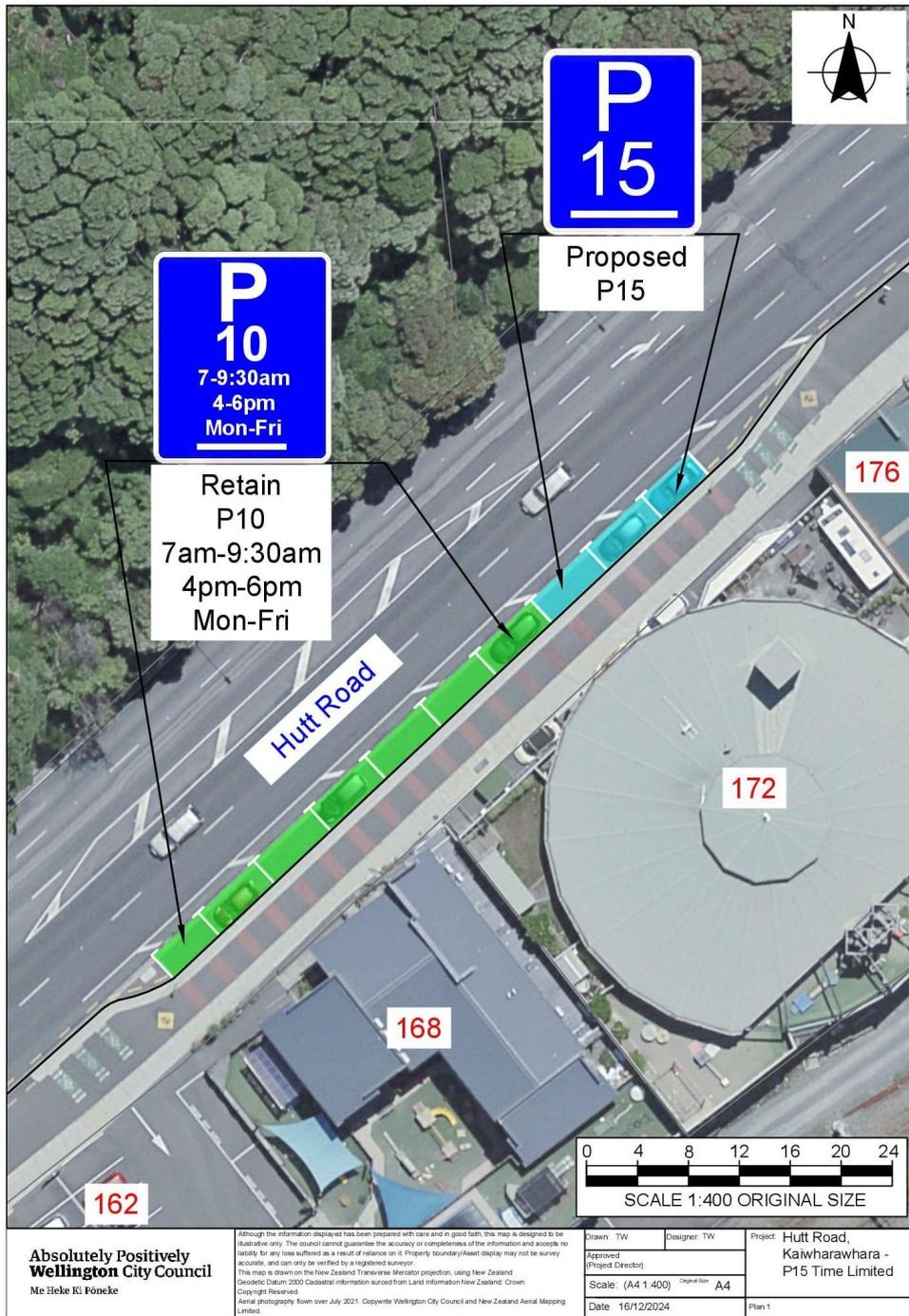
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| | |
|------------|---|
| | <p>consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p> <ul style="list-style-type: none"> For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council. |
| Feedback | <ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00am Friday 21 February 2025 and finishes at 5.00pm Friday 7 March 2025.</p> |
| Next Steps | <ol style="list-style-type: none"> Feedback collated by Monday 10 March 2025. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Wednesday 9 April 2025. If approved, the proposal will be installed within the following three months. |

Feedback Received

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Traffic Resolution Plan: TR23-25 Hutt Road, Kaiwharawhara – Proposed P15 Time Limited Parking



Feedback Received

Legal Description:

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

| Column One | Column Two | Column Three |
|------------------|--|---|
| Hutt Road | <i>P10, 7am-9:30am 4-6pm Monday – Friday</i> | <i>Southeast side, commencing 990 metres north of its intersection with Aotea Quay, Hutt Road Overbridge 1st Abut (Grid coordinates X=1,749,575.03m Y=5,430,447.30m) and extending in a northerly direction following the south eastern kerb line for 41 metres.</i> |

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

| Column One | Column Two | Column Three |
|------------------|--|---|
| Hutt Road | <i>P15 8am-6pm Monday – Sunday</i> | <i>Southeast side, commencing 1,031 metres north of its intersection with Aotea Quay, Hutt Road Overbridge 1st Abut (Grid coordinates X=1,749,575.03m Y=5,430,447.30m) and extending in a northerly direction following the south eastern kerb line for 17 metres.</i> |

Prepared By: Tommy Wilson (Transport Engineering Assistant)
Approved By: Kate Gourdie (Team Leader Traffic & Resolutions)
Approved Date: 31/1/2025

Feedback Received

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Feedback

Name: Joan
Suburb: Johnsonville
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR23-25 Hutt Road, Kaiwharawhara – Proposed P15 Time Limited Parking. We appreciate your support on the proposed changes.

Name: Richard
Suburb: Northland
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR23-25 Hutt Road, Kaiwharawhara – Proposed P15 Time Limited Parking. We appreciate your support on the proposed changes.

Name: Jan
Suburb: Khandallah
Agree: Yes

It seems only fair & reasonable that to do a pick-up you need more than 10 mins to get a child packed up & restrained properly in the car.

Officer Response:

Thank you for taking the time to provide feedback on TR23-25 Hutt Road, Kaiwharawhara – Proposed P15 Time Limited Parking. We appreciate your support on the proposed changes.

Name: Julie
Suburb: Khandallah
Agree: Yes

Users of the childcare centre with more than one child or with anxious children may need more than ten minutes to settle their children into the centre or to collect them so some 15 minute spots are appropriate.

Officer Response:

Feedback Received

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Thank you for taking the time to provide feedback on TR23-25 Hutt Road, Kaiwharawhara – Proposed P15 Time Limited Parking. We appreciate your support on the proposed changes.

Name: Stefan
Suburb: Broadmeadows
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR23-25 Hutt Road, Kaiwharawhara – Proposed P15 Time Limited Parking. We appreciate your support on the proposed changes.

Name: Dean
Suburb: Hataitai
Agree: Yes

Go for it. Sensible call. Why consult?

Officer Response:

Thank you for taking the time to provide feedback on TR23-25 Hutt Road, Kaiwharawhara – Proposed P15 Time Limited Parking. We appreciate your support on the proposed changes.

Consultation is a key part of the regulatory process, allowing us to understand the community impact and gather valuable insights and local knowledge, which help Council Officers determine whether adjustments to the proposal are necessary.

Name: Neil
Suburb: Paparangi
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR23-25 Hutt Road, Kaiwharawhara – Proposed P15 Time Limited Parking.

Name: Eleonora
Suburb: Brooklyn
Agree: Yes

Feedback Received

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No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR23-25 Hutt Road, Kaiwharawhara – Proposed P15 Time Limited Parking. We appreciate your support on the proposed changes.

Name: Anne
Suburb: Karori
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR23-25 Hutt Road, Kaiwharawhara – Proposed P15 Time Limited Parking. We appreciate your support on the proposed changes.

Name: John
Suburb: Crofton Downs
Agree: No

I think that due to the council's mismanagement of the roads and general slow and painful destruction of the city, you should stop any new spending and focus on a return to when the city was better. A decade ago. Do that. Not worsen it.

Officer Response:

Thank you for taking the time to provide feedback on TR23-25 Hutt Road, Kaiwharawhara – Proposed P15 Time Limited Parking.

The changes enhance the parking time restrictions to better support local businesses.

Name: Elizabeth
Suburb: Te Aro
Agree: No

Too short a time allowed.

Officer Response:

Thank you for taking the time to provide feedback on TR23-25 Hutt Road, Kaiwharawhara – Proposed P15 Time Limited Parking.

Feedback Received

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Council officers propose a P15 time restriction based on the request from the nearby businesses in the area.

Name: James
Suburb: Newtown
Agree: Yes

Open up road for faster traffic flow – cars and cycles.

Officer Response:

Thank you for taking the time to provide feedback on TR23-25 Hutt Road, Kaiwharawhara – Proposed P15 Time Limited Parking. We appreciate your support on the proposed changes.

Name: Caleb
Suburb: Newlands
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR23-25 Hutt Road, Kaiwharawhara – Proposed P15 Time Limited Parking. We appreciate your support on the proposed changes.

COMPLIANCE WITH THE SPEED LIMIT RULE 2024 - SPEED LIMIT REVERSALS

Kōrero taunaki | Summary of considerations

Pūtake | Purpose

1. This report fulfils Council's requirement to reverse speed limits on roads where the speeds were reduced on or after 1 January 2020 as per the Land Transport Rule: Setting of Speed Limits 2024 ("Setting of Speed Limits Rule").

Hāngai ki te rautaki | Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include:
 - Social Wellbeing – A city of healthy and thriving whanau and communities.
 - Urban Form – A liveable and accessible, compact city.

Ngā whakataunga whaitake ō mua | Relevant previous decisions

3. There have been several projects in which Traffic Resolutions presented to the Koata Hātepe | Regulatory Processes Committee have been proposed which involved reducing speed limits within the city. The greatest proportion of these speed limit reductions have been made for projects associated with Bike Network Plan and the Transitional Cycleway projects.
4. On 19 May 2022 the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) came into force. The Rule required each territorial authority to prepare a speed management plan and set speed limits.
5. On [02 February 2023](#), Pūroro Āmua | Planning & Environment Committee, revoked Part 6: Speed Limits of the Wellington Consolidated Bylaw 2008 (Speed Limits Bylaw) which was a necessary step to adhere to the new process of setting speed limits nationwide under the Land Transport Rule: Setting of Speed Limits 2022.
6. On [15 September 2022](#) Pūroro Āmua | Planning & Environment Committee, the draft Approach to Speed Management was approved by council, setting the direction for the development of a draft Speed Management Plan for Wellington City.
7. On [27 April 2023](#) Pūroro Āmua | Planning & Environment Committee, considered the resulting draft Speed Management Plan, which had been developed in line with the approved approach, and in compliance with the Rule This plan proposed that the speed limit be reduced to 30 km/h across much of Wellington City.
8. Mid-consultation of the Speed Management Plan, a discrepancy was identified with the benefit cost calculation of the plan resulting in the consultation being stopped. On [11 October 2023](#) Unaunahi Māhirahira | Audit and Risk Committee was provided findings and recommendations from two independent reviews into the events and processes surrounding the release (under LGOIMA) of a peer reviewed Benefit Cost Ratio (BCR) calculation spreadsheet which contained both personal information and an error in the BCR calculations.

Whakaaro ahumoni | Financial considerations

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

9. Reversing the speed limits across all qualifying streets will incur direct costs of approximately \$150,000. This has been budgeted for in the Long-term Plan.

Tūraru | Risk

Low Medium High Extreme

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

| | |
|----------------------------|--|
| Authors | Anna Tasker, Business Support Officer Soon Teck Kong, Transport Engineering and Operations Manager Dennis Davis, Principal Transport Engineer Rebecca Adams, Chief Advisor to CIO |
| Kaiwhakamana Authorisers | Brad Singh, Transport and Infrastructure Manager Jenny Chetwynd, Chief Infrastructure Officer |

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Note that the Setting of Speed Limits Rule requires speed limits to be reversed.
3. Agree to the following speed limits changes, as required by the Setting of Speed Limits Rule:
 - 3.1 Adelaide Road: 2287-2502 (From 30 km/ hour to 50km/ hour).
 - 3.2 Rintoul Street: 72-419 (From 30 km/ hour to 50km/ hour).
 - 3.3 The Parade: 0-101 (From 30 km/ hour to 50km/ hour).

Whakarāpopoto | Executive Summary

11. Council is required to set speed limits for certain roads in accordance with the Land Transport Rule: Setting of Speed Limits 2024. Three roads have been identified as captured by the Rule – with changes from 30km/h to 50km/h required.

Kōwhiringa | Options:

Option One – Agree to the speed limit changes as proposed in this report.

12. Suggested resolution in Taunakitanga | Officers' Recommendations.

Option Two – Take no action

13. This would result in a breach of the Speed Limits Rule. Officers do not recommend taking this action.

Takenga mai | Background

14. On 19 May 2022 the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) came into force. The Rule required each territorial authority to prepare a speed management plan and set speed limits.
15. On [02 February 2023](#), Pūroro Āmua | Planning & Environment Committee, revoked Part 6: Speed Limits of the Wellington Consolidated Bylaw 2008 (Speed Limits Bylaw) which was a necessary step to adhere to the new process of setting speed limits nationwide under the Land Transport Rule: Setting of Speed Limits 2022.
16. On [15 September 2022](#) Pūroro Āmua | Planning & Environment Committee, the draft Approach to Speed Management was approved by council, setting the direction for the development of a draft Speed Management Plan for Wellington City.
17. On [27 April 2023](#) Pūroro Āmua | Planning & Environment Committee, considered the resulting draft Speed Management Plan, which had been developed in line with the approved approach, and in compliance with the Rule This plan proposed that the speed limit be reduced to 30 km/h across much of Wellington City.
18. Mid-consultation of the Speed Management Plan, a discrepancy was identified with the benefit cost calculation of the plan resulting in the consultation being stopped. On [11 October 2023](#) Unaunahi Māhirahira | Audit and Risk Committee was provided findings and recommendations from two independent reviews into the events and processes surrounding the release (under LGOIMA) of a peer reviewed Benefit Cost Ratio (BCR) calculation spreadsheet which contained both personal information and an error in the BCR calculations.
19. On 30 October 2024, the [Land Transport Rule: Setting of Speed Limits 2024](#), came into force. This rule sets out criteria, requirements and procedures to be followed by Road Controlling Authorities when reviewing and setting speed limits for roads within their respective jurisdictions. It also revokes and replaces the Land Transport Rule: Setting of Speed Limits 2022.

Kōrerorero | Discussion

20. Clause 11.2 of the Setting of Speed Limits Rule requires speed limits which were changed on or after 1 January 2020 on certain roads to be reversed back to their original limit.
21. The roads to which the “reversal” provisions apply must be specified roads which are defined as:
 - a) A road that:
 - Is a local street (residential or neighbourhood) AND
 - For which Council set a permanent speed limit of 30km/h on or after 1 January 2020; AND
 - The reason or one of the reasons for setting that speed limit was because there is a school in the area; OR
 - b) A road that:
 - Is an urban connector, transit corridor, interregional connector, or rural connector; AND
 - Council set a permanent speed limit on or after 1 January 2020; AND

-
- For which the previous speed limit is higher than the amended speed limit.
22. Council is required to make these changes before 1 May 2025, with the speed limit coming into force on or before 1 July 2025.
23. Not complying with the Rule means that NZTA can step in and effectively force or make the decisions for us. If that is done, Council cannot touch the speed limits in those areas for another 3 years, unless NZTA gives us approval.
24. The following are exceptions under the rule:
- a) The speed limit for the road was set using clause 12.6 of the Land Transport Rule: Setting of Speed Limits 2022 (which relates to correcting speed limits during the pre-interim period under that Rule).
 - b) The road is outside a school gate – in which case a variable speed limit may be set.
 - c) It would be inappropriate to revert to the previous speed limit due to a “significant change in the land use adjacent to the road”¹ since 31 December 2019.

¹ Note this relates to land use adjacent to the road, and not changes to the road itself.

25. Reviewing decisions made since 2020 generated the following list of roads:

| |
|---|
| ADELAIDE RD: from #498c to #535 |
| ARO ST: Willis Street intersection to #36 (Extension to Aro Street town centre which is an activity street) |
| ARO ST: from #117 to #177 (Extension to Aro Street town centre which is an activity street) |
| BEAUCHAMP ST: Karori Road intersection to #9 (Gated leads into Karori Road) |
| BUNNY ST: Waterloo Quay to Featherston Street |
| BUNNY ST-NORTH: Waterloo Quay to Featherston Street |
| CAMPBELL ST: Karori Road intersection to #5 (Gated leads into Karori Road) |
| KARORI RD: #225 to #279 |
| KARORI RD: #131 to #167 |
| LAMBTON QUAY: Bowen Street intersection to Mulgrave Street |
| LAMBTON QUAY-EAST: Bowen Street intersection to Mulgrave Street |
| PARKVALE RD: Karori Road intersection to #18 (Gated leads into Karori Road) |
| RINTOUL ST: from #11 to #77 |
| THE PARADE: from #1 to #32 |
| TINAKORI RD: Hill Street intersection to #265 (Extension to Tinakori town centre which is an activity street) |

26. These roads have been classified in accordance with the [One Network Framework](#) (ONF) which is a tool to help establish transport network function, performance measures, operating gaps and potential interventions for each road and street type.



Figure 1 Description of street classifications as per the ONF

27. In 2021, all Road Controlling Authorities went through an exercise of classifying their roads into their current state ONF, the results of which were moderated at a national level. Some of the roads on this list were classified, at that time, as “urban connectors”. However, the Setting of Speed Limits Rule contains its own definition of urban connectors, as follows: “streets that provide for the movement of people and goods between different parts of urban areas, with low levels of interaction between the

adjacent land use and the street.”² As such, there are a number of roads on the above list, that are “lead-in” roads to activity streets and so have been deemed to not fully fulfill the definition of an urban connector as specified in the speed limit rule.

28. Taking this into account, means that there are only three streets on the list that fully fulfill the requirements for speed limit reversals. These are:

- a) Adelaide Road: 2287-2502
- b) Rintoul Street: 72-419
- c) The Parade: 0-101

29. These road sections will require their speeds to be reversed from 30km/ hour to 50km/ hour, being the speed that was in place prior to the decision to make the speed 30km/h.

Future Speed Setting Process

30. If Council wishes to consider changes to speed limits in the future, the Land Transport Rule: Setting of Speed Limits 2024 sets out processes that must be followed.

31. In the event Council has published a speed management plan, a speed limit may be set as proposed by that plan. The Setting of Speed Limits Rule outlines the process for setting a speed management plan.

32. An alternative method is available, where there is no speed management plan in place, which requires seeking the Director of NZTA’s approval for the setting of the speed limit.

33. The Setting of Speed Limit Rule prohibits Council from undertaking any of these processes prior to 1 July 2025. Effectively, the reversal decisions must be made, and then, following 1 July, Council may undertake a “fresh” process.

34. It is open to Council to undertake these processes following this decision. Officers will be able to provide further advise on these processes.

Legal Considerations

35. The Setting of Speed Limits Rule requires the reversal of speed limit decisions made on or after 1 January 2020 in relation to “specified roads.”

36. Specified road is defined as:

1. A road –
 - That is a local street;
 - For which Council set a permanent speed limit of 30km/h on or after 1 January 2020;
 - The reason or one of the reasons for setting that speed limit was because there is a school in the area OR
2. A road
 - That is an urban connector, transit corridor, an interregional connector, or a rural connector

² Land Transport Rule: Setting of Speed Limits 2024, Schedule 3, Table 1, Number 3.

- For which Council set a permanent speed limit on or after 1 January 2020; and
- For which the previous speed limit is higher than the amended speed limit.

37. Limited exceptions to the requirement to reverse decisions apply as follows:

- If the road is outside a school gate, a variable speed limit may be set.
- If there has been a significant change to the adjacent land use, and it would be inappropriate to revert to the previous speed limit. For example, there has been a new residential development built.

38. There are no general exceptions for safety, public support or other considerations.

39. If this reversal does not take place, NZTA has the power to set the speed limit itself. If NZTA takes this action, Council is prohibited from changing the speed limit for that road for a period of 3 years, unless the Director of NZTA gives permission.

40. Council is not permitted to set another speed limit for the road prior to 1 July 2025. However, following 1 July 2025, Council may undertake other speed limit processes if it wishes.

Ngā mahinga e whai ake nei | Next actions

41. The signs and markings on the listed streets will be changed and the new speed limits will be recorded in the National Speed Limit Register.

Ngā Āpitihanga | Attachments

Nil

TRAFFIC RESOLUTION TO SUPPORT THE IMPLEMENTATION OF METERED MOTORCYCLE PARKING

Kōrero taunaki | Summary of considerations

Pūtake | Purpose

1. This report seeks the Committee's approval to implement metered motorcycle parking in the Central City.

Hāngai ki te rautaki | Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include collaborating with our communities to mitigate and adapt to climate change; the transformation of our transport system to move more people with fewer vehicles; and overall contributing to the economic wellbeing of the city.

Ngā whakataunga whaitake ō mua | Relevant previous decisions

3. On 30 May 2024 at the Ordinary Meeting of Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee, the Committee agreed to implement a motorcycle parking fee in the Central City of up to \$2.50 per hour, and that the specifics of the fee structure will be determined through a separate Traffic Resolution consultation process that will follow the LTP process.

Te tāpua | Significance

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

Whakaaro ahumoni | Financial considerations

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

5. The 2024-2034 LTP includes an expected revenue return of \$1,067,251.65 per annum from metered motorcycle parking.
6. There is funding in the 2024-2034 LTP parking programme budget for the implementation of metered motorcycle parking in the Central City.
7. The options presented in this paper have different financial returns. The recommended option aligns with the revenue expectations set in the 2024-2034 LTP. Should a different option be selected by the Council, then this would need to be reflected in the budget. Should a lower revenue option be selected then an alternative revenue source would be required to make up the shortfall.

Tūraru | Risk

Low Medium High Extreme

8. The proposal is considered low risk.

9. The main risk is not attaining the revenue expectations listed in the LTP. The revenue modelling extrapolates real-world data with a number of assumptions. The impacts of behaviour change following the implementation of metered parking is largely unknown, and was one of the key topics highlighted in the public consultation. Therefore, the models can be used as forecasts only. Should users behave significantly different to the assumptions listed in the Project Report, WCC may either under- or over-realise the revenue expectations. These can be adjusted in coming Annual Plan processes if required.

| | |
|---------------------------|--|
| Authors | Peter Jones, Project Development Manager - EV Chargers Paul Barker, Street Transformation Manager |
| Kaiwhakamana Authoriser | Vida Christeller, Manager City Design Liam Hodgetts, Chief Planning Officer |

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Approve Traffic resolution TR05/25 with the following change:
 - 2.1 Change enforcement from 7 days a week to only be Monday to Friday.

Whakarāpopoto | Executive Summary

10. On 30 May 2024 at the Ordinary Meeting of Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee, the Committee agreed to implement a motorcycle parking fee in the Central City of up to \$2.50 per hour, and that the specifics of the fee structure will be determined through a separate Traffic Resolution consultation process that will follow the LTP process.
11. Metered motorcycle parking was included in the 2024-2034 Long Term Plan public consultation process. 43% of submissions were in favour of the proposal, and 42% were in opposition.
12. Following an analysis of the use of the on-street dedicated motorcycle parking assets in Wellington, WCC consulted the public on a draft traffic resolution where the proposed option was to apply metered rates to all Central City motorcycle parks from 8am-8pm from Monday to Sunday with a cost of \$1.00 per hour and no daily cap. This option fulfilled the financial return included in the 2024-2034 LTP according to the modelling developed by officers. Other options we considered were available on the project website during the consultation.
13. The public consultation ran from 11 November – 1 December 2024 and Council received 1645 written and heard 38 oral submissions over 3 days in February 2025. Approximately 80% of the 1645 respondents opposed the proposal.

14. To meet the expectations set during the long-term planning process, including raising council's annual parking revenue by \$1.067m³, the officer recommendation is to proceed the application of metered fees for motorcycle parking in the Central City. It is recommended that the fee is set at \$1.00 per hour Monday to Friday instead of Monday to Sunday as proposed prior to consultation. This is in line with the 2020 Parking Policy.
15. Currently, some motorcycle users park on the street outside of the dedicated motorcycle parking spaces. This is non-compliant, but not currently enforced by WCC. If this TR is approved, WCC would need to start enforcement. If this does not take place, then there is likely to be an increase in non-compliant parking. The consequences of this include reduced financial return from this intervention and congestion/blockages on the road corridor/footpaths.

Takenga mai | Background

16. Wellington City Council publicly consulted on paid motorcycle parking in 2011⁴. A Motorcycle Parking Review was presented to the 4 August 2011 Strategy and Policy Committee for decision. The summary recommendations from this paper were: 1) Agree in principle that parking fees should not be excluded from the mix of demand management regulations that could be applied to motorcycle parking in the central area, and that any fees for motorcycle parking will only be introduced subject to public consultation through the LTP process, and that if councillors agree in the future to introduce charging for motorcycle parking, then officers will report back with further advice relating to the recommended method of implementing fees, and suggested fee levels.
17. From 12 April to 12 May 2024, Council undertook consultation on its proposed 2024-2034 Long Term Plan. This included a proposal to move Central City motorcycle parking from free to paid. It was anticipated that this would increase Council's parking revenue by \$1,067,251.65 per annum.
18. During LTP consultation we received 3,163 submissions on the proposed metered parking. 43% of submissions were in favour of the proposal, and 42% were in opposition.
19. On 30 May 2024 at the Ordinary Meeting of Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee, the Committee agreed to implement a motorcycle parking fee in the Central City of up to \$2.50 per hour, and that the specifics of the fee structure will be determined through a separate Traffic Resolution consultation process that will follow the LTP process. This paper fulfils the Traffic Resolution required for decision-making.
20. Officers conducted in-person surveys in August and September 2024 to ascertain data on the use of motorcycle parking bays in the Central City. This was used to model potential financial returns based on differing metered rates, daily caps, times, and geographic scopes.

³ <https://www.transportprojects.org.nz/assets/Modules/DocumentGrid/2024-34-longtermpplan-volume-one.pdf>

⁴ https://wellington.govt.nz/-/media/your-council/meetings/committees/strategy-and-policy-committee/2011/08/04/files/4_august_2011_report_5_forward_programme.pdf?la=en&hash=5BFBB3AB0104631FBAA19D888FEB3E2A9836F348

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21. The results of this modelling were presented in a Project Report⁵, alongside the proposed traffic resolution (appended to this paper). These documents were presented to the public for consultation in November and December 2024. 8 potential options for metered motorcycle parking were presented, with the recommended option to apply metered parking across all Central City motorcycle parks at \$1.00 per hour from Monday to Sunday, 8am-8pm with no daily cap. This was the recommended option primarily based on 1) its alignment with the 2020 WCC Parking Policy; 2) its modelled financial outcome aligning with LTP expectations; and 3) its equitable area cost to the user compared to the area cost of car parking in the Central City.
 22. 1645 written submissions were received. 80% of these did not support the proposal. 11% would support the proposal with changes. 8% supported the proposal. These submissions are available to view on the website ([part one](#) and [part two](#)). 35 oral submissions were also heard. 83% of those who registered for oral submissions did not support the proposal. 13% would support the proposal with changes. 4% supported the proposal. The key themes of the submissions have been summarised. Officers have responded to these. This is appended to this paper and summarised below in the paragraphs 31 to 38.

Kōrerorero | Discussion

23. On-street parking for all modes is an important albeit small part of the parking provision in the Central City.
24. The following section is from the Parking Policy 2020: *Competition for motorcycle parking is already high and as competition for public onstreet road space increases, it is expected that long-stay or commuter motorcycle parking in the Central City will need to shift to commercial off-street parking facilities. It is likely that time restrictions or pricing will need to be introduced to manage demand. The Council will prioritise short-stay parking and access to facilities and services in the city for motorcycles over long-stay or commuter parking. The management tools will apply bay by bay and not necessarily be applied to all motorcycle parking bays in all locations in the Central City at the same time. The management tool used will reflect the demand and use pattern in that area, which will vary during the day and during the week.*
25. The Parking Policy specifies that where demand for parking is high (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds three hours, and non-compliance is high), parking management tools can be implemented.
26. The data collected from the surveys for this project found occupancy to be above 85% in 41 out of the surveyed 58 motorcycle parking bays at peak times in the Central City.
27. Section 4.6.3 of the WCC Parking Policy⁶ lists the parking management tools that are able to be implemented based on the parking space hierarchy for the Central City.
28. To make the best use of parking spaces (not over or under-occupied), the price per hour needs to be high enough to reduce demand when occupancy is over 85 percent and low enough to maintain average occupancy above 50 percent. The parking space

⁵ <https://www.transportprojects.org.nz/assets/Modules/DocumentGrid/Motorcycle-Metered-Parking-Project-Report.pdf>

⁶ <https://www.transportprojects.org.nz/assets/parking-policy-adopted-august-2020.pdf>

designations need to be actively managed to ensure that the highest priority parking types are available where possible.

29. This proposal for introducing metered motorcycle parking in the Central City follows the broader outcomes listed in the Parking Policy, namely the direction of moving more people with fewer vehicles. This proposal deviates from section 4.6.3 in that 1) it omits the step of applying time-restrictions to prioritise short-stay parking; and 2) it proposes metered parking across the entire Central City.
30. Metered rates are proposed over time-restricted parking as it is recognised that motorcycle parking is a valuable asset to commuters in the city. Imposing time-restricted parking to increase turnover and availability would disproportionately disbenefit this user group. The application of metered rates as an intervention will lead to increased turnover and occupancy at the same time providing day parking for commuters.
31. It is proposed that metered parking applies to the entire Central City. The key rationale for this includes:
 - Consistency: One rule across the city makes the parking settings clear for users, leading to higher compliance rates.
 - Limiting the unintended consequences of migration to free parking: Where there is free parking located within walking distance of a paid location, it is likely that users will opt for the free parking. This will limit the financial benefits of the intervention, inconvenience users, lead to congestion in the free spaces, and disadvantage those who come into the city later in the day.
32. The 2020 Parking Policy recommends the introduction of exponential pricing to encourage turnover. A daily cap on parking fees would be contrary to this and with the reduced rate of \$1.00 per hour the daily parking cost is approximately 50% of what it would cost to park a car of a day in an off-street facility. Therefore daily caps are not recommended.
33. Public submissions highlighted that the introduction of paid motorcycle parking will likely lead to mode shift away from motorcycle riding. Whilst this may occur, this is expected to be offset, at least in part, by the impact of the enforcement of non-compliant motorcycle parking. Although unquantified, many motorcycle users park on the street outside of the dedicated motorcycle parking spaces. This is non-compliant, but not currently enforced by WCC. If this TR is approved, WCC would need to start enforcement. If this does not take place, then there is likely to be an increase in non-compliant parking. The consequences of this include reduced financial return from this intervention and congestion/blockages on the road corridor/footpaths.
34. Public feedback raised the point that introducing fees for parking will disincentivise the use of motorcycles and will have a counterproductive impact on congestion and emissions as users switch to car transport. Officers note that introducing parking fees could result in mode shift away from motorcycles to other types of transport. The extent of this is largely unknown, as is the type of transport that users will switch to.
35. Many submitters highlighted that the change is unfair or inequitable. Officers note that the proposal is in line with the WCC 2020 Parking Policy, and the recommended hourly fee is in line with the cost per metre of kerb space when compared to a car park.

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36. It was noted that students may be disproportionately impacted. Officers note that free motorcycle parking is available in two Victoria University of Wellington campus grounds.
 37. Some responders highlighted desire to have an increased level of service following the introduction of parking fees. Officers note this request.
 38. Some submissions highlighted that this proposal may discourage people from visiting the CBD area. The recommended option is to limit the application of metered rates to weekdays. Weekends will remain free. It is expected that some motorcycle commuters will park elsewhere, freeing up space within the marked motorcycle bays for short stay use as envisaged in the parking policy.
 39. Some submissions queried or disputed the evidence and analysis to support the proposals. The data and analysis is presented in the Parking Project Report, and was made available during public consultation for the Traffic Resolution. The data obtained from surveying the parking showed that the thresholds for interventions listed in the 2020 WCC Parking Policy have been met.
 40. There were a range of views on the proposed fees. The LTP consultation listed a maximum of \$2.50 per hour. Following a detailed analysis of the use of motorcycle parking, Officers calculated that the \$1/hour fee proposed by the Council is in line with the cost per metre of kerb space when compared to a car park (\$5/hour on weekdays). The fees proposed through the recommended option are also set to reach the budget expectations set in the long-term plan.

Kōwhiringa | Options

41. The options available are listed in the table on the next page, alongside officers' assessment of the positive and negative implications of each option.

| Option | Metered rate | Estimate revenue | + | - |
|-----------------|--|------------------|--|---|
| Do nothing | None | None | Supported by ca. 80% of submitters to the November 2024 consultation process | Does not fulfil the LTP budget expectations |
| A | \$1.00/hour Monday to Sunday 8am-8pm | \$1,200,000 | Meets LTP budget expectations; Most equitable to passenger vehicle parking in Central City | Enforcement costs at the weekends may outweigh the weekend revenue |
| B (recommended) | \$1.00/hour Monday to Friday 8am-8pm | \$1,103,500 | Meets LTP budget expectations; Most policy-compliant option | |
| C | \$1.00/hour (first hour free) Monday to Friday 8am-8pm | \$995,000 | Encourages short-term motorcycle parking to support local businesses | Does not fulfil the LTP budget expectations; Higher requirement for manual enforcement |
| D | \$1.00/hour (first two hours free) Monday to Friday 8am-8pm | \$884,000 | Encourages short-term motorcycle parking to support local businesses | Does not fulfil the LTP budget expectations; Higher requirement for manual enforcement |
| E | \$1.00/hour, Monday to Friday 8am-8pm \$6/day daily cap | \$905,000 | | Does not fulfil the LTP budget expectations; A daily cap is contradictory to the Parking Policy |
| F | \$1.00/hour, Monday to Friday 8am-8pm \$8/day daily cap | \$1,004,000 | | Does not fulfil the LTP budget expectations; A daily cap is contradictory to the Parking Policy |

-
42. Option B is recommended. It is the most policy-compliant option which meets the revenue expectations listed in the LTP.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Te hāngaitanga ki ngā rautaki me ngā kaupapa here a Te Kaunihera. | Alignment with Council's strategies and policies

43. This proposal is in line with the WCC 2020 Parking Policy, as discussed in the 'Discussion' section of this paper.
44. This proposal is in line with the Te Atakura: First to Zero implementation plan.

Whai wāhitanga me ngā uiui | Engagement and Consultation

45. The decision to implement metered motorcycle parking was made through the 2024-2034 Long Term Planning Process. The LTP was publicly consulted on.
46. The specific fee structure was delegated to the Regulatory Process Committee as part of the Traffic Resolution process. A public consultation process was conducted on the Transport Projects website⁷ and promoted to motorcycle users and the Wellington public. The public consultation process included a three-week period in which the public could submit feedback. Both individuals and organisations had the opportunity to submit. 1645 written submissions and 38 oral submissions were received.

Ngā pāpātanga ki te Māori | Māori Impact Statement

47. This proposal has limited impact on Māori or Tākaī Here partners.

Ritenga ahumoni | Financial implications

48. The estimated cost to deliver the updated parking conditions is \$220,000. This includes project management fees, data collection & analysis, communications and engagement support and delivery, sign supply & installation, and a contingency.
49. The modelled revenue income from the recommended fee structure is \$1,103,500 per annum.
50. Should the Council not adopt a fee structure that covers the expected revenue from Metered Motorcycle Parking, an alternative revenue source or cost savings will need to be identified to fill the gap in the 25/26 annual plan and future annual plans adjusted.

Ngā whakaaroaro ture | Legal considerations

51. This proposal is in line with all NZTA road corridor management requirements and considerations.

Tūraru me whakamauru | Risks and mitigations

52. This delivery of this proposal is considered low risk due to the works required to deliver the change being relatively minor.

⁷ <https://www.transportprojects.org.nz/current/motorcycleparking>

53. The revenue predictions from the modelling are based on both collected data and a range of assumptions. These are detailed in the Project Report, which is available to [view on the WCC website](#). The revenue expectations that were included in the LTP were built on initial modelling, which had less data input. Applying metered charges will likely influence user behaviour, which cannot be accurately predicted. As such, the revenue models are limited in their ability to accurately forecast revenue. The financial estimate of the recommended option is \$36,248.35 higher than the revenue listing in the LTP.
54. As directed by Councillors, options are provided for free parking for the first one and two hours, as well as options for price caps. The current proposed scheme aligns with the same on-street payment conditions for cars which is \$3-5 per hour, for specified time periods, paid through an on-street parking meter or through the PayMyPark application. If we were to deviate from this model (for example use a model where the first hour was free or introducing a daily cap), Parking Services would need to work through the software upgrades and enforcement implications, as these deviations do not currently fit within our current operations. This may result in a delay to the implementation of the scheme.

Ngā pāpātanga ki te hunga whaikaha | Disability and accessibility impact

55. This proposal is not expected to have any impacts on accessibility. Should metered parking be implemented, any additions of new parking meters will follow WCC best practice for placement to ensure they meet all accessibility requirements.

Ngā pāpātanga me ngā whakaaroaro huringa āhuarangi | Climate Change impact and considerations

56. This proposal is not expected to have a significant impact on carbon emissions. It has the potential to have a minor positive impact on mode shift in line with the sustainable transport hierarchy.

Mahere whakawhiti kōrero | Communications Plan

57. Should the decision be made to implement metered motorcycle parking, a custom communications plan will be created to support this change and inform affected parties in advance of the rate, geographic extent, how to pay, and date of the implementation.

Ngā pāpātanga me ngā whakaaroaro hauora, haumaru anō hoki | Health and Safety Impact considered

58. This proposal is not expected to lead to any significant health and safety impacts. Any physical works on signage and meter installation will be managed with suppliers in line with standard WCC practice.
59. Parking Services have health & safety procedures for general enforcement. Officers are equipped with body worn cameras and RTs and have regular health and safety refresher training. Metered motorcycle enforcement would fit within the current scope of general enforcement conducted by Parking Services and is within the areas Parking Services currently enforces on-foot.

Ngā mahinga e whai ake nei | Next actions

60. Should the decision be made to implement metered rates on motorcycle parking, officers will progress implementation and procure contractors and the relevant materials required for the physical works.

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61. A communications plan will be launched with details of the implementation of the scheme for users.
 62. Upon installation of any required additional meters and signage, the metered rates will be implemented across the Central City.

Ngā ĀpitiHanga | Attachments

| | | |
|---------------|--|----------|
| Attachment 1. | Traffic Resolution TR05-25.pdf | Page 137 |
| Attachment 2. | Officer Feedback to key consultation response themes | Page 219 |
| Attachment 3. | Oral Submissions Summary | Page 222 |

TR05-25 Motorcycle Metered Parking

Proposal:

| | |
|---|---|
| Reference | TR05-25 Wellington Central Motorcycle Metered Parking |
| Location – where we propose to make the change | All existing dedicated motorcycle parking areas in the central city |
| What we'd like to do | Add metered parking fees to existing dedicated motorcycle parking areas. |
| Why we are proposing the change | <ul style="list-style-type: none"> • Currently motorcycle parking bays in central Wellington are free. The cost of providing the unmetered, on-street motorcycle parking is met by all ratepayers regardless of whether they use the motorcycle parking or not. • The introduction of an hourly fee will create a more consistent, user-pays approach to parking charges for motorcycles, similar to that of other motor vehicles. • Many of the dedicated motorcycle parking areas are at capacity in the central city, particularly on weekdays. The introduction of a parking fee will encourage greater turnover and availability of motorcycle parking. It will also raise revenue that will go towards the city's infrastructure and service costs. • Following the Parking Policy's 4.4 PDF version (585KB) Parking space hierarchy – how we will prioritise parking for the central city, short-stay motorcycle parking is classified as a 'high priority' activity. The occupancy and turnover of kerbside parking spaces needs to be managed to support businesses (including retail and hospitality), and to provide reasonable access to all. • On 30 May 2024 at the Ordinary Meeting of Kōrau Tōtōpū Long-term Plan, Finance, and Performance Committee, the Council decided to implement a motorcycle parking fee of up to \$2.50 per hour, and that the specifics of the fee structure will be determined through a separate Traffic Resolution consultation process that will follow the Long-term Plan process. The Committee also agreed to direct officers to provide the option of a daily cap on fees for motorcycle parking when preparing for traffic resolutions. • Currently the motorcycle parking areas have no fees and no time limitations (except for four areas that are restricted to 120 minutes and one to 180 minutes). There are two main impacts of the unrestricted use of the spaces by motorcycle users: <ol style="list-style-type: none"> 1. The cost of providing unmetered motorcycle parking is met by all ratepayers. These costs include road markings, signage, road maintenance, enforcement, and lost opportunity cost of other uses for the kerbside space. |

TR05-25 Motorcycle Metered Parking

| | |
|--|---|
| | <p>2. Users of the motorcycle parking are not required to move their vehicle. These spaces are therefore ‘commuter’ or ‘residential’ parks with little opportunity for short stay use.</p> |
| <p>Impact</p> | <p>There is no change to the number of parking spaces available. It is expected that this intervention will enable a higher level of availability of parking in areas of high occupancy. There will be no physical changes to the road corridor as a result of this proposal, other than changes to signage and more parking meters.</p> <p>There are four primary benefits to the introduction of metered fees on motorcycle parking:</p> <ol style="list-style-type: none"> 1. Increased equity with car parking: The public road corridor is a valuable and limited commodity which is in a high level of demand. The use of this space for motorcycle parking currently benefits motorcycle users only. This is not in line with how public space is allocated. The introduction of paid parking will bring the use of this space in line with other parking. 2. Increase in reasonable access: With the introduction of an intervention to increase turnover, there will be an increase in reasonable access to these parking facilities. This will, in turn, enable more customers and visitors to visit local businesses. 3. Reduced carbon emissions: Whilst there are battery electric motorcycles in the market, the majority of the motorcycles utilising the parking are internal combustion engine vehicles. It is expected that there will be some mode shift to public transport and active transport modes because of the introduction of paid parking. This is in line with the Council’s Te Atakura: First to Zero climate commitments. 4. Revenue: The introduction of paid motorcycle parking will enable a new revenue stream to contribute to the delivery of Council Services. |
| <p>Other options considered</p> | <p>For full information on the options considered, see the <i>Motorcycle Metered Parking Project Report</i>.</p> <p>Given that the Kōrau Tōtōpū Long-term Plan, Finance, and Performance Committee has directed officers to implement paid parking for motorcycles in the central area of up to \$2.50/hour, the option of not charging has not been investigated at this stage. However, this will remain an option available to the Committee when making decisions on how to proceed.</p> <p>Options that were considered by Council officers involve times of the day, days of the week, and if all or only some of the parking bays should be metered.</p> |

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| | <p>This traffic resolution proposes that metered motorcycle parking be applied at \$1/hour, Monday to Sunday, 8am to 8pm, in line with the times in which motorists are charged for parking on street in the central area.</p> <p>It remains an option to reduce this to exclude weekends or to reduce the times per day in which parking is charged for.</p> <p>Analysis of parking occupancy across the city showed variable use/demand. The area west and north of Victoria Street had high weekday occupancy, while the area east of Victoria Street had lower weekday occupancy (less than 70%).</p> <p>Option for only charging for the high occupancy parking bays were considered but it was determined that this option would create confusion for users. This option would also likely lead to migration to the free (or cheaper) bays in the southern/eastern parts of the city, leading to an increase in their occupancy and then triggering the need to introduce further charges.</p> <p>Another option is to consider each bay on its merits as to whether charges are introduced.</p> <p>Options to increase/decrease or rearrange the number, size, and location of motorcycle parking bays, were not considered as part of this project as these changes were considered out of scope. If it is appropriate to change any bays in the future, this would be subject to a further traffic resolution.</p> |
| <p>How this relates to the parking policy</p> | <ul style="list-style-type: none"> • Addresses the issue of reduced availability of motorcycle parking in the western area of the central city. This area is experiencing high occupancy and low turnover during weekdays. Supports a shift in the type of transport used – and facilitates a shift to using active travel (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. • Supports business wellbeing – to ensure parking management and pricing controls support economic activity in the central city. |
| <p>Additional Information</p> | <ul style="list-style-type: none"> • The Long-term Plan lists a budget expectation of \$1,067,000 from the introduction of metered fees for motorcycle parking. The proposed fee structure has been developed to meet this expectation. • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s Transport Projects website from 10am Monday 11 November 2024 at Motorcycle Parking WCC Transport Projects or you can call (04) 499 4444 and we will send one out to you. |
| <p>Privacy</p> | <ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information |

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| | <p>(including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p> <ul style="list-style-type: none"> For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council. |
| Feedback | <ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, please complete the online feedback survey at transportprojects.org.nz/motorcycleparking Complete the survey by 5pm Sunday 1 December. If you prefer a paper version of the survey, you can download and print a paper, freepost version of the feedback survey, at transportprojects.org.nz/motorcycleparking, complete and post this to us to arrive by 5pm Sunday 1 December. For large print or other accessible formats, please contact the team at motorcycleparking@wcc.govt.nz or on 04 499 4444. The consultation period opens at 10am Monday 11 November and finishes at 5pm Sunday 1 December 2024. |
| Next Steps | <ol style="list-style-type: none"> Feedback collated and considered by Transport Projects team. Transport Projects team may update or amend the recommended option in the proposal, following public feedback. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on 27 February 2025. If approved, the proposal will be installed by mid- 2025 |

Motorcycle metered parking fee proposal.

| Zone restriction | Current | Proposed |
|---------------------------------------|---------|--|
| Central City Motorcycle parking (W41) | No fee | \$1 per hour 8am to 8pm Monday to Sunday |

Legal Description:

Remove from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule

| Column 1 | Column 2 | Column 3 |
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| Outside Central train station | Motorcycle Parking, At All Times | Northwest side parking area, clockwise direction following the kerbline 27 metres from its intersection with Bunny Street Lay-by (Grid Coordinates x= 1749043.996 m, y= 5428696.754 m) and extending for 8 metres. |

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| WARING TAYLOR ST | Motorcycle Parking, P120, at all times | Southwest side, following the kerbline 49 metres west of its intersection with Featherston Street (Grid coordinates x= 1748852.741 m, y=5428374.409 m), and extending in a north-westerly direction for 4 metres. |
| PANAMA ST | Motorcycle Parking, At All Times | Northeast side, following the kerbline 41 metres southeast of its intersection with Lambton Quay (Grid coordinates, x= 1748684.990 m, y= 5428229.094 m), and extending in a south-easterly direction for 4 metres. |
| PANAMA ST | Motorcycle Parking, At All Times | Northeast side, following the kerbline 81 metres southeast of its intersection with Lambton Quay (Grid coordinates, x= 1748684.990 m, y= 5428229.094 m), and extending in a south-easterly direction for 4.0 metres. |
| VICTORIA ST- #175 SLIP | Motorcycle Parking, At All Times | East side slip lane, commencing 8.4 metres south of the slip lane inception (Grid Coordinates X= 1748586.635 m, Y=5427284.402 m) and extending in a southerly direction following the kerb line for 17.4 metres. |
| DIXON ST | Motorcycle Parking, At All Times | South side, commencing 219 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.667 m, y= 5427250.711 m), and extending in a north-westerly direction following the southern kerbline for 5 metres. |
| MERCER ST | Motorcycle Parking, At All Times | South side, commencing 6 metres south-east of its intersection with Willis Street (Grid coordinates, x= 1748653.054 m, y= 5427719.145 m), and extending in a south-easterly direction following the northern kerbline for 4 metres. |
| WAKEFIELD ST | Motorcycle Parking, At All Times | South side, commencing 100 metres north-west of its intersection with Cuba Street (Grid coordinates x= 1748840.371 m, y= 5427527.399 m), and extending in a north-westerly direction following the southern kerbline for 6.5 metres. |
| FEATHERSTON ST | Motorcycle Parking, At All Times | West side, commencing 10 metres south of its intersection with Grey Street (Grid Coordinates x= 1748736.136 m, y= 5428117.431, m), and extending in a southerly direction following the western kerbline for 15.5 metres. |
| FEATHERSTON ST | Motorcycle Parking, At All Times | West side, commencing 6.5 metres south of its intersection with Panama Street (Grid Coordinates x= 1748765.087 m, y= 5428183.801 m), and extending in a southerly direction following the western kerbline for 2.5 metres. |
| WAKEFIELD ST | Motorcycle Parking, P120, at all times | South side, commencing 12 metres northwest of its intersection with Pringle Avenue (Grid coordinates x= 1748879.064 m, y= 5427487.644 m), and extending in a north-westerly direction following the southern kerbline for 3.5 metres. |
| HUNTER ST | Motorcycle Parking, At All Times | South side, commencing 6 metres east of its intersection with Customhouse Quay (Grid Coordinates x= 1748785.647 m, y= 5428010.830 m), and extending in an easterly direction following the southern kerbline for 11 metres. |
| LAMBTON QUAY | Motorcycle Parking, At All Times | West side, following the kerbline 45 metres north of its intersection with Farmers Lane (Grid Coordinates x= 1748722.762 m, y= |

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| | | 5428465.140 m), and extending in a northerly direction for 10.5 metres. |
| LAMBTON QUAY | Motorcycle Parking, P120, at all times | West side, following the kerbline 41 metres north of its intersection with Farmers Lane (Grid Coordinates x= 1748722.762 m, y= 5428465.140 m), and extending in a northerly direction for 4 metres. |
| STOUT ST | Motorcycle Parking, At All Times | North side, commencing 8 metres east of its intersection with Ballance Street (Grid Coordinates x= 1748818.988 m, y= 5428549.303 m) and extending in an easterly direction following the northern kerbline for 4.5 metres. |
| MARTIN SQ | Motorcycle Parking, At All Times | North side, commencing 18.5 metres south-east of its northern intersection with Taranaki Street (Grid coordinates x= 1748740.090 m, y= 5426772.454 m), and extending in a south-easterly direction following the kerbline for 3 metres. |
| BOND ST | Motorcycle Parking, At All Times | Southeast side, commencing 22 metres south of its intersection with Willis Street (Grid coordinates x= 1748634.869 m, y= 5427679.802 m), and extending in a southerly direction following the eastern kerbline for 6 metres. |
| ORIENTAL PDE | Motorcycle Parking, At All Times | North side, following the kerbline 110 metres east of its intersection with Herd Street (Grid Coordinates X=1749592.139 m, Y=5427318.016 m) and extending in an easterly direction for 5 metres. |
| ABEL SMITH ST | Motorcycle Parking, At All Times | Northeast side, commencing 112 metres east of its intersection with Victoria Street (Grid coordinates x= 1748375.36 m, y= 5426913.60 m) and extending in a south-easterly direction following the kerbline for 4.5 metres. |
| AITKEN ST | Motorcycle Parking, At All Times | North side, commencing 69 metres east of its intersection with Molesworth Street (Grid Coordinates X= 1748891.956 m, Y=5428976.098 m) and extending in an easterly direction following the kerbline for 17.5 metres. |
| BALLANCE ST | Motorcycle Parking, At All Times | Southwest side, following the kerbline 5.5 metres west of its intersection with Featherston Street (Grid Coordinates X= 1748882.542 m, Y=5428445.533 m) and extending in a north-westerly direction for 9 metres. |
| BALLANCE ST | Motorcycle Parking, At All Times | Southwest side, commencing 82 metres northwest of its intersection with Stout Street (Grid Coordinates X= 1748813.782 m, Y= 5428544.272 m) and extending in a north-westerly direction following the kerbline for 5 metres. |
| BALLANTRAE PL | Motorcycle Parking, At All Times | North side, following the kerbline 125 metres northeast of its intersection with Bowen Street (Grid Coordinates X=1748468.982 m, Y=5428875.599 m) and extending in an easterly direction for 11 metres. |
| CABLE ST | Motorcycle Parking, At All Times | Northeast side, following the kerbline 6 metres southeast of its intersection with Barnett Street (Grid Coordinates X=1749271.660 m, Y=5427348.724 m) and extending in a south-easterly direction for 3.5 metres. |

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| CABLE ST | Motorcycle Parking, At All Times | Northeast side, following the kerblines 97 metres southeast of its intersection with Barnett Street (Grid Coordinates X=1749271.660 m, Y=5427348.724 m) and extending in a south-easterly direction for 3 metres. |
| CABLE ST | Motorcycle Parking, At All Times | Southwest side, following the kerblines 37 metres southeast of its intersection with Taranaki Street (Grid Coordinates X= 1749056.327 m, Y=5427465.138 m) and extending in a south-easterly direction for 10.5 metres. |
| FEATHERSTON ST | Motorcycle Parking, At All Times | West side, commencing 5 metres south of its intersection with Waring Taylor Street (Grid Coordinates X= 1748853.187 m, Y=5428373.922 m) and extending in a southerly direction following the kerblines for 5 metres. |
| FEATHERSTON ST | Motorcycle Parking, At All Times | West side, following the kerblines 22 metres north of its intersection with Whitmore Street (Grid Coordinates X=1748925.864 m, Y=5428534.220 m) and extending in a northerly direction for 12.5 metres. |
| HUNTER ST | Motorcycle Parking, At All Times | South side, commencing 45 metres east of its intersection with Lambton Quay (Grid Coordinates X=1748696.928 m, Y=5428055.378 m) and extending in an easterly direction following the kerblines for 9 metres. |
| JESSIE ST | Motorcycle Parking, At All Times | Southwest side, commencing 26 metres southeast of its intersection with Taranaki Street (Grid Coordinates X=1748825.826 m, Y=5426963.556 m) and extending in a south-easterly direction following the kerblines for 4.5 metres. |
| JOHNSTON ST | Motorcycle Parking, At All Times | Northeast side, following the kerblines 7 metres east of its intersection with Featherston Street (Grid Coordinates X=2658857.91792 m, Y=5990025.164353 m) and extending in a south-easterly direction for 24 metres. |
| KATE SHEPPARD PL | Motorcycle Parking, At All Times | South side, commencing 40.5 metres west of its intersection with Mulgrave Street (Grid Coordinates X=1749058.073 m, Y=5428871.105 m) and extending in westerly direction following the kerblines for 4 metres. |
| KENT TCE | Motorcycle Parking, At All Times | East side, following the kerblines 31.5 metres south of its intersection with Majoribanks Street (Grid Coordinates X=1749376.995 m, Y=5427061.018 m) and extending in a southerly direction for 10.7 metres. |
| KNIGGES AVE | Motorcycle Parking, At All Times | West side, commencing 19 metres south of its intersection with Vivian Street (Grid Coordinates X=1748717.466 m, Y=5426945.107 m) and extending in a southerly direction following the kerblines for 14.5 metres. |
| MARION ST | Motorcycle Parking, At All Times | East side, following the kerblines 18.5 metres south of its intersection with Ghuznee Street (Grid Coordinates X=1748772.853 m, Y=5427117.938 m) and extending in a southerly direction following the kerblines for 6.5 metres. |
| ORIENTAL PDE | Motorcycle Parking, At All Times | Northeast side, following the kerblines 308 metres east of its intersection with Herd Street (Grid Coordinates X=1749592.139 m, Y=5427318.016 m) and extending in a north-easterly direction for 5.5 metres. |

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| SHELL LANE | Motorcycle Parking, At All Times | North side, commencing 27 metres west of its intersection with The Terrace (Grid Coordinates X=1748623.115 m, Y=5428356.387 m) and extending in a westerly direction following the kerbline for 11.5 metres. |
| STOUT ST | Motorcycle Parking, At All Times | Southeast side, following the kerbline 7 metres east of its intersection with Lambton Quay (Grid Coordinates X=1748739.230 m, Y=5428487.633 m) and extending in a north-easterly direction for 6.5 metres. |
| TENNYSON ST | Motorcycle Parking, At All Times | Southwest side, following the kerbline 146.5 metres northwest of its intersection with Cambridge Terrace (Grid Coordinates X=1749267.245 m, Y=5426907.349 m) and extending in a north-westerly direction for 9 metres. |
| THE TERRACE | Motorcycle Parking, At All Times | East side, commencing 150 metres south of its intersection with Bowen Street (Grid Coordinates X=1748706.151 m, Y=5428766.409 m) and extending in a southerly direction following the kerbline for 9 metres. |
| THE TERRACE | Motorcycle Parking, At All Times | East side, commencing 124 metres south of its intersection with Bowen Street (Grid Coordinates X=1748706.151 m, Y=5428766.409 m) and extending in a southerly direction following the kerbline for 17 metres. |
| THE TERRACE | Motorcycle Parking, At All Times | East side, commencing 317.5 metres south of its intersection with Bowen Street (Grid Coordinates X=1748706.151 m, Y=5428766.409 m) and extending in a southerly direction following the kerbline for 36.5 metres. |
| VICTORIA ST | Motorcycle Parking, At All Times | West side, commencing 74 metres south of its intersection with Chews Lane (Grid Coordinates X=1748757.858 m, Y=5427785.276 m) and extending in a southerly direction following the kerbline for 9 metres. |
| VICTORIA ST | Motorcycle Parking, At All Times | West side, commencing 9 metres south of its intersection with Willeston Street (Grid Coordinates X=1748803.929 m, Y=5427888.452 m) and extending in a southerly direction following the kerbline for 6 metres. |
| WAKEFIELD ST | Motorcycle Parking, At All Times | Northeast side, following the kerbline 102 metres northwest of its intersection with Chaffers Street (Grid Coordinates X=1749313.355 m, Y=5427230.157 m) and extending in a north-westerly direction for 4 metres. |
| WARING TAYLOR ST | Motorcycle Parking, At All Times | Northeast side, following the kerbline 14 metres northwest of its intersection with Customhouse Quay (Grid Coordinates X=1748925.640 m, Y=5428349.573 m) and extending in a north-westerly direction for 3 metres. |
| WARING TAYLOR ST | Motorcycle Parking, At All Times | Southeast side, following the southern kerbline 5.5 metres southeast of its intersection with Featherston Street (Grid Coordinates X=1748860.829 m, Y=5428370.208 m) and extending in a south-easterly direction for 7 metres. |
| WILLESTON ST | Motorcycle Parking, At All Times | South side, commencing 63.5 metres west of its intersection with Jervois Quay (Grid Coordinates X=1748887.883 m, Y=5427847.713 m) and extending in a westerly direction following the kerbline for 10 metres. |

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| WILLIS ST | Motorcycle Parking, At All Times | East side, commencing 82 metres south of its intersection with Manners Street (Grid Coordinates X=1748603.458 m, Y=5427609.871 m) and extending in a southerly direction following the kerbline for 8 metres. |
| THORNDON QUAY | Motorcycle Parking, At All Times | Northwest side, following the centreline 109 metres southwest of its intersection with Moore Street (Grid coordinates x= 1749213.511 m, y= 5429062.999 m), on eastern kerb and extending in a south-westerly direction for 5 metres. |
| THORNDON QUAY | Motorcycle Parking, At All Times | Northwest side, following the kerbline 52 metres southwest of its intersection with Moore Street (Grid coordinates x= 1749213.511 m, y= 5429062.999 m), and extending in a south-westerly direction for 6 metres. |
| THORNDON QUAY | Motorcycle Parking, At All Times | West side, following the kerbline 20 metres southwest of its intersection with Davis Street (Grid Coordinates X=1749381.212 m, Y=5429231.868 m) and extending in a south-westerly direction following the kerbline for 6 metres. |
| THORNDON QUAY | Motorcycle Parking, At All Times | East side, following the centreline 145 metres north of its intersection with Davis Street (Grid coordinates x= 1749376.648 m, y= 5429240.748 m) and extending in a northerly direction for 5 metres (4.8m offset from eastern kerbline). |
| THORNDON QUAY | Motorcycle Parking, At All Times | West side, following the kerbline 169 metres north of its intersection with Davis Street (Grid coordinates x= 1749376.648 m, y= 5429240.748 m) and extending in a northerly direction for 6 metres. |
| THORNDON QUAY | Motorcycle Parking, At All Times | West side, following the centreline 317 metres north of its intersection with Davis Street (Grid coordinates x= 1749376.648 m, y= 5429240.748 m), and extending in a northerly direction for 6 metres. |
| THORNDON QUAY | Motorcycle Parking, At All Times | West side, following the kerbline 505 metres north of its intersection with Davis Street (Grid coordinates x= 1749376.648 m, y= 5429240.748 m) and extending in a northerly direction for 5 metres. |
| Market Lane | Motorcycle Parking, At All Times | West side, following the kerbline 7 metres southwest of its intersection with Cable Street (Grid coordinates x= 1748963.172 m, y= 5427532.391 m) and extending in a south-westerly direction for 7 metres. |
| College Street | Motorcycle Parking, At All Times | North side, following the kerbline 64 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749211.617 m, y= 5426784.819 m) and extending in a north westerly direction for 6 metres. |
| College Street | Motorcycle Parking, P120 - At all times | Southeast side, following the kerbline 42 metres southeast of its intersection with Tory Street (Grid coordinates x= 1749017.647 m, y= 5426862.453 m) and extending in a south easterly direction for 6 metres. |
| Dixon Street | Motorcycle Parking, At All Times | South side, commencing 33 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.667 m, y= 5427250.711 m), and extending in a north-westerly direction following the southern kerbline for 19 metres with a no parking markings for 2m due to Fire hydrant after 11m. |

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| MOLESWORTH ST | Motorcycle Parking, At All Times | East side, commencing 45 metres south of its intersection with SH1-Northbound connecting slip (Grid Coordinates X=1748911.62m, Y=5429335.53m) and extending in a southerly direction following the eastern kerb line for 11 metres. |
| Queens Wharf | Motorcycle Parking, At All Times | South side, commencing 46 metres southeast of its intersection with Jervois Quay (Grid coordinates, x= 1748881.100 m, y= 5428073.976 m), and extending in a southerly direction following the western footpath for 19 metres. |
| Waring Taylor Street | Motorcycle Parking, At All Times | Northeast side, following the kerbline 6.5 metres southeast of its intersection with Featherston Street (Grid Coordinates X=1748864.209 m, Y=5428378.437 m) and extending in a south-easterly direction for 6 metres. |
| INGLEWOOD PLACE/TARANAKI ST-#72 SLIP | Motorcycle Parking, At All Times | West side, following the kerb line 74 metres north of its intersection with Taranaki Street (Grid coordinates, x= 1748898.040m, y=5427173.000m), and extending in a northerly direction following the western kerb line for 14 metres. |
| LADY ELIZABETH LANE | Motorcycle Parking, At All Times | South side, commencing 3 metres south of its intersection with Jervois Quay (Grid coordinates, x= 1748887.441 m, y= 5428200.425 m), and extending in a southerly direction following the western footpath for 18 metres. |
| MOLESWORTH ST | Motorcycle parking only, At All Times | West side, commencing 46.5 metres north of its intersection with May Street (Grid Coordinates X=1748912.664m, Y=5429344.440m) and extending in a northerly direction following the western kerb line for 4.5 metres. |
| VICTORIA ST | Motorcycle Parking, At All Times | East side, commencing 75 metres south of its intersection with Dixon Street (Grid Coordinates X= 1748642.14 m, Y=5427378.07 m) and extending in a southerly direction following the kerb line for 12.0 metres. |
| WIGAN ST | Motorcycle Parking, P180, At All times | South side, commencing 110 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.700, y= 5426809.781 m) and extending in a westerly direction following the southern kerb line for 3.8 metres. |

Legal Description:

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

| Column 1 | Column 2 | Column 3 |
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| Outside Central train station | Motorcycle Parking At All Times, Metered 8am to 8pm | Northwest side parking area, clockwise direction following the kerbline 27 metres from its intersection with Bunny Street Lay-by (Grid Coordinates x= 1749043.996 m, y= 5428696.754 m) and extending for 8 metres. |

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| | <i>Monday to Sunday</i> | |
| <i>WARING TAYLOR ST</i> | <i>P120 Maximum Motorcycle Parking at all times, Metered 8am to 8pm Monday to Sunday</i> | <i>Southwest side, following the kerbline 49 metres west of its intersection with Featherston Street (Grid coordinates x= 1748852.741 m, y=5428374.409 m), and extending in a north-westerly direction for 4 metres.</i> |
| <i>PANAMA ST</i> | <i>Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday</i> | <i>Northeast side, following the kerbline 41 metres southeast of its intersection with Lambton Quay (Grid coordinates, x= 1748684.990 m, y= 5428229.094 m), and extending in a south-easterly direction for 4 metres.</i> |
| <i>PANAMA ST</i> | <i>Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday</i> | <i>Northeast side, following the kerbline 81 metres southeast of its intersection with Lambton Quay (Grid coordinates, x= 1748684.990 m, y= 5428229.094 m), and extending in a south-easterly direction for 4.0 metres.</i> |
| <i>VICTORIA ST- #175 SLIP</i> | <i>Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday</i> | <i>East side slip lane, commencing 8.4 metres south of the slip lane inception (Grid Coordinates X= 1748586.635 m, Y=5427284.402 m) and extending in a southerly direction following the kerb line for 17.4 metres.</i> |
| <i>DIXON ST</i> | <i>Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday</i> | <i>South side, commencing 219 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.667 m, y= 5427250.711 m), and extending in a north-westerly direction following the southern kerbline for 5 metres.</i> |

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| MERCER ST | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | South side, commencing 6 metres south-east of its intersection with Willis Street (Grid coordinates, x= 1748653.054 m, y= 5427719.145 m), and extending in a south-easterly direction following the northern kerbline for 4 metres. |
| WAKEFIELD ST | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | South side, commencing 100 metres north-west of its intersection with Cuba Street (Grid coordinates x= 1748840.371 m, y= 5427527.399 m), and extending in a north-westerly direction following the southern kerbline for 6.5 metres. |
| FEATHERSTON ST | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | West side, commencing 10 metres south of its intersection with Grey Street (Grid Coordinates x= 1748736.136 m, y= 5428117.431, m), and extending in a southerly direction following the western kerbline for 15.5 metres. |
| FEATHERSTON ST | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | West side, commencing 6.5 metres south of its intersection with Panama Street (Grid Coordinates x= 1748765.087 m, y= 5428183.801 m), and extending in a southerly direction following the western kerbline for 2.5 metres. |
| WAKEFIELD ST | P120, at all times | South side, commencing 12 metres northwest of its intersection with Pringle Avenue (Grid coordinates x= 1748879.064 m, y= 5427487.644 m), and extending in a north-westerly direction following the southern kerbline for 3.5 metres. |
| HUNTER ST | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | South side, commencing 6 metres east of its intersection with Customhouse Quay (Grid Coordinates x= 1748785.647 m, y= 5428010.830 m), and extending in an easterly direction following the southern kerbline for 11 metres. |
| LAMBTON QUAY | Motorcycle Parking At All Times, Metered | West side, following the kerbline 45 metres north of its intersection with Farmers Lane (Grid Coordinates x= 1748722.762 m, y= 5428465.140 m), and extending in a northerly direction for 10.5 metres. |

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| | 8am to 8pm Monday to Sunday | |
| LAMBTON QUAY | P120 Maximum Motorcycle Parking at all times, Metered 8am to 8pm Monday to Sunday | West side, following the kerbline 41 metres north of its intersection with Farmers Lane (Grid Coordinates x= 1748722.762 m, y= 5428465.140 m), and extending in a northerly direction for 4 metres. |
| STOUT ST | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | North side, commencing 8 metres east of its intersection with Ballance Street (Grid Coordinates x= 1748818.988 m, y= 5428549.303 m) and extending in an easterly direction following the northern kerbline for 4.5 metres. |
| MARTIN SQ | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | North side, commencing 18.5 metres south-east of its northern intersection with Taranaki Street (Grid coordinates x= 1748740.090 m, y= 5426772.454 m), and extending in a south-easterly direction following the kerbline for 3 metres. |
| BOND ST | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | Southeast side, commencing 22 metres south of its intersection with Willis Street (Grid coordinates x= 1748634.869 m, y= 5427679.802 m), and extending in a southerly direction following the eastern kerbline for 6 metres. |
| ORIENTAL PDE | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | North side, following the kerbline 110 metres east of its intersection with Herd Street (Grid Coordinates X=1749592.139 m, Y=5427318.016 m) and extending in an easterly direction for 5 metres. |

TR05-25 Motorcycle Metered Parking

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| <i>ABEL SMITH ST</i> | <i>Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday</i> | <i>Northeast side, commencing 112 metres east of its intersection with Victoria Street (Grid coordinates x= 1748375.36 m, y= 5426913.60 m) and extending in a south-easterly direction following the kerbline for 4.5 metres.</i> |
| <i>AITKEN ST</i> | <i>Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday</i> | <i>North side, commencing 69 metres east of its intersection with Molesworth Street (Grid Coordinates X= 1748891.956 m, Y=5428976.098 m) and extending in an easterly direction following the kerbline for 17.5 metres.</i> |
| <i>BALLANCE ST</i> | <i>Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday</i> | <i>Southwest side, following the kerbline 5.5 metres west of its intersection with Featherston Street (Grid Coordinates X= 1748882.542 m, Y=5428445.533 m) and extending in a north-westerly direction for 9 metres.</i> |
| <i>BALLANCE ST</i> | <i>Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday</i> | <i>Southwest side, commencing 82 metres northwest of its intersection with Stout Street (Grid Coordinates X= 1748813.782 m, Y= 5428544.272 m) and extending in a north-westerly direction following the kerbline for 5 metres.</i> |
| <i>BALLANTRAE PL</i> | <i>Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday</i> | <i>North side, following the kerbline 125 metres northeast of its intersection with Bowen Street (Grid Coordinates X=1748468.982 m, Y=5428875.599 m) and extending in an easterly direction for 11 metres.</i> |
| <i>CABLE ST</i> | <i>Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday</i> | <i>Northeast side, following the kerbline 6 metres southeast of its intersection with Barnett Street (Grid Coordinates X=1749271.660 m, Y=5427348.724 m) and extending in a south-easterly direction for 3.5 metres.</i> |

TR05-25 Motorcycle Metered Parking

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| CABLE ST | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | Northeast side, following the kerbline 97 metres southeast of its intersection with Barnett Street (Grid Coordinates X=1749271.660 m, Y=5427348.724 m) and extending in a south-easterly direction for 3 metres. |
| CABLE ST | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | Southwest side, following the kerbline 37 metres southeast of its intersection with Taranaki Street (Grid Coordinates X= 1749056.327 m, Y=5427465.138 m) and extending in a south-easterly direction for 10.5 metres. |
| FEATHERSTON ST | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | West side, commencing 5 metres south of its intersection with Waring Taylor Street (Grid Coordinates X= 1748853.187 m, Y=5428373.922 m) and extending in a southerly direction following the kerbline for 5 metres. |
| FEATHERSTON ST | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | West side, following the kerbline 22 metres north of its intersection with Whitmore Street (Grid Coordinates X=1748925.864 m, Y=5428534.220 m) and extending in a northerly direction for 12.5 metres. |
| HUNTER ST | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | South side, commencing 45 metres east of its intersection with Lambton Quay (Grid Coordinates X=1748696.928 m, Y=5428055.378 m) and extending in an easterly direction following the kerbline for 9 metres. |
| JESSIE ST | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | Southwest side, commencing 26 metres southeast of its intersection with Taranaki Street (Grid Coordinates X=1748825.826 m, Y=5426963.556 m) and extending in a south-easterly direction following the kerbline for 4.5 metres. |

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| JOHNSTON ST | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | Northeast side, following the kerbline 7 metres east of its intersection with Featherston Street (Grid Coordinates X=2658857.91792 m, Y=5990025.164353 m) and extending in a south-easterly direction for 24 metres. |
| KATE SHEPPARD PL | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | South side, commencing 40.5 metres west of its intersection with Mulgrave Street (Grid Coordinates X=1749058.073 m, Y=5428871.105 m) and extending in westerly direction following the kerbline for 4 metres. |
| KENT TCE | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | East side, following the kerbline 31.5 metres south of its intersection with Majoribanks Street (Grid Coordinates X=1749376.995 m, Y=5427061.018 m) and extending in a southerly direction for 10.7 metres. |
| KNIGGES AVE | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | West side, commencing 19 metres south of its intersection with Vivian Street (Grid Coordinates X=1748717.466 m, Y=5426945.107 m) and extending in a southerly direction following the kerbline for 14.5 metres. |
| MARION ST | Motorcycle Parking At All Times, Metered 8am to 8pm Monday to Sunday | East side, following the kerbline 18.5 metres south of its intersection with Ghuznee Street (Grid Coordinates X=1748772.853 m, Y=5427117.938 m) and extending in a southerly direction following the kerbline for 6.5 metres. |
| ORIENTAL PDE | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | Northeast side, following the kerbline 308 metres east of its intersection with Herd Street (Grid Coordinates X=1749592.139 m, Y=5427318.016 m) and extending in a north-easterly direction for 5.5 metres. |

TR05-25 Motorcycle Metered Parking

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| SHELL LANE | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | North side, commencing 27 metres west of its intersection with The Terrace (Grid Coordinates X=1748623.115 m, Y=5428356.387 m) and extending in a westerly direction following the kerbline for 11.5 metres. |
| STOUT ST | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | Southeast side, following the kerbline 7 metres east of its intersection with Lambton Quay (Grid Coordinates X=1748739.230 m, Y=5428487.633 m) and extending in a north-easterly direction for 6.5 metres. |
| TENNYSON ST | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | Southwest side, following the kerbline 146.5 metres northwest of its intersection with Cambridge Terrace (Grid Coordinates X=1749267.245 m, Y=5426907.349 m) and extending in a north-westerly direction for 9 metres. |
| THE TERRACE | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | East side, commencing 150 metres south of its intersection with Bowen Street (Grid Coordinates X=1748706.151 m, Y=5428766.409 m) and extending in a southerly direction following the kerbline for 9 metres. |
| THE TERRACE | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | East side, commencing 124 metres south of its intersection with Bowen Street (Grid Coordinates X=1748706.151 m, Y=5428766.409 m) and extending in a southerly direction following the kerbline for 17 metres. |
| THE TERRACE | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | East side, commencing 317.5 metres south of its intersection with Bowen Street (Grid Coordinates X=1748706.151 m, Y=5428766.409 m) and extending in a southerly direction following the kerbline for 36.5 metres. |

TR05-25 Motorcycle Metered Parking

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| VICTORIA ST | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | West side, commencing 74 metres south of its intersection with Chews Lane (Grid Coordinates X=1748757.858 m, Y=5427785.276 m) and extending in a southerly direction following the kerbline for 9 metres. |
| VICTORIA ST | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | West side, commencing 9 metres south of its intersection with Willeston Street (Grid Coordinates X=1748803.929 m, Y=5427888.452 m) and extending in a southerly direction following the kerbline for 6 metres. |
| WAKEFIELD ST | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | Northeast side, following the kerbline 102 metres northwest of its intersection with Chaffers Street (Grid Coordinates X=1749313.355 m, Y=5427230.157 m) and extending in a north-westerly direction for 4 metres. |
| WARING TAYLOR ST | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | Northeast side, following the kerbline 14 metres northwest of its intersection with Customhouse Quay (Grid Coordinates X=1748925.640 m, Y=5428349.573 m) and extending in a north-westerly direction for 3 metres. |
| WARING TAYLOR ST | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | Southeast side, following the southern kerbline 5.5 metres southeast of its intersection with Featherston Street (Grid Coordinates X=1748860.829 m, Y=5428370.208 m) and extending in a south-easterly direction for 7 metres. |
| WILLESTON ST | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | South side, commencing 63.5 metres west of its intersection with Jervois Quay (Grid Coordinates X=1748887.883 m, Y=5427847.713 m) and extending in a westerly direction following the kerbline for 10 metres. |

TR05-25 Motorcycle Metered Parking

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| WILLIS ST | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | East side, commencing 82 metres south of its intersection with Manners Street (Grid Coordinates X=1748603.458 m, Y=5427609.871 m) and extending in a southerly direction following the kerbline for 8 metres. |
| THORNDON QUAY | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | Northwest side, following the centreline 109 metres southwest of its intersection with Moore Street (Grid coordinates x= 1749213.511 m, y= 5429062.999 m), on eastern kerb and extending in a south-westerly direction for 5 metres. |
| THORNDON QUAY | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | Northwest side, following the kerbline 52 metres southwest of its intersection with Moore Street (Grid coordinates x= 1749213.511 m, y= 5429062.999 m), and extending in a south-westerly direction for 6 metres. |
| THORNDON QUAY | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | West side, following the kerbline 20 metres southwest of its intersection with Davis Street (Grid Coordinates X=1749381.212 m, Y=5429231.868 m) and extending in a south-westerly direction following the kerbline for 6 metres. |
| THORNDON QUAY | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | East side, following the centreline 145 metres north of its intersection with Davis Street (Grid coordinates x= 1749376.648 m, y= 5429240.748 m) and extending in a northerly direction for 5 metres (4.8m offset from eastern kerbline). |
| THORNDON QUAY | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | West side, following the kerbline 169 metres north of its intersection with Davis Street (Grid coordinates x= 1749376.648 m, y= 5429240.748 m) and extending in a northerly direction for 6 metres. |

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| THORNDON QUAY | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | West side, following the centreline 317 metres north of its intersection with Davis Street (Grid coordinates x= 1749376.648 m, y= 5429240.748 m), and extending in a northerly direction for 6 metres. |
| THORNDON QUAY | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | West side, following the kerbline 505 metres north of its intersection with Davis Street (Grid coordinates x= 1749376.648 m, y= 5429240.748 m) and extending in a northerly direction for 5 metres. |
| MARKET LANE | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | West side, following the kerbline 7 metres southwest of its intersection with Cable Street (Grid coordinates x= 1748963.172 m, y= 5427532.391 m) and extending in a south-westerly direction for 7 metres. |
| COLLEGE STREET | Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday | North side, following the kerbline 64 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749211.617 m, y= 5426784.819 m) and extending in a north westerly direction for 6 metres. |
| COLLEGE STREET | P120 Maximum Motorcycle Parking at all times, Metered 8am to 8pm Monday to Sunday | Southeast side, following the kerbline 42 metres southeast of its intersection with Tory Street (Grid coordinates x= 1749017.647 m, y= 5426862.453 m) and extending in a south easterly direction for 6 metres. |
| DIXON STREET | Motorcycle Parking at All Times, Metered 8am to 8pm | South side, commencing 33 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.667 m, y= 5427250.711 m), and extending in a north-westerly direction following the southern kerbline for 19 metres with a no parking markings for 2m due to Fire hydrant after 11m. |

TR05-25 Motorcycle Metered Parking

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| | <i>Monday to Sunday</i> | |
| <i>MOLESWORTH ST</i> | <i>Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday</i> | <i>East side, commencing 45 metres south of its intersection with SH1-Northbound connecting slip (Grid Coordinates X=1748911.62m, Y=5429335.53m) and extending in a southerly direction following the eastern kerb line for 11 metres.</i> |
| <i>QUEENS WHARF</i> | <i>Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday</i> | <i>South side, commencing 46 metres southeast of its intersection with Jervois Quay (Grid coordinates, x= 1748881.100 m, y= 5428073.976 m), and extending in a southerly direction following the western footpath for 19 metres.</i> |
| <i>WARING TAYLOR STREET</i> | <i>Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday</i> | <i>Northeast side, following the kerblines 6.5 metres southeast of its intersection with Featherston Street (Grid Coordinates X=1748864.209 m, Y=5428378.437 m) and extending in a south-easterly direction for 6 metres.</i> |
| <i>INGLEWOOD PLACE/TARANAKI ST-#72 SLIP</i> | <i>Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday</i> | <i>West side, following the kerb line 74 metres north of its intersection with Taranaki Street (Grid coordinates, x= 1748898.040m, y=5427173.000m), and extending in a northerly direction following the western kerb line for 14 metres.</i> |
| <i>LADY ELIZABETH LANE</i> | <i>Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday</i> | <i>South side, commencing 3 metres south of its intersection with Jervois Quay (Grid coordinates, x= 1748887.441 m, y= 5428200.425 m), and extending in a southerly direction following the western footpath for 18 metres.</i> |

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| <i>MOLESWORTH ST</i> | <i>Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday</i> | <i>West side, commencing 46.5 metres north of its intersection with May Street (Grid Coordinates X=1748912.664m, Y=5429344.440m) and extending in a northerly direction following the western kerb line for 4.5 metres.</i> |
| <i>VICTORIA ST</i> | <i>Motorcycle Parking at All Times, Metered 8am to 8pm Monday to Sunday</i> | <i>East side, commencing 75 metres south of its intersection with Dixon Street (Grid Coordinates X= 1748642.14 m, Y=5427378.07 m) and extending in a southerly direction following the kerb line for 12.0 metres.</i> |
| <i>WIGAN ST</i> | <i>P180 Maximum Motorcycle Parking at all times, Metered 8am to 8pm Monday to Sunday</i> | <i>South side, commencing 110 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.700, y= 5426809.781 m) and extending in a westerly direction following the southern kerb line for 3.8 metres.</i> |

Prepared By: Andrea Holmes **Project Manager Development**

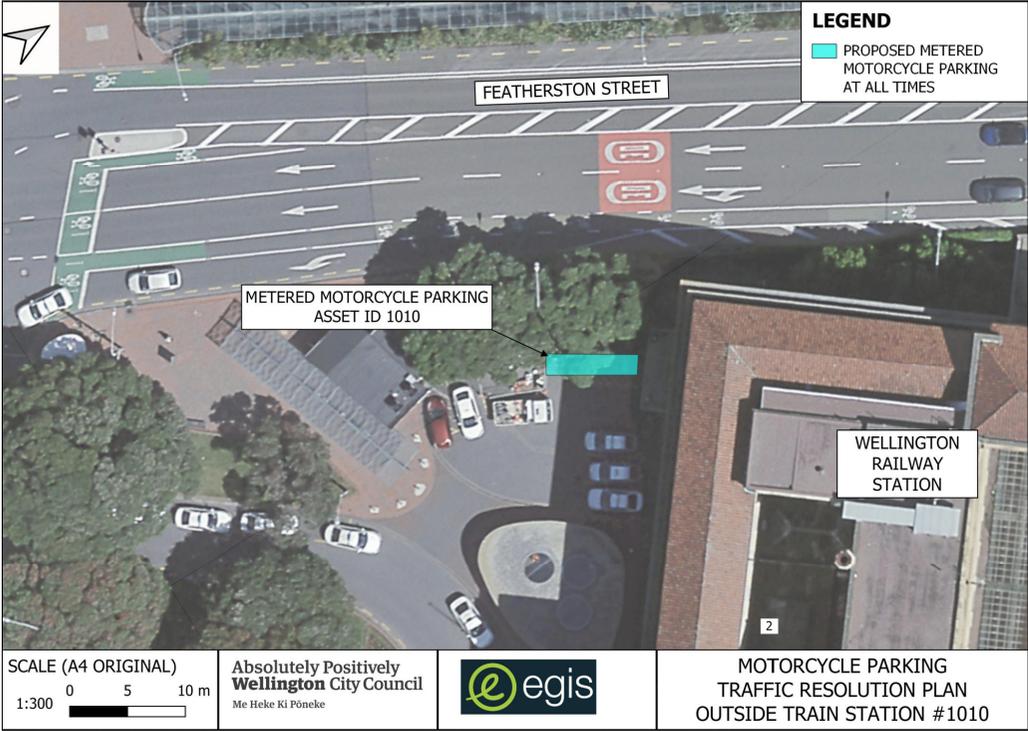
Reviewed By: Soon Teck Kong **Engineering & Operations Manager**

Approved By: Vida Christeller **Manager City Design**

Approved Date: 7 November 2024

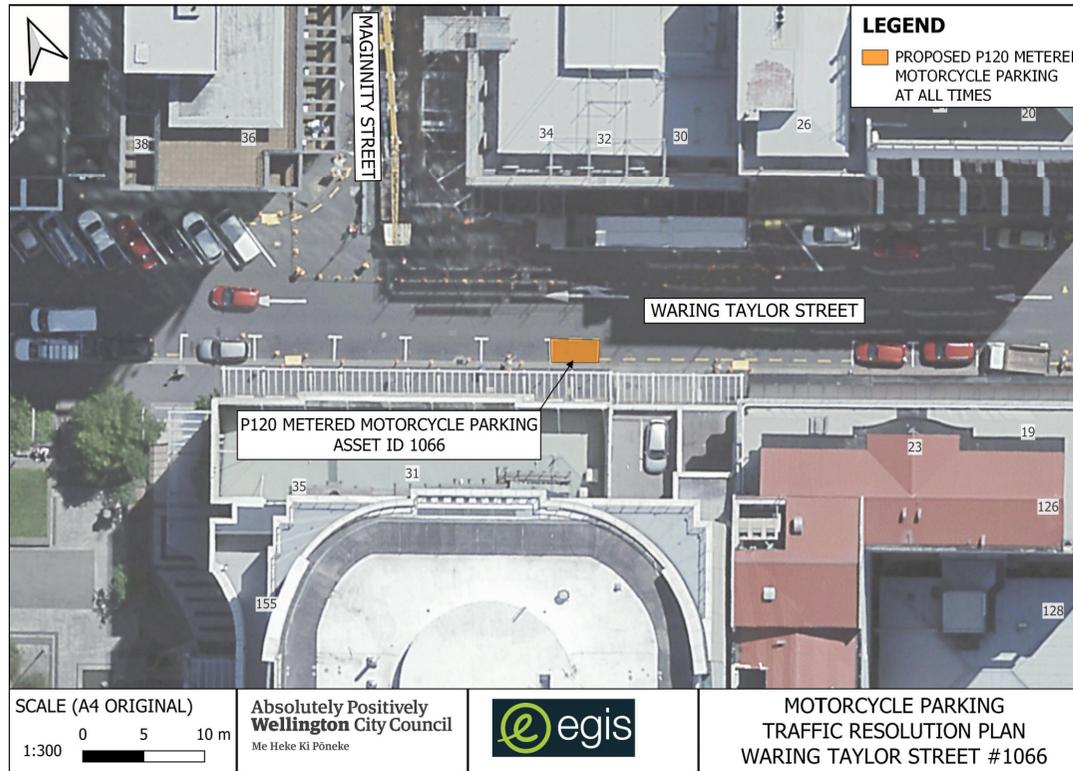
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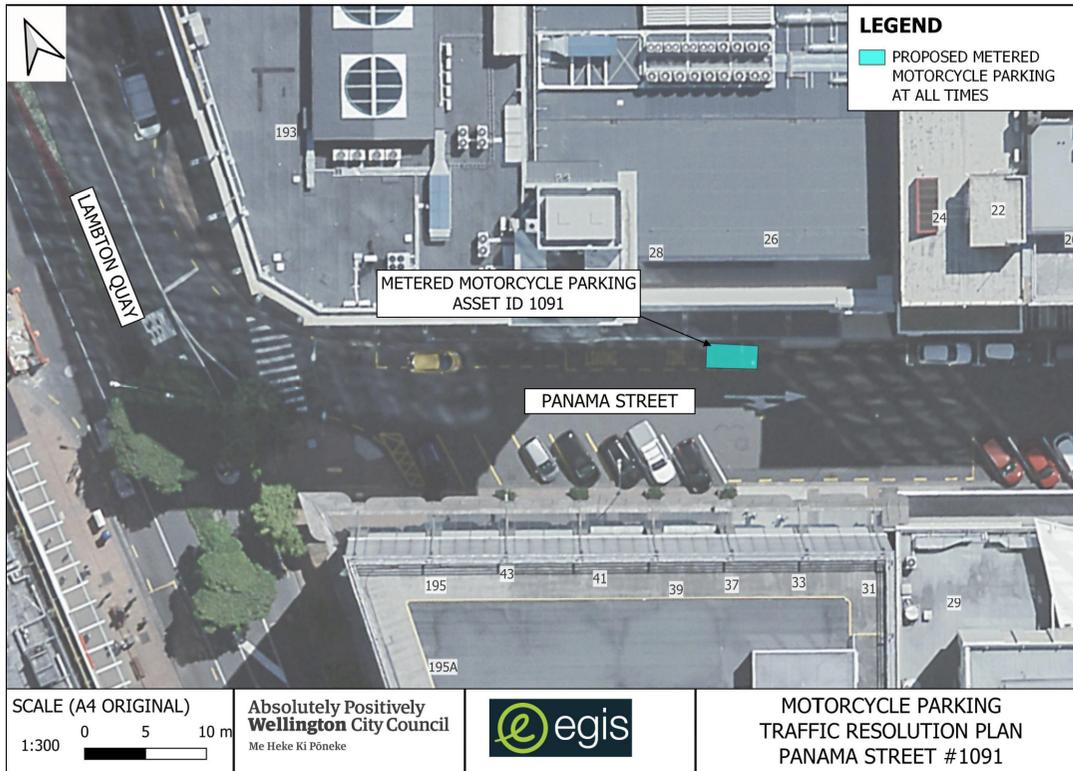
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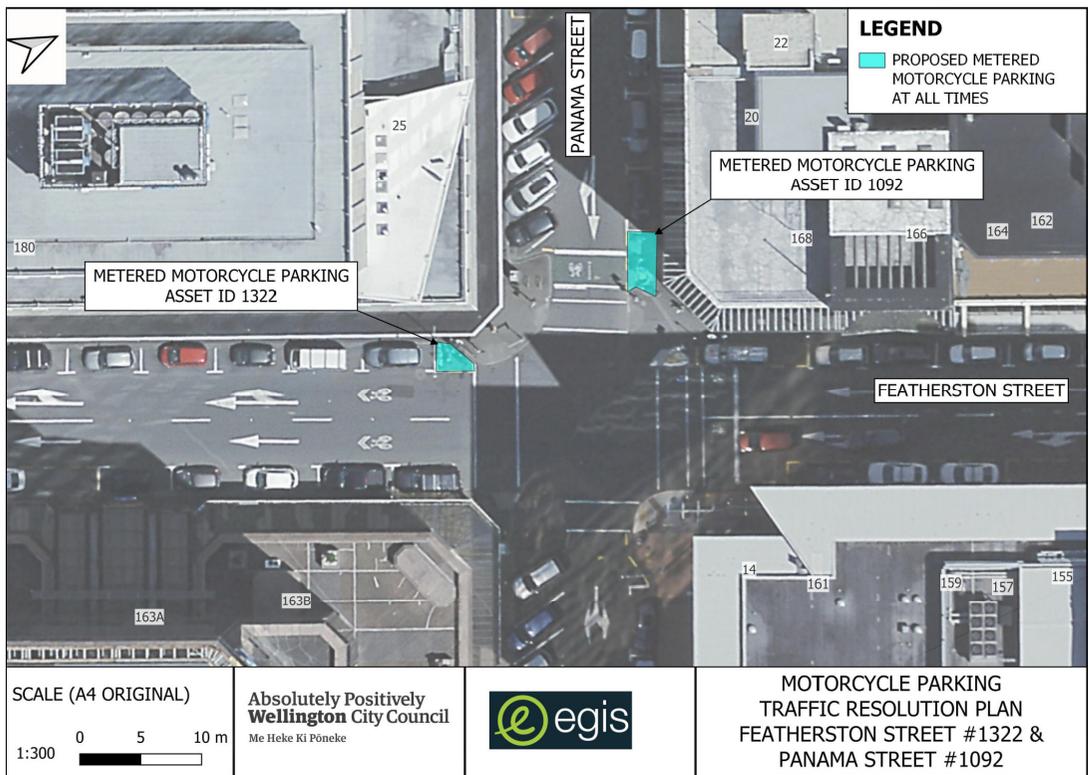
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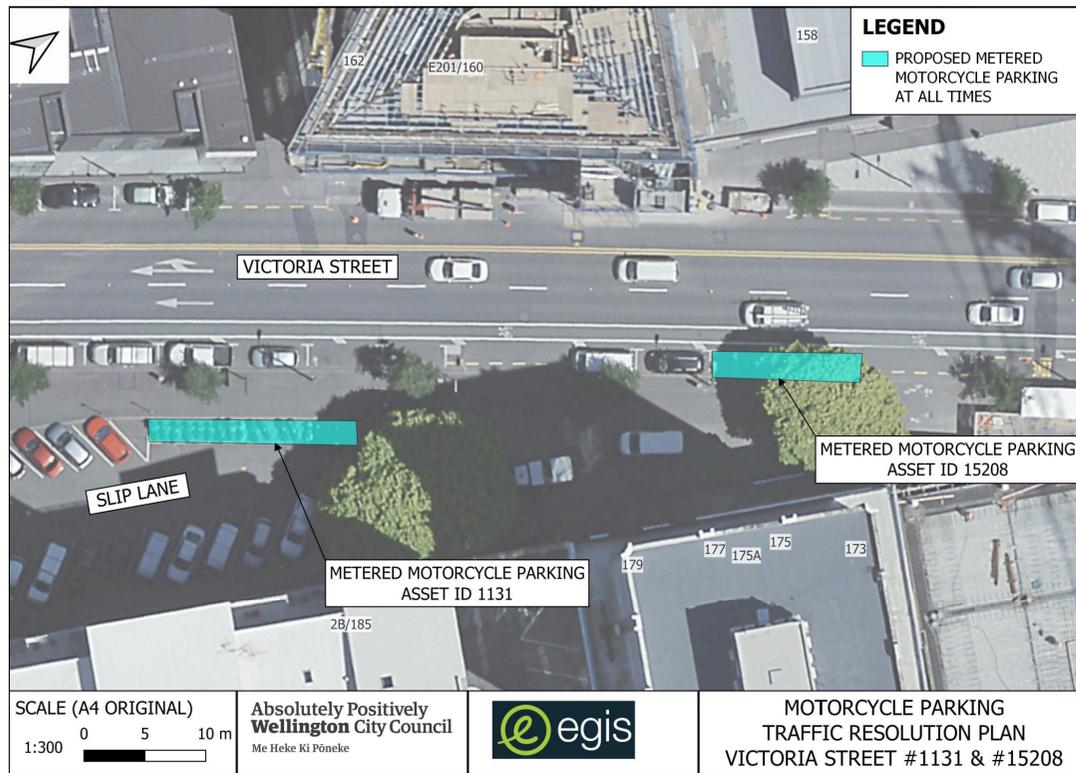
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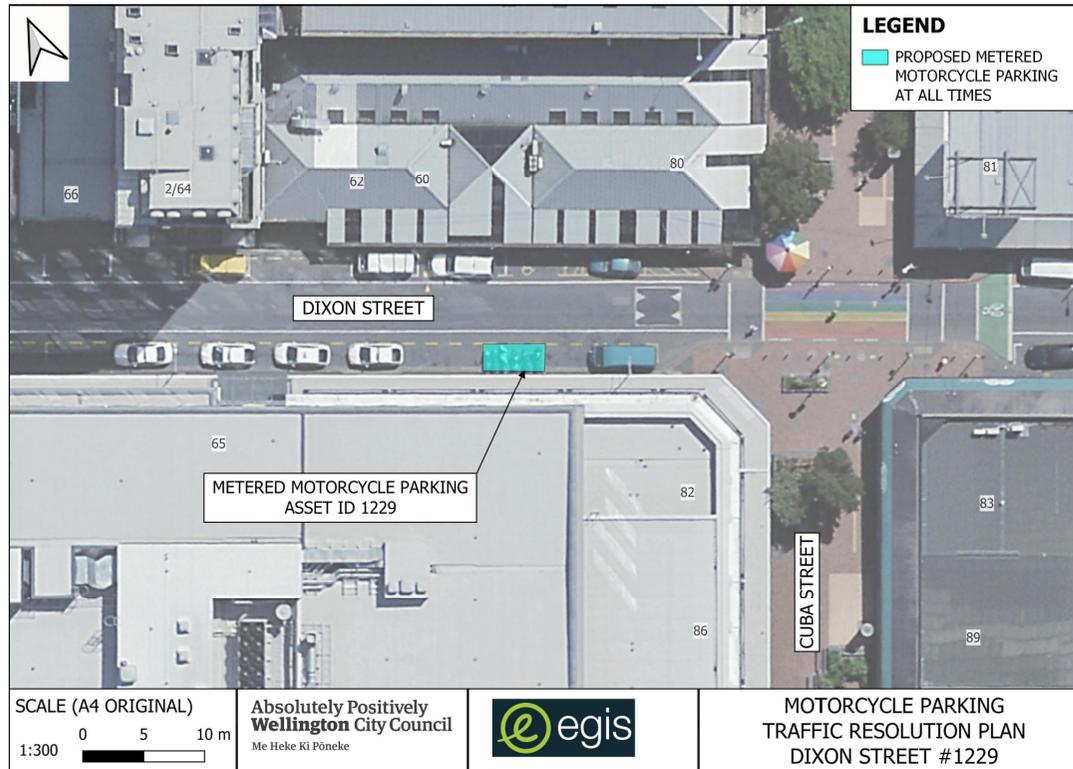
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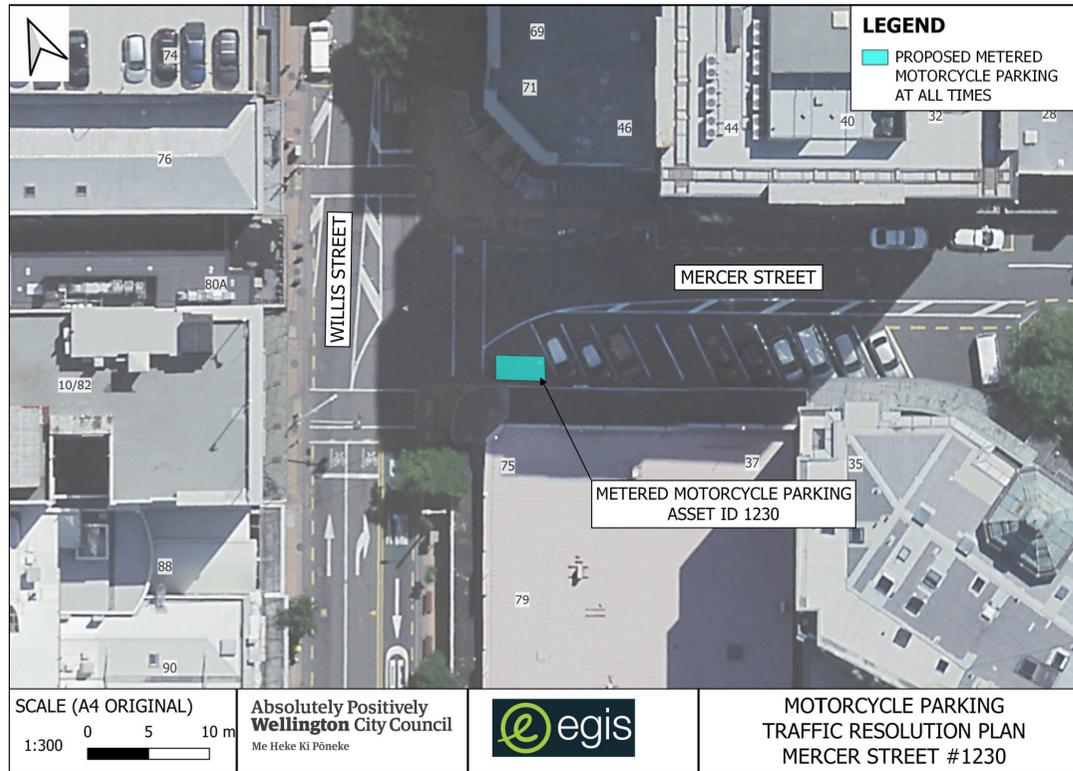
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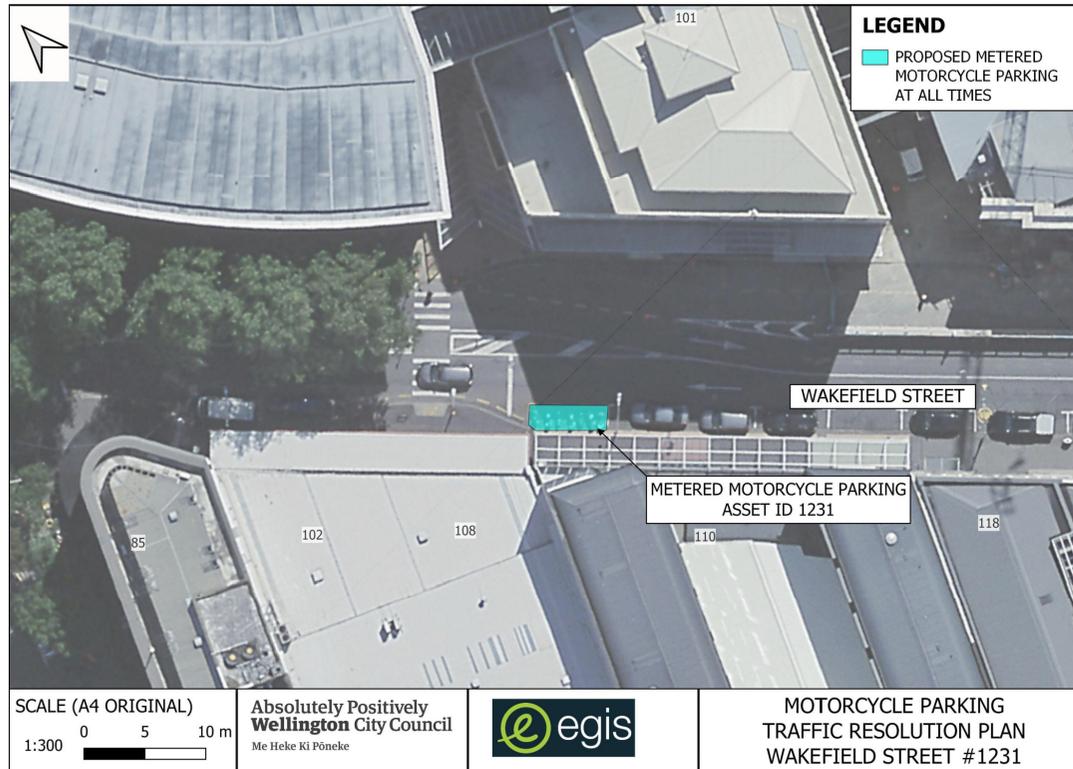
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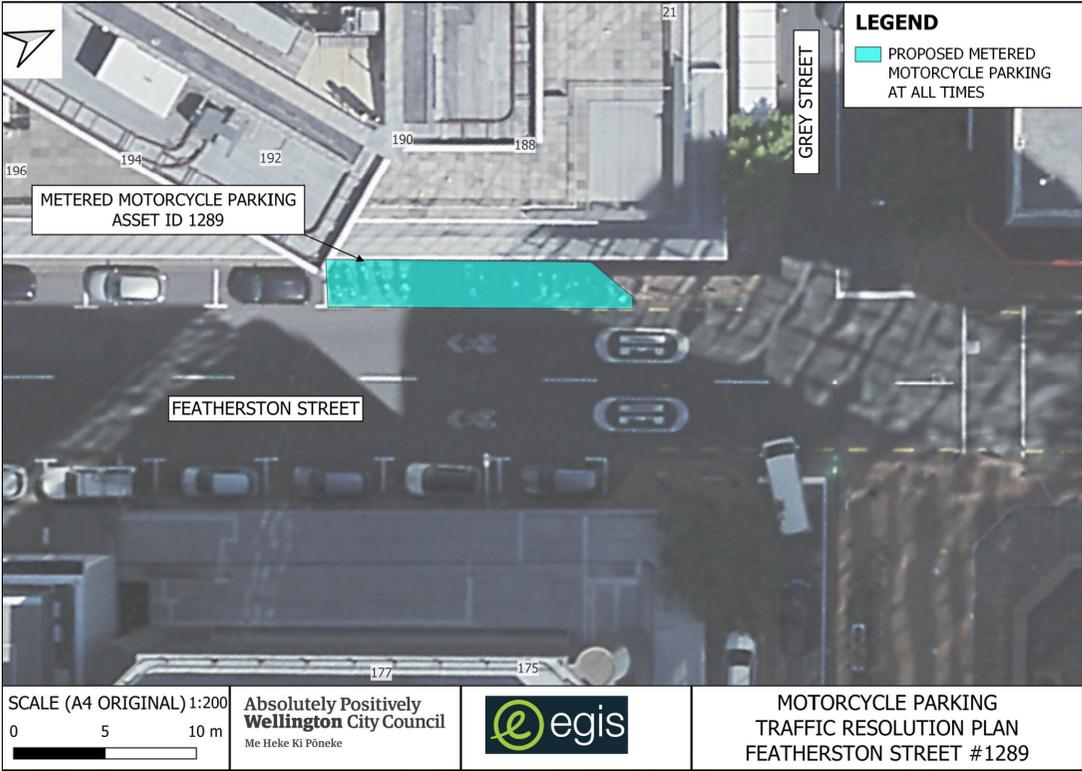
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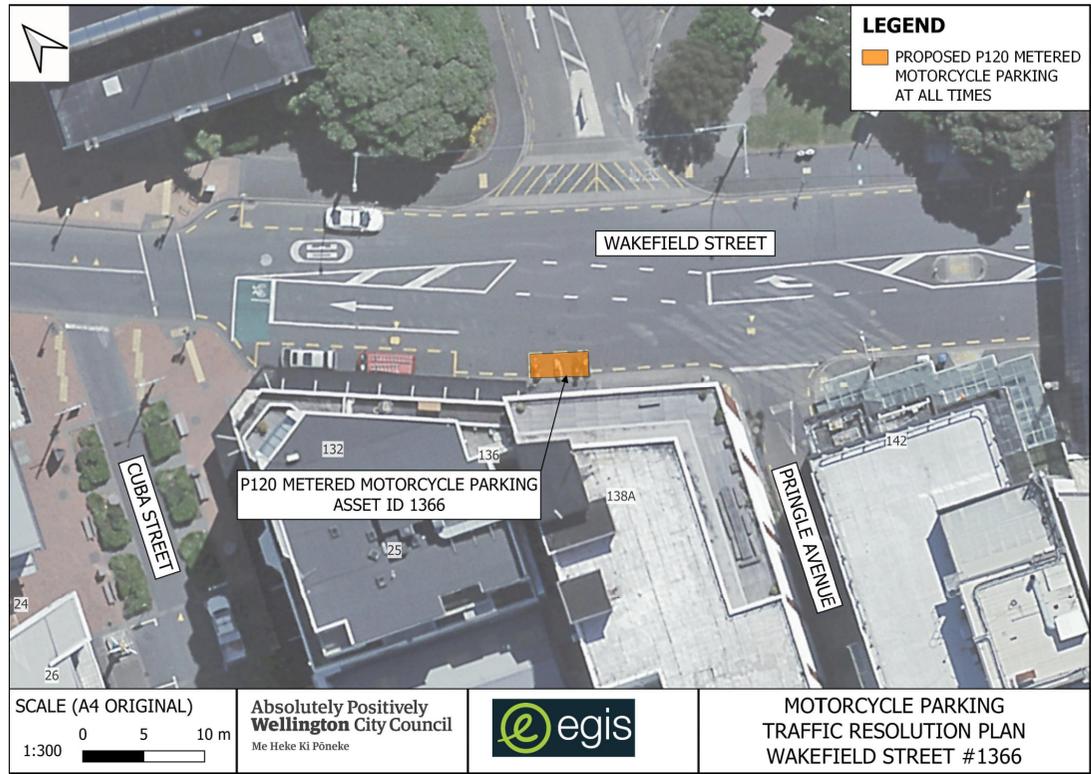
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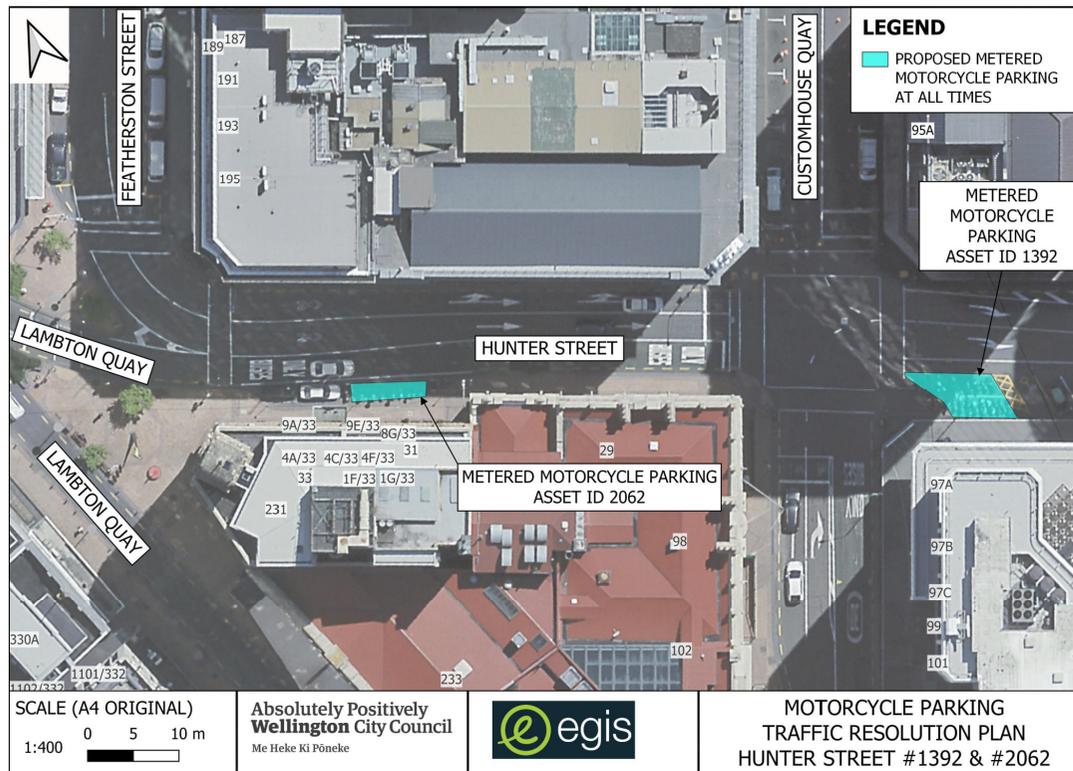
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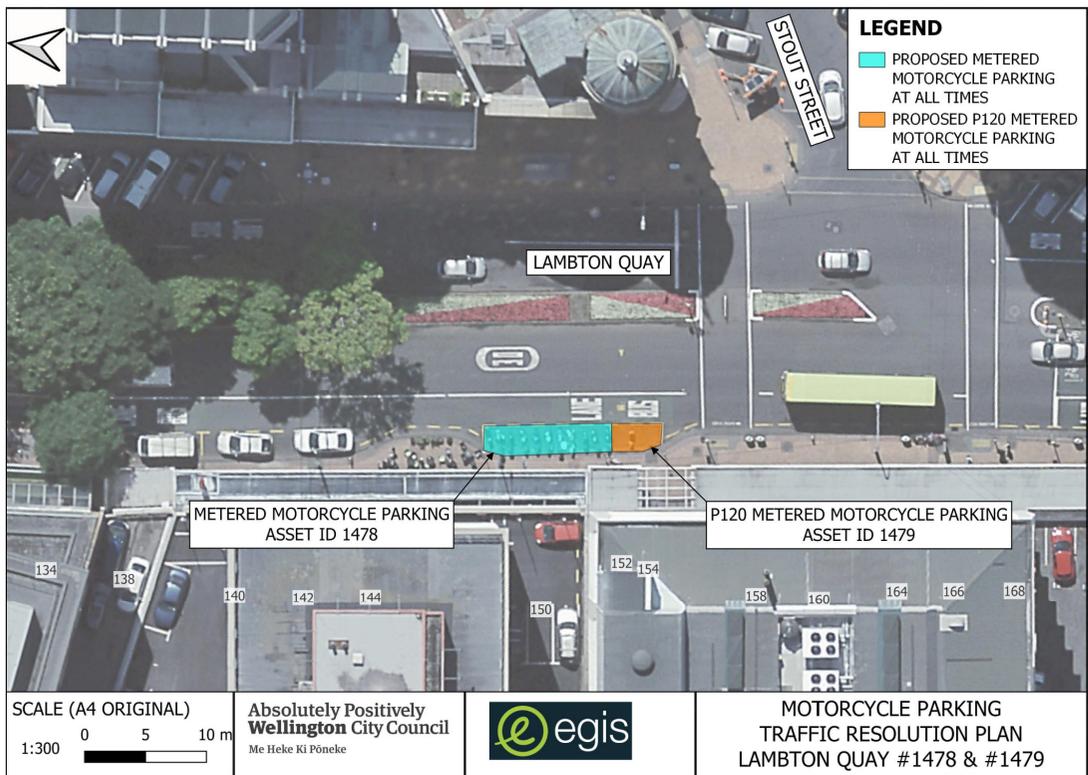
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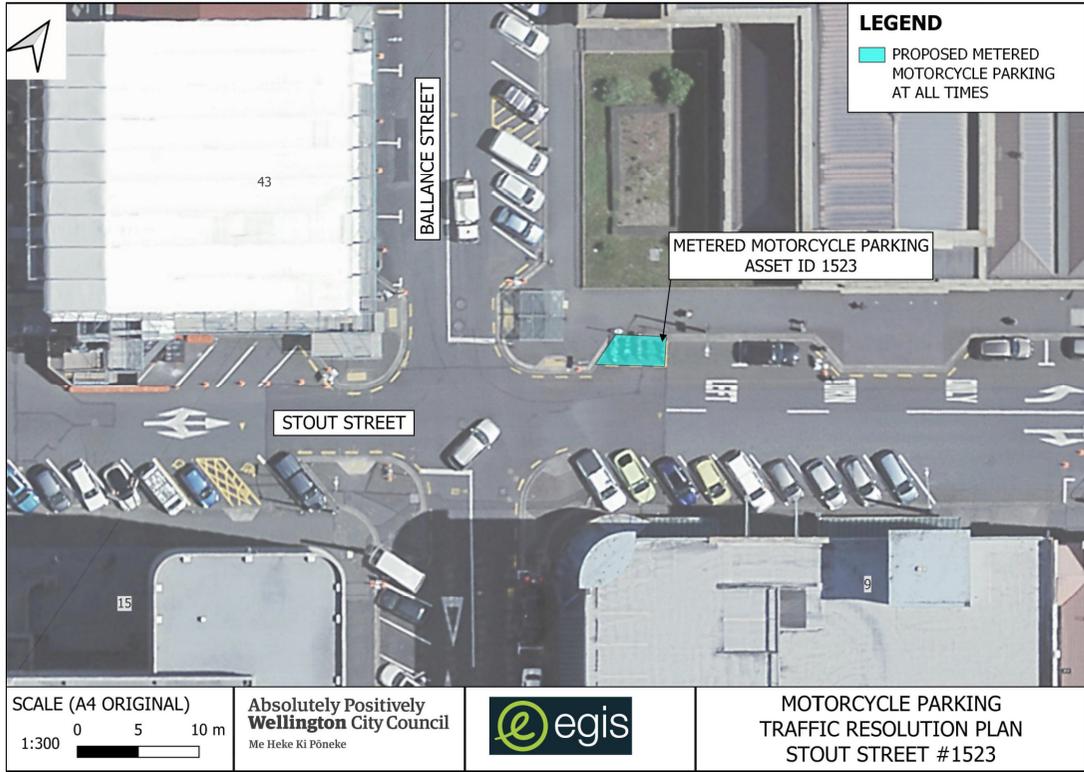
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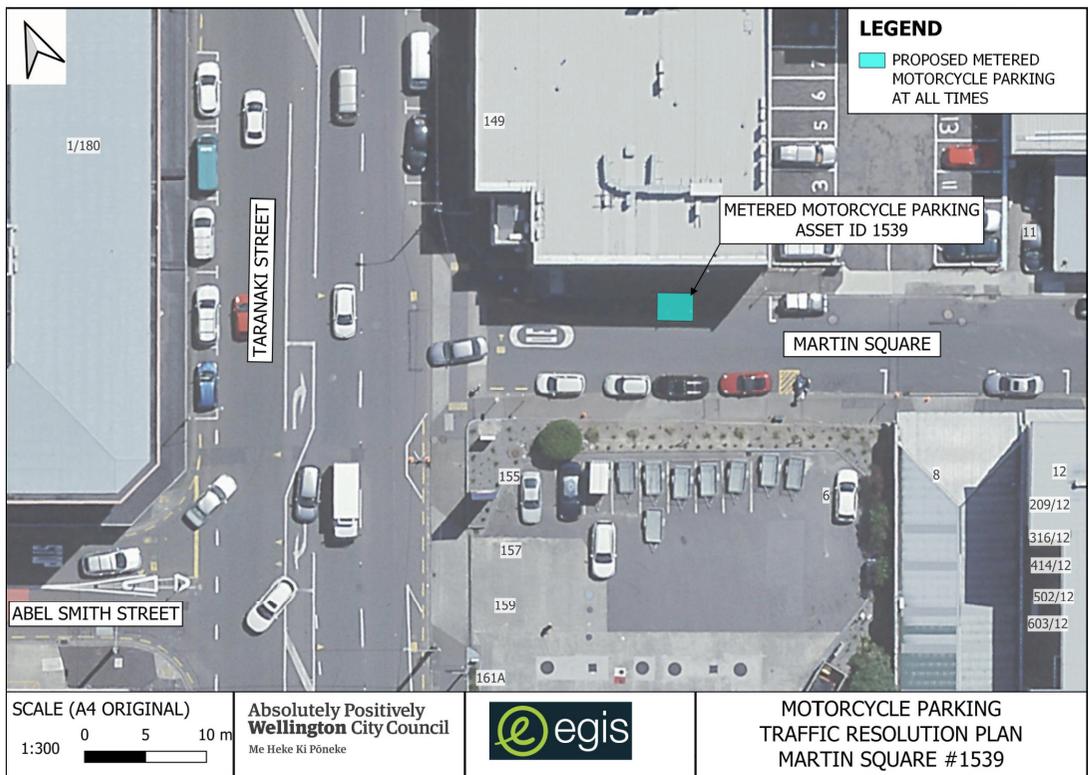
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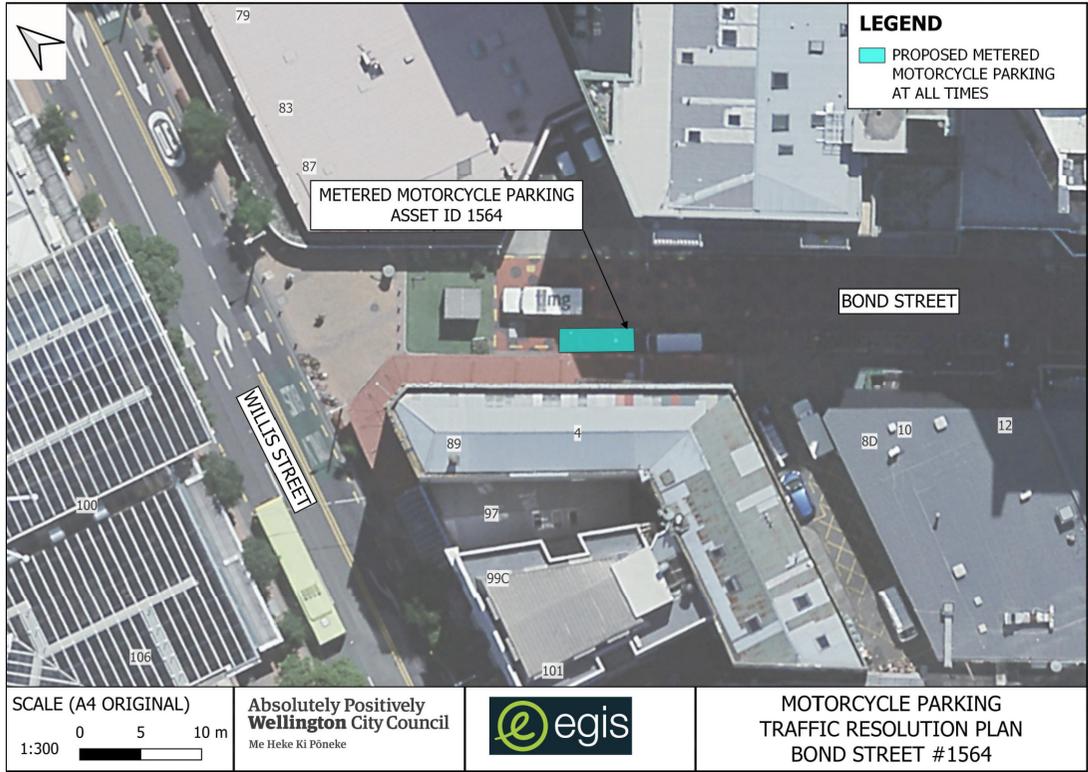
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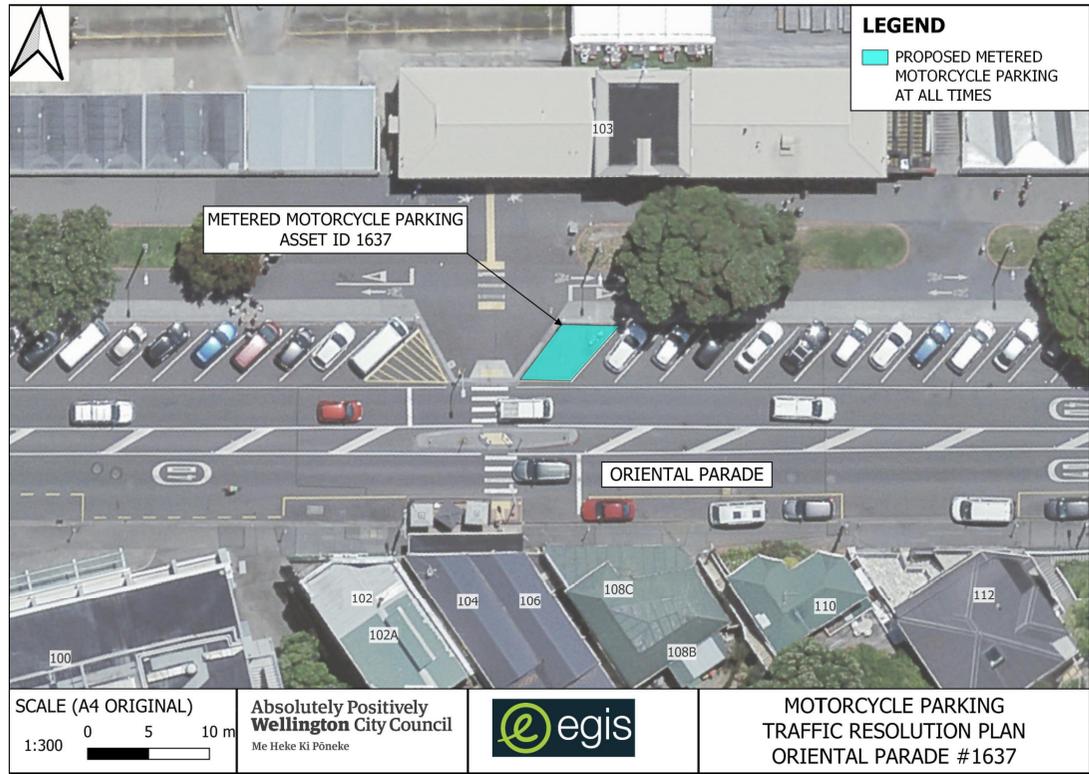
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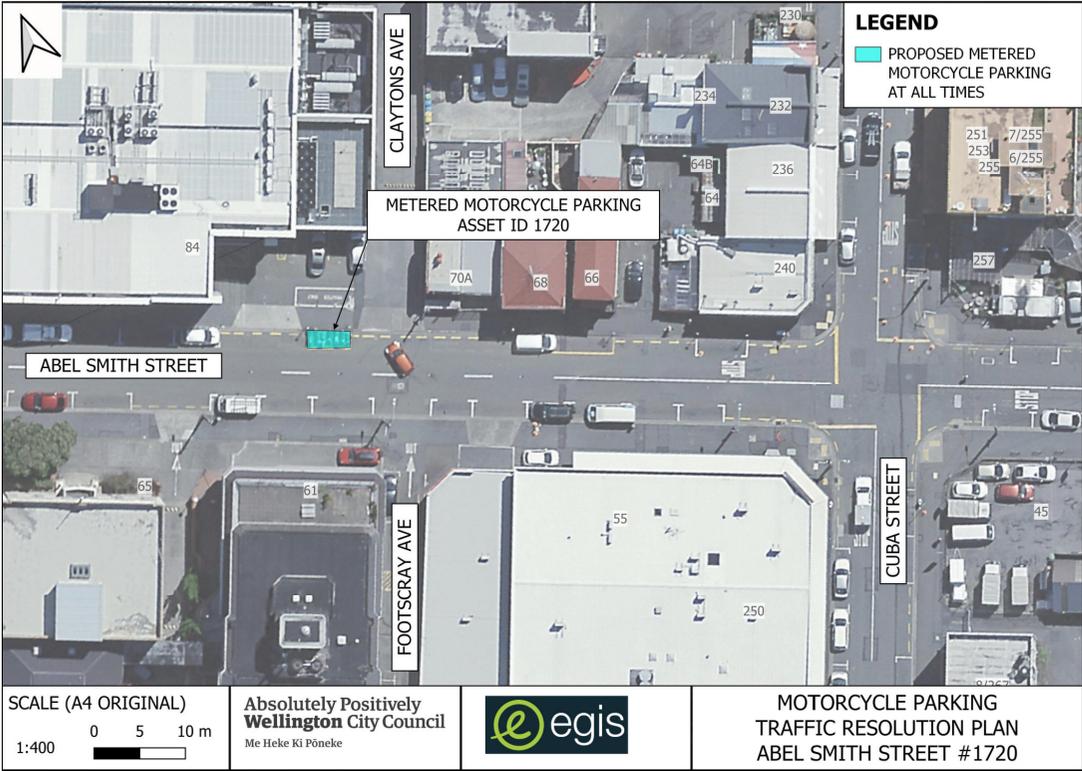
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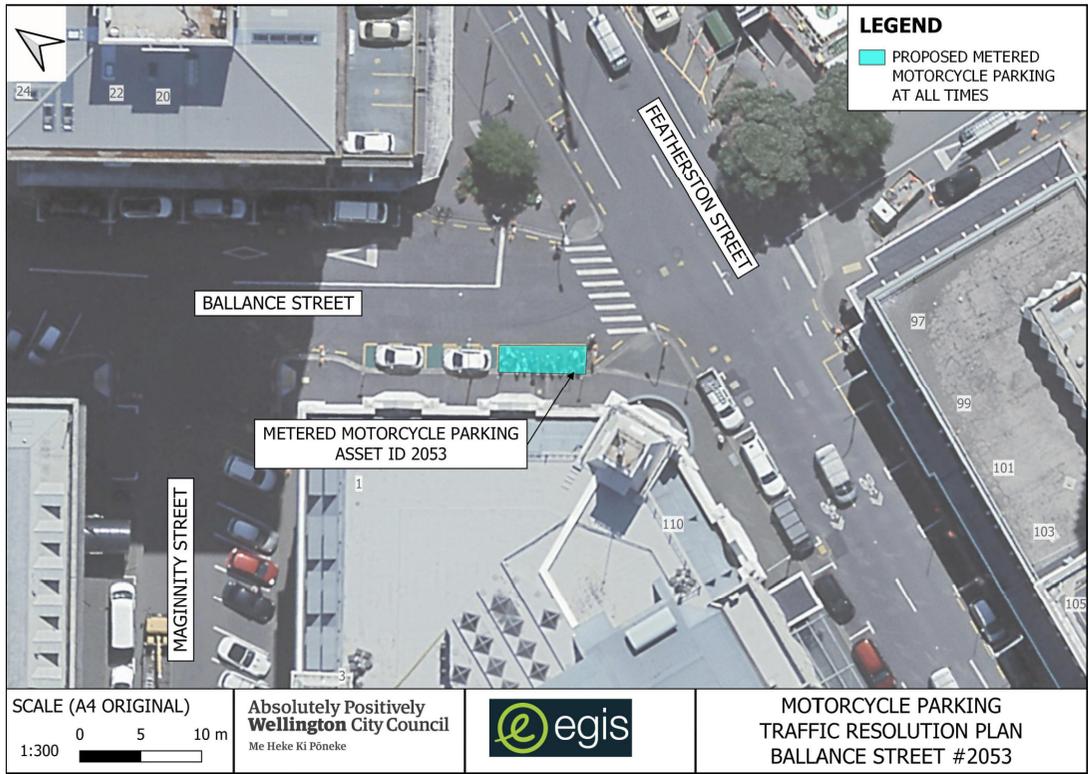
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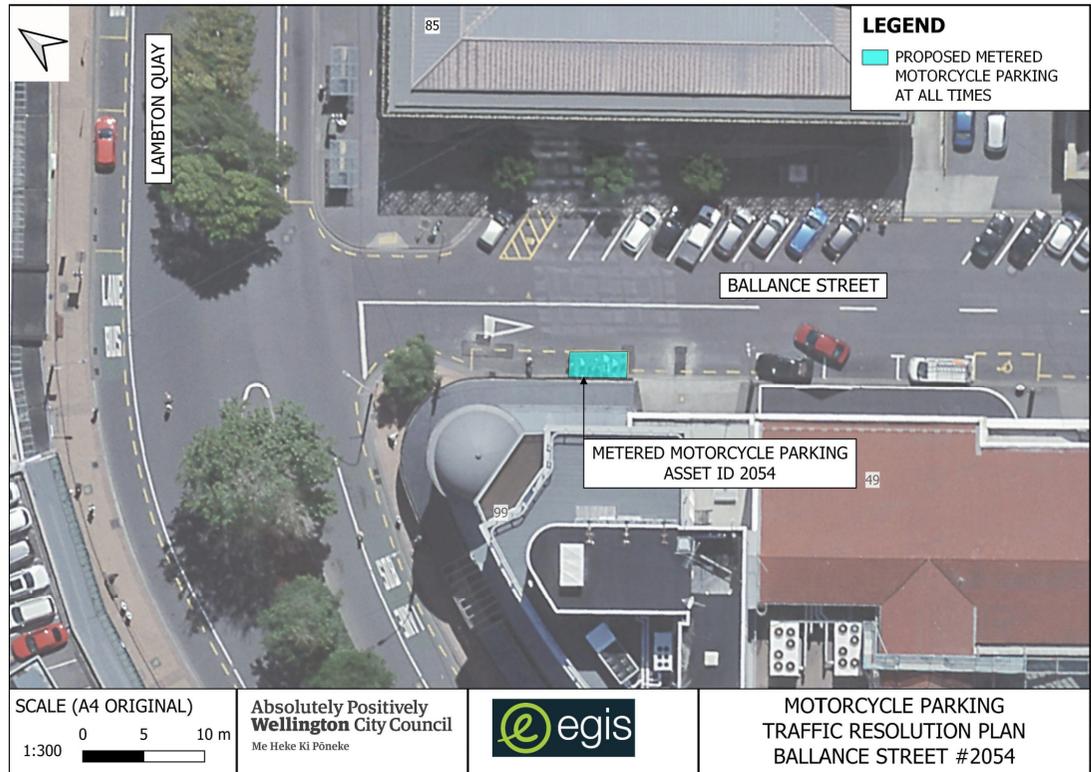
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MOTORCYCLE PARKING
 TRAFFIC RESOLUTION PLAN
 BALLANCE STREET #2053

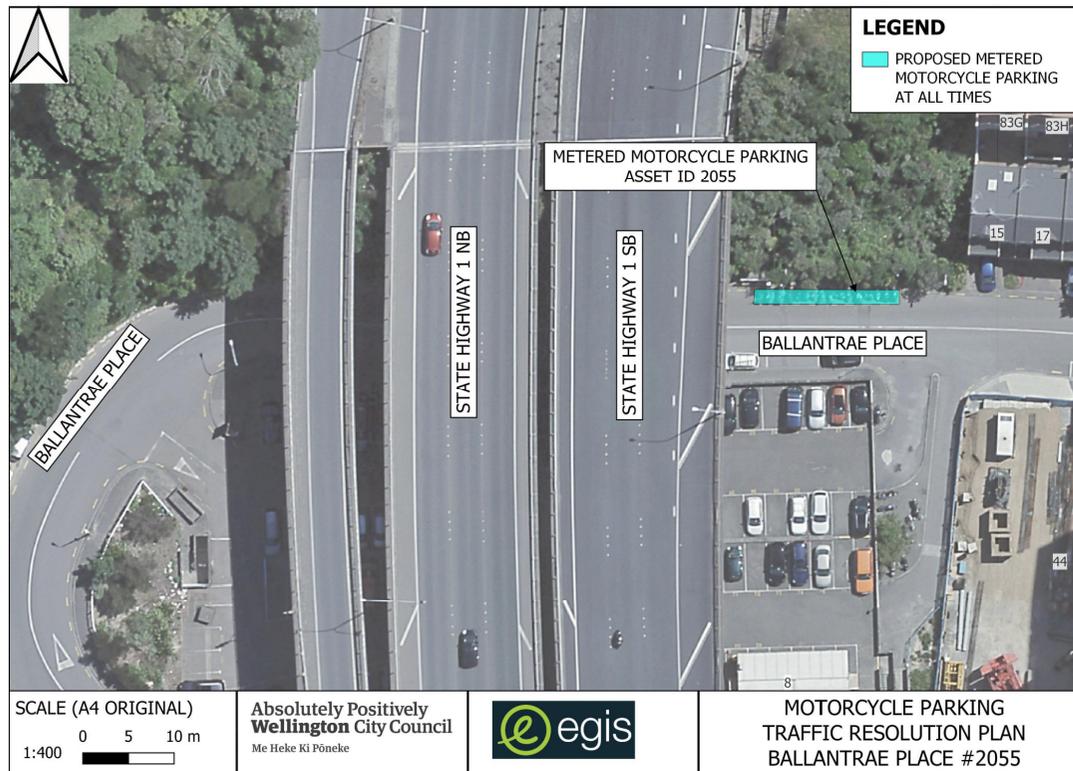
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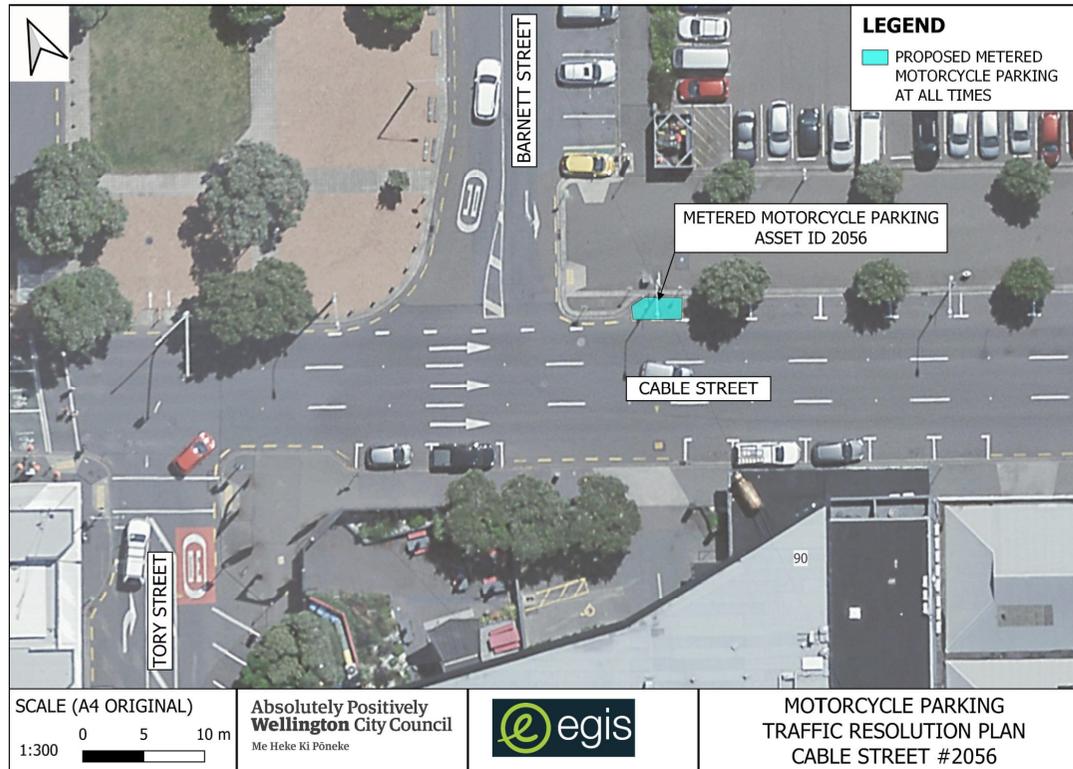
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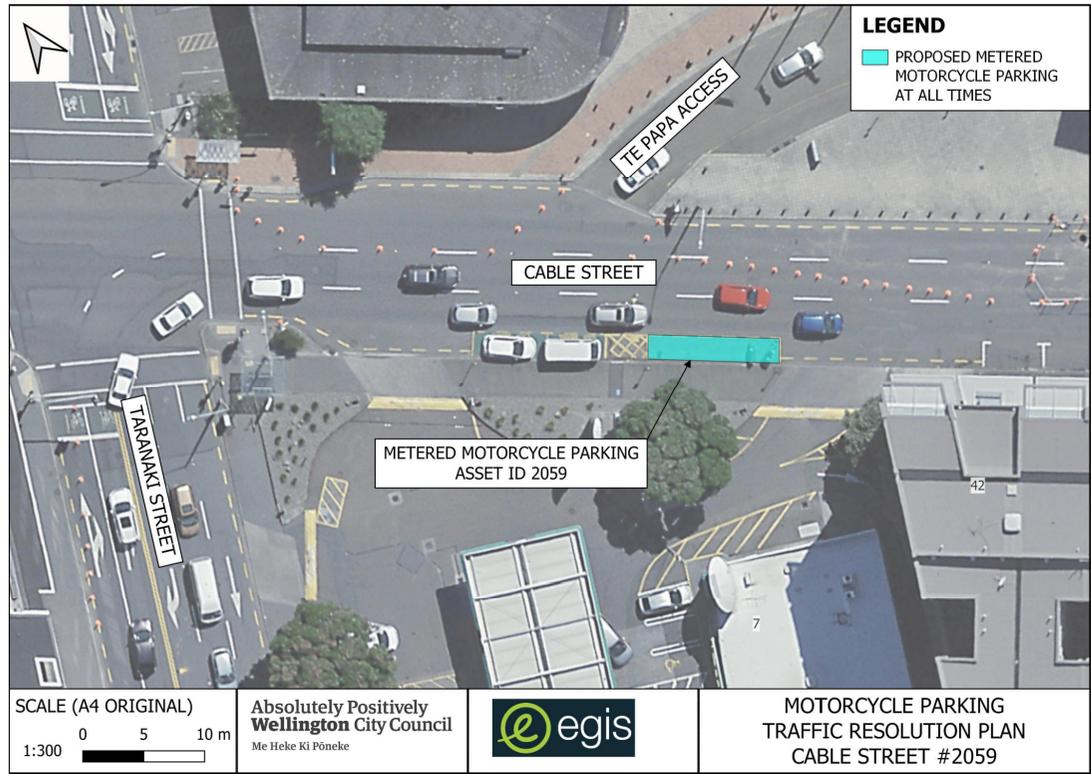
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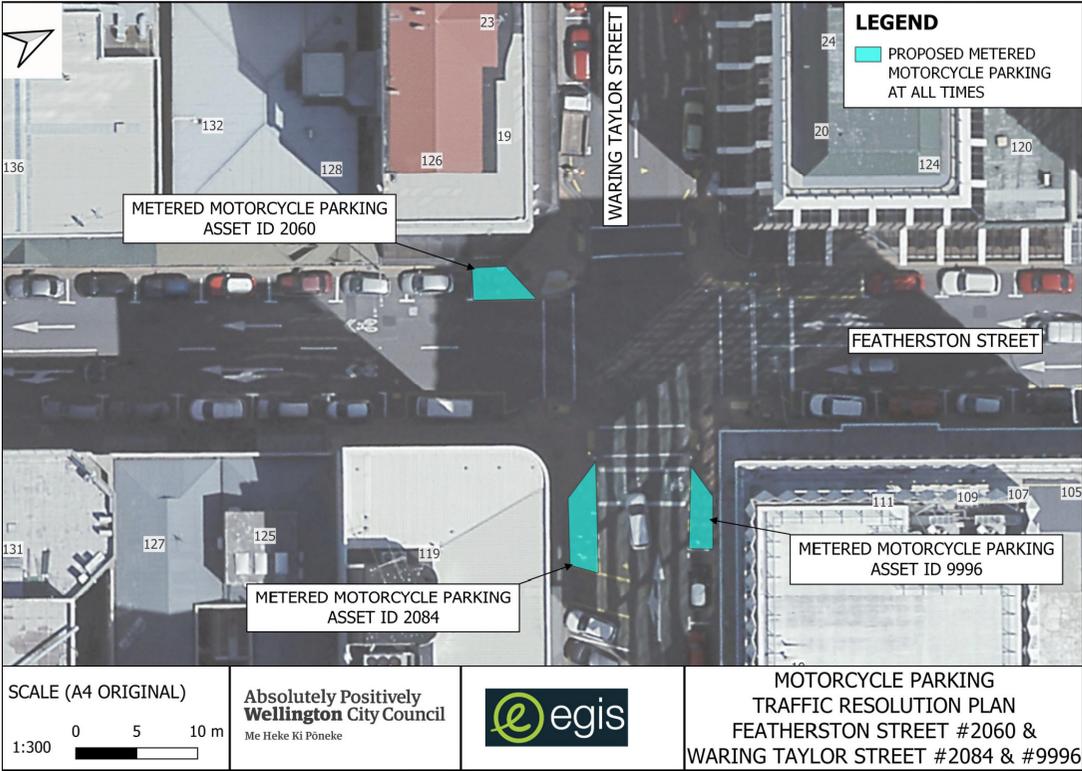
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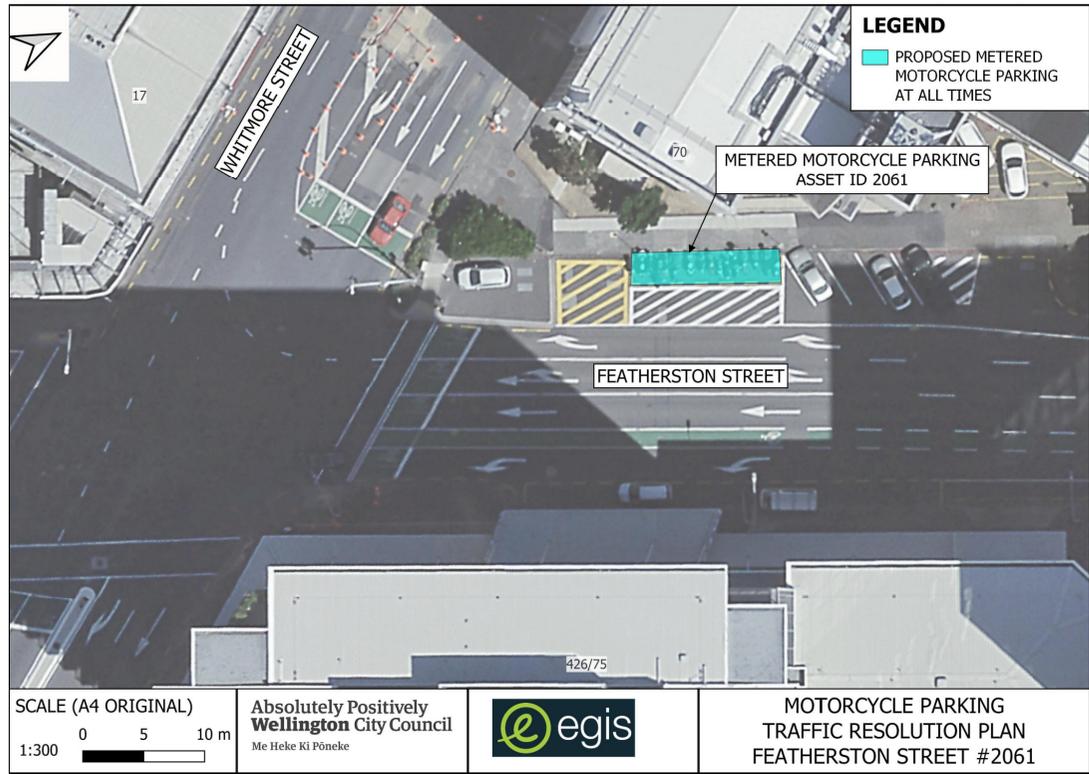
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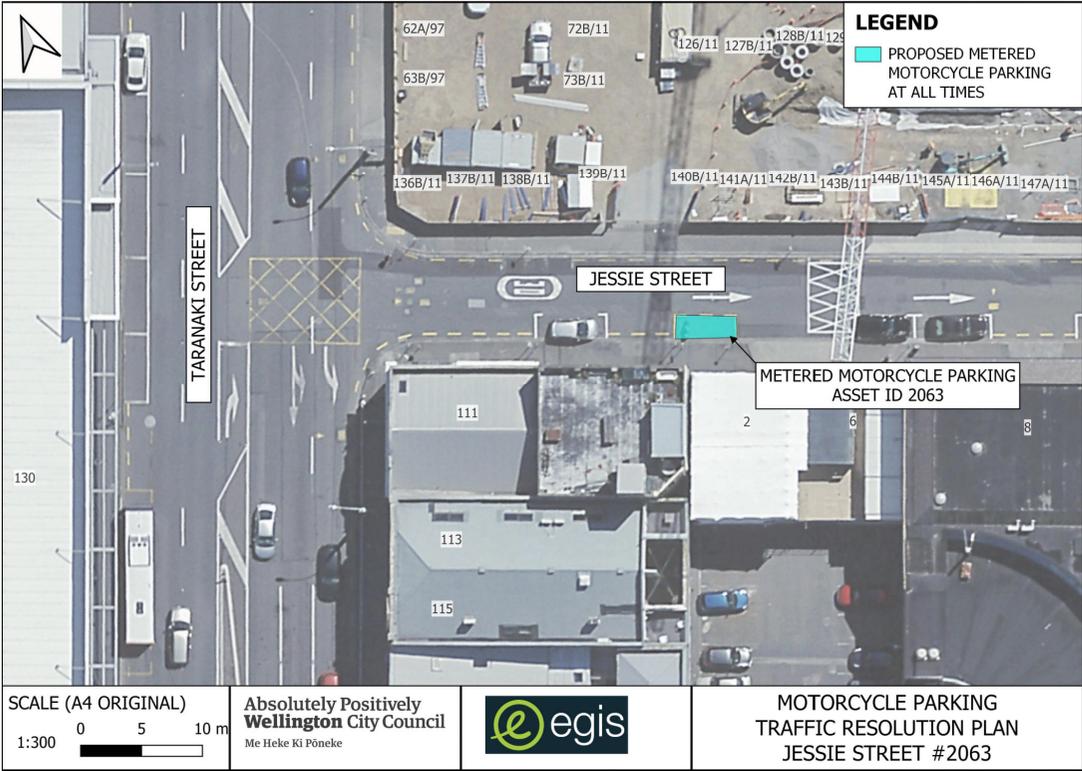
TR05-25 Motorcycle Metered Parking

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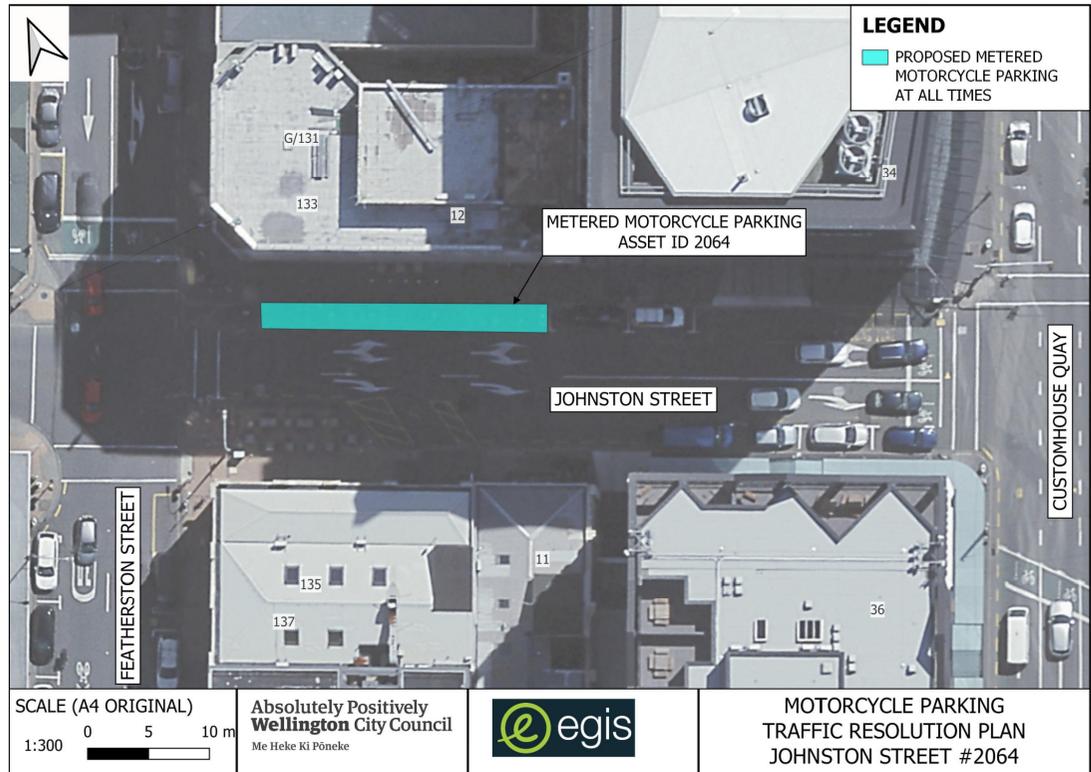
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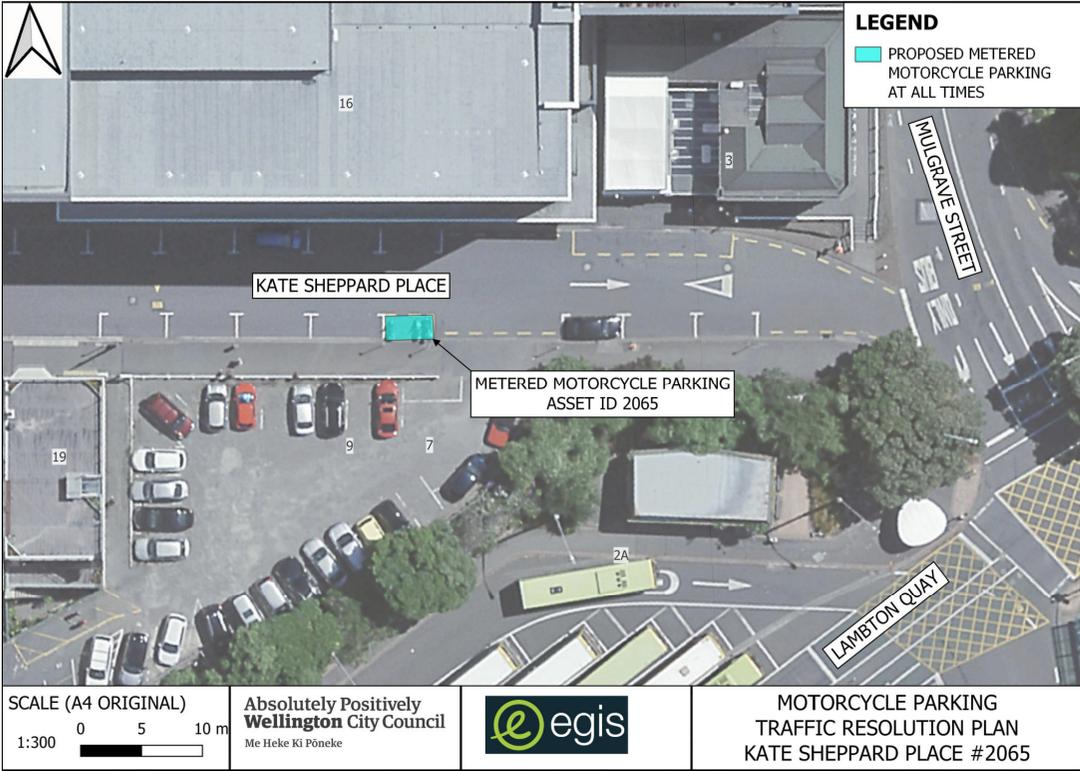
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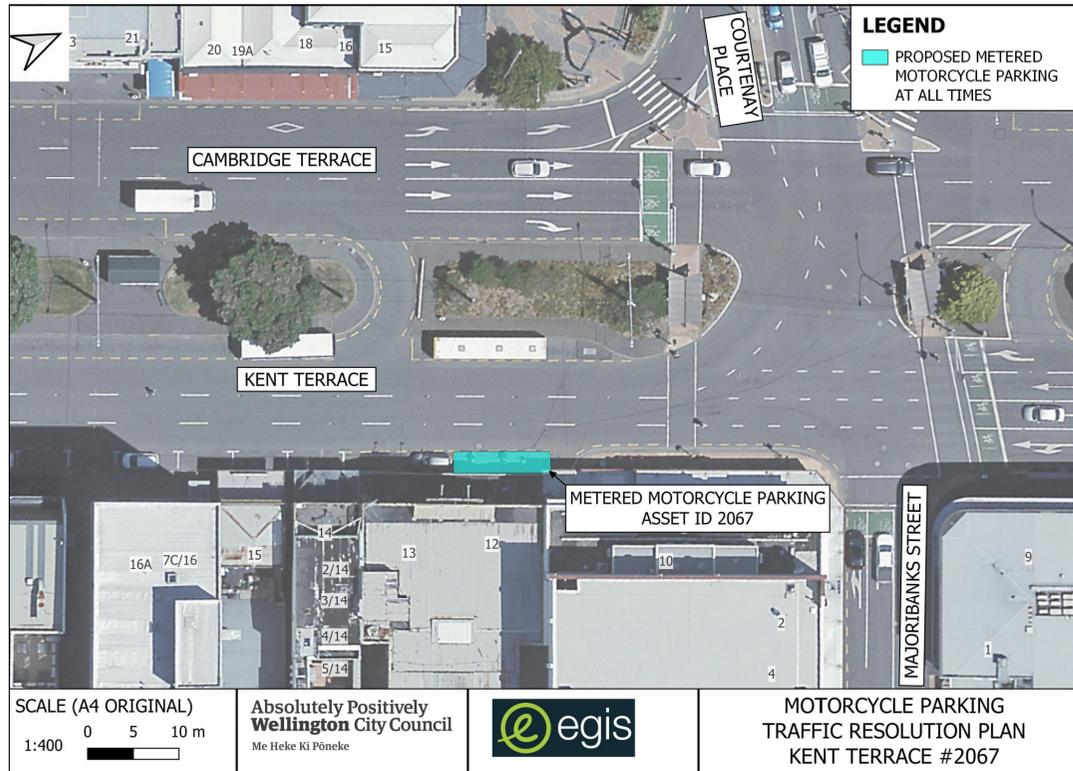
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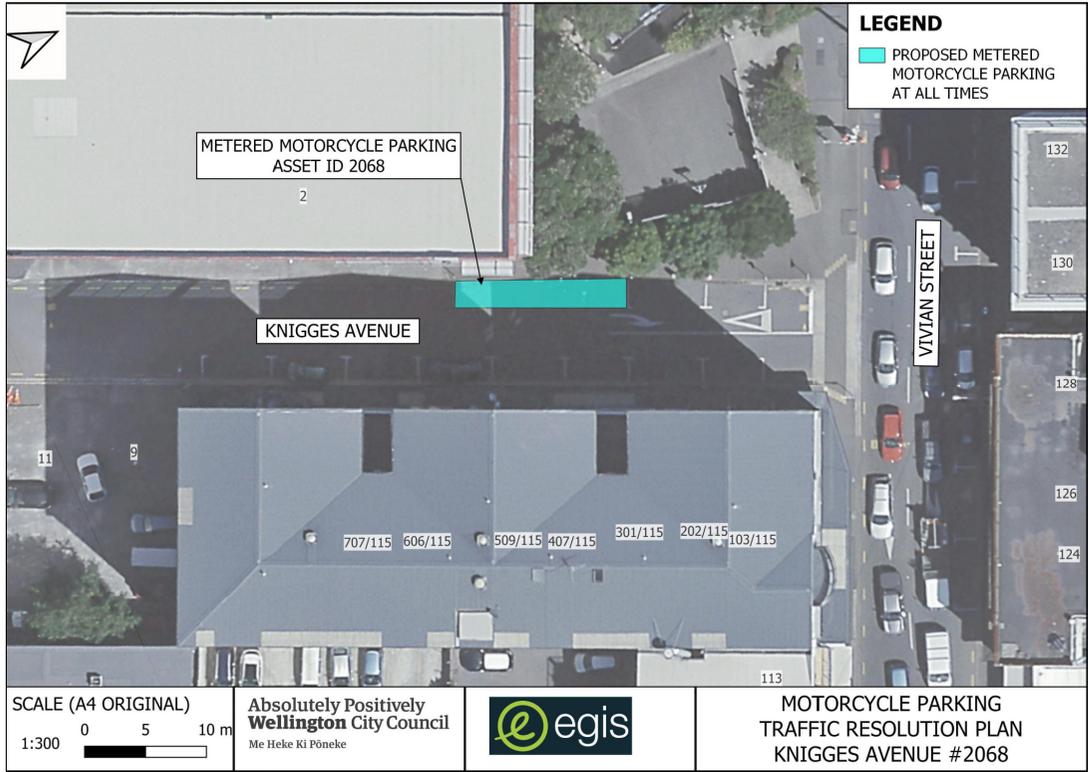
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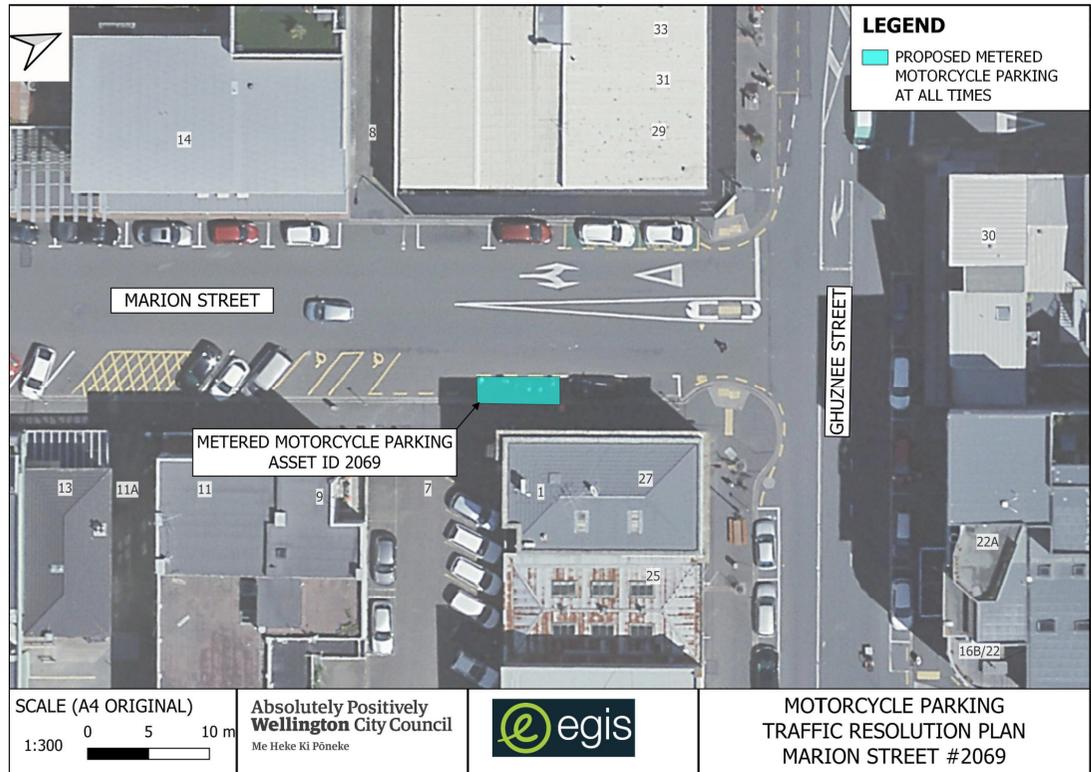
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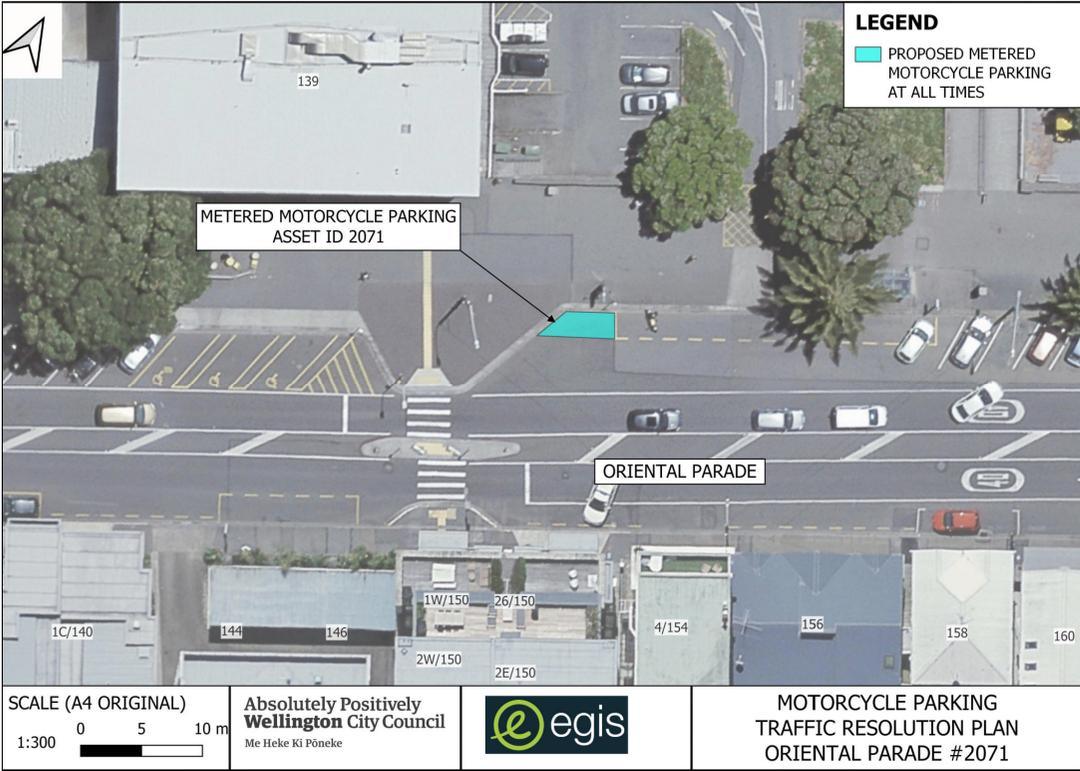
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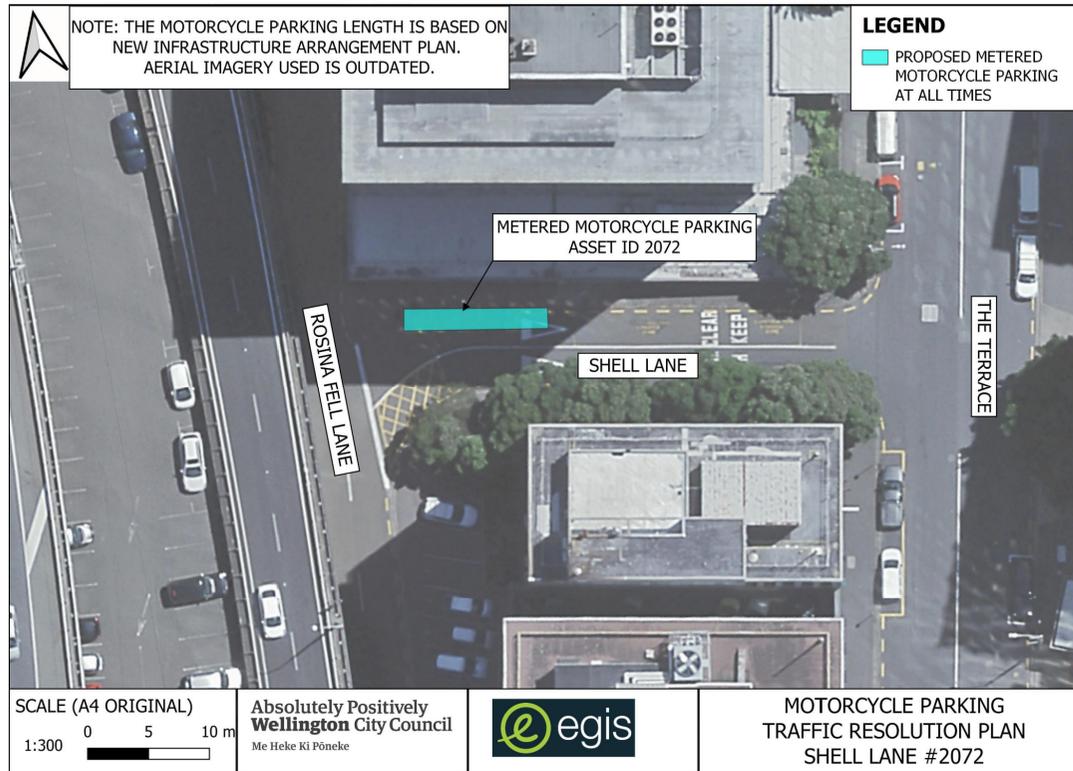
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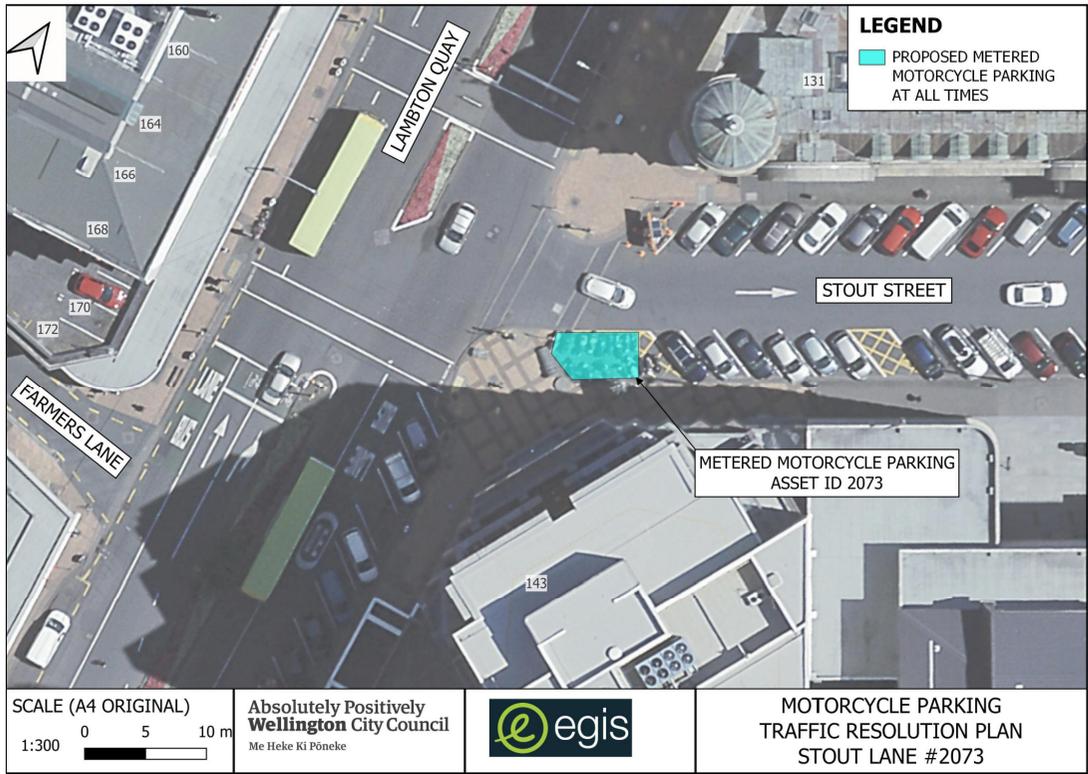
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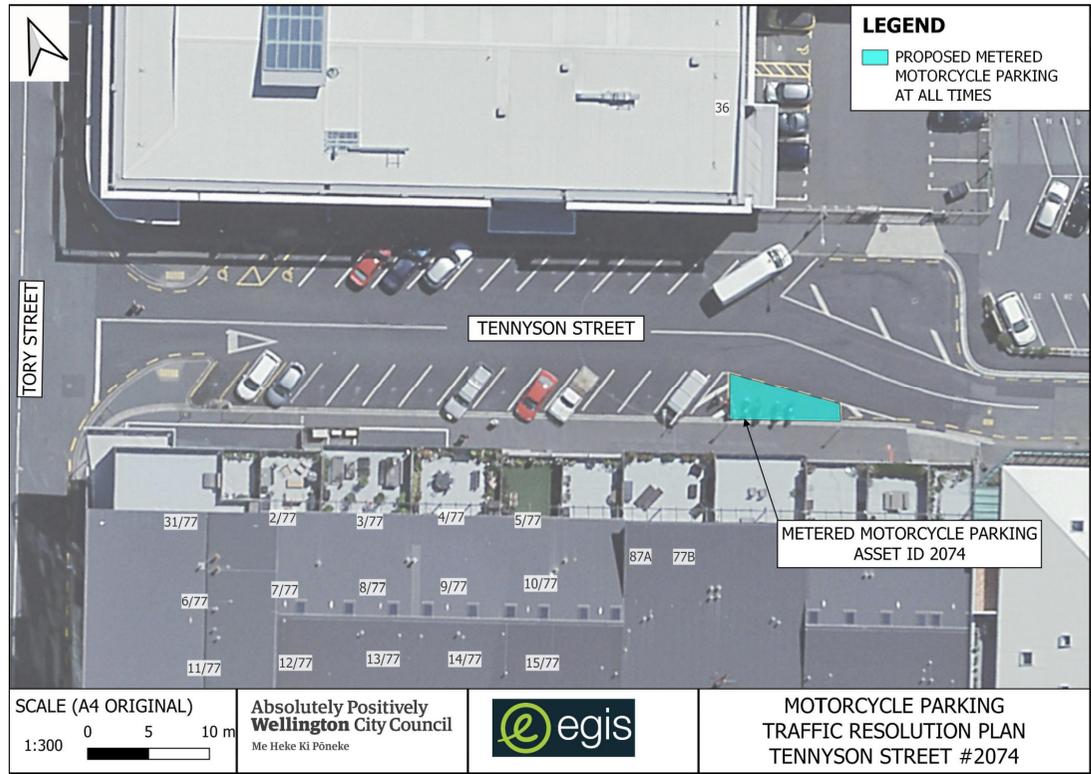
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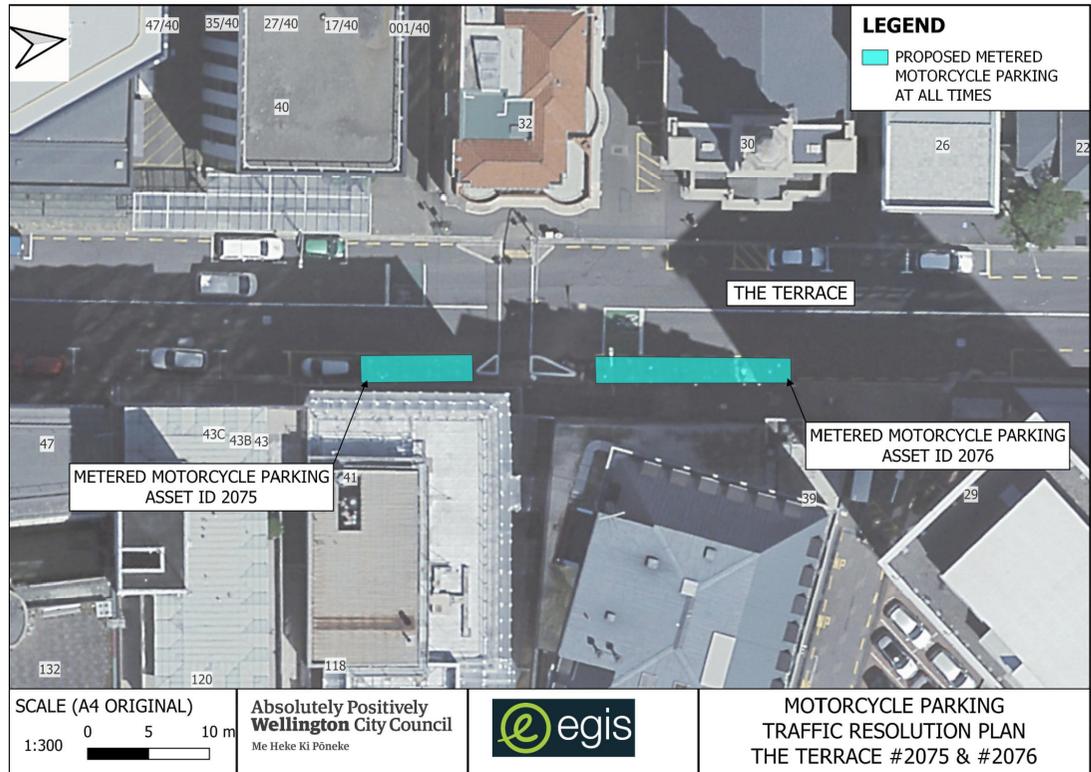
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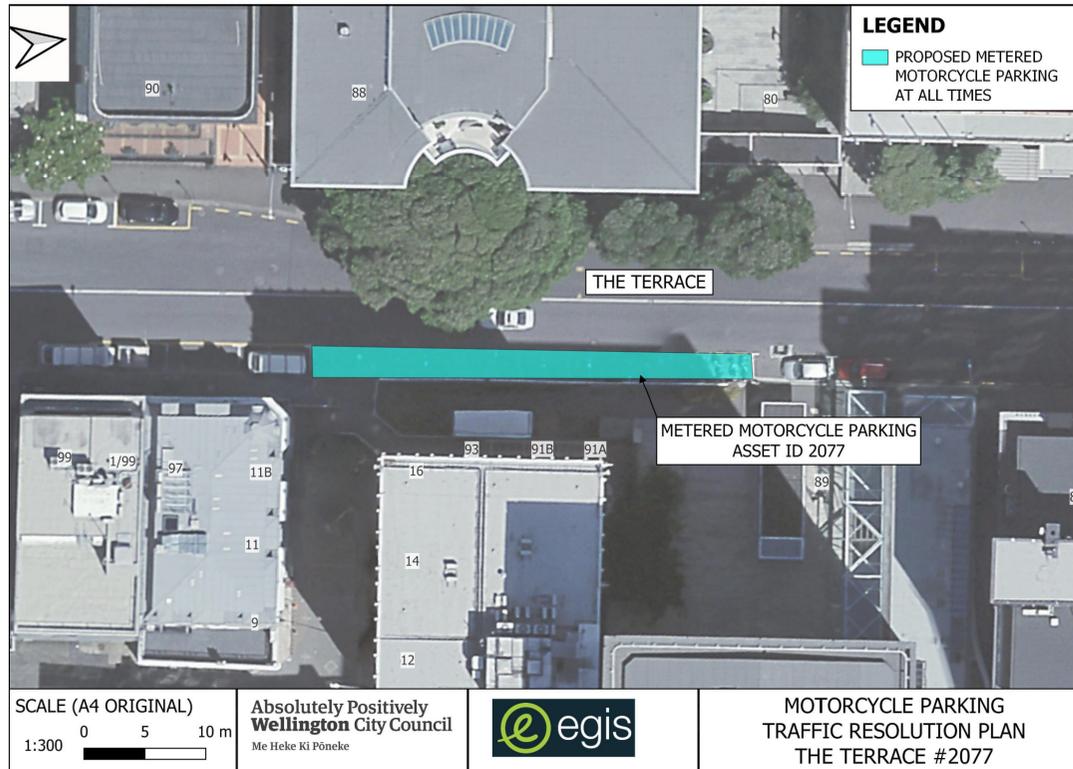
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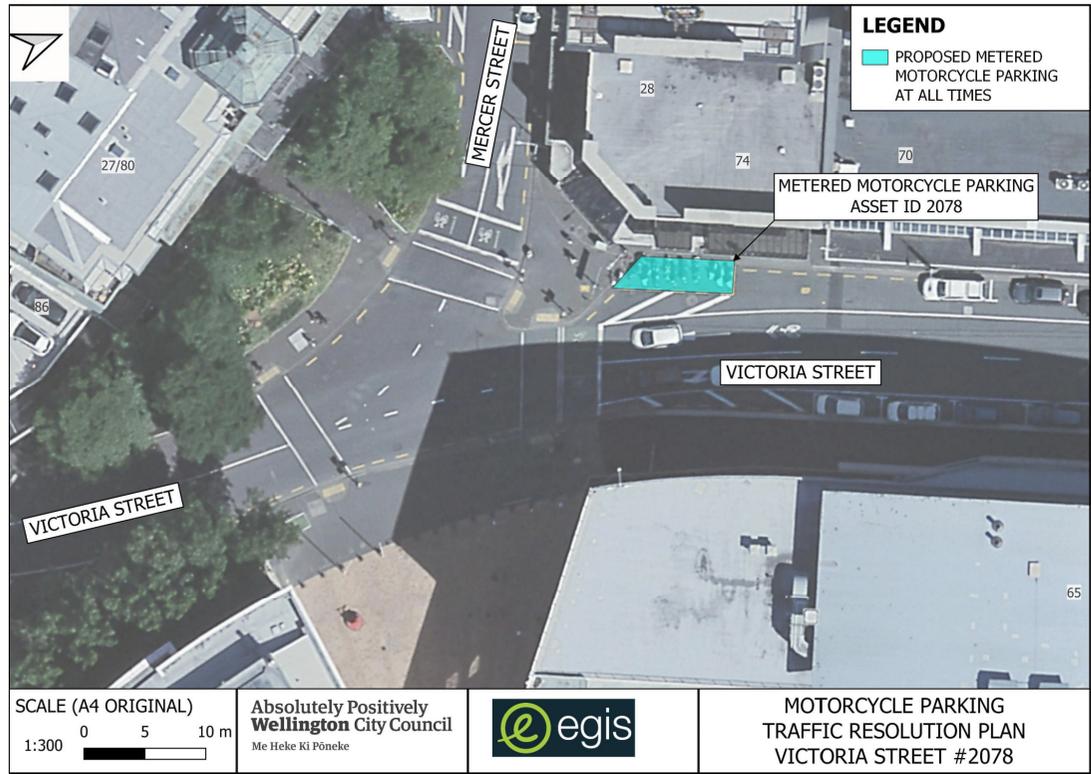
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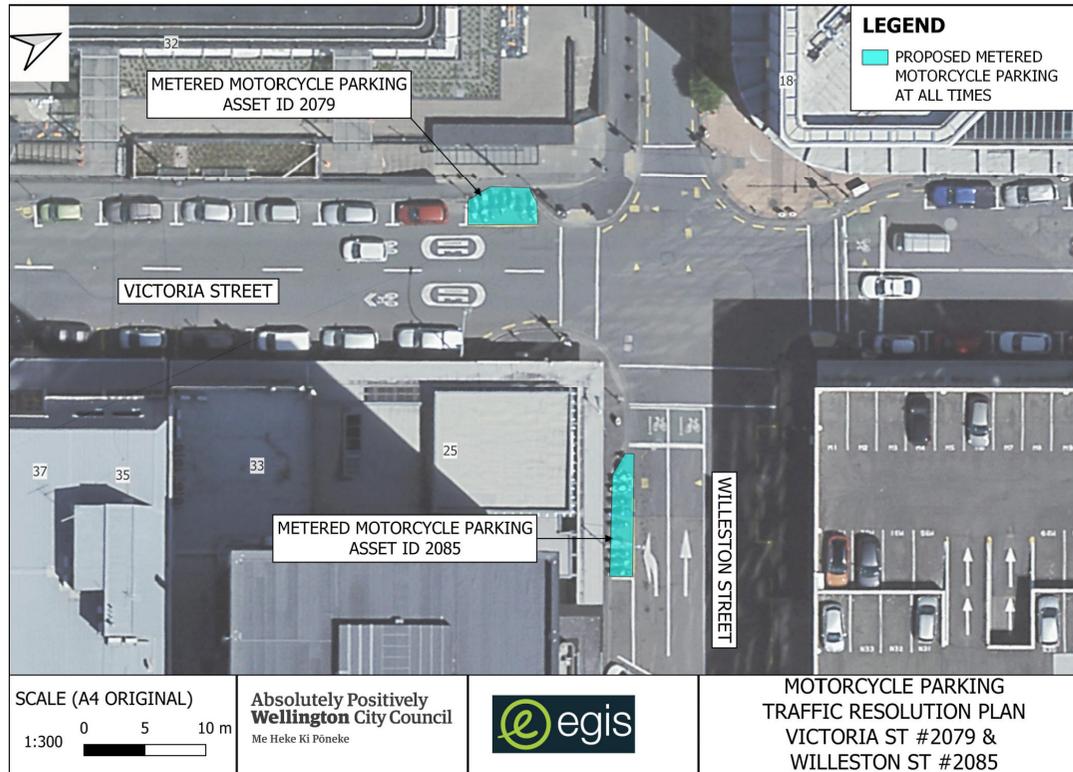
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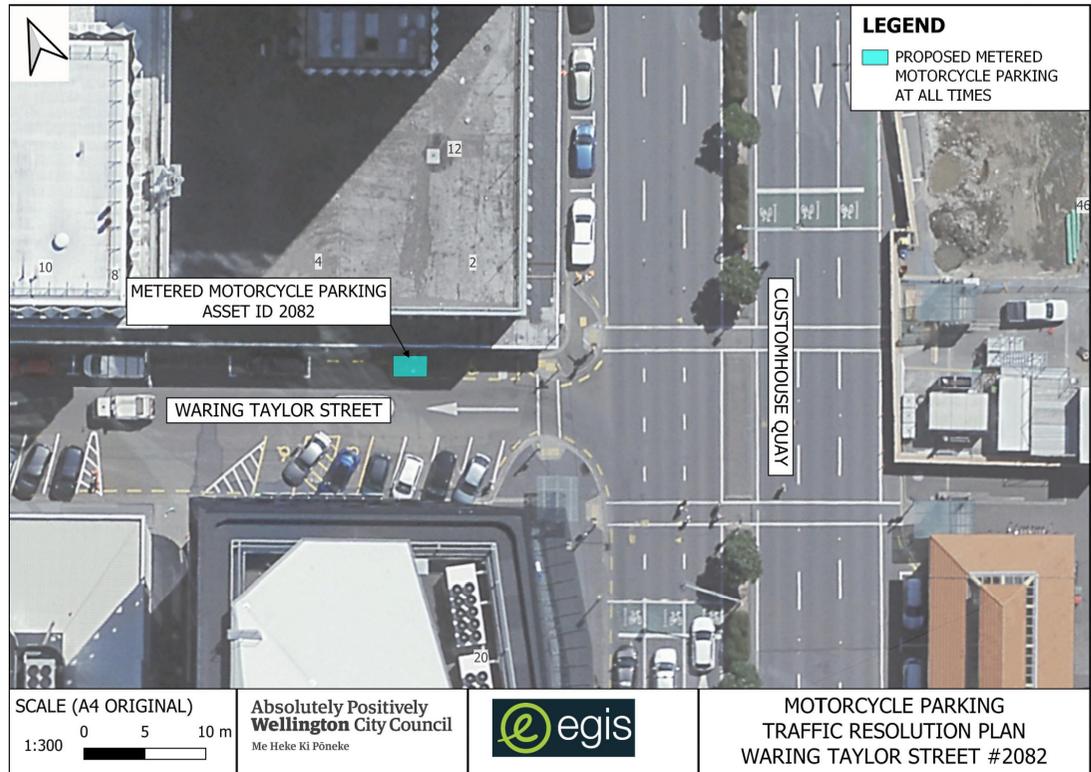
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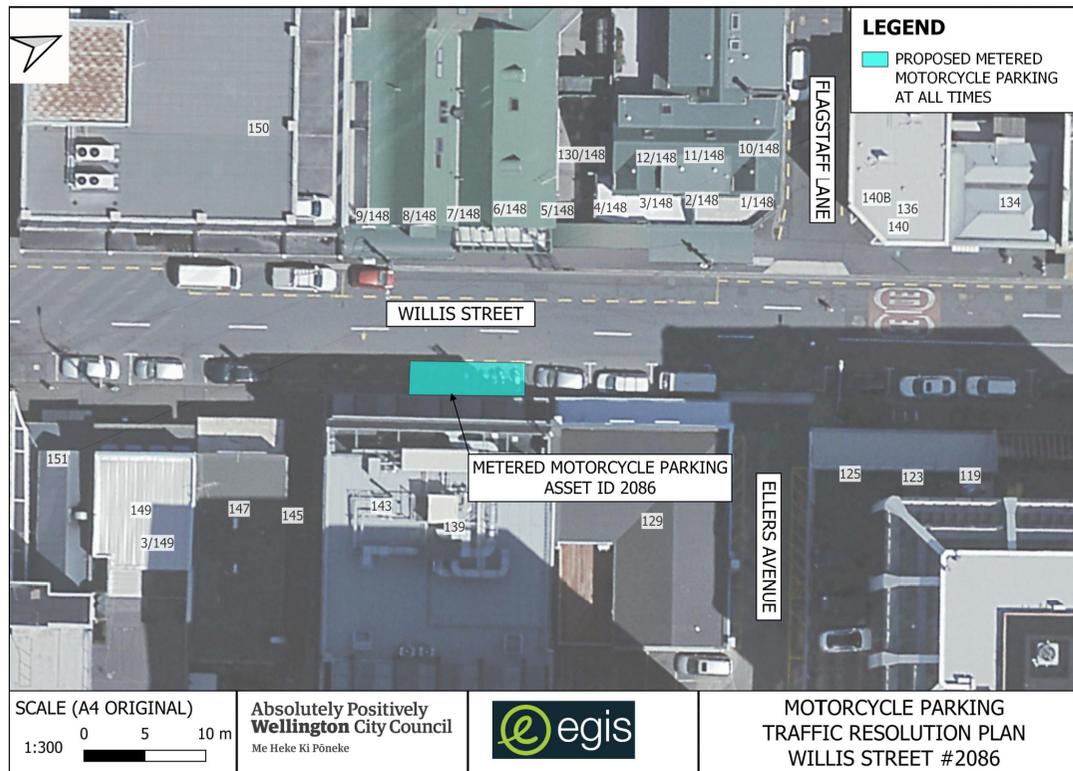
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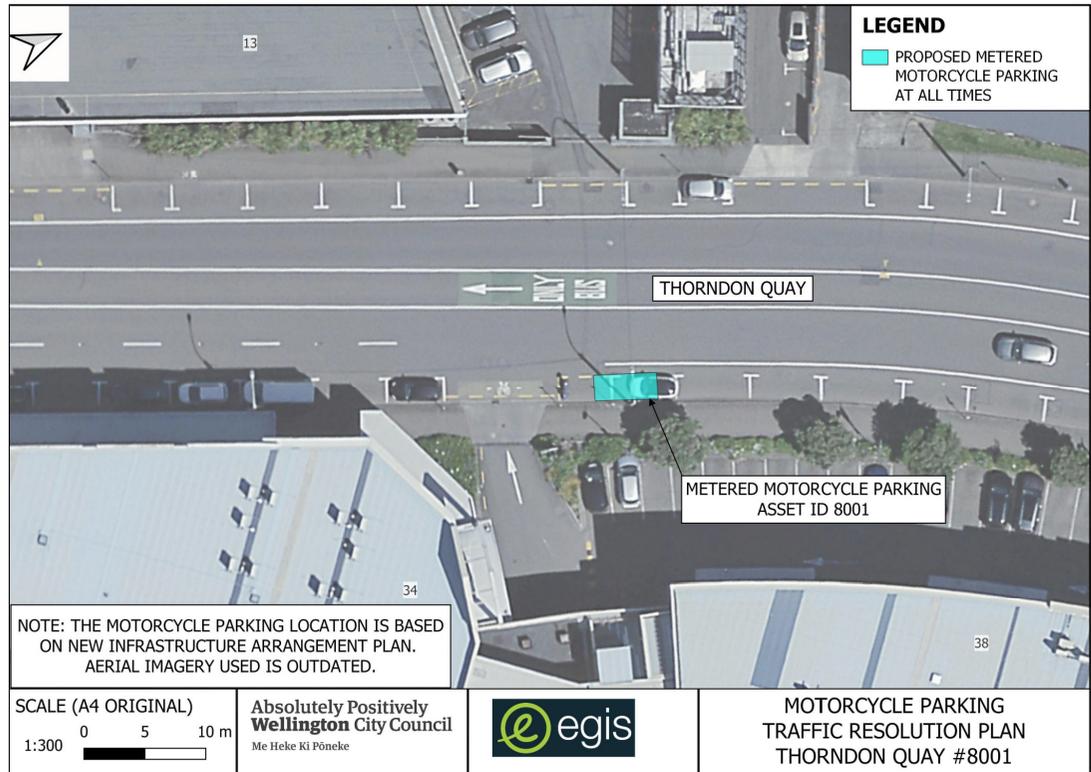
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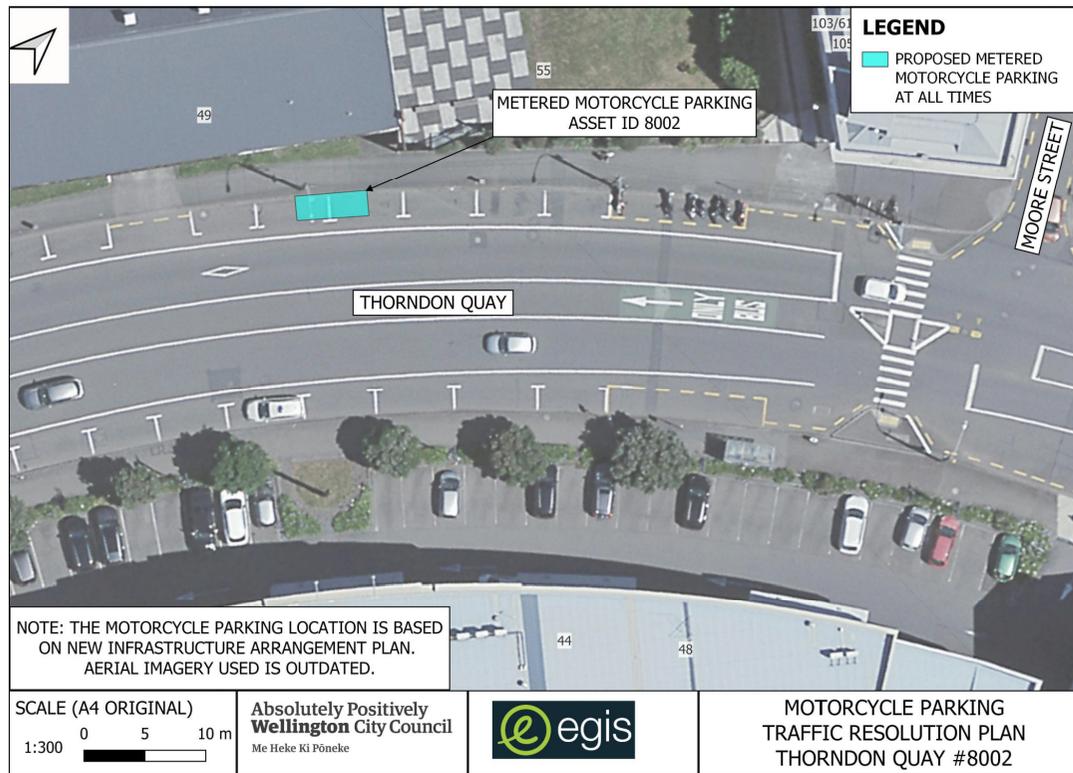
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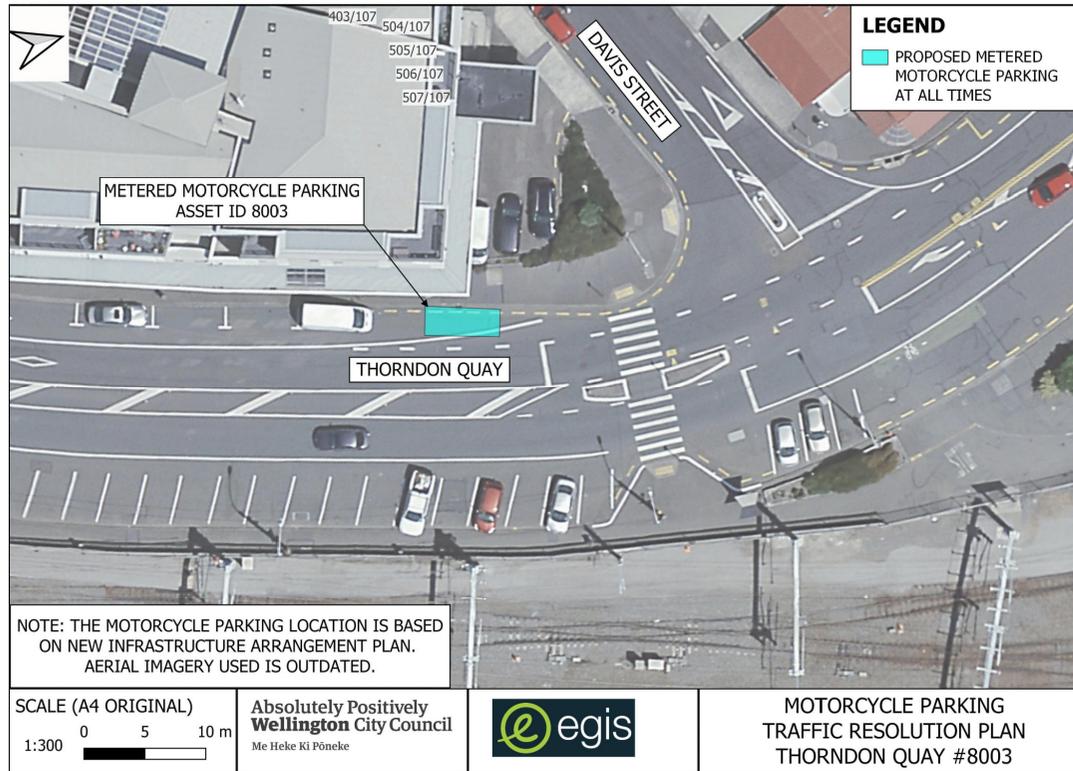
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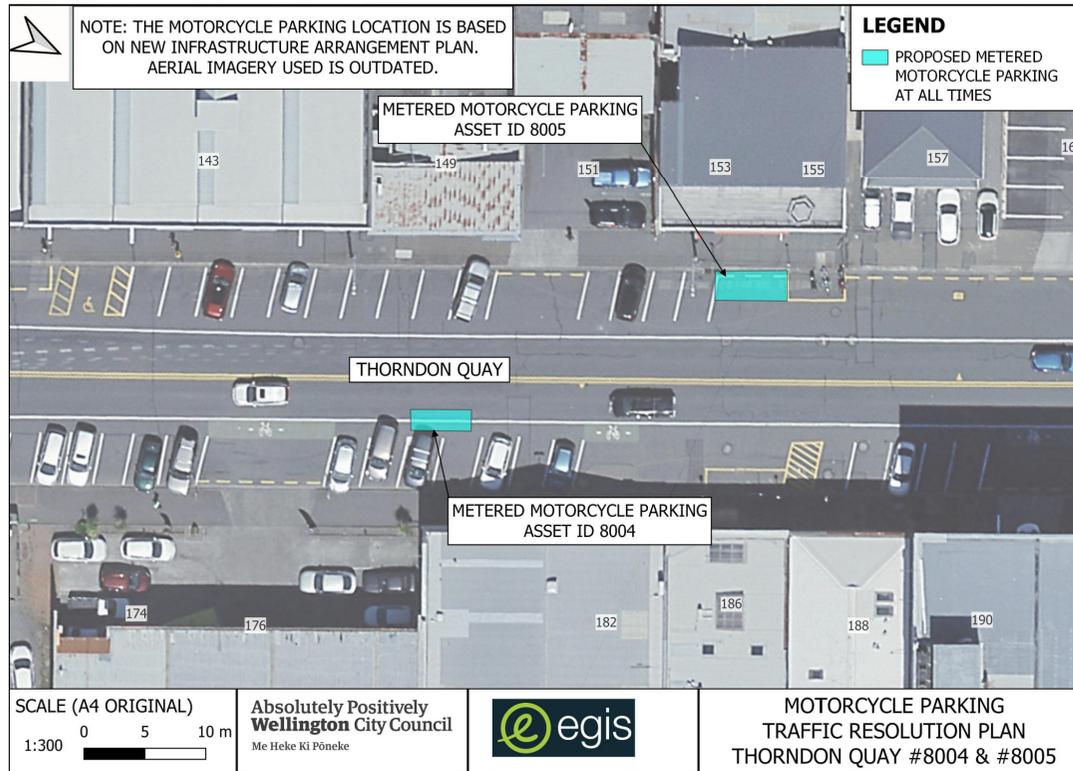
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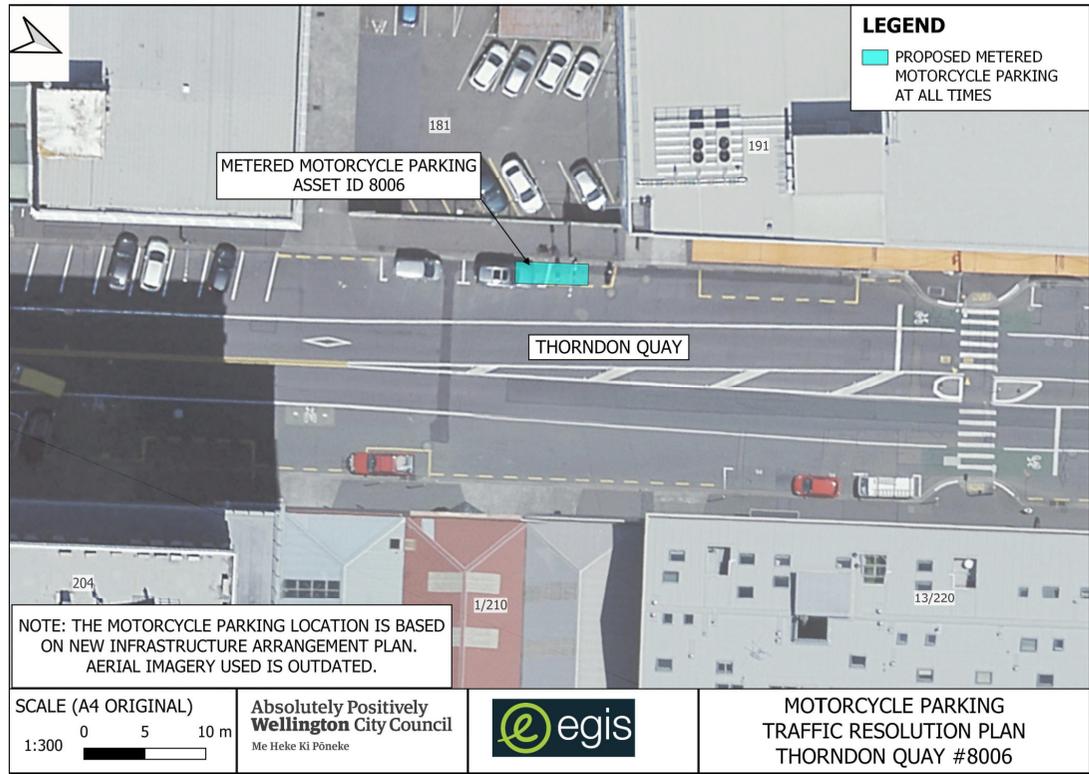
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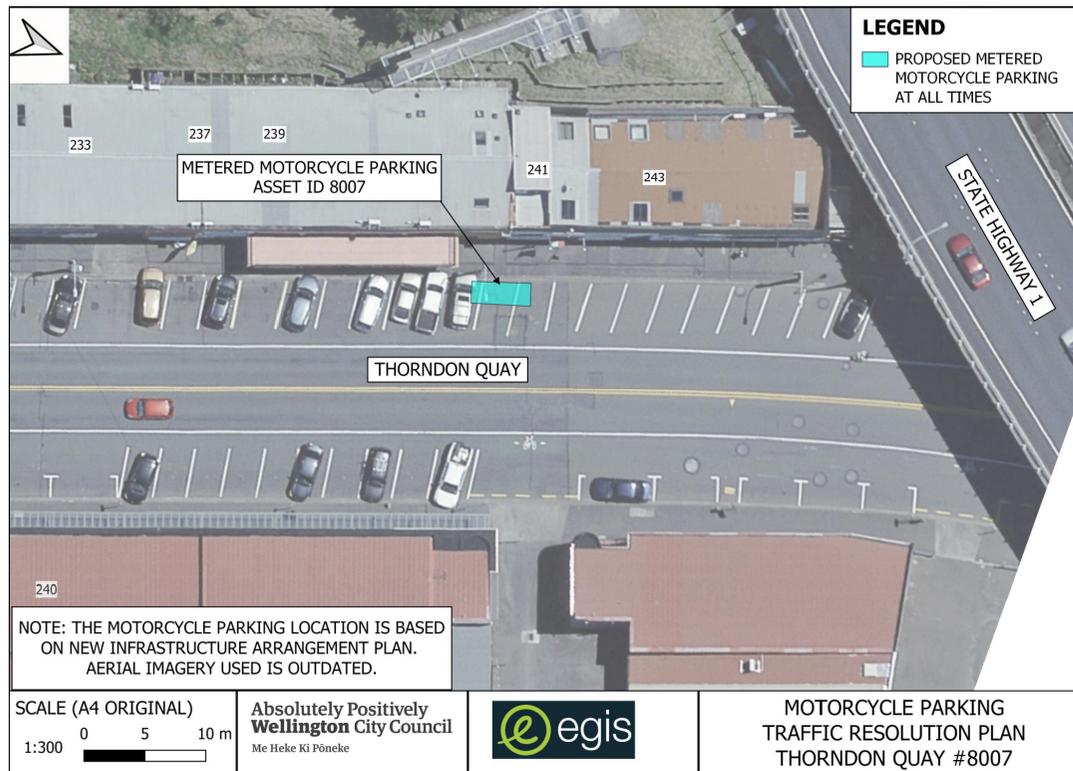
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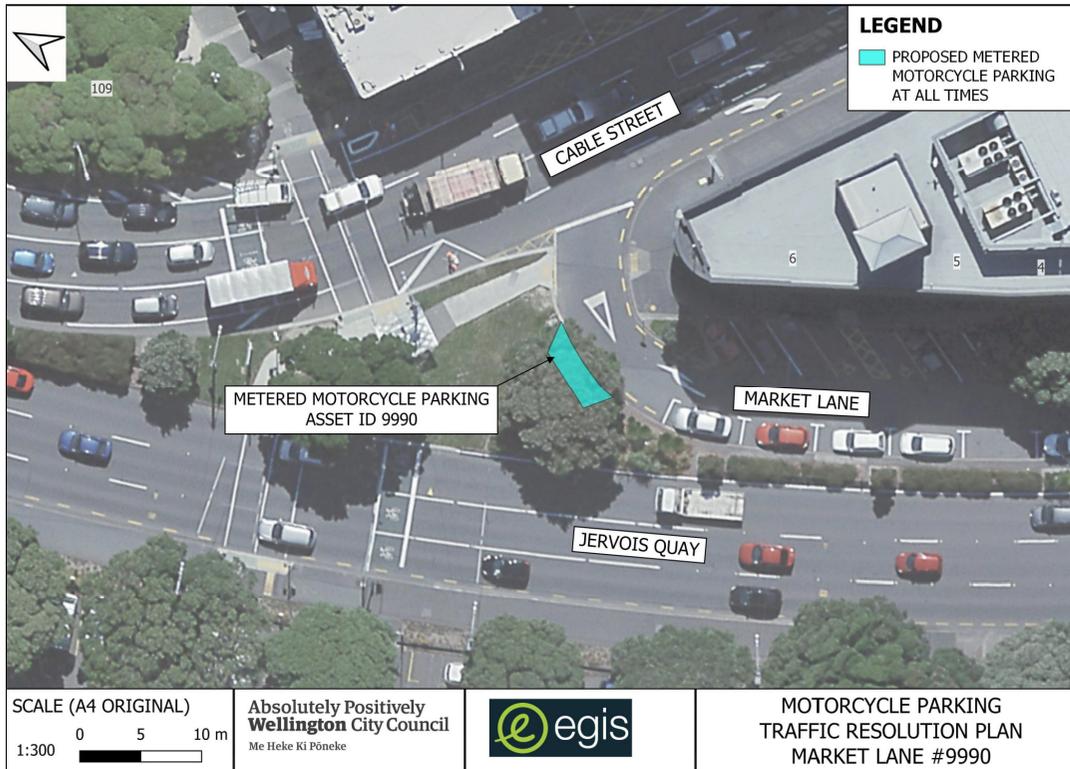
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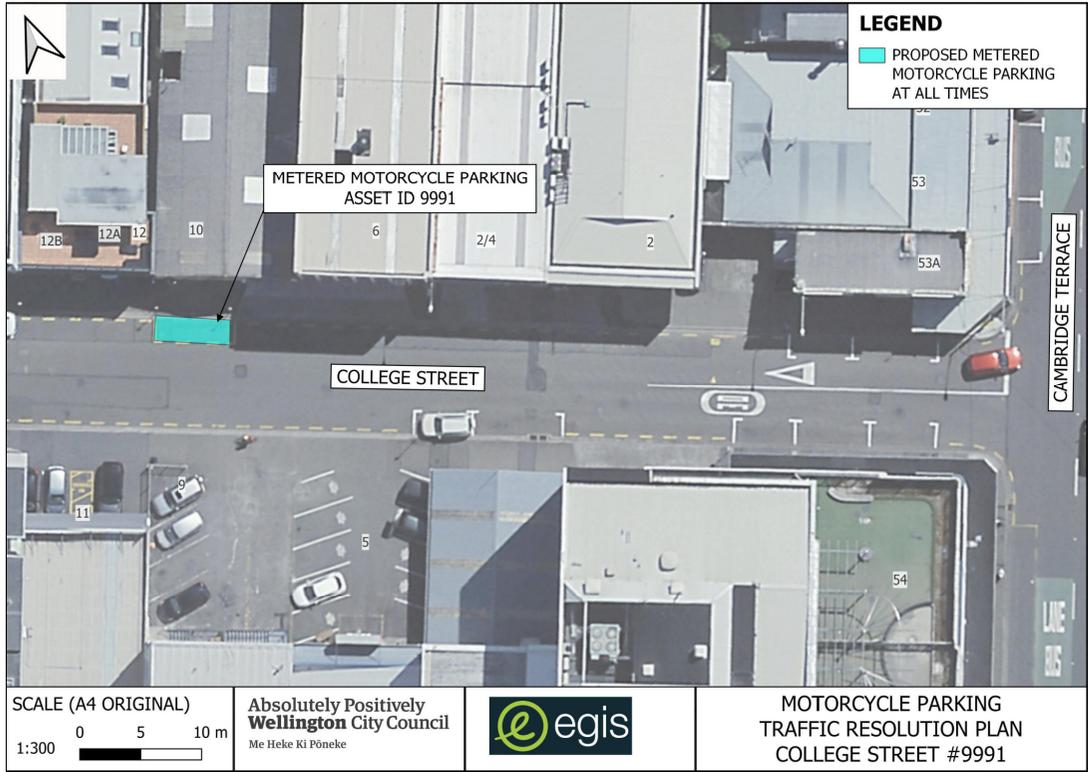
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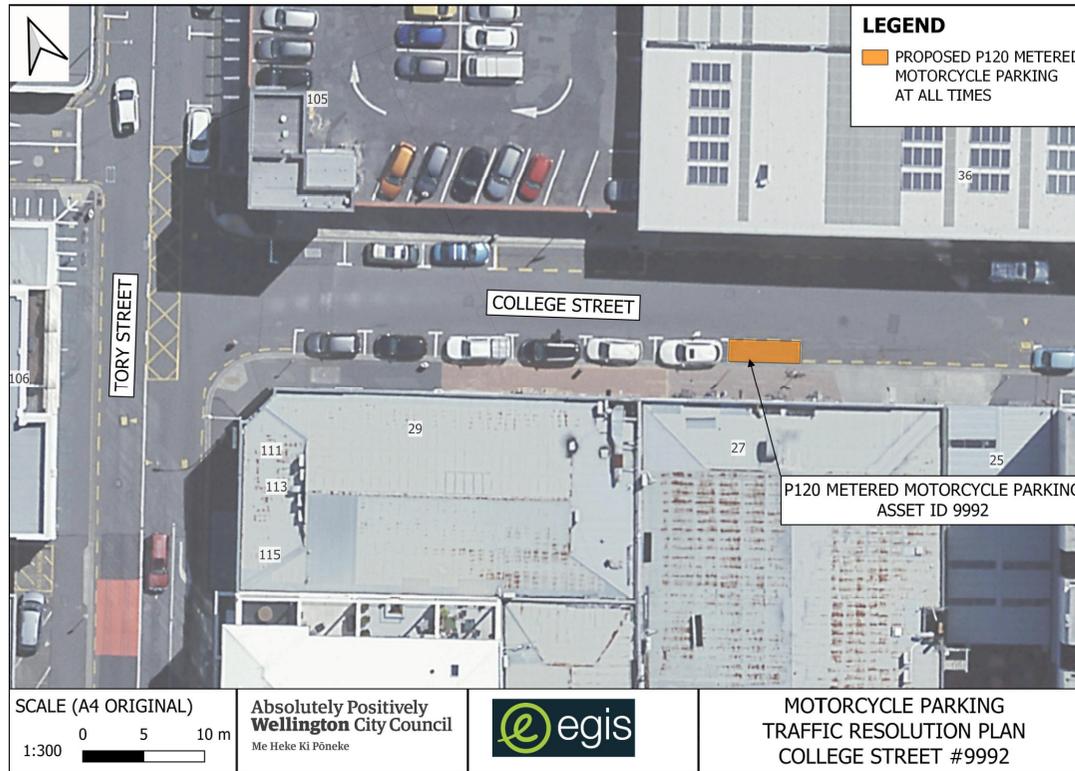
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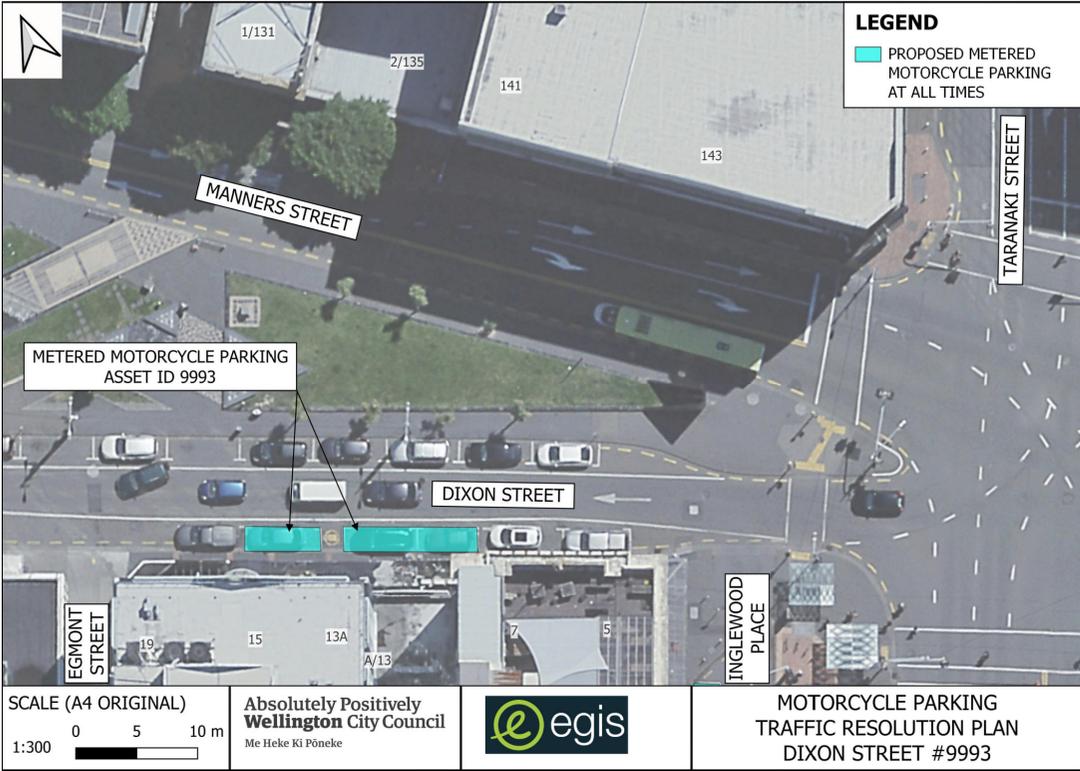
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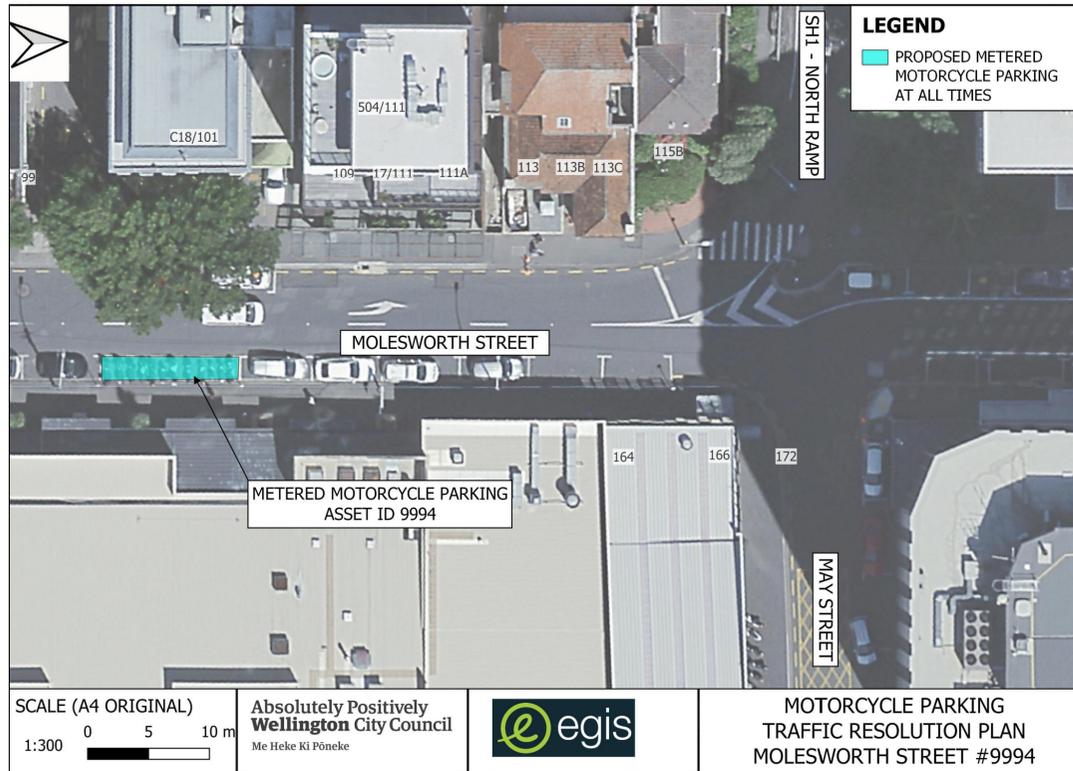
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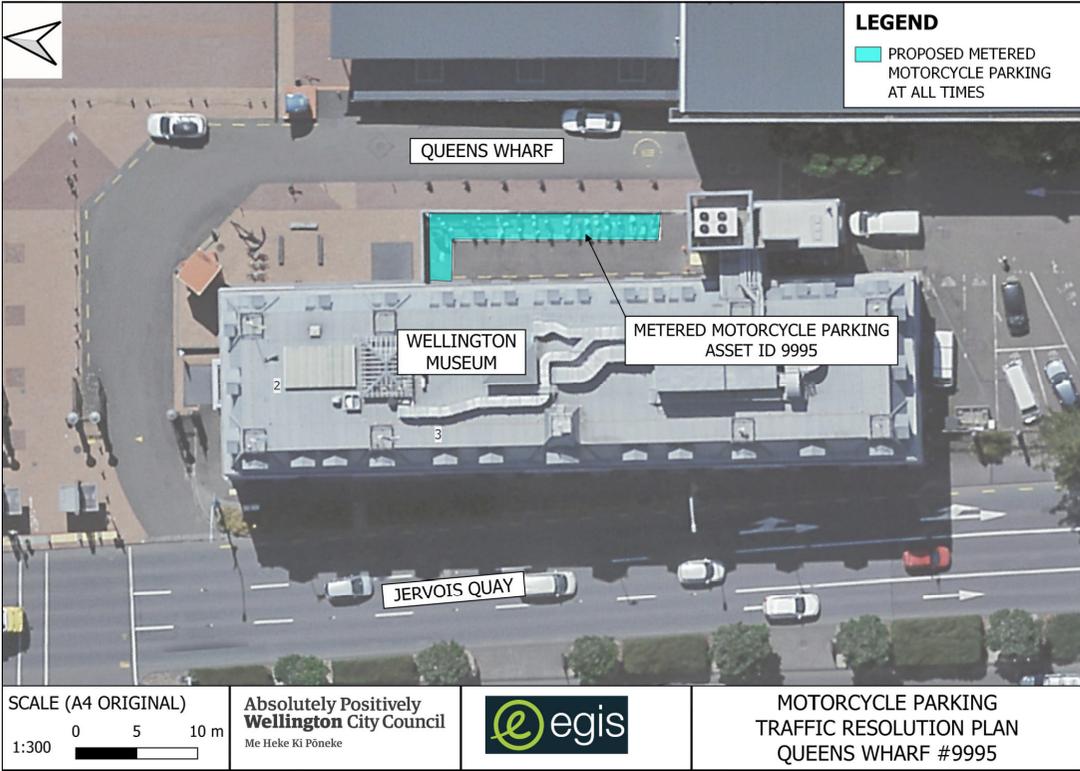
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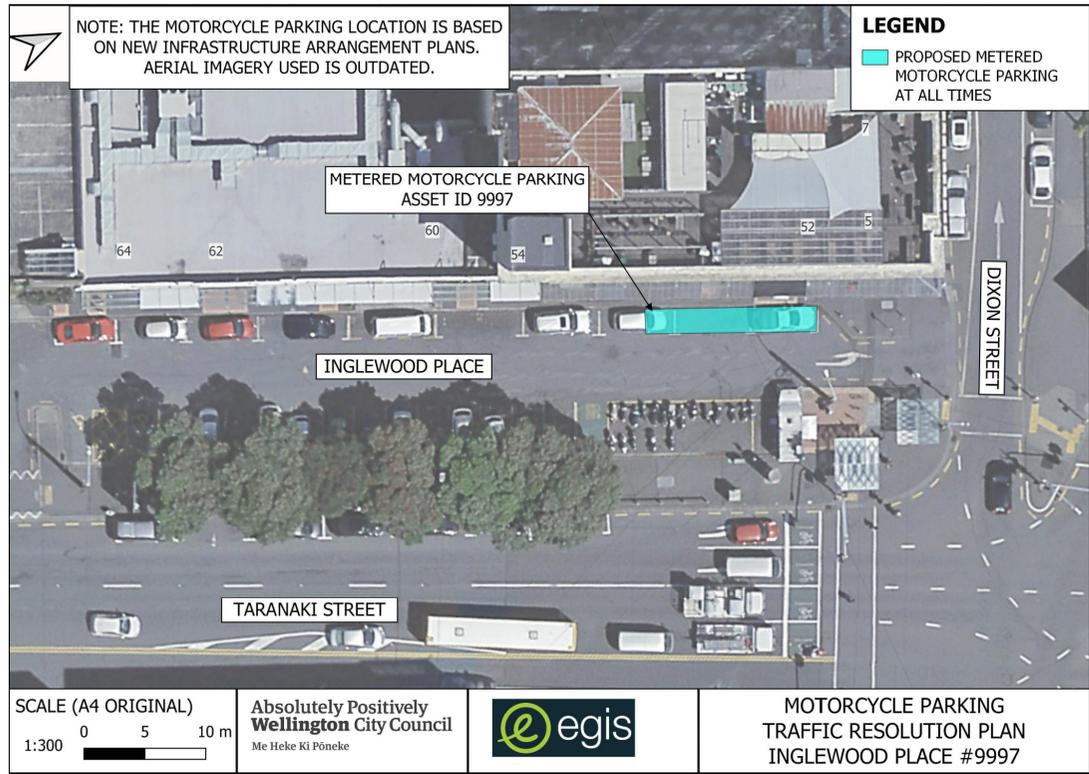
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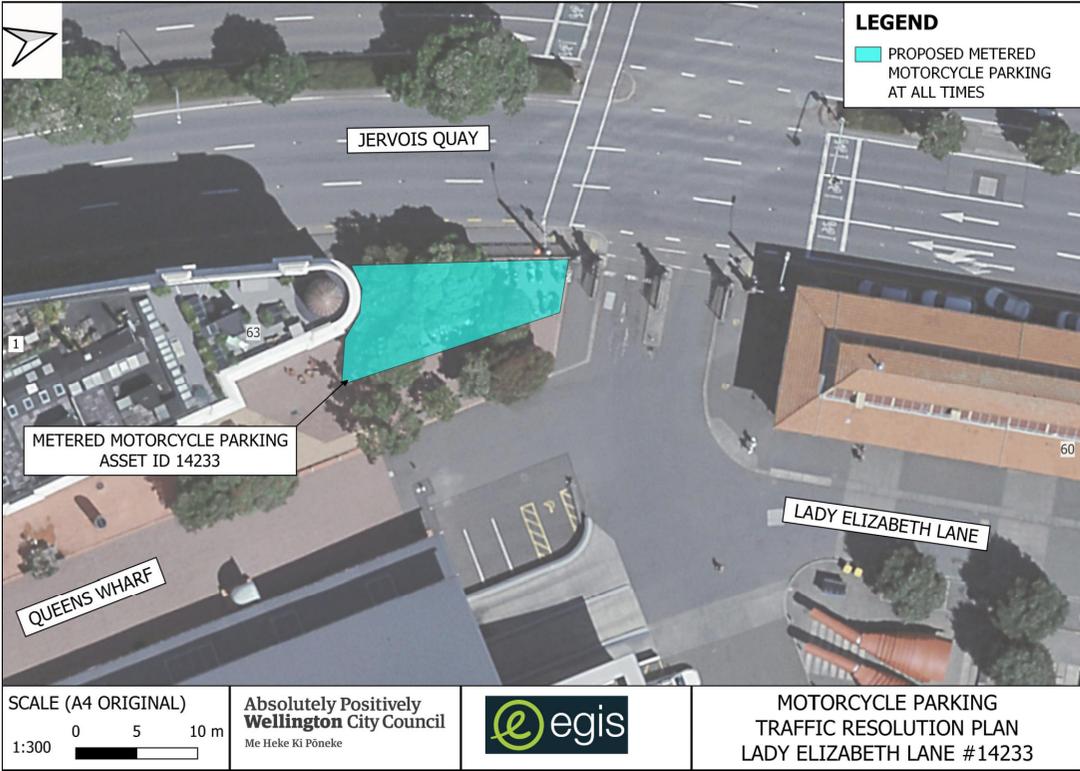
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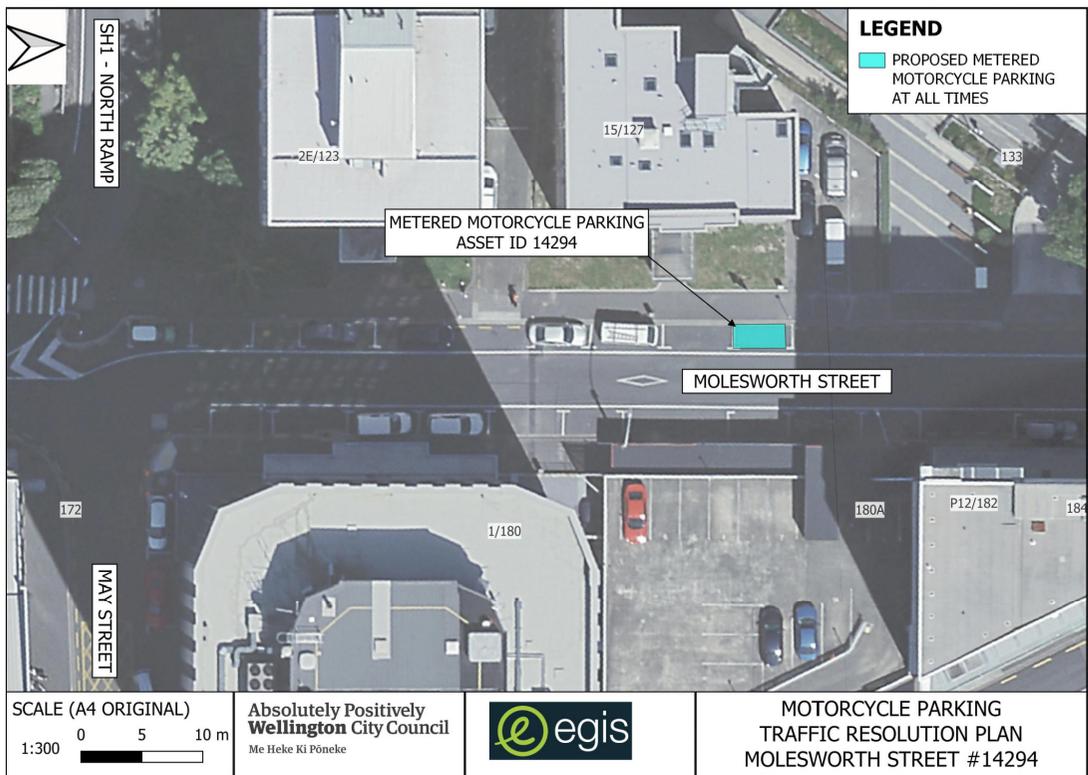
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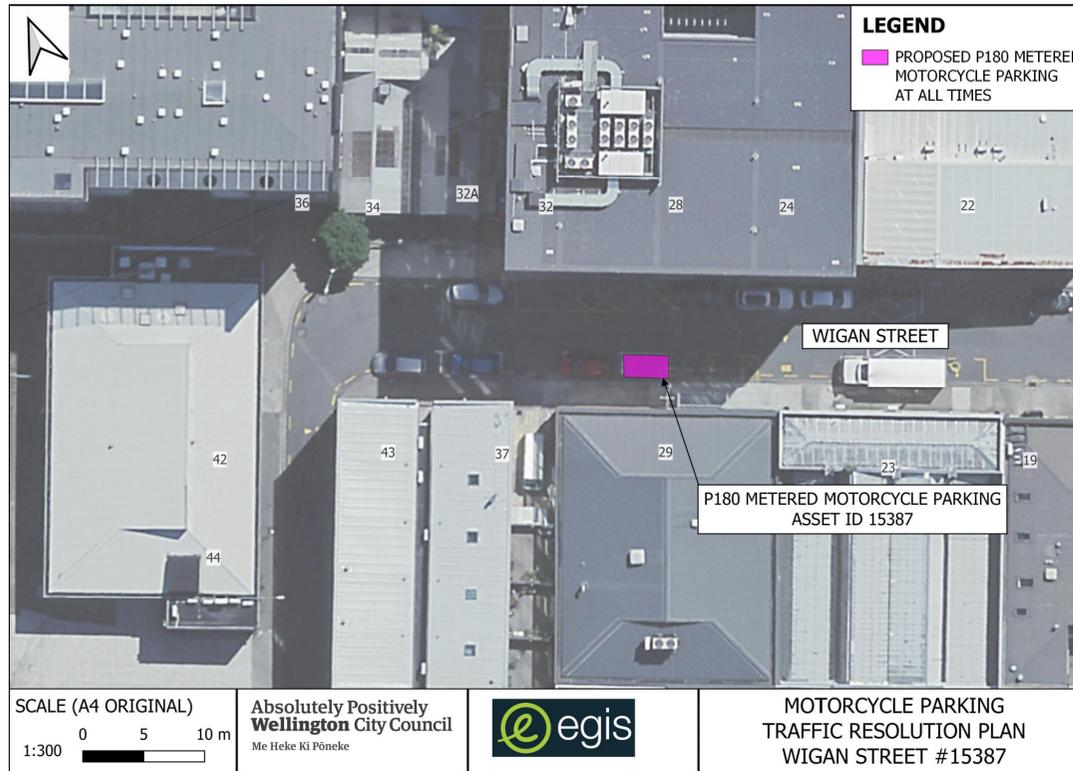
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Metered Motorcycle Parking: Officer Feedback to key consultation response themes

Following public consultation in November and December 2024, WCC received 1645 written and 35 oral submissions.

There were several notable themes from respondents. These are highlighted below, alongside a brief response from officers.

1. Consultation response theme: Introducing motorcycle parking fees disincentivises motorcycle use and therefore is counterproductive to congestion.

There is limited evidence to support the suggestion that motorcycles have a significant positive influence on congestion. Whilst motorcycles occupy less physical space when parked or stopped, they have the approximate same space requirements when in motion (including appropriate braking distances).

2. Consultation response theme: Introducing motorcycle parking fees is counterproductive to climate goals

The 2020 WCC Parking Policy utilises the sustainable transport hierarchy to guide decision making. Private motorcycles are listed alongside private passenger vehicles below rideshare, car sharing, public transport, and active transport options.

If the introduction of metered motorcycle parking results in fewer people getting around by motorcycle, it is not known if this shift will be positive or negative in relation to the City's climate change goals.

3. Consultation response theme: Charging motorcyclists is unfair and/or inequitable

The 2020 WCC Parking Policy sets the objectives and principles for the management of Council-controlled on-street and off-street parking, and how parking supports achieving the vision for Wellington.

Parking in the road corridor is operating in a constrained environment as different transport modes compete for space.

Other vehicle types using the road corridor in central Wellington already pay for the use of the public parking space which they occupy. The application of parking fees is a tool listed in the 2020 WCC Parking Policy to manage occupation and demand to suitable levels. The \$1/hour fee proposed by the Council is in line with the cost per meter of kerb space when compared to a car park (\$5/hour on weekdays).

This proposal covers only dedicated motorcycle parking on the road corridor. It does not include private car parks, nor does it limit private landowners to enable motorcycle parking on their land.

43% of respondents in the 2024 LTP consultation process supported the metered motorcycle parking proposal.

4. Consultation response theme: Increase in number of motorcycle parking bays and/or increase level of service

This is outside of the scope of the project. If the proposal is approved and large changes in the occupancy levels of these bays are observed, Council could propose an increase or decrease the number of bays provided in response to demand.

5. Consultation response theme: Parking fees make using a car a more attractive option

The 2020 Parking Policy seeks to deliver a more efficient transport system that makes better use of our limited road space. This means moving more people using fewer vehicles; using public transport more; more people walking and cycling and fewer people driving and parking in busy areas.

The price of motorcycle parking is set at approximately 1/5 the cost of on-street car parking and under 1/2 the cost of council provided off-street all-day parking facilities.

6. Consultation response theme: Metered Motorcycle Parking will discourage people from coming into the CBD

The recommended option is to limit the application of metered rates to weekdays. Weekends will remain free.

It is expected that some motorcycle commuters will park elsewhere, freeing up space within the marked motorcycle bays for short stay use as envisaged in the parking policy. The proposal is in line with the 2020 WCC Parking Policy.

7. Consultation response theme: Lack of clear rationale or data to support changes

There is a large proportion of the city which currently regularly exceeds the 85% capacity occupancy target listed in the 2020 WCC Parking Policy for the introduction of interventions to manage demand.

The project report details the data collection, analysis, and modelling used to develop the recommendations in the Traffic Resolution.

8. Consultation response theme: Parking fees won't increase turnover

The Council's priority is to improve active and public transport infrastructure to decrease single occupancy private vehicle use and, therefore, decrease the demand for parking. When parking demand exceeds parking supply, we use a range of parking management tools to address these issues. The price of parking is one of the tools used to get the best use of spaces (optimal occupancy and turnover).

Metered rates are proposed over time-restricted parking as it is recognised that motorcycle parking is a valuable asset to commuters in the city. Imposing time-restricted parking to increase turnover and availability would disproportionately disbenefit this user group. The application of metered rates as an intervention will lead to increased turnover and occupancy at the same time providing day parking for commuters

It is expected that some motorcycle commuters will park elsewhere, freeing up space within the marked motorcycle bays for short stay use as envisaged in the parking policy. The proposal is in line with the 2020 WCC Parking Policy.

9. Consultation response theme: Students and low-income workers impacted

The data collected through surveying showed the use of motorcycle parking is highest in the central business district of Wellington, approximately from Manners Street to Thorndon. Turnover in this area is generally low. This suggests the largest user group are professionals who commute into the CBD and occupy the space for their workday.

The consultation feedback survey did not include classifications to differentiate students and/or low-income workers. Therefore, we cannot present evidence that could inform this point during public consultation.

In saying this, Victoria University of Wellington offers free motorcycle and moped parking for students at their different facilities including:

- 9 Glasgow Street – Kelburn Campus
- 55 Lambton Quay – Old Government Buildings – Pipitea Campus/Law School

10. Consultation response theme: The revenue does not outweigh the cost

The cost to deliver the project is budgeted at approx \$220,000. The modelled income for the options is presented in the Council paper. The recommended option is modelled to result in a \$1,103,500 return to council per annum.

11. Consultation response theme: Public transport is inadequate

While public transport can't compete with travel times of a motorcycle, it does in the most part provide a good level of service to and from the central area.

The perception that Public Transport is inadequate may stem from the 2018 Bus Review, the impacts from Covid response and the driver shortages, in recent times Metlink are reporting that public transport providers are exceeding their performance expectations.

12. Consultation response theme: The proposed fees are too high

The \$1/hour fee proposed by the Council is in line with the cost per meter of kerb space when compared to a car park (\$5/hour on weekdays). The fees proposed through the recommended option are the minimum available to reach the budget expectations set in the long-term plan. Further reductions in the costs would result in diminishing returns of investment over the costs to enforce the metered parking settings.

Summary of oral submissions

Central City motorbike parking fee proposal

| | |
|--------------|--|
| When | Community Hearings Panel, Koata Hātepe Regulatory Processes Committee – 19 & 21 February 2025 |
| Where | 16.9 Council chambers and online via Microsoft Teams |
| Who | 35 submitters – all individuals |

Supporting

- **Motorcycle safety:** It was suggested that motorcycles are an unsafe mode of transportation, with the presenter stating that a person on a motorcycle is 21 times more likely to die compared to somebody in a car, so introducing fees will be a disincentive to drive a motorcycle meaning fewer people will be at risk of serious injury or death.
- **Economic and safety benefits:** It was suggested that introducing motorcycle parking fees would reduce deaths and injuries, provide revenue, and boost Wellington's economic growth.
- **Less turnover:** It was suggested that there is currently a minimal turnover of parks as most park all day due to the current parking system being free. The presenter supported the introduction of fees as it would encourage higher attrition for parking availability in central city motorcycle parking bays.
- **Equity:** It was suggested that introducing fees would improve availability and be fair as other road users pay to park, such as those who drive their car.
- **Fee:** One presenter was supportive of introducing fees but recommended less than \$1/hour.

Opposing

- **Lack of evidence:** It was suggested that there is no clear evidence that introducing motorcycle parking fees would support the turnover of parking spaces or a reduction in carbon emissions. Presenters stated that they believe the opposite will occur.
- **High parking fees:** It was suggested a \$45 weekly fee may disincentivise people from visiting the central city, and they would prefer to work from home instead to avoid an additional cost.
- **Congestion benefits:** It was suggested that motorcycles and mopeds reduce congestion and that parking availability is not a significant issue.

- **Change in mode:** It was suggested that introducing fees would encourage people to drive into the central city and park at Sky Stadium for a similar cost to what a proposed fee for ten hours of parking in motorcycle parking fees will cost.
- **Students and low-income workers impacted:** It was suggested that introducing fees would impact people who can least afford it, particularly students.
- **Added fees:** It was argued that the cost of motorcycle registration is already expensive and paying additional parking fees would be too expensive for most motorcycle users.
- **International examples:** It was stated that the Transport Strategy for Melbourne 2030 includes the aim of providing an additional 300 additional on-street motorcycle parking bays to reduce congestion. It was also suggested that places like London, Barcelona, and Amsterdam do not charge for motorcycle parking.
- **Impact on businesses:** It was suggested that charging for motorcycle parking could decrease local business foot traffic and revenue and would increase the difficulty for staff to get to work, particularly low-income earners.
- **Alternative parking facilities:** It was suggested that it would be cheaper for five people to park their bikes undercover in one car park using a private provider by splitting the costs, rather than using on-street motorcycle parking bays.
- **Active transport assumption:** It was suggested that the assumption that motorcyclists will move to active modes is not realistic or fair.
- **Improved services:** It was suggested that there should be an improved service if parking fees are introduced such as shelter, parking lines, etc.
- **Remove motorcycle parking bays:** It was suggested that motorcycle parking bays should all be removed and allow motorcyclists to park on the footpath for free and use the available on-street space to charge more cars to attain additional revenue.
- **University student impact:** It was suggested that introducing fees would disincentivise students from attending university.
Officers note: Victoria University of Wellington does not charge for motorcycle parking during the day for students.
- **National examples:** It was stated that Wellington would be the only city that would charge for motorcycle parking. Auckland Transport was used as an example where they own parking buildings that offer free motorcycle parking. A request was made to look into considering the same for Wellington City Council-owned parking buildings.

General or neutral comments

- **Transparency of costs:** It was requested that a clear breakdown of pay-by-plate system costs are needed, including the administration of the motorcycle parking scheme.
- **Internal management of construction:** Councillors were asked to consider bringing internal management of construction back to within the Council rather than contracting out to building companies.
- **Voting transparency and understanding:** It was stated that it was difficult to locate the online platform displaying Councillors votes on proposals.
- **User research:** It was suggested that the Council should conduct user research to better understand issues.
- **Public transport concerns:** It was suggested that public transport takes longer to reach the central city than motorcycles, incentivising more people to take their motorcycle.

- **Annual flat fee proposal:** It was recommended that a flat fee for unlimited motorcycle parking in the central city should be considered, similar to how coupon/residential parking is paid for. A low-flat rate could potentially encourage a change in motorcycle parking behaviour.
- **Time and labour costs:** It was suggested that the proposal would increase effort and time to pay for parking is a concern, regardless of whether this is paid for via PayMyPark or the machine.
- **E-Bike limitations:** It was stated that the high costs of an e-bike with the addition of long commute distances from areas like the Kapiti Coast make alternative modes of transport less feasible.
- **Fair parking fee:** It was suggested that \$3 - \$5 for daily parking is a sensible alternative to not charging for parking at all.
- **Cyclist safety/weather:** It was suggested that Wellington weather does not motivate active modes of transport, and strong winds pose more of a threat to cyclists than traffic does.
- **Motorcycle parking bay demand:** It was argued that motorcycle parking bays are often overcrowded on nice days compared to days with inclement weather.
- **More parking bays:** It was suggested that adding more parking spaces in the central city is considered to not be enough value-add to justify parking fees.
- **Impact on visitor numbers:** It was suggested that additional charges may deter people from visiting the central city.
- **Motorcycling and mental health:** It was stated that research supports that motorcycling positively impacts mental health.
- **Inability to cycle/investigate other modes:** One submitter was a cyclist but injured his knee so now taking his motorcycle is the only option, given his proximity to the central city.
- **Delivery drivers:** It was suggested that, for delivery drivers, a motorcycle is quick, efficient, and timely when responding to jobs.
- **ACC levy:** It was claimed that the ACC levy is planned to increase by over \$300+ a year.
- **Location-dependent:** It was suggested that people live in areas where it is just not viable to travel via public transport into the central city.
- **Service increases:** It was suggested that anchor points should be installed to secure motorbikes if fees are implemented for value-add.
- **Parking on footpaths:** It was stated that it is illegal to park motorcycles on the footpath, but e-bikes/scooters get free reign.
- **Revenue estimate:** It was suggested that too much reliance on parking infringements cost have been made as part of the calculations which should not be considered guaranteed revenue, given the number of motorcyclists travelling into the central city would reduce in response to the introduction of parking fees.
- **Council service equality:** It was stated that motorcyclists must pay for Council services they do not use in their rates.
- **Free time-restricted parking:** It was suggested that free time-restricted parking should be introduced (i.e., P30) for those travelling to the central city for a short visit, and charge those who commute and normally use the motorcycle parking bay all day.
- **Bike rack vs. upkeep in parking bays:** It was suggested that the cost of the bike rack on Shell Lane alone is worth more than 20 years of investment made by the Council on motorcycle parking bay upkeep.

- **Increase fees:** It was suggested that fees for non-compliance should be increased for on-street parking for cars to attain additional revenue.
- **Weekend parking charges:** It was suggested that if motorcycle parking fees are introduced, fees for motorcycle parking during weekends should also be reduced (similar model to cars) or make parking free as parking bays are normally not at capacity in the weekend.
- **City vibrancy:** It was suggested that motorcycles/scooters add to the vibrancy of the central city like many countries overseas.
- **Suitable facilities:** It was suggested that if you don't work in a place with a safe place to park your bike or has suitable shower facilities, an alternative active mode of transport is not a realistic option for many, including cycling.

NEWTOWN AND BERHAMPORE PARKING SCHEME POST-INSTALLATION REVIEW & TR 25/25

Kōrero taunaki | Summary of considerations

Pūtake | Purpose

1. This report responds to decisions made by the Koata Hātepe | Regulatory Processes Committee in April 2024 directing officers to conduct a post-installation review of the Newtown and Berhampore Parking Scheme after Stage 1, phase 1 installation in Newtown West and Berhampore.
2. This report also seeks approval for TR25/25, implementation of some phase 2 restrictions, and direction to make the suburban centre zones eligible for permit.

Hāngai ki te rautaki | Strategic alignment

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

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

3. The most relevant community outcomes, strategic approaches, and priorities for this paper include Urban Form - A liveable and accessible, compact city, making our city accessible and inclusive for all and transforming our transport system to move more people with fewer vehicles

Ngā whakataunga whaitake ō mua | Relevant previous decisions

4. On 23 February 2022, Pūroro Waihanga | Infrastructure Committee issued a paper to officers containing an executive directive identifying Newtown as the priority suburb for parking management plans.
5. On 30 November 2023 Kōrau Tūāpapa | Environment and Infrastructure Committee approved a parking scheme for Newtown and Berhampore with a consequent Traffic Resolution for on-street changes.
6. On 18 April 2024 Koata Hātepe | Regulatory Processes Committee approved the Traffic Resolution for on-street changes including both a staged and phased rollout and requested officers review and report back on the initial rollout.

Whakaaro ahumoni | Financial considerations

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

7. Funding allocation for the installation of signs and markings and communication of the new scheme has been provided for from the parking programme capex budget. It is envisaged to have operational cost recovery from annual parking revenue.
8. The financial implications of the minor changes in TR 25/25 are very minimal.
9. If the committee accept the recommendation to amend the scheme to accommodate residents within suburban centre zone properties, then budget will need to be allocated from within the parking programme budget for development of the proposal and the traffic resolution process. An estimate of cost has not been developed but will need to be sufficient to cover officers' time, preparation of plans, engagement material, IT system changes, consultation and reporting. It is not envisaged that there would need to be any on site changes.

Tūraru | Risk

Low
 Medium
 High
 Extreme

10. While the depolymnt of Stage 2 of the Newtown and Berhampore parking management scheme in Newtown east scheme carries a moderate risk, the decisions being sought in this paper have a very low risk.

| | |
|---------------------------|---|
| Authors | Paul Barker, Street Transformation Manager Andrea Holmes, Project Manager Development Vida Christeller, Manager City Design |
| Kaiwhakamana Authoriser | Vida Christeller, Manager City Design Liam Hodgetts, Chief Planning Officer |

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. **Receive** the information
2. **Agree** to approve the minor amendments in TR 25/25 to the restrictions previously approved TR for Newtown East (18 April 2024).
3. **Agree** to install up to 20 spaces of Phase 2 restrictions in Berhampore.
4. **Direct** officers undertake the necessary work and bring a traffic resolution back to this committee with the intent of including an additional permit allocation group for properties zoned suburban centre and redefining the zone boundaries to include the area of suburban centre as eligible for residents permits in the relevant adjacent zone of Newtown West, Newtown East and Berhampore.

Whakarāpopoto | Executive Summary

11. Following the successful introduction of the parking scheme in Newtown West and Berhampore, officers have reviewed the parking operations and recommend installing

a small number of additional restrictions to ensure that there are enough restricted parking spaces to meet the demand.

12. In June this year, it is planned to commence the parking scheme in Newtown East. Other than correcting a small number of incorrectly placed restrictions there are no reasons identified in the review of the first stage to warrant not proceeding as planned for Newtown East.
13. The review of the implemented scheme in Newtown West and Berhampore identified some community dissatisfaction with the way residents of suburban centre zoned properties were affected and recommends commencing a further traffic resolution to make an amendment to the way the wider Newtown and Berhampore parking scheme operates.
14. In approving the scheme last year, the committee also asked officers to work with both the Wellington Regional Hospital and the Mary Potter Hospice. The Hospital have managed to resolve the issue of supply for their staff within their own grounds. There is not an easy solution for the hospice, although this may improve as the Hospital will no longer be pursuing dedicated spaces on Mein Street.

Takenga mai | Background

15. The need for parking change in Newtown and Berhampore is driven by various factors. Newtown is home to a major employer (Wellington Regional Hospital), a busy shopping centre, Wellington Zoo, and regional sports destinations, leading to increased parking demand from residents, visitors, and commuters.
16. The urban environment in Newtown is characterised by compact housing with limited off-street parking, resulting in higher demand for on-street parking. Surveys undertaken over the last 5 years have shown high on-street parking occupancy rates, non-compliance issues and many commuters from outside the area parking in some areas of the proposed scheme. In our 2019 surveys we observed approximately 1000 commuters parking on the street in the 4523 spaces surveyed.
17. Within the area serviced by these 4500 parking spaces there reside approximately 12500 residents, in 4700 households, on 2475 registered properties. Of these properties approximately 59% do not have off-street parking.
18. Through the development of the 2020 parking policy, Newtown was identified through community submissions, by surveys, and by officers, as needing a parking management plan to better manage the high demand.
19. Public consultation on a Newtown and Berhampore Parking Scheme was undertaken in September/October 2023 alongside proposed bike, bus and walking improvements between Berhampore and Newtown.
20. The Kōrau Tūāpapa | Environment and Infrastructure Committee on 30 November 2023 confirmed both that a parking scheme was required, and that the proposed scheme meets the objectives and principles of the Parking Policy.
21. That committee then went on to direct officers to progress the Newtown and Berhampore P180, 8am-8pm, Monday-Friday except authorised vehicles parking scheme through a traffic resolution process.
22. Public consultation on a traffic resolution to give effect to the Newtown and Berhampore Parking Scheme was undertaken January/February 2024.

-
23. On 18 April 2024 Koata Hātepe | Regulatory Processes Committee approved the Traffic Resolution for on-street changes including both a staged and phased rollout and requested officers review and report back on the initial rollout.
 24. The parking scheme for Newtown West and Berhampore (Stage 1) began in June 2024. This followed the installation of poles, signs, markings, letters to all residents, processing & allocation of permits, and communication to all users of the area.
 25. During the rollout of the individual parking areas, we identified a small number of inconsistencies between what was approved and what was on ground. A subsequent traffic resolution was processed and approved by the Koata Hātepe | Regulatory Processes Committee on 14 November 2024.

Kōrerorero | Discussion

27. On 18 April 2024 Koata Hātepe | Regulatory Processes Committee approved the Traffic Resolution for on-street changes including both a staged and phased rollout.
28. In addition to approving the traffic resolution the Committee also sought several other changes as noted below and which are addressed in this report
 - All phase 1 restrictions for Newtown West and Berhampore will commence mid-2024 and all phase 1 restrictions in Newtown East will commence in mid-2025 following a review and Committee update.
 - Phase 2 restrictions for all three zones will be installed 18 months after phase 1 restrictions, only where there is a clearly demonstrated and evidenced need, to be determined and approved by the Committee.
 - Agree that officers progress a traffic resolution to restrict up to 50 parking spaces on or near Mein Street to be used by authorised vehicles only, those vehicles being staff of Wellington Regional Hospital.
 - Agree that officers continue to work with the Mary Potter Hospice on parking options for their staff and visitors.

Newtown West and Berhampore Review and Phase 2 restriction rollout

29. A comprehensive review has been undertaken of the first two areas; the review is appended to this report.
30. While the review speaks to the successful introduction of the new style parking scheme it does recommend some changes in Newtown West and Berhampore and some broader changes to the way we operate this style of scheme.
31. The scheme cap permits at 85% of the number of restricted spaces to ensure that those residents that have a permit have a good chance of finding an available space.
32. Within the Berhampore zone we have seen a high number of allocated permits, and we are now at, or close to the permitted cap. Through our surveys we have also seen hot spots where there is a dense demand from permitted vehicles and not a necessarily high number of restricted spaces, in both cases we propose to now install some of the additional restrictions from the phase 2 approved cache and that we do not wait the full 18 months originally thought to be needed.

33. In Berhampore we propose to install 9 phase 2 restrictions. The location of the additional restrictions will be determined by examining the occupancy data obtained from the surveys conducted by the number plate recognition vehicle.
34. The review also identified issues when the scheme began, of those residents that reside in a suburban centre zoned property but park on the neighbouring residential streets.
35. To resolve this and provide a parking opportunity for these residents, it is proposed to introduce a further permit priority group. This will mean that while there is sufficient capacity within the adjacent restricted parking zones, they would be then eligible for a permit. This would be the first group to be declined once the permit cap was reached.
36. A traffic resolution is required for this change to both the zone boundaries and permit allocation priority groups. A recommendation to pursue this traffic resolution has been included in this paper.
37. Based on the successful outcome of the review officers are recommending in this report that the Committee approve that we now progress with the implementation of the stage 1 Newtown east parking scheme with an anticipated commencement date of 24 June 2025.

Wellington Regional Hospital staff parking on Mein Street

38. Through both the 2023 and 2024 parking scheme consultations we heard from hospital staff that the proposed parking scheme was punitive and that special concessions should be provided.
39. Preliminary conversations between officers and Hospital Management ahead of the 18 April 2024 decision led us to understand that there was a willingness by both parties to pursue an on street “leased parking” arrangement for up to 50 vehicles.
40. Over the past 12 months further work has been undertaken to resolve how the operational challenges would be managed, and what legal framework would be in place to protect both parties.
41. Early in March Hospital Management confirmed that they have been fortunate and sourced alternative staff and contractor parking in the Newtown area with a private car park operator, so they will now not be requiring the Mein Street spaces.

Mary Potter Hospice Staff Parking

42. Following the 18 April 2024 decision officers met with Hospice Management to better understand how Hospice staff and visitors would be affected, and to look for options.
43. The opportunity to extend the “leased parking” that had been offered to the Hospital was unaffordable at \$18/day per space.
44. The proposed 50 spaces that were to be allocated to Hospital staff would further impact on the ability for Hospice staff and visitors to find an available space. Given that this will no longer be pursued, these 50 spaces will remain unrestricted and available to all users.
45. The introduction of the Newtown east parking scheme will dramatically increase the number of short stay (less than 3 hours), spaces available for visitors to the area including those to the Hospital and Hospice.
46. Parking for staff and visitors staying longer than 3 hours will continue to be difficult but based on the review in Newtown west it is not expected to be significantly worse.

Traffic Resolution 25/25, Newtown East Amendments

47. During the planning for the installation of the new signs, poles, and markings, we discovered minor discrepancies in the original traffic resolution for the Newtown East zone. These discrepancies are detailed in this amended traffic resolution.
48. This traffic resolution aims to formalise the restrictions, update the plans, and ensure the changes made on the streets are legally enforceable.
49. This traffic resolution was advertised alongside others, with consultation occurring between 21 February 2025 and 7 March 2025.
50. We received two pieces of feedback that are relevant to this decision:
 - Owen Street – agree, to limit hospital staff parking in residential areas.
 - Wilson Street – disagree; retain P180 8am-8pm Monday – Friday, resident permit exempt spaces. This street is an important part of the Newtown cycle network, it's not a long-term storage for private cars, or for shoppers. Keep as resident permit exempt for benefit of Wilson St residents.
51. The feedback received around Owen Street relates to a section of street that is currently 'residents only' that we had inadvertently removed and replaced with an unrestricted section making it available for all day commuters. The proposed changes correct through the addition of P180 residents exempt restrictions in the relevant Area of Owens St's northern end.
52. Wilson Street currently has P60 restrictions to support the suburban centre retail activity, we had inadvertently replaced the P60 with a P180 residents exempt. The proposed changes retain the P60 as they currently are to support the town centre, with the other spaces in the street moving from the existing resident parking to P180 residents exempt.

Kōwhiringa | Options

52. Approval to install Newtown East scheme was made by the Koata Hātepe | Regulatory Processes Committee on 18 April 2024 and specified that. Phase 1 restrictions were proposed to be installed and operational by mid-2025 this year.
53. This report recommends that Option 2 is approved.
54. Option 1:
 - Do nothing. Retain current restrictions in Berhampore and Newtown west and continue with the installation of Newtown East including the incorrect restrictions.
55. Option 2: (recommended)
 - The committee **approves** TR25/25 which makes some minor amendments in Newtown East.
 - The committee **approves** some Phase 2 restrictions in Newtown West and Berhampore are implemented now.

- The committee **approves** that officers develop a TR to change the eligibility criteria and zone boundaries to enable the suburban centre zone to be included into the relevant adjacent parking scheme zones to enable residents who live in the town centre zone the ability to apply for residents parking permits.
56. Option 3:
- The committee **approves** TR25/25 which makes some minor amendments in Newtown East.
 - The committee **does not approve** some Phase 2 restrictions in Newtown West and Berhampore.
 - The committee **does not approve** that officers develop a TR to change the eligibility criteria and zone boundaries to enable the suburban centre zone to be included into the relevant adjacent parking scheme zones to enable residents who live in the town centre zone the ability to apply for residents parking permits.
57. Option 4:
- The committee **does not approve** TR25/25 which makes some minor amendments in Newtown East.
 - The committee **approves** some Phase 2 restrictions in Newtown West and Berhampore.
 - The committee **does not approve** that officers develop a TR to change the eligibility criteria and zone boundaries to enable the suburban centre zone to be included into the relevant adjacent parking scheme zones to enable residents who live in the town centre zone the ability to apply for residents parking permits.
58. Option 5:
- The committee **does not approve** TR25/25 which makes some minor amendments in Newtown East.
 - The committee **does not approve** some Phase 2 restrictions in Newtown West and Berhampore.
 - The committee **approves** that officers develop a TR to change the eligibility criteria and zone boundaries to enable the suburban centre zone to be included into the relevant adjacent parking scheme zones to enable residents who live in the town centre zone the ability to apply for residents parking permits.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Te hāngaitanga ki ngā rautaki me ngā kaupapa here a Te Kaunihera. | Alignment with Council's strategies and policies

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

Whai wāhitanga me ngā uiui | Engagement and Consultation

60. On Friday 21 February 2025, five traffic resolutions including TR 25/25 were publicly announced in The Post. Copies were distributed to properties within the impacted area, and electronic versions were forwarded to local Ward Councillors, residents' associations, and business associations. Additionally, electronic copies were accessible on the Wellington City Council website.
61. The Kōrero Mai Let's Talk platform hosted an online submission form for a period of 35 days, from 9am Friday 21 February 2025, to 5pm Friday 7 March 2025, allowing submissions during this timeframe. 2 submissions were received.

Ngā pāpātanga ki te Māori | Māori Impact Statement

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

Ritenga ahumoni | Financial implications

63. The funding for all works required in implementing Newtown east parking scheme can be met through existing budgets.

Ngā whakaaroaro ture | Legal considerations

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

Tūraru me whakamauru | Risks and mitigations

65. None identified.

Ngā pāpātanga ki te hunga whaikaha | Disability and accessibility impact

66. The design of the Time Restricted, Residents Permit Exempt parking scheme prioritises mobility permits holders over all other users and households are able to apply for as many residents permits as there are mobility permits associated with the household.

Ngā pāpātanga me ngā whakaaroaro huringa āhuarangi | Climate Change impact and considerations

67. Transport is the largest contributor to climate emissions in Wellington. Making it safer and easier to cycle, walk and use public transport for everyday trips is a key factor in cutting road transport emissions in Wellington and will contribute to Wellington's zero carbon goal. According to Keeping Cities Moving, released by Waka Kotahi NZ Transport Agency in September 2019, parking management guidance and leadership are key interventions for encouraging mode shift. This scheme enables the delivery of the Berhampore to Newtown walk, bike and bus improvements, part of providing more low-carbon transport options and delivering on Te Atakura.
68. The Council's blueprint for making Wellington City a zero-carbon capital (net zero emissions) by 2050 is Te Atakura - First to Zero 2019. It outlines four areas where we can reduce our emissions: transport, buildings, urban design, and advocacy. This project helps to work towards a city which can contribute positively to Wellington's zero carbon goal by promoting a suburb which actively manages parking in a way to

encourage commuting by active and public modes of transport. Improved management of on-street parking can facilitate mode shift, reduce emissions, and provide more road space for low-carbon modes of transport.

Mahere whakawhiti kōrero | Communications Plan

69. All Traffic Resolutions have been through a consultation process.
70. Prior to commencement of the Newtown East parking scheme comprehensive communication will be undertaken increasing user awareness.

Ngā pāpātanga me ngā whakaaroaro hauora, haumarū anō hoki | Health and Safety Impact considered

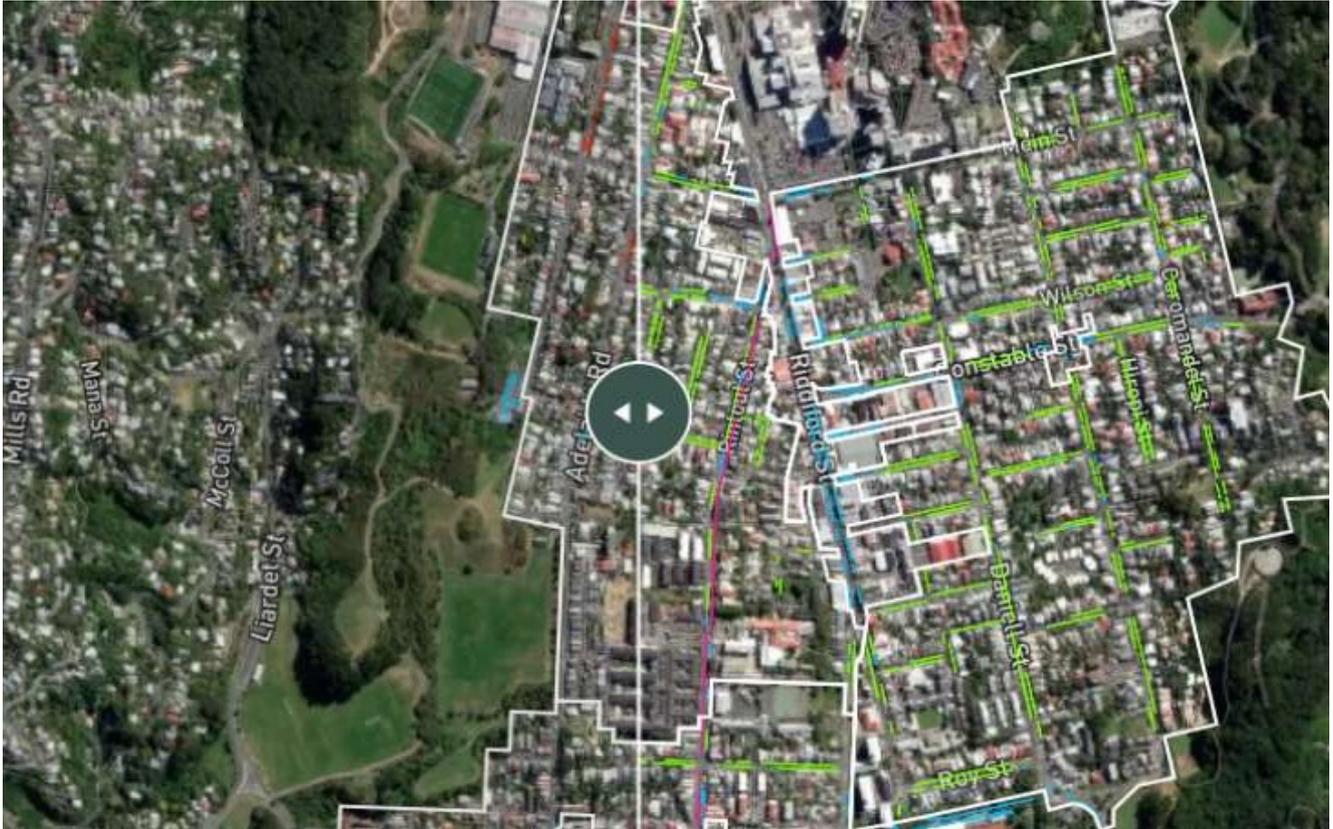
71. None identified.

Ngā mahinga e whai ake nei | Next actions

72. If approved the amended restrictions in Newtown East will be included in the rollout of signs and markings from May. Residents will be able to apply for a permit from mid-May with the scheme due to go live on 24 June 2025.
73. If the Committee agree to commence a Traffic Resolution to change the way suburban centre residents are managed, we would likely commence consultation in November with a view to bring it to Committee for approval in February 2026.
74. If any further phase 2 restrictions are required in Berhampore or Newtown West and if any are required to best manage parking in Newtown East post scheme commencement a further paper will come to this committee seeking approval.

Ngā Āpitihanga | Attachments

| | | |
|---------------|---|----------|
| Attachment 1. | Newtown West and Berhampore Parking Scheme Post Installation Review | Page 236 |
| Attachment 2. | TR25-25 Newtown East - Parking Scheme Zone, Parking Restriction | Page 255 |



Post Installation Review 2025 for Stage one, phase one

Newtown and Berhampore Parking Scheme

March 2025

| Version | Date | Author | Approver |
|---------|------------|-------------|------------------|
| 1 | 20/03/2025 | Paul Barker | Vida Christeller |
| 1.2 | 25/03/2025 | Paul Barker | Vida Christeller |

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Purpose

This report is a post-installation review of the Newtown and Berhampore Parking Scheme after Stage 1, phase 1 installation in Newtown West and Berhampore, as requested by Regulatory and Processes Committee 18 April 2024.



Fig.1 Map showing zones and boundary of the parking scheme including signage, zone names and percentage of parking spaces restricted.

Background

Resident parking in Wellington city is expected to increase significantly. In some areas, this demand already exceeds supply, creating access challenges for residents and visitors.

In June 2024, the Berhampore and Newtown West permit scheme went live under a new style resident permit scheme. Councillors approved a staged rollout, with the scheme set to start in Newtown East in June 2025, subject to a review of the previous 12 months.

It is important to note that the zones are not blanketed with time limits, there is stock of unrestricted spaces. The changes are primarily focused on managing parking availability and accessibility.

The project aimed to:

Enhance accessibility: Ensure residents have improved access to parking near their homes while balancing the needs of visitors, tradespeople, and mobility parking permit holders.

Promote equity: Fairly manage parking demand and permit allocation to ensure all residents are treated equitably. Visitor day passes (free), are available to all residents irrespective of car ownership.

Support an accessible and liveable compact City: Align with the Parking Policy 2020 by creating safe and vibrant streets where residents and visitors can park easily, while encouraging active and sustainable transport options such as walking, cycling, and public transport for everyday trips.

Streamline processes: Improve our customer’s experience, increasing the level of self service and improving the administration of parking permits by creating a smoother, more customer-friendly experience for residents and Council officers.

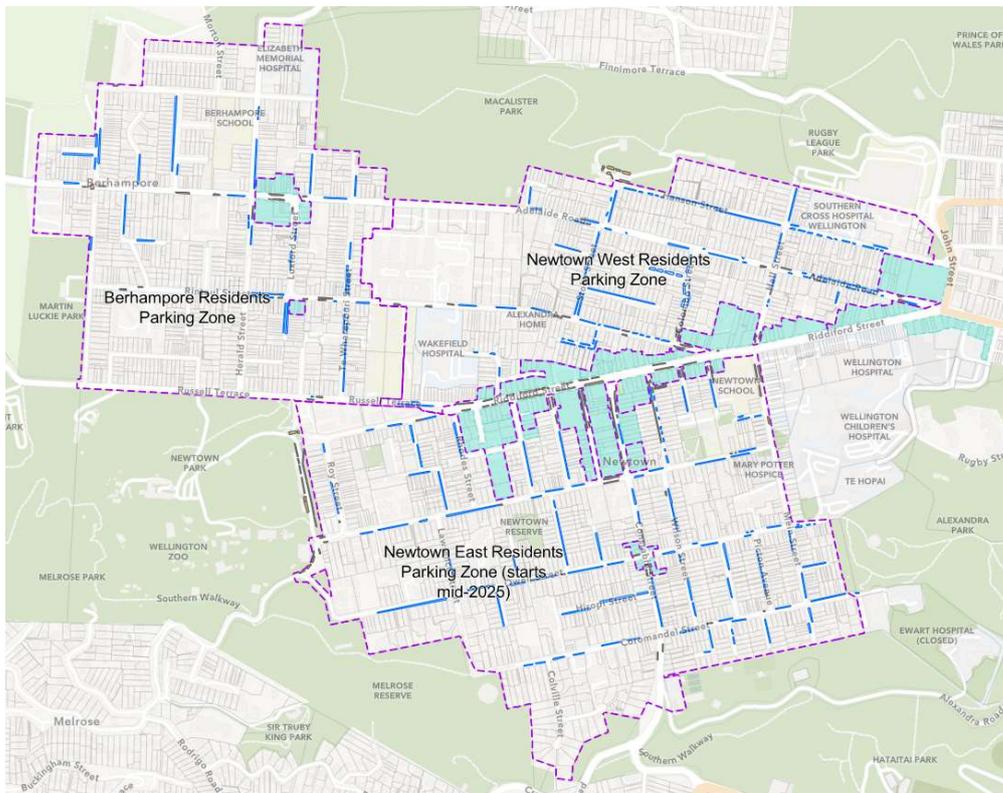


Fig. 2 . Boundary showing town centre exclusions and phase one restrictions (in blue).

Scheme zones and phasing.

The boundary was grouped into three zones. The split is at a pedestrian crossing on Rintoul Street for the Newtown West and Berhampore zones, and the middle of Riddiford Street for between Newtown West and Newtown East.

Under the parking scheme, the area is being divided into zones to increase the chances that people will be able to park reasonably close to their homes. The zone-based scheme was also designed to avoid commuter behaviour within the boundary.

We were asked at Koata Hātepe | Regulatory and Processes Committee on April 18, 2024 to stage the rollout of the zones. This was to allow the Wellington Regional Hospital staff to make adjustments to their parking. This also allowed the Wellington Regional Hospital to enact more of their travel action planning to support their staff.

Delaying Newtown East installation by 12 months was thought to allow time for car commuters to find alternatives for travel, allow time to complete the Berhampore to Newtown bike lanes, and to review and understand the impacts of the first areas.

Newtown West and Berhampore zones have had the scheme active since late June 2024 and the scheme will be rolled out in Newtown East on 24 June 2025.

Commercially zoned areas are not included in the new parking scheme.

- in and around the Newtown and Berhampore shopping centres
- the shops on Constable Street and at Rintoul/Luxford streets.

Permit grouping process including where a permit limit applies.

- Clear eligibility criteria and priority groups, to guide how the permits are allocated.
- a limit on the total number of permits issued for each parking zone (85 percent of the P180 spaces).

Timeline

Sept - Oct 2023 – Community Engagement on the type of parking scheme to be used in Berhampore and Newtown

November 2023 - Kōrau Tūāpapa, the Council's Environment and Infrastructure Committee, considered and approved an amended draft Newtown and Berhampore Parking Management Plan.

Jan-Feb 2024 – Community Consultation on a proposed traffic resolution to give effect to the Newtown and Berhampore Parking Management Plan.

April 2024 - Koata Hātepe, the Council's Regulatory Processes Committee, approved the parking scheme. Parking changes were to happen in Newtown west and Berhampore zones first. The committee required a review of the first two zones to be undertaken before the planned rollout of the scheme in Newtown east.

May - Jun 2024 – Signs and Markings were installed.

Application portal was opened for residents to apply

June 2024 – Permits issued

Scheme began with two weeks of infringement warning notices

March 2025 - Review of Newtown west and Berhampore zones completed

April 2025 - Koata Hātepe, the Council's Regulatory Processes Committee to receive the review

May/June 2025 – Newtown East signs and markings installed, and application and processing of permits occurs.

24 June 2025 – Newtown East parking scheme commences

Rollout Process

There were some P180 (Mon–Fri, 8am–8pm) parking spaces installed in almost every street in Newtown west, and in some streets in Berhampore.

If residents wanted to be able to park in these spaces at any time (and stay for as long as they wanted), they needed a parking permit.

The new scheme replaced the existing residents parking zones in these areas. There are also spaces in every street with no parking restrictions where anyone can park for as long as they want.

There is more demand for these spaces in some streets than others. Sign installation with overlays relayed the new scheme for several weeks before the scheme started.

System overview:

- Customers could submit their application for permits online
- Self – manage visitor day passes
- Request to update their address, change vehicle licence plates and cancel permits
- Pay via monthly instalments
- Automated email responses

Previous Communications

Communications for Berhampore and Newtown included:

- Leaflets: Distributed to all residents within the Newtown west and Berhampore zones.
- Letters: Delivered to each household and absentee property owners
- Web content: WCC external webpages to provide all information for applications
- Whakatutuki: Application and web content
- Drop-in sessions: within the community, and dedicated sessions for hospital staff.
- Consultation material: hosted at local public spaces
- Visual aids of slider and maps
- Translations were created for Hindi, Te Reo and Samoan readers with a 1–2-page summary of the proposed parking scheme for consultation Sept/Oct 2023..

Online portal:

There were schedule pressures and delivery expectations for the permit scheme –for the operation and for enforcement.

When applying for a resident parking permit, the applications opened on Monday 6 May. The first permits were allocated on 7 June. Getting a permit in any year is not a guarantee you will necessarily get one every year. It depends how many households apply.

We gave the appropriate focus on consultation, but there may be more resource required for the delivery. We need to have enough resource on the delivery and operations side of the scheme.

Residents were able to apply for an annual allocation of free visitor day passes. All households in Newtown West and Berhampore can get free visitor day passes. Residents don't need to have a car of their own or be planning to, to apply for a resident permit.

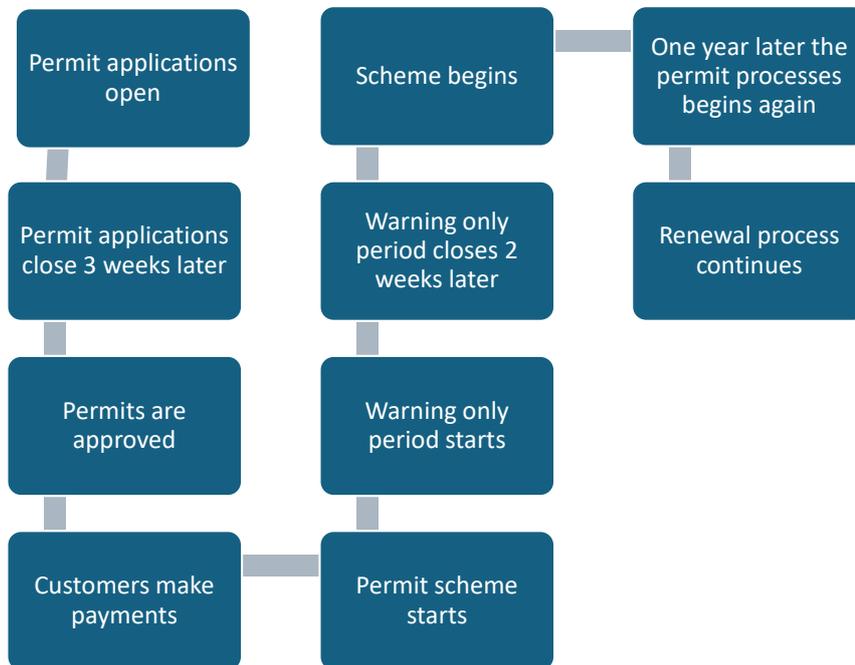


Fig 6. Permit Process chart

During the first round of applications for Newtown West and Berhampore, we received 447 resident parking permits for Newtown West and 323 for Berhampore. While the initial cap in Berhampore was reached, some residents cancelled their permits after reviewing the street layout, leaving space for new residents to apply for parking permit. These numbers provide a useful guide for the expected reapplications in 2025 for these zones.

Permit statistics – Berhampore

| Permit status | 1 | 3 | 4 | 5 | 6 (a) | 6 (c) | 7 | 8 | 9 | Total |
|--------------------|-----------|----------|------------|----------|----------|-----------|----------|-----------|----------|------------|
| Cancelled | 9 | 29 | | | | 1 | 13 | | 4 | 56 |
| Declined | 31 | 1 | | 1 | | | 1 | | | 34 |
| Instalment overdue | 1 | 1 | 9 | | | 2 | 6 | | 1 | 20 |
| Issued | 31 | 4 | 98 | 1 | 4 | 7 | 2 | 37 | 2 | 209 |
| New | 3 | | | | | | | | | 3 |
| Pending payment | | | 1 | | | | | | | 1 |
| Total | 75 | 5 | 138 | 1 | 5 | 10 | 2 | 57 | 2 | 323 |

Fig. 4

Permit statistics – Newtown west

| Permit status | 1 | 3 | 4 | 5 | 6 (a) | 6 (c) | 7 | 8 | 9 | Total | |
|--------------------|-----------|----------|------------|----------|----------|-----------|----------|-----------|----------|-----------|------------|
| Cancelled | 15 | 1 | 16 | 1 | | 4 | 1 | 22 | 1 | 8 | 69 |
| Declined | 41 | | | | | | | | | | 41 |
| Instalment overdue | 4 | 1 | 13 | | | 1 | | 4 | | 8 | 31 |
| Issued | 23 | 3 | 128 | 5 | 4 | 16 | | 63 | 3 | 49 | 294 |
| New | 7 | | | | | | | | | 1 | 8 |
| Payment overdue | | | 1 | | | | | 1 | | 1 | 3 |
| Pending payment | | | | | | | | | | 1 | 1 |
| Total | 90 | 5 | 158 | 6 | 4 | 21 | 1 | 90 | 4 | 68 | 447 |

Fig. 5

Newtown/Berhampore Survey Data

The table below sets out the number of restricted parks available by street and the number of permits issued to that street

| Street | Berhampore | | | | Newtown West | | | |
|----------------------------|---------------------|--------------------------|------|----------------------|---------------------|--------------------------|-----|----------------------|
| | # Restricted spaces | Residents Permits Issued | | Visitor Permits used | # Restricted spaces | Residents Permits Issued | | Visitor Permits used |
| Adelaide Road Newtown West | 0 | | | | 80 | 68 | 85% | 196 |
| Adelaide Road Berhampore | 21 | 23 | 110% | 63 | 0 | | | |
| Akatea St | 9 | 4 | 44% | 2 | 0 | | | |
| Angus Ave | 0 | | | | 0 | | | |
| Arney St | 0 | | | | 0 | | | |
| Balmoral Tce | 0 | | | | 0 | | | |
| Blucher Ave | 0 | | | | 0 | | | |
| Blythe St | 0 | 1 | | | 0 | | | |
| Boyd Tce | 0 | | | | 0 | | | |
| Britomart St | 20 | 14 | 70% | 8 | 0 | | | |
| Burwah St | 0 | | | | 0 | | | |
| Cardall St | 0 | | | | 0 | | | |
| Chatham St | 5 | 5 | 100% | 12 | 0 | | | |
| Chilka St | 24 | 13 | 54% | 13 | 0 | | | |
| Colombo St | 0 | | | | 31 | 20 | 65% | 42 |
| Colville St | 0 | | | | 0 | | | |
| Constable St | 0 | | | | 0 | | | |
| Coromandel St | 0 | | | | 0 | | | |

| Street | Berhampore | | | | Newtown West | | | |
|------------------|---------------------|--------------------------|------|----------------------|---------------------|--------------------------|-----|----------------------|
| | # Restricted spaces | Residents Permits Issued | | Visitor Permits used | # Restricted spaces | Residents Permits Issued | | Visitor Permits used |
| Corunna Ave | 0 | | | | 0 | | | |
| Daniell St | 0 | | | | 0 | | | |
| Dawson St | 14 | 5 | 36% | 2 | 0 | | | |
| Donald Mclean St | 0 | | | | 0 | | | |
| Douro Ave | 0 | | | | 0 | | | |
| Duppa St | 18 | 11 | 61% | 25 | 0 | | | |
| Edinburgh Tce | 0 | 2 | | 37 | 0 | | | |
| Emerson St | 0 | | | | 0 | | | |
| Emmett St | 0 | | | | 0 | | | |
| Ferguson St | 0 | | | | 0 | | | |
| Florence St | 0 | | | | 0 | 1 | | 19 |
| Glendavar St | 0 | 2 | | | 0 | | | |
| Gordon Pl | 0 | | | | 0 | | | |
| Gordon St | 0 | | | | 7 | 3 | 43% | 2 |
| Green St | 0 | | | | 0 | | | |
| Hall St | 0 | | | | 28 | 16 | 57% | 31 |
| Hanson St | 0 | | | | 78 | 52 | 67% | 185 |
| Harper St | 0 | | | | 0 | | | |
| Herald St | 12 | 7 | 58% | 4 | 0 | | | |
| Herald Tce | 0 | 1 | | | 0 | | | |
| Hiropi St | 0 | | | | 0 | | | |
| Horner St | 0 | | | | 0 | | | |
| Jeypore St | 0 | | | | 0 | | | |
| Kenwyn Tce | 0 | | | | 22 | 18 | 82% | 19 |
| Lavaud St | 5 | 5 | 100% | 1 | 0 | | | |
| Lawrence St | 0 | | | | 0 | | | |
| Luxford St | 23 | 12 | 52% | 40 | 0 | | | |
| Manchester St | 0 | | | | 0 | | | |
| Manley Tce | 0 | | | | 21 | 14 | 67% | 12 |
| Mansfield St | 0 | | | | 0 | | | |
| Mein St | 0 | | | | 0 | | | |
| Millward St | 0 | | | | 26 | 12 | 46% | 32 |
| Milton St | 21 | 18 | 86% | 107 | 0 | | | |
| Minerva St | 0 | | | | 0 | | | |

| Street | Berhampore | | | | Newtown West | | | |
|-----------------------------|---------------------|--------------------------|------|----------------------|---------------------|--------------------------|------|----------------------|
| | # Restricted spaces | Residents Permits Issued | | Visitor Permits used | # Restricted spaces | Residents Permits Issued | | Visitor Permits used |
| Morton St | 0 | | | | 0 | | | |
| Newtown Ave | 0 | | | | 0 | | | |
| Nikau St | 0 | | | | 4 | 1 | 25% | 2 |
| Normanby St | 0 | | | | 0 | | | |
| Owen St | 0 | | | | 0 | | | |
| Paeroa St | 0 | | | | 0 | | | |
| Palm Grove | 13 | 6 | 46% | 43 | 0 | | | |
| Picton Ave | 0 | | | | 0 | | | |
| Princess St | 0 | | | | 0 | | | |
| Princess Tce | 0 | | | | 0 | | | |
| Regent St | 0 | | | | 0 | | | |
| Rhodes St | 0 | | | | 0 | | | |
| Riddiford St | 0 | | | | 0 | 1 | | |
| Rintoul Street Newtown West | | | | | 48 | 66 | 138% | 172 |
| Rintoul Street Berhampore | 17 | 18 | 106% | 61 | 0 | | | |
| Roy St | 0 | | | | 0 | | | |
| Royal St | 14 | 15 | 107% | 12 | 0 | | | |
| Russell Tce Newtown west | 0 | | | | 15 | 8 | 53% | 7 |
| Russell Tce Berhampore | 1 | 3 | 300% | | 0 | | | |
| Seddon Tce | 0 | | | | 0 | | | |
| Somerset Ave | 0 | | | | 0 | | | |
| Stanley St | 0 | 5 | | | 0 | | | |
| Stirling St | 0 | | | | 0 | | | |
| Stoke St | 0 | | | | 41 | 20 | 49% | 47 |
| Torquay Tce | 0 | | | | 6 | 1 | 17% | |
| Trevor Tce | 0 | | | | 6 | 2 | 33% | |
| Te Waripori St | 58 | 41 | 71% | 75 | 0 | | | |
| Wilson St | 0 | | | | 0 | | | |
| Wingate Tce | 0 | | | | 0 | | | |
| | | | | | | | | |
| | 275 | 211 | | 505 | 413 | 303 | | 766 |

From the data we can see a few anomalies, particularly where we see permits being acquired in areas where there is no close restricted parking; an example of this is in Edinburgh Tce in Berhampore where there are 2 permits in use and 37 visitor permits have been used though the year. The closest parking space in which a permit could be used from Edinburgh Tce is over 400m away.

As expected, Rintoul Street shows up as having more permits allocated than spaces available, however the side roads off Rintoul Street have sufficient capacity, that those with permits are able to secure a parking space not far from their home

The table below sets out what was originally approved and what was delivered. The number actually delivered accounted for vehicle crossings that were not present or identified at the time the traffic resolution was prepared.

In both areas the assessment of the number of initial parking spaces to restrict (Phase 1) proved correct.

| | Pre 2024 parking spaces | Number of restricted spaces consulted on | Percentage of available spaces restricted | Total number of permits that could be issued if all restrictions installed | 18 April 2024 approved to be installed (Phase 1) | Actual Delivered (Phase 1) | Permit Cap Maximum number of permits that could be issued (Phase 1) 85% of # of spaces | Actual Permits Number of permits issued in Mar 25 |
|--------------|-------------------------|--|---|--|--|----------------------------|--|--|
| Newtown West | 992 | 647 | 65% | 550 | 461 | 413 | 351 | 303 |
| Berhampore | 1424 | 452 | 25% | 299 | 297 | 275 | 234 | 211 |
| Newtown East | 2107 | 1138 | 54% | 967 | 640 | 0 | | |
| Total | 4523 | 2237 | 49% | 1816 | 1398 | 688 | 585 | 556 |

While both areas are below the permit cap (Berhampore 23 and Newtown West 48 permits under cap), if we were to see a modest increase in demand for permits, we would start to see applications being declined.

To avoid applications being declined it is recommended that some additional spaces be installed. Assuming we have a 15 % increase in applications, then the Berhampore area would need 9 additional spaces installed, Newtown West has capacity at this stage if applications increase by 15%.

| | Expected number of permits 25/26 15% increase | Number of spaces to be restricted to avoid cap | Additional Phase 2 spaces required |
|--------------|--|--|------------------------------------|
| Newtown West | 348 | 408 | -5 |
| Berhampore | 243 | 284 | 9 |
| Total | 591 | 692 | 4 |

The location of any additional phase 2 restrictions would be determined by examining the results from the occupancy surveys to understand the areas that are under the most pressure from residents with permits.

Compliance / Enforcement

With the introduction of the scheme, enforcement was tasked initially with a high rotation as part of the two-week introduction messaging and then returned to a regular rotation.

Data on how many infringements have been issued is not available at this time.

Conclusion / Recommendation

1. Commercially zoned areas were not included in the new parking scheme. Located in and around the Newtown and Berhampore shopping centres, around the shops on Constable Street, and at Rintoul/Luxford streets. However, we heard from the community residents that this was unfair.

We propose making a new category for the suburban centres, and to introduce a new Group 10. This category would have a lower priority and be the first to be declined a permit should the limit of 85% be reached. We will alter zone boundaries to include suburban centres within the wider zones.

Changes to the eligibility criteria and zone boundaries will be progressed through a traffic resolution separate to the review report back. Consultation could be undertaken in November 2025 and presented to committee in February 2026 for approval.

2. Some streets are still experiencing parking pressures, and, in these spaces, we will investigate installation of **Phase 2 restrictions**. This will allow the residents of those streets more opportunity to park closer to their homes. These will be installed at the same time as the Newtown East scheme is installed, and these will be communicated by limited letter drops in the immediate vicinity.

3. The rollout went well in Newtown West and Berhampore with **communications** giving a broad reach. There was a letter and leaflet drop to residents of these zones, social media updates and website content on both the [Transport Projects webpage](#) and [WCC Parking Site](#). As well as communications relayed to the Contact Centre to guide people who needed assistance to Staff Assisted Transactions.

We installed the new signage on streets with an overlay advertising “New parking scheme coming 24 June” and a short url [wcc.nz/permits](#) guiding people to the parking changes. As these signs were on the streets for some time before unveiling/scheme being active, they gave great visibility. We intend the same for the future rollout in Newtown East.

We also had two weeks of ‘zero sum tickets’ where enforcement involved parking services officers issuing tickets as warnings only. This allows people parking, to gain understanding of the changes and to make behaviour change without a punitive outcome. This will also be the situation for the installation of Newtown East. After the real tickets went live there were no complaints in the first week.

The project team worked closely with Parking Services to align timelines, project process and outcomes. It has been a good collaboration, and acknowledges that we are using new software as well as installing a new style of resident parking. We also worked alongside the Transitional Cycleways Team to support them in installing the Berhampore to Newtown Cycleway. Our timelines were designed to support the parking space removal on Rintoul Street, Luxford Street and Adelaide Road.

APPENDIX

Parking Occupancy Plots

Occupancy surveys were undertaken on 6 March 2025

Surveys were conducted by Parking Services using the number plate recognition vehicle.

Surveys commenced at 9.00am, 12pm midday, 4.00pm and 10.00pm

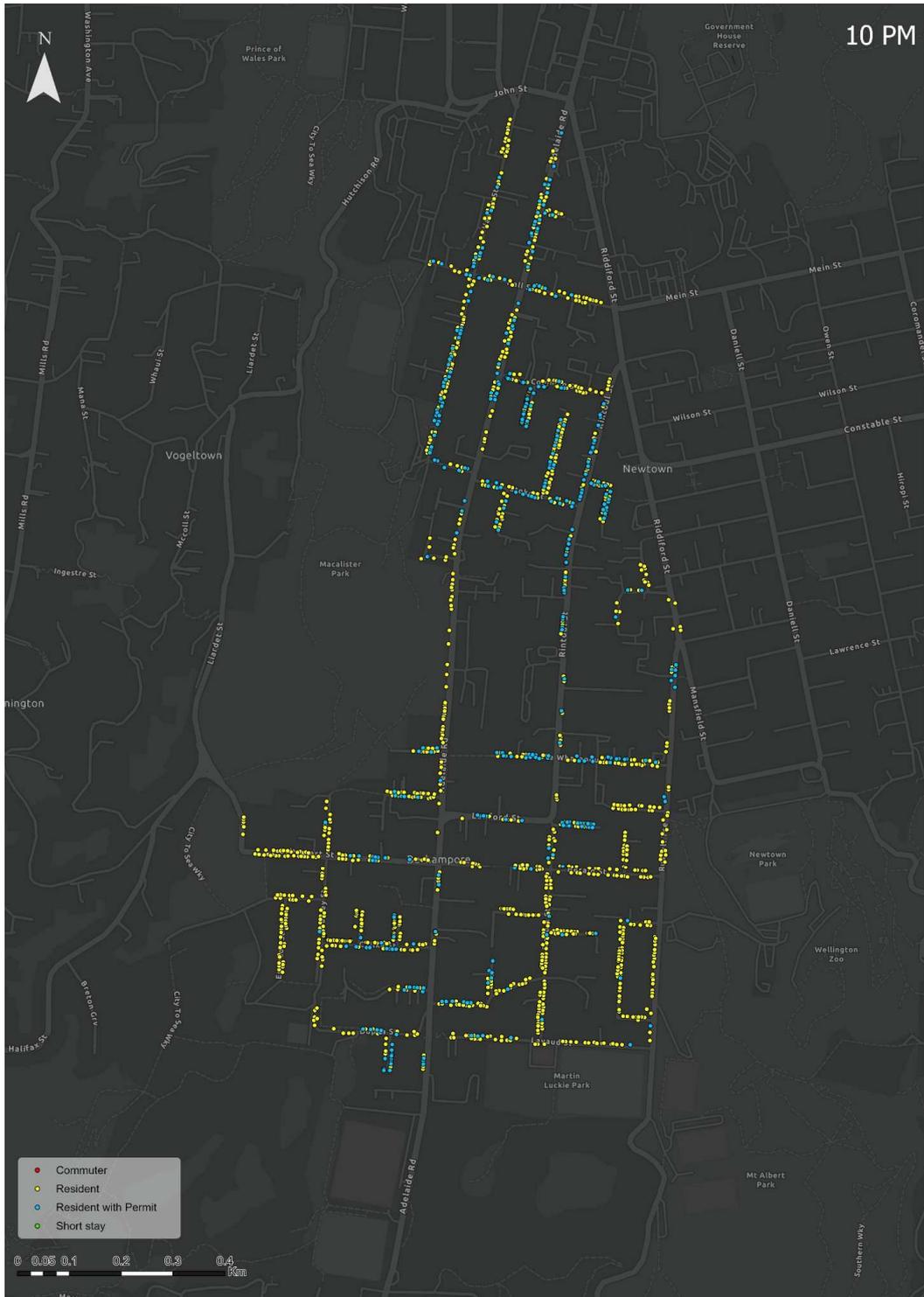
Rules for coding each observed vehicle

-  Commuter – Seen in two or more daytime passes, but not at night and does not have a resident's permit
-  Residents – Seen in any daytime pass and seen in the 10pm pass
-  Resident with Permit – has a valid permit for the area
-  Short Stay – Only seen once during the day, and not at night









Review: presented to Koata Hātepe | Regulatory Processes Committee on 9 April 2025 as part of the committee report on TR25-25 Newtown and Berhampore Parking Scheme.

wellington.govt.nz

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

We are proposing a change in your area

Kia ora,

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

Proposal:

| | |
|---|---|
| Reference | TR25-25 Newtown East Parking Scheme Zone – Parking Restriction Amendments |
| Location – where we propose to make the change | Newtown East Parking Scheme Zone – Daniell, Wilson and Owen Street |
| What we'd like to do | <ul style="list-style-type: none"> The traffic resolution (TR157-23) for the Newtown and Berhampore parking scheme was approved at Koata Hātepe Regulatory Processes Committee 18 April 2024. This approval was required to formalise the new parking restrictions on the street as part of the Newtown and Berhampore parking zones. The proposed traffic resolution addresses a few minor discrepancies without altering the originally consulted scheme. The adjustments are simply a refinement following installation, construction, and correcting a few inaccurately identified parking restrictions in the original resolution. The specific changes, detailed in the attached plans, are as follows: Outside no. 35 Daniell Street – Amended to three pick-up and drop-off parking spaces, 8:30-9am, 2:45-3:15pm Monday – Friday, During School Terms Only Outside no. 33 Wilson Street – Amended to three P60 parking spaces, 8am-6pm Monday – Sunday Outside no. 11 Owen Street – Amended to four P180 parking spaces, 8am-8pm Monday – Friday, Resident Permit Exempt Outside no. 2 Wilson Street – Amended to four P60 parking spaces, 8am-6pm Monday – Sunday Outside no. 17 Wilson Street – Removal of one P180 8am-8pm Monday – Friday, resident permit exempt spaces to an unrestricted space |
| Why we are proposing the change | <ul style="list-style-type: none"> During the installation of the new signs, poles, and markings, we discovered minor discrepancies in the original traffic resolution for the Newtown East zone. These discrepancies are detailed in this amended traffic resolution. This traffic resolution aims to formalise the restrictions, update the plans, and ensure the changes made on the streets are legally enforceable. |
| Impact | <p>Improvements</p> <ul style="list-style-type: none"> Improves parking accessibility for residents and mobility users Improves short-stay accessibility for visitors, shoppers, and tradespeople Formalise existing restrictions, in order to be enforceable <p>Net Parking Impact</p> <ul style="list-style-type: none"> Only formalising what is currently existing on-street <p>Pedestrian Impact</p> <ul style="list-style-type: none"> No change |

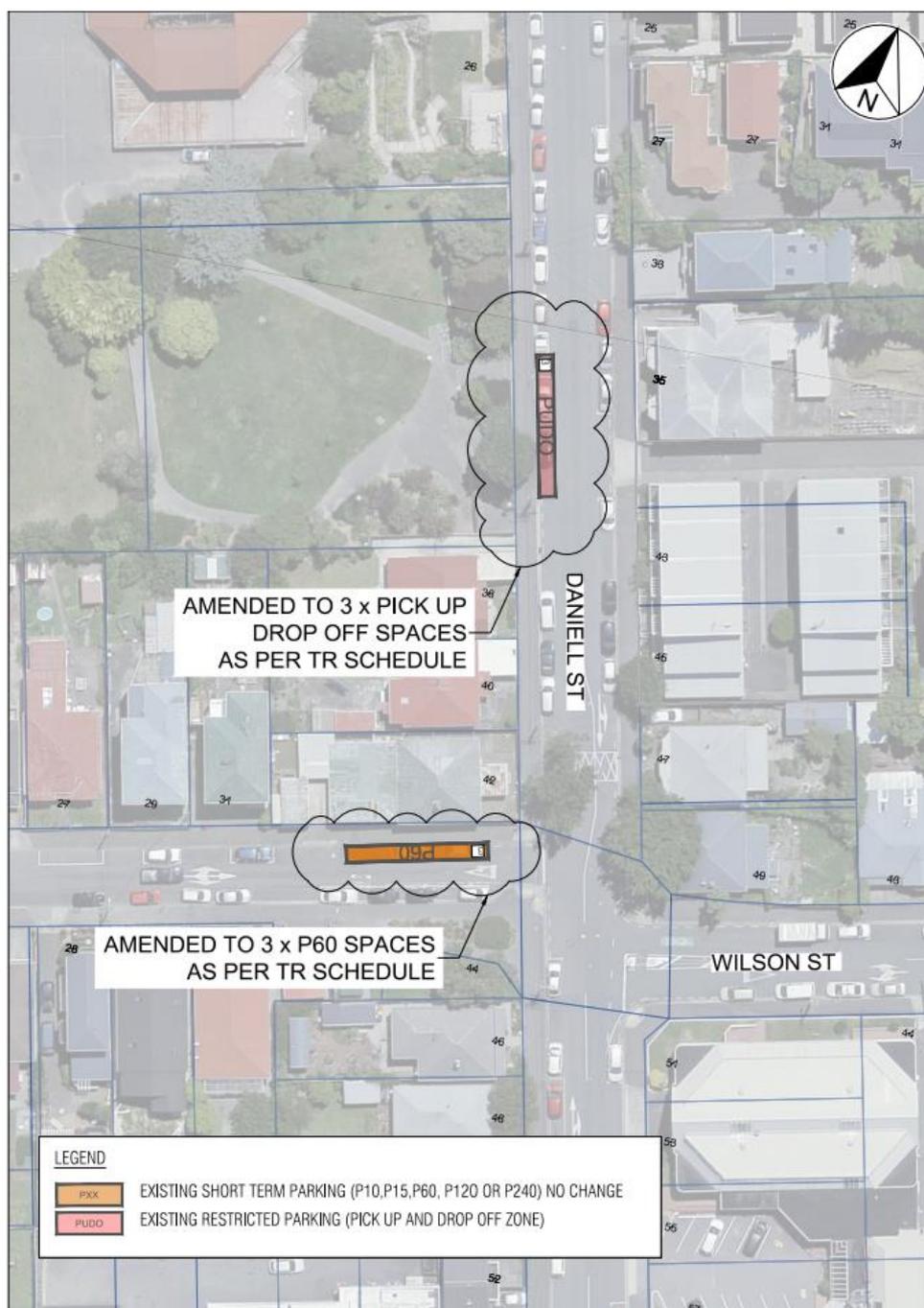
We are proposing a change in your area

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

| | |
|---|--|
| Other options considered | <ul style="list-style-type: none"> Options were considered as part of the Newtown & Berhampore Parking Management Plan TR157-23 consultation (including letter drops and drop-in sessions), further information on this consultation can be found at Supporting documents WCC Transport Projects. |
| How this relates to the parking policy | <ul style="list-style-type: none"> Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles. Support city place-making, amenity, and safety – ensure on-street parking design and placement. |
| Additional Information | <ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Friday 21 February 2025 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you. |
| Privacy | <ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc.) What we do with your personal information: All submissions (including your first name but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information. For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council. |
| Feedback | <ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00am Friday 21 February 2025 and finishes at 5.00pm Friday 7 March 2025.</p> |
| Next Steps | <ol style="list-style-type: none"> Feedback collated by Monday 10 March 2025. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Wednesday 9 April 2025. If approved, the proposal will be installed within the following three months. |

We are proposing a change in your area

A: Traffic Resolution Plan: TR25-25 Newtown East Parking Scheme Zone – Parking Restriction Amendments – Daniell Street



We are proposing a change in your area

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

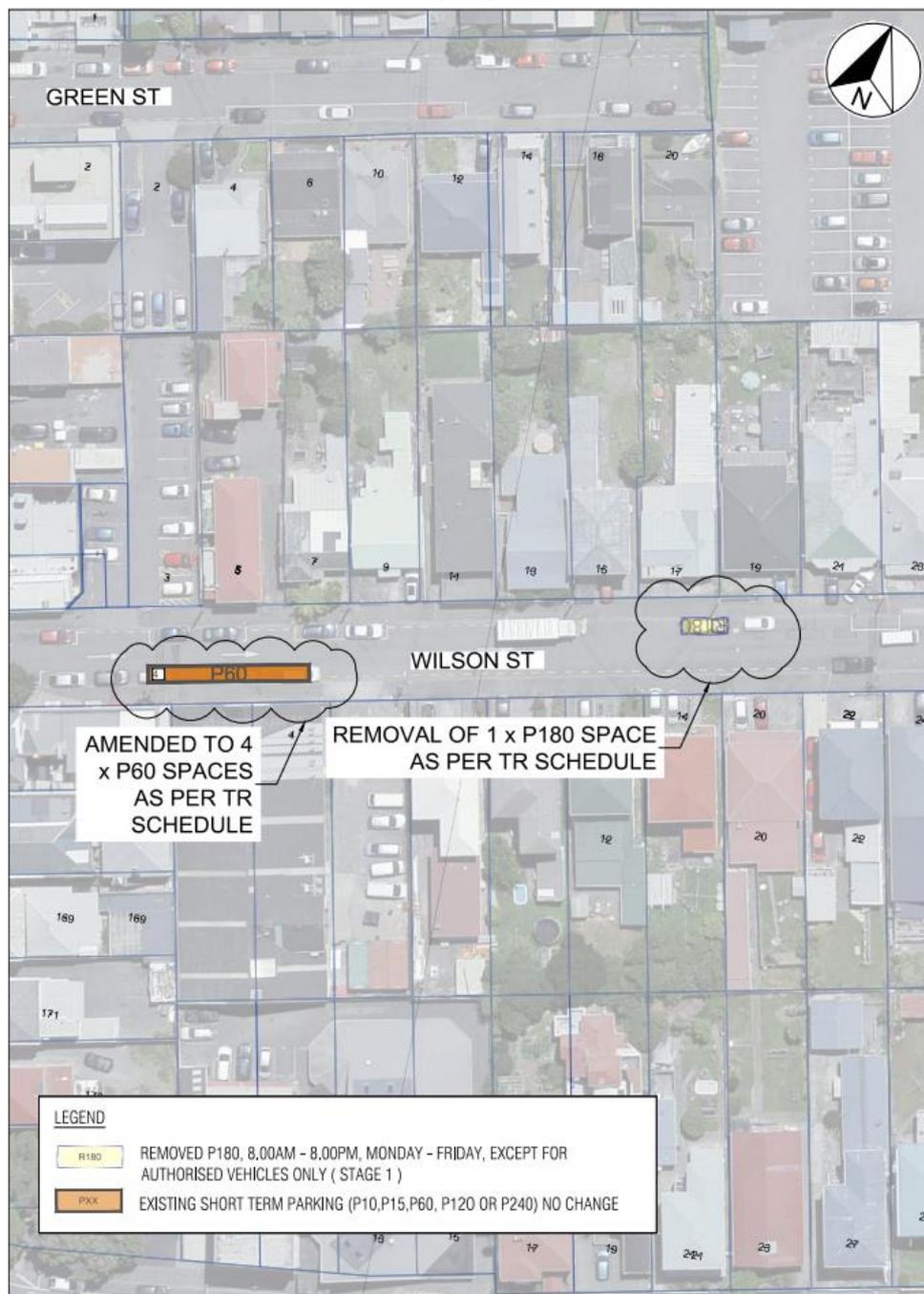
**B: Traffic Resolution Plan: TR25-25 Newtown East Parking Scheme Zone – Parking Restriction Amendments –
Owen Street**



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

C: Traffic Resolution Plan: TR25-25 Newtown East Parking Scheme Zone – Parking Restriction Amendments –
Wilson Street



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

| Newtown East Phase 1 | | |
|-----------------------------|---|---|
| Column One | Column Two | Column Three |
| Owen Street | <i>P180 8am-8pm Monday – Friday, Resident Permit Exempt</i> | <i>East side commencing from Grid Coordinates X=1749298.114 m, Y=5425326.442 m and extending in a Northerly direction, following the Eastern kerb line for 6 metres (1, Parallel park).</i> |
| Wilson Street | <i>P180 8am-8pm Monday – Friday, Resident Permit Exempt</i> | <i>North side commencing from Grid Coordinates X=1749068.882 m, Y=5424996.144 m and extending in a Westerly direction, following the Northern kerb line for 6 metres (1, Parallel park).</i> |
| Wilson Street | <i>P180 8am-6pm Monday – Saturday</i> | <i>South side commencing from Grid Coordinates X=1748999.543 m, Y=5424974.764 m and extending in an Easterly direction, following the Southern kerb line for 20 metres (4, Parallel parks).</i> |
| Wilson Street | <i>P180 8am-6pm Monday – Saturday</i> | <i>North side commencing from Grid Coordinates X=1749163.057 m, Y=5425015.458 m and extending in a Westerly direction, following the Northern kerb line for 18 metres (3, Parallel parks).</i> |

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

| Newtown East Phase 2 | | |
|-----------------------------|---|--|
| Column One | Column Two | Column Three |
| Daniell Street | <i>P180 8am-8pm Monday – Friday, Resident Permit Exempt</i> | <i>West side commencing from Grid Coordinates X=1749148.129 m, Y=5425123.524 m and extending in a Southerly direction, following the Western kerb line for 66 metres (11, Parallel parks).</i> |

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

| Newtown East Phase 1 | | |
|-----------------------------|-------------------|---------------------|
| Column One | Column Two | Column Three |

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

| | | |
|-----------------------|--|---|
| Owen Street | <i>P180 8am-8pm Monday – Friday, Resident Permit Exempt</i> | <i>East side commencing from Grid Coordinates X=1749298.114 m, Y=5425326.442 m and extending in a Northerly direction, following the Eastern kerb line for 20 metres (4, Parallel parks).</i> |
| Wilson Street | <i>P60 8am-6pm Monday – Sunday</i> | <i>South side commencing from Grid Coordinates X=1748999.543 m, Y=5424974.764 m and extending in an Easterly direction, following the Southern kerb line for 20 metres (4, Parallel parks).</i> |
| Wilson Street | <i>P60 8am-6pm Monday – Sunday</i> | <i>North side commencing from Grid Coordinates X=1749163.057 m, Y=5425015.458 m and extending in a Westerly direction, following the Northern kerb line for 18 metres (3, Parallel parks).</i> |
| Daniell Street | <i>Pick-Up Drop-Off 8:30-9am & 2:45- 3:15pm, Monday - Friday, During School Terms Only</i> | <i>West side commencing from Grid Coordinates X=1749157.759 m, Y=5425076.196 m and extending in a Southerly direction, following the Western kerb line for 18 metres (3, Parallel parks).</i> |

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

| Newtown East Phase 2 | | |
|-----------------------------|---|---|
| Column One | Column Two | Column Three |
| Daniell Street | <i>P180 8am-8pm Monday – Friday, Resident Permit Exempt</i> | <i>West side commencing from Grid Coordinates X=1749148.129 m, Y=5425123.524 m and extending in a Southerly direction, following the Western kerb line for 48 metres (8, Parallel parks).</i> |

Prepared By: Andrea Holmes (Project Manager Development)
Approved By: Kate Gourdie (Team Leader Traffic & Resolutions)
Approved Date: 5/02/2025

Feedback Received

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

Feedback

Name: Parth
Suburb: Te Aro
Agree: Yes

No comment.

Officer Response:

[Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments. We appreciate your support on the proposed changes.](#)

Feedback

Name: Joan
Suburb: Johnsonville
Agree: Yes

No comment.

Officer Response:

[Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments. We appreciate your support on the proposed changes.](#)

Feedback

Name: Leonie
Suburb: Newtown
Agree: Not Stated

Thank you for your proposal. Parking is a fraught issue near us, as currently, during the day and despite paying for a permit there is frequently no space convenient (i.e. within 500m).

The proposal to effectively remove 4 protected parking spaces 8am – 8pm will exacerbate this. I used to work at Hutt hospital, and colleagues would pop out every 3 hours and move their cars to game the system. Please at least change this to resident only 8am – 6pm as at present.

We have up till now been very tolerant of the large number of no permit parkers, and for 6 months had up to 4 trade cans doing up no. 11. No permits. Unless there is more diligent policing of the rules, we will have to resort to phoning you probably daily! I do feel our proximity to hospital and Te Hopai makes up particularly disadvantaged.

Officer Response:

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments.

Owen Street North has had a legacy Residents Only scheme and this is being moved to the new P180 residents exempt scheme. We will be monitoring and enforcing the new scheme once installed in June 2025. We are not installing any Residents Only parking in Newtown as the 2020 WCC Parking Policy does not support this style of scheme.

Feedback

Name: Richard
Suburb: Northland
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments. We appreciate your support on the proposed changes.

Feedback

Name: Tehmina
Suburb: Strathmore Park
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments. We appreciate your support on the proposed changes.

Feedback

Name: Eamonn
Suburb: Newtown
Agree: Yes

I live around this area and regularly walk and cycle near these parts. Making the parking restrictions around the school will greatly help with drop off and pick up which frequently clogs that area as parents double park on yellow lines. The other changes will be good for residents to ensure they have a space to park and they are the right size.

Feedback Received

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

Officer Response:

Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments. We appreciate your support on the proposed changes.

Feedback

Name: Hilary
Suburb: Miramar
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments.

Feedback

Name: Dean
Suburb: Hataitai
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments.

Feedback

Name: Neil
Suburb: Paparangi
Agree: No

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Eleonora
Suburb: Brooklyn
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments. We appreciate your support on the proposed changes.

Feedback

Name: Edwin
Suburb: Kingston
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments. We appreciate your support on the proposed changes.

Feedback

Name: Stuart
Suburb: Johnsonville
Agree: No

There is no motorcycle parking in Newtown. We have to find wee little corners and edges to park and prey the parking warden gods don't ticket us. We're all but banned from the hospital public areas, too. But sure, yeah, more car park changes. Woo(!)

Officer Response:

Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments.

Feedback

Name: Anne
Suburb: Karori

Feedback Received

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

Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments. We appreciate your support on the proposed changes.

Feedback

Name: Richard
Suburb: Island Bay
Agree: Yes

Supportive of the amendments and the overall parking restrictions.

Officer Response:

Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments. We appreciate your support on the proposed changes.

Feedback

Name: Alexandra
Suburb: Newtown
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments. We appreciate your support on the proposed changes.

Feedback

Name: John
Suburb: Crofton Downs
Agree: No

I think that due to the council's mismanagement of the roads and general slow and painful destruction of the city, you should stop any new spending and focus on a return to when the city was better. A decade ago. Do that. Not worsen it.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer Response:

Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments.

Feedback

Name: Sam
Suburb: Newtown
Agree: Yes

No comment.

Officer Response:

Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments. We appreciate your support on the proposed changes.

Feedback

Name: Elizabeth
Suburb: Te Aro
Agree: Yes

Appears reasonable.

Officer Response:

Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments. We appreciate your support on the proposed changes.

Feedback

Name: James
Suburb: Newtown
Agree: No

11 Owen Street – agree, to limit hospital staff parking in residential street.

2 Wilson Street – agree, short term parks only on shared cycle/car street.

11 Wilson Street – disagree; retain P180 8am-8pm Monday – Friday, resident permit exempt spaces. This street is an important part of the Newtown cycle network, its not a long-term storage for private cars, or for shoppers. Keep as resident permit exempt for benefit of Wilson St residents.

Feedback Received

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

Officer Response:

Thank you for taking the time to provide feedback on TR25-25 Newtown East – Parking Scheme Zone, Parking Restriction Amendments.

[11 Owen Street – agree, to limit hospital staff parking in residential street](#)

This feedback relates to a section of street that is currently 'residents only'. We had inadvertently removed and replaced this with an unrestricted section, making it available for all day commuters. The feedback supports our proposal to correct this mistake.

[11 Wilson Street – disagree; retain P180 8am-8pm Monday – Friday, resident permit exempt spaces](#)

This street is an important part of the Newtown cycle network, its not a long-term storage for private cars, or for shoppers. Keep as resident permit exempt for benefit of Wilson St residents. The subject area currently has a 60-minute restriction on it to support the suburban centre retail activity. We had inadvertently replaced the P60 with a P180 residents exempt. The proposed changes would mean that the P60 would remain, with most other spaces in the street moving from the existing resident parking to P180 residents exempt.

3-MONTH REVIEW OF KARORI CONNECTIONS - ANALYSIS AND OPTIONS FOR CHANGE

Kōrero taunaki | Summary of considerations

Pūtake | Purpose

1. This report responds to decisions made by the Regulatory Processes Committee in December 2023 and February 2025 directing officers to report back on the Karori Connections project, its impacts on Botanic Garden visitation, and present design options for consideration that re-instate parking on Glenmore St and around Karori Park.

Hāngai ki te rautaki | Strategic alignment

2. The most relevant community outcomes and strategic approaches for this paper include: Urban Form – a liveable and accessible, compact city; Social Wellbeing – A city of healthy and thriving whānau and communities; Making our city accessible and inclusive for all; Embedding climate action and Value for money and effective delivery.
3. The most relevant priorities are: Transform our transport system to move more people with fewer vehicles; collaborate with our communities to mitigate and adapt to climate change.

Ngā whakataunga whaitake ō mua | Relevant previous decisions

4. At its 27 February 2025 meeting, the Regulatory Processes Committee directed officers to “*report back (with analysis, actions, options, timeframes and costs) to the Regulatory Processes Committee meeting of 9 April 2025 to investigate the following:*
- *Reinstatement of the parking in the uphill direction on Glenmore St adjacent to the Botanic Gardens (approximately from the entrance of the Botanic Gardens to approximately the Garden Road intersection) including; Installing a clearway for peak commuter hours of approximately 4-7pm, Monday to Friday on the uphill direction on Glenmore St adjacent to the Botanic Gardens and/or, Implementing a similar solution to the Karori Connections cycleway for the early part of Karori Rd in respect to a shared path and, Any other solution to support shared spaces for all users.*
- *Whether funding from NZTA can be used for these changes.*
- *Parking options that deliver the equivalent amount of on-street car parking that has been removed within 200 metres of Karori Park entrances for this location.*”
5. A decision to proceed with the Karori Connections transitional improvements was made by the Regulatory Processes Committee in December 2023. The decision included around 50 amendments that were made to the design based on technical and community feedback. These amendments included several changes on Glenmore St, adjacent to the Botanic Gardens. At this meeting direction was also given for “*officers to bring back a report to this committee approximately six months post installation on any impact on visitation to the gardens due to the reduction of parking spaces on Glenmore St.*”
6. In March 2022, the Council adopted Paneke Pōneke, the Wellington Bike Network Plan, alongside a strategic traffic resolution that confirmed the streets making up the bike network. These streets include Glenmore St and Karori Rd.

7. As part of the Long-term Plan 2021–2031, the Council committed to deliver a connected bike network. This included bringing forward funding to accelerate a rapid roll-out of the network between 2021 and 2024.
8. In August 2020, Council adopted [Te Atakura Implementation Plan](#) which included a target of 43% reduction in city emissions by 2030 (compared with 2001) with a focus on reducing emissions from road transport, the highest emitting activity in the city.
9. Also in August 2020, Council approved the [Parking Policy](#), which sets out the principles and priorities for re-allocating road space. On key transport routes such as Glenmore St, the policy prioritises the safe and efficient movement of people and goods.

Te tāpua | Significance

10. The decision is rated medium significance in accordance with schedule 1 of the Council’s Significance and Engagement Policy. Karori Connections involves changes to a main road and has previously seen high levels of public interest. Relevant to this paper, it involves sections of road adjacent to an important city destination and recreational facilities.

Whakaaro ahumoni | Financial considerations

- Nil Budgetary provision in Annual Plan / Long-term Plan Unbudgeted \$0-\$1.06m
11. Further changes to the road layout on Glenmore St and Karori Rd are currently unbudgeted. Bike network plan budgets are proposed to be reduced through the LTP Amendment process and the remaining funds prioritised for the completion of projects currently being built and to complete the remainder of the primary network.

Tūraru | Risk

- Low Medium High Extreme
12. There is a risk that not providing additional parking deters people from visiting the Botanic Gardens by car. There is a risk that re-instating parking on Glenmore St and Karori Rd negatively impacts people’s safety on the road, reduces the attractiveness of the Karori Connections route for cyclists, and reduces the benefits to the bus services. Thus resulting in the benefits from the investment in the karori connections route not being realised.

| | |
|---------------------------|--|
| Author | Claire Pascoe, Transitional Programme Manager |
| Kaiwhakamana Authoriser | Vida Christeller, Manager City Design Liam Hodgetts, Chief Planning Officer |

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. **Direct** officers, for the Botanic Gardens, to develop and consult on a traffic resolution to deliver Option 2, that prioritises more parking in the most convenient areas adjacent to the Botanic Gardens for short stay visitors including formalising a drop off zone near the Founders entrance.
3. **Direct** officers, for Karori Park, to develop and consult on a traffic resolution to deliver Option 1 that introduces time restrictions, including a drop off zone, to the Karori Park off-street carparks to prioritise park visitors.

Whakarāpopoto | Executive Summary

13. This report responds to decisions made by the Regulatory Processes Committee in December 2023 and February 2025 directing officers to report back on the Karori Connections project, its impacts on Botanic Garden visitation and present design options for consideration that re-instate parking on Glenmore St, and around Karori Park.
14. The preferred option for both Glenmore St and Karori Park is to prioritise the most convenient existing car parking in these areas for short stay visitors and drop off zones and allow more time for the project to embed so people can adapt their travel patterns to the new layout.
15. The full project was completed in February 2025 and as such it is important to note that it has not had sufficient time in place for an evaluation of the full impacts to be undertaken. Normally, sufficient time would be allowed for people to adapt to the changed road conditions and to change their parking and transport behaviour. There has also been insufficient time to collect year-on-year bike count data that is seasonally comparable.
16. A monitoring and evaluation report for all transitional projects will be released in the second half of 2025.
Glenmore St
17. There are several design options for re-instating parking in the uphill direction on Glenmore St (Appendix 1). All but two options involve a reduction in the level of service for people on bikes and some reduction in level of service for buses, but some options retain better levels of service than others.
18. There has been a small increase in parking occupancy on Glenmore Street compared to before the bike lane was installed when the weekday peak was 69% (+1 percentage points in 2025), and the weekend peak was 72% (+ 4 percentage points in 2025). At peak occupancy in March 2025 (2pm, Saturday) there were 25 parking spaces available on Glenmore St between Bowen Street and the Rigi. A parking survey was not undertaken during Gardens Magic, but it is assumed that parking demand for large events would exceed capacity on Glenmore Street.
19. Approximately 78,000 trips by bike have been observed at the start of the Glenmore bike lane on upper Bowen Street since this section of the cycleway was installed in July 2024. A manual count showed the average cycling volume per peak hour towards the central city increased by 60% in 2025 compared with 2019. Feedback from people who

have experienced the changes by bike indicates that 93% of people feel safer riding the route post-installation.

20. Botanic Garden visitation data shows broadly similar counts between the 2024/25 year and the two previous financial years when comparing month by month except for January which showed lower visitor numbers. Attendance at Gardens Magic shows slightly lower levels of attendance in 2025 than 2024 but a similar level to 2023. This could have been due to the long run of cold weather this January.

Karori Park

21. Parking surveys indicate there is a sufficient supply of carparking within 200m of Karori Park to meet the current level of demand. However, on weekends there is pressure on the main Karori Park off-street carpark that could be redistributed to other parking areas adjacent to the park.
22. PSR are planning to introduce time restricted parking, including a drop off zone, at the Karori Park off-street carparks, and this is expected to improve the supply for visitors. Signage and communication via the clubs about other parking options could further alleviate issues. There is also an option to designate unrestricted parking in side streets for visitor use.

Takenga mai | Background

23. The objective of the Wellington Bike Network Plan is to create a safe, connected and high-quality network of routes for biking and scooting:
- so that it is possible for more Wellingtonians of all ages and abilities to make some trips by bike or choose cycling as their main mode of transport.
 - to reduce transport carbon emissions.
 - to connect the Central City to suburban centres and schools.
 - to encourage people to choose active modes of transport over private vehicles.
24. The Karori Connections project completed the bike network connection from Karori to the city
25. This project was also part of delivering on a wider package of route 2 bus improvements which is a priority for Greater Wellington as they prepare for new articulated bus services in 2026.
26. In 2023, the designs were developed to achieve the outcome of increasing the number of people cycling along the route and encouraging mode shift, shifting from private vehicle use to more public and active transport. They also considered the safety of all road users, improving pedestrian crossings, how bus services would be affected and the impacts of parking removal. The designs were prepared by qualified road engineers and informed by feedback from our partners, stakeholder organisations and local communities. The final designs were audited by independent road safety auditors.
27. A [parking management plan](#) for the area was developed, based on parking occupancy surveys and a more strategic approach to parking allocation that prioritised residents and visitors was proposed, where parking supply was an issue.

28. A number of options were considered for the design of each section of the route. This analysis was published in a Multi-Criteria Analysis (MCA) report on the project webpage and can be found [here](#).
29. The options considered in 2023 were those that would meet the objective of the project and thus did not include clearways which do not work well for children, retirees or families as they only operate during commuter hours on weekdays, disconnecting the network outside of these times. Based on experience with clearways elsewhere in the city, the option was also discounted due to the unreliability of the facility and expense of ongoing enforcement. The clearway option limits the transformational potential of a connected bike network and generally confines the benefits to the type of people currently cycling today.

Glenmore St options analysis 2023 and approved design

30. An option of changing the footpath to a shared path up Glenmore St was considered to enable the retention of parking in the uphill direction. This option ranked fifth out of seven options and was discarded due to insufficient width in the footpath to mix pedestrians, faster moving cyclists (particularly e-bikes) and opening car doors. This option is considered again in this report in Options 4 and 5.
31. An option to provide a shared path through the Botanic Gardens to retain uphill parking was considered. It was ranked sixth out of seven options and discarded because it was deemed to be incompatible with the [Botanic Garden Management Plan](#), under the Reserves Act 1977. It also had safety and feasibility issues.
32. Various options that provided a better level of service for cyclists and buses were considered but were discarded due to the impact of removing parking on both sides of the road.
33. The design in place on Glenmore St, adjacent to the Botanic Gardens is a separated cycleway in the uphill direction, with parking retained on one side of the road to provide some visitor and resident parking. This design was the preferred given the gradients result in slower moving cyclists in the uphill direction and therefore a greater speed differential with vehicles, including large buses. These safety concerns will be exacerbated along this bus route from 2026 when longer articulated buses will make overtaking slower cyclists more difficult.
34. Overall, 138 carparks were removed on Glenmore St within 200 metres of the Botanic Gardens, with 106 retained. 34 of those retained were prioritised for short stay visitors. 56 carparks remained in the off-street carpark near the Lady Norwood Rose Garden, including 4 mobility parks. Across these two areas, all 6 mobility parks were retained.
35. In addition to the remaining carparks on Glenmore St and Lady Norwood Rose Garden, off-street paid parking also remains available at the top of the Cable Car, on Ballantrae Place and at Clifton Terrace, beside the Clifton Station Cable Car stop (Appendix 2).

2023 Karori Rd options analysis and approved design

36. All options considered included cycling provision in the uphill direction where the speed differential with vehicles is highest. An option to provide cycling facilities in both directions was discounted as it did not retain any parking.
37. The design for the southern end of Karori Rd is also a separated cycleway in the uphill direction, with parking retained on one side of the road to provide some visitor and resident parking.

38. In parallel to this project, the Parks, Sports and Recreation department has been developing a plan to introduce time restricted parking to sport park carparks to prioritise park visitors. Time restrictions at the Karori Park carpark are expected to be consulted on in May and if approved, implemented this winter. As part of this process, Council will engage the sports clubs on the proposed parking restrictions.

2023 consultation

39. Public consultation on Karori Connections was undertaken in September and October 2023. A summary of the consultation results can be found [here](#).
40. Officers considered all submissions and recommended the project proceed, with around 50 amendments based on public feedback. One of the amendments included moving parking from the uphill side directly adjacent to the gardens, where people would need to cross the cycleway to get to the footpath, to the downhill side, where bikes are sharing the traffic lane so that people getting out of cars could directly access the footpath but would need to cross the road. This change allowed for a slight increase in available carparks and was supported by improving the pedestrian crossings at the entrances.

Kōrerorero | Discussion

41. The Karori Connections route was fully completed in February 2025. A comprehensive review of results was originally planned for 12 months after installation to allow for seasonable trend data, crash statistics and to allow people to adapt their travel patterns. The data we have to date can only provide a limited view of the benefits of the project.
42. The approach taken with the new layout provided safe provision for people on bikes in the direction with the highest conflict but retained parking on the downhill side where people are cycling at a more similar speed to vehicles. The new layout aligns with strategic priorities, reduced conflict with pedestrians and balanced the parking needs with the safe and efficient movement of people.



Figure 1. Before and after images of Glenmore St

43. The Parking Policy 2020 outlines the Council's strategic approach to managing on-street parking including a parking management tool intervention hierarchy. Glenmore St is a 'Key Transport Route' under the policy.
44. Based on the direction provided in the Parking Policy, the next step for managing parking demand in the area around the Botanic Gardens would be to introduce

additional time restrictions to prioritise short stay visitors. This could include prioritising the parks most conveniently located next to the Founders entrance but also near other key entrances, such as Glen Rd in Kelburn.

45. Greater Wellington and WCC are currently developing final design changes for route 2 bus services, including the location and design of bus stops near the Founders entrance to the Botanic Gardens and near Karori Park. We are planning to consult on these designs in time for decisions at the August RPC meeting and may change the current road layout slightly.
46. In accordance with our MoU with Greater Wellington for the Karori Connections project, officers from both organisations have contributed to the information presented in this paper, with Metlink providing technical advice around the options.

Assessment of early outcomes from Karori Connections Project.

47. Analysis of bike count data for the Glenmore section of Karori Connections is attached in Appendix 3. A total of nearly 78,000 trips by bike were observed in upper Bowen Street at the start of the Glenmore bike lane in the eight months since the bike lane was installed. 41,000 trips were cycling away from the central city, and 37,000 were towards the central city.
48. Insufficient time has passed since the installation of the Glenmore St section of cycleway to allow for any robust before and after analysis to conclude whether cycling activity has increased or not. To conduct a year-to-year comparison of before and after bike data, a sample of at least six months will be necessary to enable robust conclusions. Until late 2024, this cycleway did not provide a safe connection through Karori, where the main target population live. Meaningful changes in cycling volumes are best measured over time from the full route completion date.
49. A manual cordon count was undertaken in March 2025 which included a counting site on lower Bowen St. This is the closest counting site to the Karori Connections route. Compared with the last reliable cordon count survey undertaken in 2019, the average cycling volume per peak hour towards the central city increased by 60% (85 per hour compared with 53 per hour in 2019).
50. Bike count data from the southern end of the Karori Connections route, near Karori Park, shows a total of 3637 cycling trips towards the city and 2402 cycling trips away from the city in February 2025 (Appendix 4). Unlike most count sites around the city, the counts are higher in the weekend likely due to people accessing the Makara Peak Mountain Bike Park.
51. Karori Connections Post-Installation Feedback is attached in Appendix 5. Analysis of survey feedback showed strong alignment with one of the key goals of the project, to improve safety for people cycling along the route. The feedback was more mixed on walking improvements, however there were very few people who said walking was their main mode along this route.
52. Overall, there was more agreement than disagreement that the changes had improved safety for cyclists and pedestrians along the route. The results were particularly strong for cyclist safety improvements where 93% of those who generally experienced the changes on a bike believe the changes had made it safer.
53. Feedback from Greater Wellington and Metlink indicates that the changes have been positive for bus operations, with buses no longer held up behind slow moving cyclists

on Glenmore St, Chaytor St or Karori Rd and reduced side friction from parked cars that reduces the effective traffic lane widths. Initial Metlink analysis indicates travel time savings of up to 59 seconds uphill on Glenmore St during the peak.

Assessment of impacts on visitation to the Botanic Gardens

54. Counting visitors to parks and open spaces is difficult as there is no single point of entry and counting technologies have had limitations. Visitation numbers are also affected by a variety of factors including weather, numbers and occupancy of cruise ships. Relevant to this report is that 2025 was New Zealand's coldest January since 2017 and the NZ Cruise Association anticipated a 20% decrease in visitor numbers this summer.
55. Impacts of the street changes on visitation to the Botanic Gardens have been assessed using three different data sources: a series of intercept surveys conducted at the main gates on Glenmore St, visitation data from electronic counters inside the gardens and parking occupancy and duration of stay data from nearby carparks. The results are summarised in Appendix 6.
56. Botanic Garden visitation data shows broadly similar counts between the 2024/25 year and the two previous financial years when comparing month by month except for January 2025 which showed lower visitor numbers. Attendance at Gardens Magic shows slightly lower levels of attendance in 2025 than 2024 but a similar level to 2023.
57. 2025 parking survey results are summarised in Appendix 7. On Glenmore St, within 200m of the Botanic Gardens, there is an average weekday occupancy of 64% and a peak of around 71%. There is an average weekend occupancy of 67% and a peak of around 76%. There has been a small increase in occupancy compared to before the bike lane was installed when the weekday peak was 69% (+1 percentage points in 2025), and the weekend peak was 72% (+ 4 percentage points in 2025). 85% is considered the ideal parking occupancy rate in terms of balancing availability of parking with the efficient use of road space. At peak occupancy (2pm, Saturday) there were 25 parking spaces available on Glenmore St between Bowen Street and the Rigi.
58. The overall pattern of duration of stay is consistent before and after the changes were made. There is a small shift away from both long (more than 4 hours) and short-term parking (less than an hour) in the 2025 results.
59. From the Karori Connections feedback, comments relating to Glenmore St were generally supportive and largely focused on the improvements the changes have made for travelling the route both on a bike and via car or public transport. There were also various suggestions for making further safety improvements, while a minority of comments noted traffic issues and a preference for an alternative route through the area.
60. Comments relating to Botanic Gardens were dominated by concerns for the parking loss and by extension the impact on the access to the gardens. Difficulty in access for elderly, physically impaired and people with young children was specifically noted.

Assessment of impacts on Karori Park

61. From the Karori Connections feedback comments relating to Karori Park were dominated by concerns for the parking loss. The impacts of the loss were focused on

how it might affect activities and sports at the park (especially this winter), its impact on local businesses and impact on park & ride in the area.

62. There were previously 465 car parks within 200 metres of Karori Park. This includes three off-street car parking areas and kerbside space on side streets. The new layout removed 56 of the available car parks.
63. Karori Park had a major increase in car parking built within the park in the 2000s. It has three dedicated car parking areas (off-street) adjacent to the grounds, with a total of approximately 110 parking spaces.
64. Parking surveys undertaken in the area post installation showed high numbers of available carparking during both weekdays and in the weekend within 200m of the park. In the weekend, when parking demand is highest around the park, there is over 100% parking occupancy in the Karori Park carpark off Karori Rd but between 10-50 % occupancy in the Sunshine Ave carpark on the other side of the park and many available spaces in the side streets within 200m of the park. (Appendix 7)
65. PSR are currently developing a traffic resolution to introduce time restrictions to the 110 Karori Park carparks to prioritise park visitors and drop off areas which are expected to help manage demand at this location. Parking survey data will be used in discussions with the sports clubs during this process to understand how parking demand can be better distributed around the existing available space and how the Karori Rd carpark can best provide for those who need it the most.

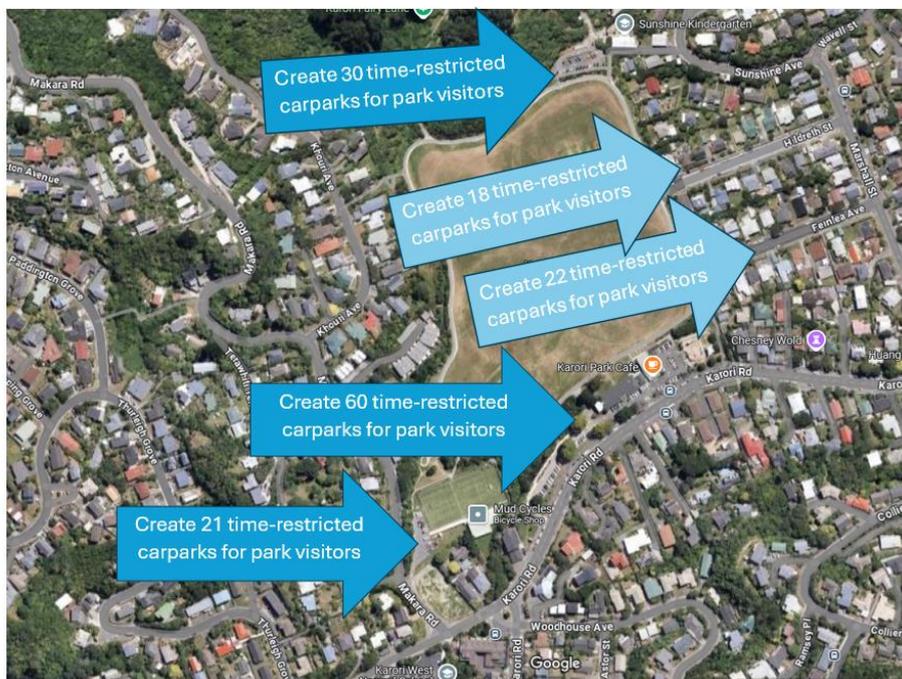
Kōwhiringa | Options

66. Appendix 1 outlines the different design options and associated considerations for reinstating parking for visitors on both Glenmore St and within 200 metres of Karori Park.
Options for Glenmore St, adjacent to the Botanic Gardens
67. The options outlined in the summary table below are considered to be those that are reasonably practicable to achieve the objective of reinstating parking to support the users of the Botanic Gardens while also providing a safe, connected bike route. The option of shifting carparking from the residents side of Glenmore St back to the Botanic Garden side of the road, next to the uphill cycleway, has been discarded as this would decrease the carparking spaces available. An option of permitting cycling through the Botanic Gardens was investigated but discounted as not reasonably practicable at this stage due to required changes to the Botanic Garden Management Plan.
68. The preferred option in this area is to use the parking demand management hierarchy and convert approximately 39 more carparks on Glenmore St, close to the Founders entrance, to short stay including a drop off zone for visitors. This would support more people being able to access the Gardens by car but retain efficient parking occupancy rates. This option also includes providing more time restricted visitor parks in other convenient areas adjacent to the Botanic Gardens (eg. Glen Road and Wesley Road in Kelburn) to provide a total of approximately 87 more parks prioritised for visitors to the gardens.
69. This option is preferred as it best aligns with Council's Strategic direction. It also retains the full benefits of the investment in the Karori Connections route and allows time for the recently completed route to attract new users and people to adapt. This option could be further supplemented by increased public communications about the location of visitor carparking. This is also the lowest cost option as it doesn't involve any road layout changes.

| Options | Car parks gained | Cost estimate | Safety | Strategic alignment |
|---|--|---|---|---|
| 1. Retain cycleway as it is – no change | No change | \$0 | Safety Score: 0 Least risk for all users | Aligns with all policies but not to the full extent with the Parking Policy 2020 |
| 2. Change existing parking restrictions to generate turnover for more visitors. (Glenmore St & other streets adjacent to The Gardens eg. Glen Rd.) | More use of 87 existing parks for visitors including 2 x new drop off carparks | \$156,100 (approx. 25% contingency) | N/A | General strategic alignment. Conversion of 23 <i>coupon / residents only</i> parks to <i>P180 / P180 residents exempt</i> parking aligns well with Parking Policy. |
| 3. Option 2 plus narrow cycleway and traffic lane for 120 metres and reinstate 20 car parks near Orangi Kaupapa entrance | As per Option 2 plus 20 new carparks near the Orangi Kaupapa entrance | \$292,000 (approx. 35% contingency) | Safety Score: - 1 Slight negative: Very unlikely (1 crash every 7+ years) with mostly minor but potentially serious outcomes. | Reduced alignment with Parking Policy and Te Atakura. |
| 4. Uphill shared path on the footpath for 190 metres between Gardens entrances | 31 | \$351,500 (approx. 40% contingency) Rough cost estimate \$840,000 (with footpath widening) (45% contingency) | Safety Score: - 4 Large negative: Likely (one or more crashes per year) with serious or fatal outcomes. Risk of collision with power poles and pedestrians. | Reduced alignment with Bike Network Plan, Parking Policy and Te Atakura. Conflict with Accessibility Action Plan and the Walking Policy. |
| 5. Uphill shared path on footpath and clearway (4 – 7 pm) for 190m between Gardens entrances. | 31 | \$363,500 (approx 40% contingency) Rough cost estimate \$860,000 (with footpath widening) (excludes enforcement opex) (45% contingency) | Safety Score: - 3 Moderate negative: Unlikely crashes (one or more crashes per year) with serious outcomes. Risk of collision with power poles or pedestrians, or with opened car doors. No separation during clearway hours. | Reduced alignment with Bike Network Plan, Parking Policy and Te Atakura. Conflict with Accessibility Action Plan and the Walking Policy. |

Options for Karori Rd, near Karori Park

70. The following options are considered to be those that are reasonably practicable to achieve the objective of delivering the equivalent amount of on-street car parking that has been removed within 200 metres of Karori Park entrances to support users of Karori Park while also providing a safe, connected bike route.
71. Option 1: The preferred option for parking around Karori Park is to introduce approximately 110 time restricted parks in the Karori Park off-street carparks. This work is low cost and already budgeted for within PSR budgets. This option would be complemented by signage at the main Karori Park carpark advising people of the additional parking available at the Sunshine Ave carpark.
72. Option 2: In addition to the option above, there is an option to designate 40 existing unrestricted carparks in the side streets closest to the Karori Park entrances (Fernlea Ave, Hildreth St) as P180 parking, prioritising visitors. This option is feasible but would have an additional cost which is not currently budgeted for. It would result in over 150 short stay parks for use during times of high sports use.



73. There is also an option to remove the cycleway and re-install parking in the uphill direction, directing cyclists through the park. This option is not recommended as there is currently showing to be sufficient parking within 200 metres of the park for visitors at peak times. It would also undermine the benefits of providing a safe, connected bike network in the area and reduce the level of uptake of cycling, particularly for people wanting to cycle to Karori Park or Makara Peak mountain bike park.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Te hāngaitanga ki ngā rautaki me ngā kaupapa here a Te Kaunihera. | Alignment with Council's strategies and policies

74. The Karori Connections project was part of delivering a rapid roll-out of the Wellington Bike Network, as directed by Council during the LTP process in 2021 and again in 2022, when the Wellington Bike Network Plan was approved.
75. The road layout design approved by the Regulatory Processes Committee in December 2023 and currently installed on the road is considered to best align with Council strategies and policies, specifically: the Parking Policy, the Te Atakura Implementation Plan, the Long Term Plan, the Regional Land Transport Plan, the Bus Priority Action Plan and the Wellington Bike Network Plan.
76. A design change to re-install uphill on-street parking on Glenmore St or Karori Rd part time with a clearway or permanently would be inconsistent with the direction of the Bike Network Plan, the Parking Policy and Te Atakura in terms of promoting a shift away from private vehicle use to a higher uptake of public and active transport. Any change that introduces cycling through the Botanic Gardens would not align with the Botanic Garden Management Plan. Any change that introduces cycling on footpaths would also be inconsistent with the objectives of the Walking Policy and the Accessibility Action Plan.
77. Allocating more short stay parking on Glenmore St and other streets adjacent to the Botanic Gardens would align with the Parking Policy. In the future, Council could consider introducing metered parking on Glenmore St to align with the Lady Norwood Rose Garden to further support turnover. Introducing time restrictions to the Karori Park carparks would align with Council strategies and policies, and if additional supply was required in the future, time restrictions in side streets could be applied.

Whai wāhitanga me ngā uiui | Engagement and Consultation

78. Karori Connections was considered of medium significance, based on the WCC Significance and Engagement Policy.
79. The project began early public engagement in April 2023 and the proposed design was publicly consulted on in September/October 2023 over four weeks, as requested by Councillors. It attracted over 2,700 submissions in total and oral submissions were heard on the 8th and 10th of November.
80. All submissions were available for review and a consultation summary was provided at the December 2023 Regulatory Processes Committee meeting.

Ngā pāpātanga ki te Māori | Māori Impact Statement

81. Officers worked in partnership with mana whenua designers and artists to incorporate a cultural overlay to the project, based on the guiding narrative of Tupua-horo-nuku, Tupua-horo-rangi. The Pipitea awa was identified as a site of significance along the route and has been marked by roadway art markings. One of the awa markings is in the section of Glenmore St where re-instating parking is being considered. These activities were part of delivering on our Takāi Here partnership and the WCC Tupiki Ora Strategy.

Ritenga ahumoni | Financial implications

82. Implementing a change to the current roadway layout would result in additional expense that has not currently been budgeted for.
83. The LTP Amendment proposes to significantly reduce funding for the bike network plan, including the allocated budgets for upgrading the transitional projects to more permanent solutions. The remaining bike network funding has been prioritised for completing existing projects and the primary network.
84. The cycleways minor works programme is also proposed to be significantly reduced during the LTP Amendment process to \$450,000 for years 2025/26 and 2026/27. The programme is heavily oversubscribed and is currently prioritised to filling important minor network gaps and improving safety.
85. NZTA has confirmed there is no funding from central government available to re-instate the parking at either Glenmore St or Karori Rd. (Appendix 8)

Ngā whakaaroaro ture | Legal considerations

86. Under Council's Traffic and Parking Bylaw 2021, Council may impose restrictions or controls on the use of the road, such as the reintroduction of or changes to restrictions on use of carparks, through a Traffic Resolution. The Parking Policy 2020 is a relevant consideration when making Traffic Resolutions.
87. Before making a Traffic Resolution, Council must publicly consult on the proposed Traffic Resolution. Councillors have a statutory duty to receive community views and feedback with an open mind and must not show (or appear to show) pretermination or bias in their decision-making. This does not mean Councillors cannot have views about the issues, but they should not commit to a particular outcome prior to the decision. Councillors should be able to demonstrate they are open to alternatives after listening to consultation and debate.

Tūraru me whakamauru | Risks and mitigations

88. Making trade-offs in the roadway that prioritise active and public transport over private vehicle use is the primary tool currently available to Council to achieve our climate change targets. Making design changes that re-prioritise private vehicle risks undermining Council's response to climate change in the transport area. These risks around climate change response could be mitigated by retaining the existing design.
89. There is risk to visitor experience, the ability to host events and practically manage the Botanic Gardens if a shared path was installed through the grounds. However, there is a risk that not providing additional parking deters people from visiting the Botanic Gardens by car.

Ngā pāpātanga ki te hunga whaikaha | Disability and accessibility impact

90. The Karori Connections project installed 10 raised safety platforms to improve safety and accessibility for people in wheelchairs and mobility scooters. A change was made to the final design to move the parking to the western side of Glenmore St to provide better accessibility to the footpath, particularly for people in wheelchairs.
91. The new design retained two mobility parks on Glenmore St. An additional 4 mobility parks are located at the Lady Norwood Rose Garden. Occupancy levels of the 6 existing mobility parks suggest there is sufficient mobility parking to meet demand

-
92. Re-introducing kerbside parking on Glenmore St would benefit some elderly people or families, who do not have mobility permits, making it more likely they will find a park.
 93. Encouraging cycling or scooting onto footpaths would have a negative impact on people with disabilities and would not align with accessibility principles.

Ngā pāpātanga me ngā whakaaroaro huringa āhuarangi | Climate Change impact and considerations

94. Achieving meaningful mode shift by making active and public transport modes more attractive than private vehicle use is one of the key pillars of the Te Atakura climate action plan.

Mahere whakawhiti kōrero | Communications Plan

95. Any decisions made regarding this report will be communicated to the Karori Connections stakeholder list via an e-newsletter. Officers are expecting to receive enquires from the media relating to any decisions on this project and will respond accordingly.
96. Any parking, road layout changes, or changes to the use of the Botanic Gardens will undergo separate public consultation processes and appropriate communication plans will be developed.

Ngā pāpātanga me ngā whakaaroaro hauora, haumaru anō hoki | Health and Safety Impact considered

97. The development of a connected citywide bike network was designed and expected to have a very positive impact on the health (mental and physical), safety and well-being of Wellingtonians now and in the future.
98. Independent road safety and accessibility audits were undertaken at the 30% and 90% design stages of the original proposal. Significant safety risks were identified and eliminated or mitigated.
99. An independent road safety review of the proposed design options outlined in this report is attached in Appendix 9.

Ngā mahinga e whai ake nei | Next actions

100. Officers have received specific design feedback from users of the Karori Connections route and are currently investigating minor design tweaks to improve the functionality. These will be implemented in the coming months and will include introducing signage at Karori Park carpark advising users of the alternative parking available on Sunshine Ave.
101. Officers will be collecting data on the impacts of the route and compiling the results in a monitoring and evaluation report. Longer term trends will be monitored as more data becomes available.
102. If directed by the Committee, officers will undertake further design work and road safety auditing on road layout changes. If required, a traffic resolution will be prepared, and public consultation (minimum 2 weeks) will be undertaken and brought back to a

especially scheduled September Regulatory Processes Committee meeting for decision. Note this will likely require additional consultant resource to meet these timeframes.

103. If directed by the Committee to undertake further design work and a traffic resolution, officers will coordinate with Metlink and WCC team working on the route 2 bus service improvements on a streamlined design and consultation process.

Ngā Āpitihanga | Attachments

| | | |
|---------------|--|----------|
| Attachment 1. | Karori Connections Options April 2025 | Page 284 |
| Attachment 2. | Map of Parking near Botanic Gardens | Page 302 |
| Attachment 3. | Glenmore Street Bike Data Analysis | Page 303 |
| Attachment 4. | VivaCity Insights Karori Rd - South | Page 333 |
| Attachment 5. | Karori Connections post-installation feedback analysis | Page 344 |
| Attachment 6. | Botanic Garden visitation data | Page 363 |
| Attachment 7. | Parking Survey analysis 2025 | Page 379 |
| Attachment 8. | NZTA funding letter - Karori Connections changes | Page 388 |
| Attachment 9. | Via Strada Options Safety Assessment | Page 389 |

Karori Concept Optioneering

1 April 2025

| Option | Car parks gained | Cost estimate | Safety ranking | Comments |
|---|------------------|---------------|--|--|
| 1. Retain cycleway as it is – no change | No change | No cost | Safety Score: 0 Least risk for all users | High strategic alignment but not utilising the Parking Policy to its full extent. Gives the project time to bed in. Encourages uptake by new riders by providing safe and comfortable uphill riding. Supports traffic efficiency. |

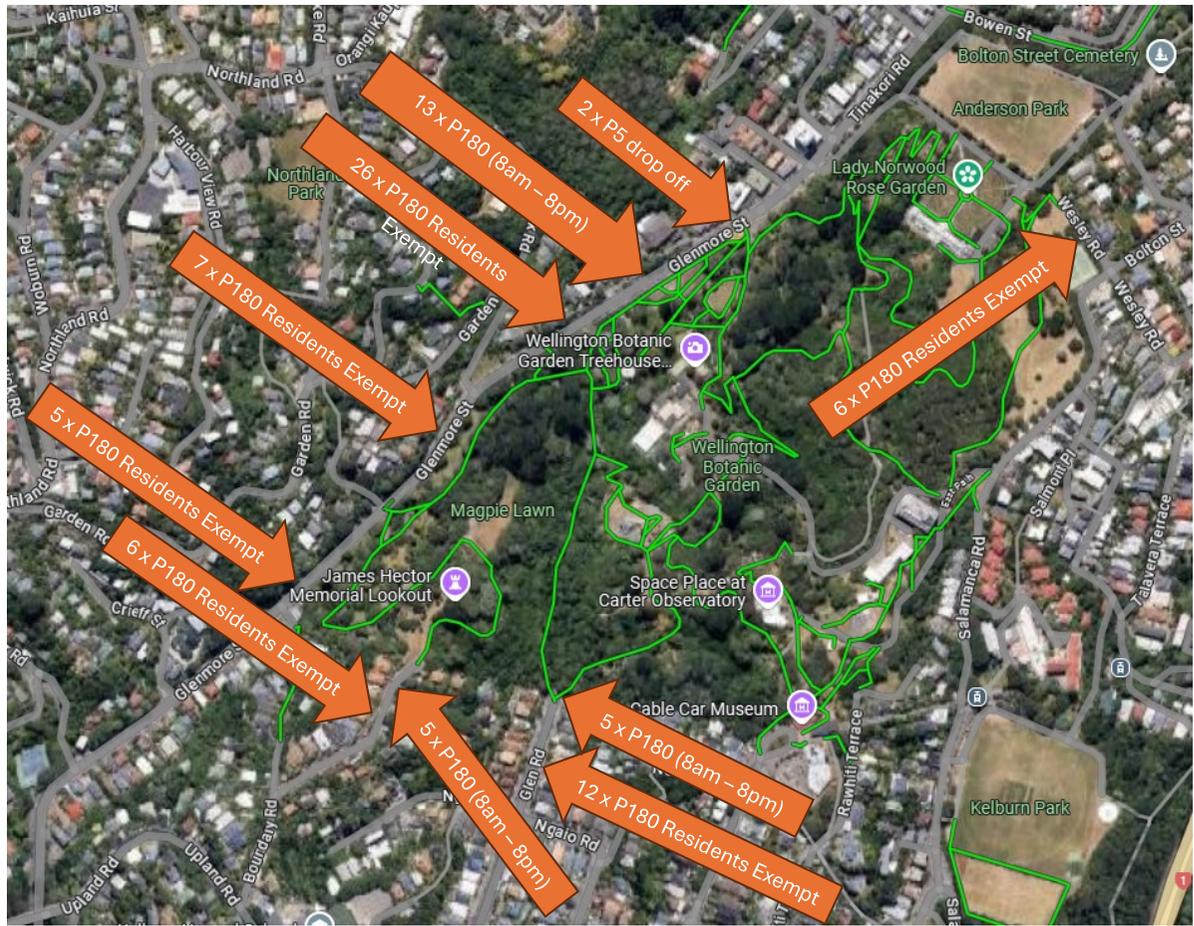


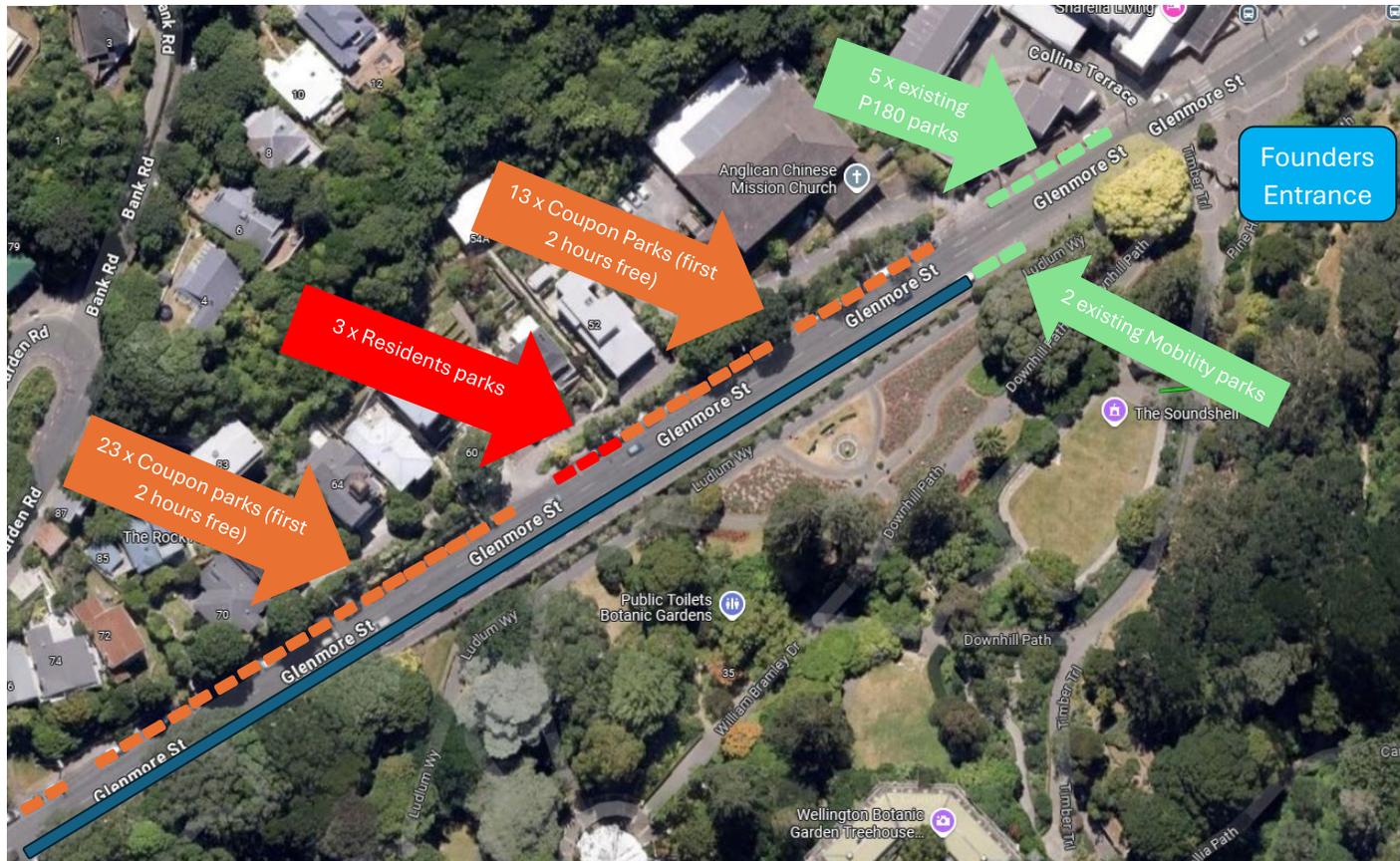
Cycleway outside the Botanic Gardens.

| Option | Car parks gained | Cost estimate | Safety ranking | Comments |
|---|---|--|--|---|
| 2. Change existing parking restrictions to generate turnover for more visitors | Higher use of 87 existing car parks. Including 2 x drop off parks. | Design: \$12,000 Traffic Resolution: \$38,000 Delivery: \$80,000 Total \$156,100 (incl. approx. 25% contingency) Approx. 50% of cost is labour | Safety Score: 0 Least risk for all users | Higher parking turnover to benefit visitors. Greatest parking need is in the weekends. High strategic alignment. Some reduced alignment with Te Atakura as encourages more car trips. |

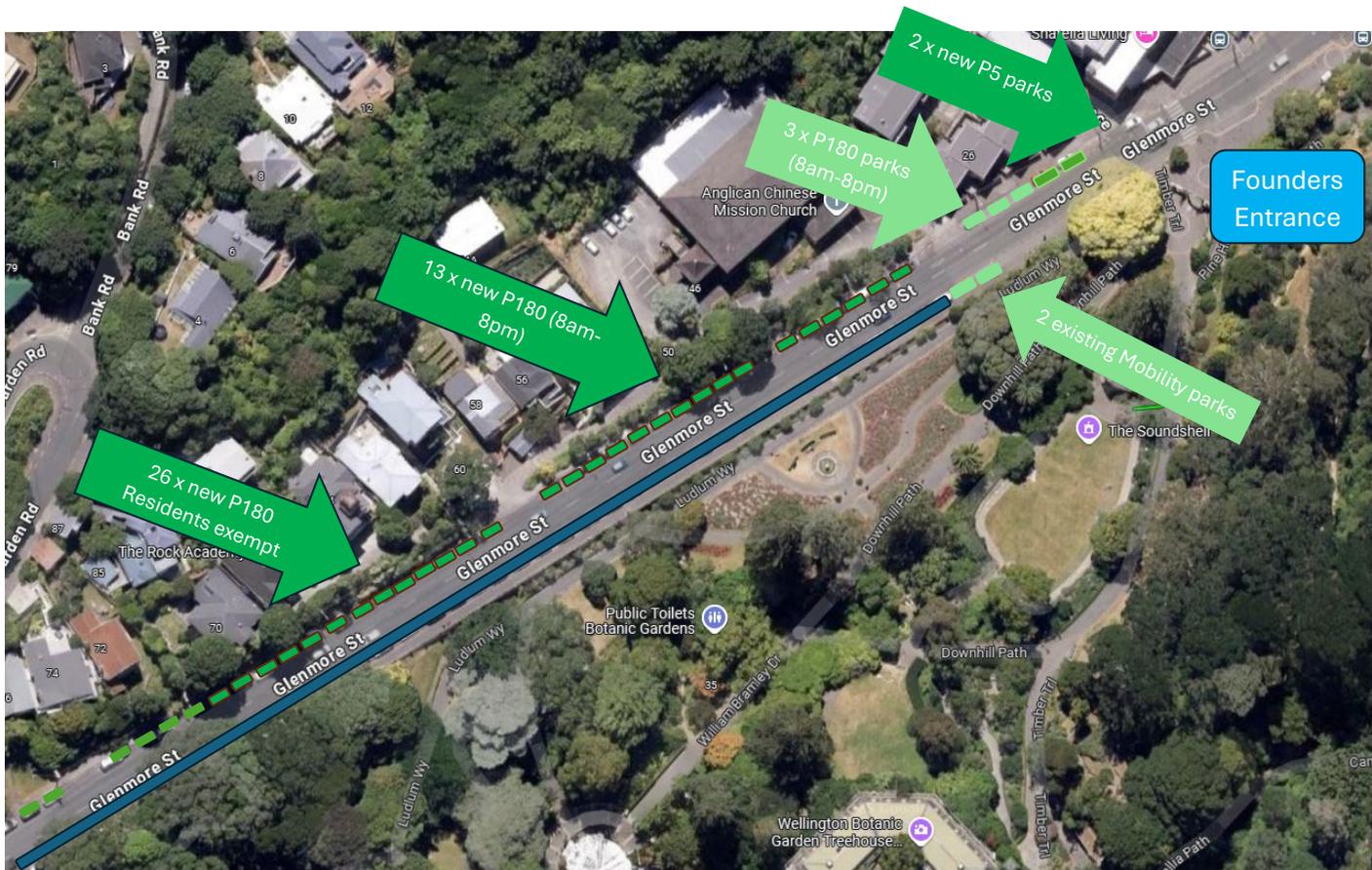


Example of 5 – 6 coupon parks at the end of The Glen, which could be redesignated as P180s for visitors.





Plan showing existing car parks within 200 metres of Founders entrance to the Gardens *before* changes.



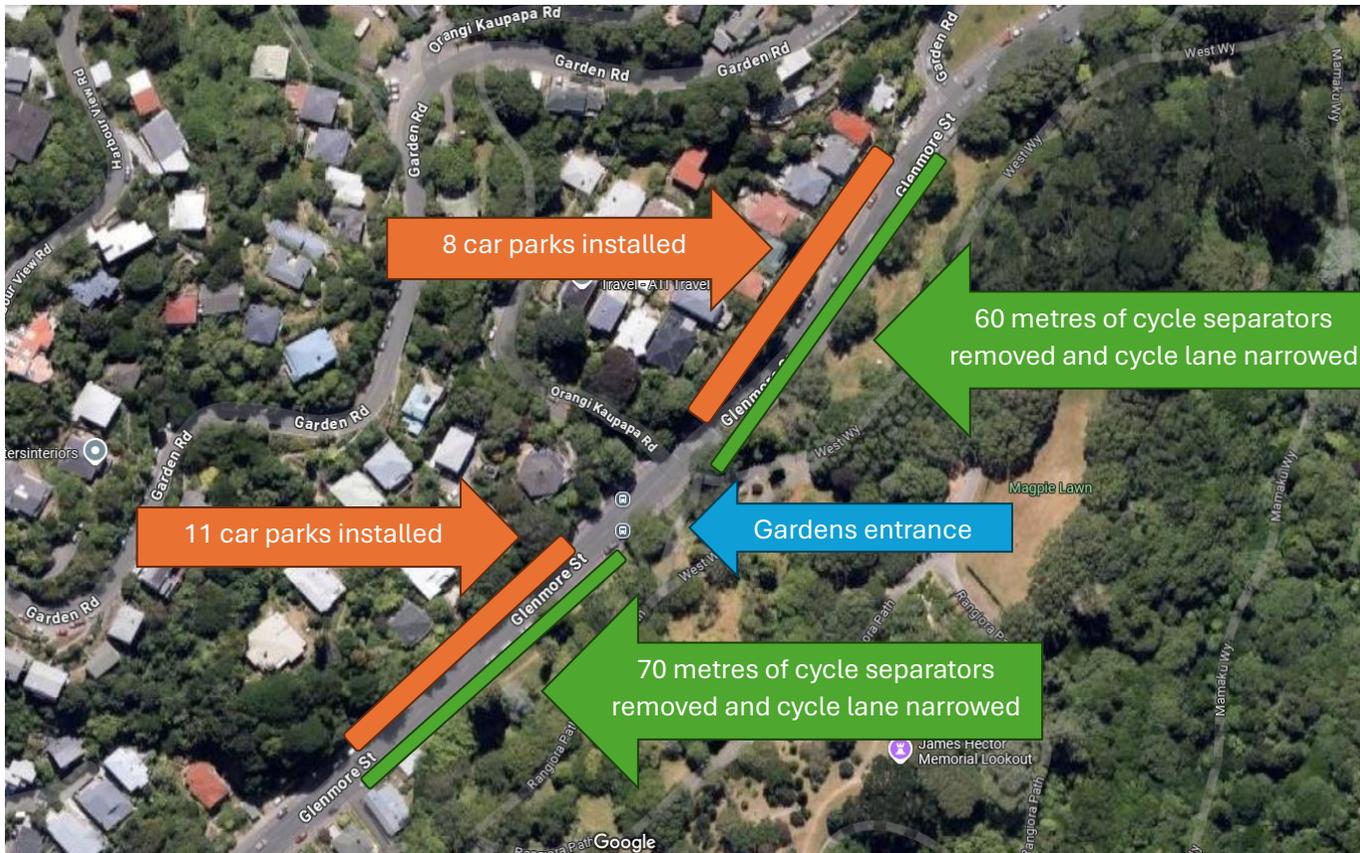
Plan showing 35 P180s within 200 metres of Founders entrance to the Gardens *after* changes.

| Option | Car parks gained | Cost estimate | Safety ranking | Comments |
|---|--|---|--|---|
| 3. Change existing parking restrictions (option 2) and add 20 car parks by narrowing 120m of cycle and traffic lanes | 20 new P180 Resident exempt car parks, and 87 existing car parks redesignated for short stay visitors. | Design and Safety Auditing: \$55,000 Traffic Resolution: \$38,000 Delivery: \$125,000 Total \$292,000 (incl. approx. 35% contingency) Approx. 25% of cost is labour | Safety Score: - 1 Slight negative: Very unlikely (1 crash every 7+ years) with mostly minor but potentially serious outcomes. | New car parks close to a raised pedestrian crossing and the top Gardens entrance. Minor impact on cycleway. May result in lack of physical protection on cycleway for 120m. Increased risk of collision with car doors in downhill direction. Minor increase in side-friction for buses (and other large vehicles) passing close to parked cars. Reduced alignment with Parking Policy and Te Atakura. |



Create space for new carparks on the left side of Glenmore Street by narrowing the cycle lane and the traffic lanes and potentially removing the separators.



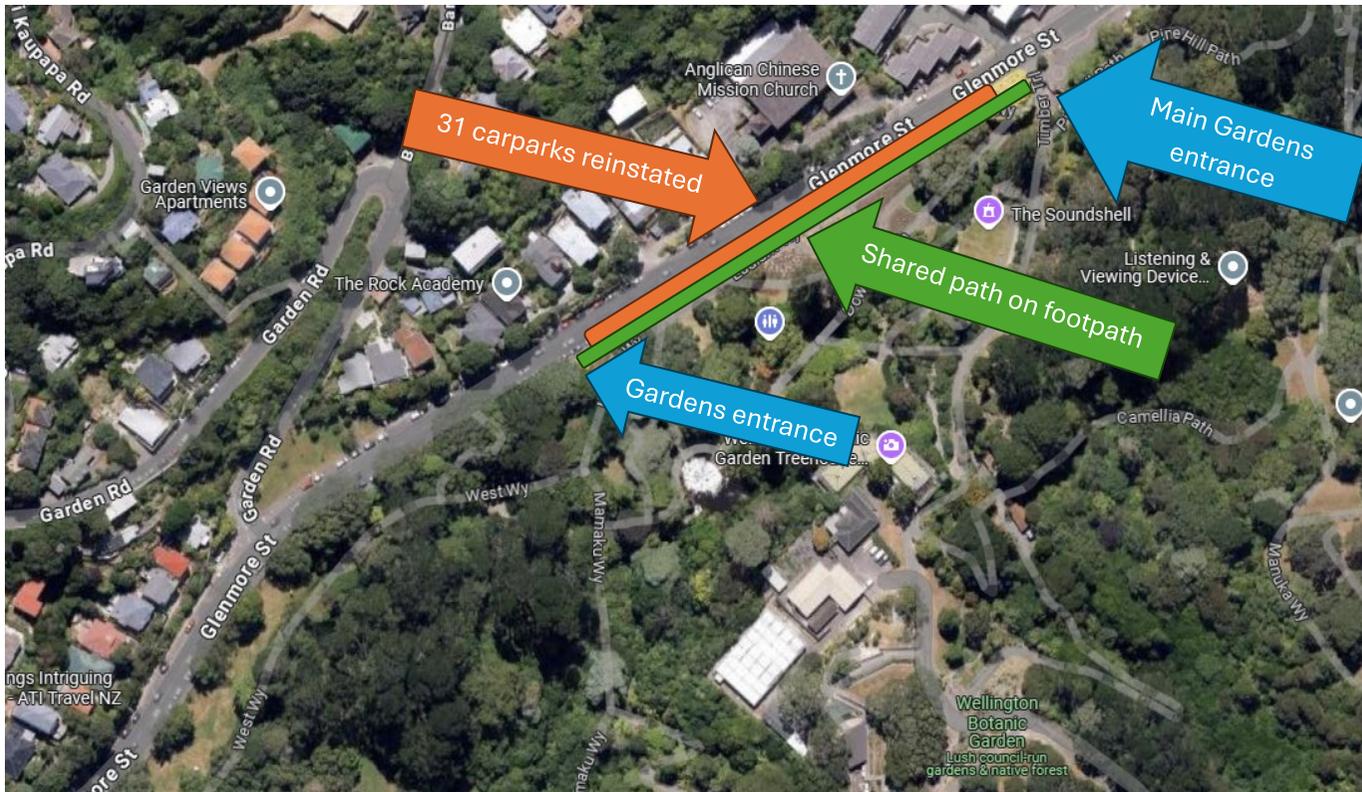


Reinstated carparks on the left (orange lines) and narrowed cycle lane on the right (green lines)

| Option | Car parks gained | Cost estimate | Safety ranking | Comments |
|--|--|---|---|---|
| <p>4. Uphill shared path on the footpath for 190 metres between Gardens entrances</p> <p>Option GS-1F in original MCA options assessment</p> | <p>31 x P180 (8am – 8pm) car parks</p> | <p>Design and Safety Auditing: \$35,000 Traffic Resolution: \$99,600 Delivery: \$118,500</p> <p>Total \$351,500 (incl. approx. 40% contingency) Approx. 40% of this cost is labour)</p> <p>Rough Order Cost \$840,000 (with footpath widening – <i>excl.</i> drainage changes which may be required + Incl. approx. 45% contingency.) Approx 20% of this cost is labour.</p> | <p>Safety Score: - 4 Large negative: Likely (one or more crashes per year) with serious or fatal outcomes.</p> <p>Risk of collision with power poles and pedestrians.</p> | <p>Relatively easy to install without footpath widening.</p> <p>E-bikers likely to stay on road to avoid being slowed down by pedestrians.</p> <p>Bikes on the road in the traffic lane would slow down buses (and other traffic).</p> <p>Car doors would swing across the footpath, causing conflict between pedestrians, passengers and bikes.</p> <p>Parked cars create side friction for buses.</p> <p>Reduced alignment with Bike Network Plan, Parking Policy and Te Atakura. Conflict with Accessibility Action Plan and the Walking Policy.</p> |



From this point the cycleway would be replaced by parked cars, and people cycling would go up onto the footpath.

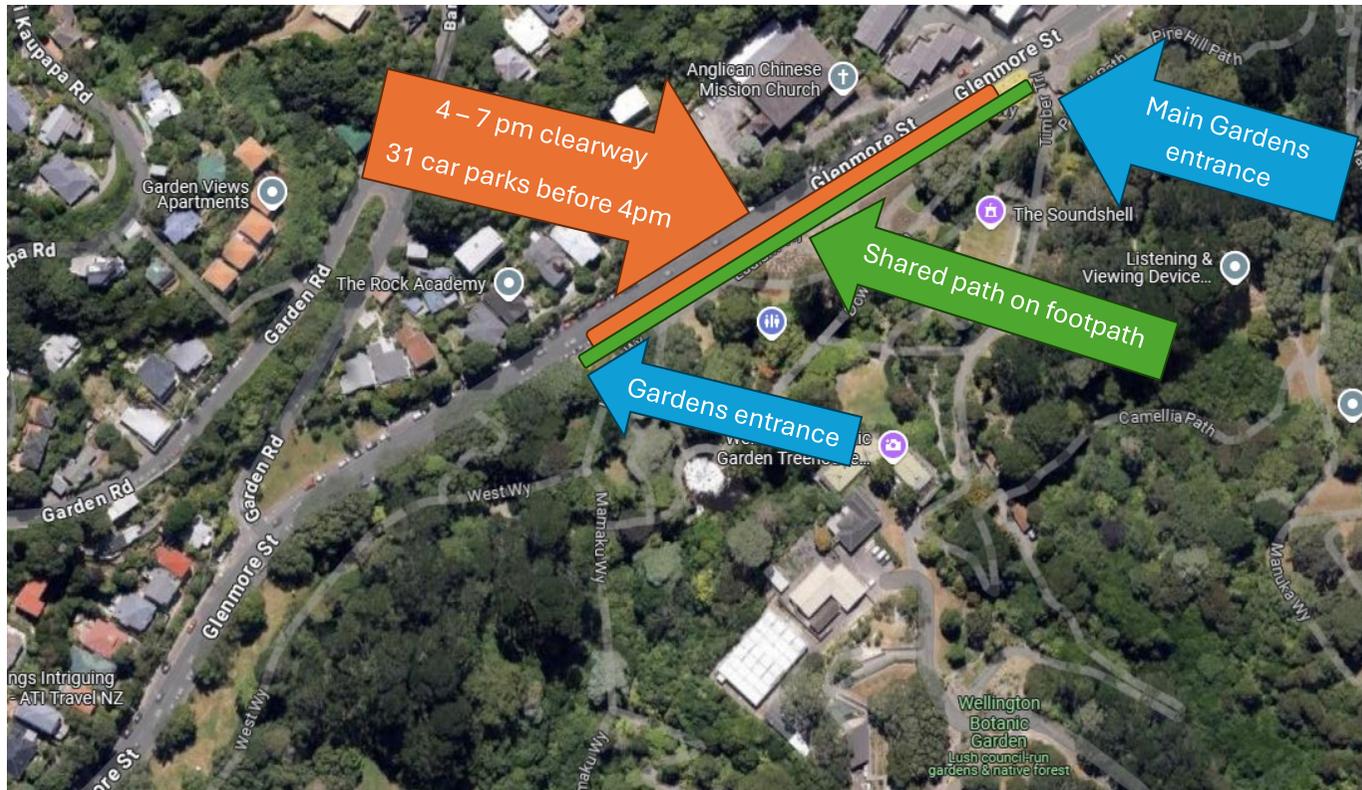


Extent of shared path on existing footpath (400 metres from Founders Entrance to top entrance).



Plan showing individual carparks.

| Option | Car parks gained | Cost estimate | Safety ranking | Comments |
|---|--|--|---|---|
| <p>5. Uphill shared path on footpath and clearway (4 – 7 pm) for 190m between Gardens entrances.</p> | <p>31 x P180 (8am – 4pm) car parks</p> | <p>Design and Safety Auditing: \$35,000 Traffic Resolution: \$99,600 Delivery: \$118,500</p> <p>Total \$363,500 (Inc 40% contingency and 50% labour)</p> <p>Rough order cost \$860,000 (with footpath widening – <i>excl.</i> drainage change which may be required. Incl. approx. 45% contingency) and 20% labour.</p> <p>excludes OPEX required for parking enforcement and fine revenue assumptions</p> | <p>Safety Score: - 3 Moderate negative: Unlikely crashes (one or more crashes per year) with serious outcomes.</p> <p>Risk of collision with pedestrians and opened car doors.</p> <p>No separation during clearway hours.</p> | <p>Relatively easy to install.</p> <p>E-bikers likely to stay on road outside clearway hours to avoid being slowed down by pedestrians.</p> <p>Car doors would swing across the footpath.</p> <p>Parked cars create side friction for buses.</p> <p>Enforcement of clearway required.</p> <p>Clearway would not provide car parking for weekday evening events such as Gardens Magic.</p> <p>Reduced alignment with Bike Network Plan, Parking Policy and Te Atakura. Conflict with Accessibility Action Plan and the Walking Policy.</p> |



Extent of clearway and shared path on existing footpath (190 metres between Gardens entrances).

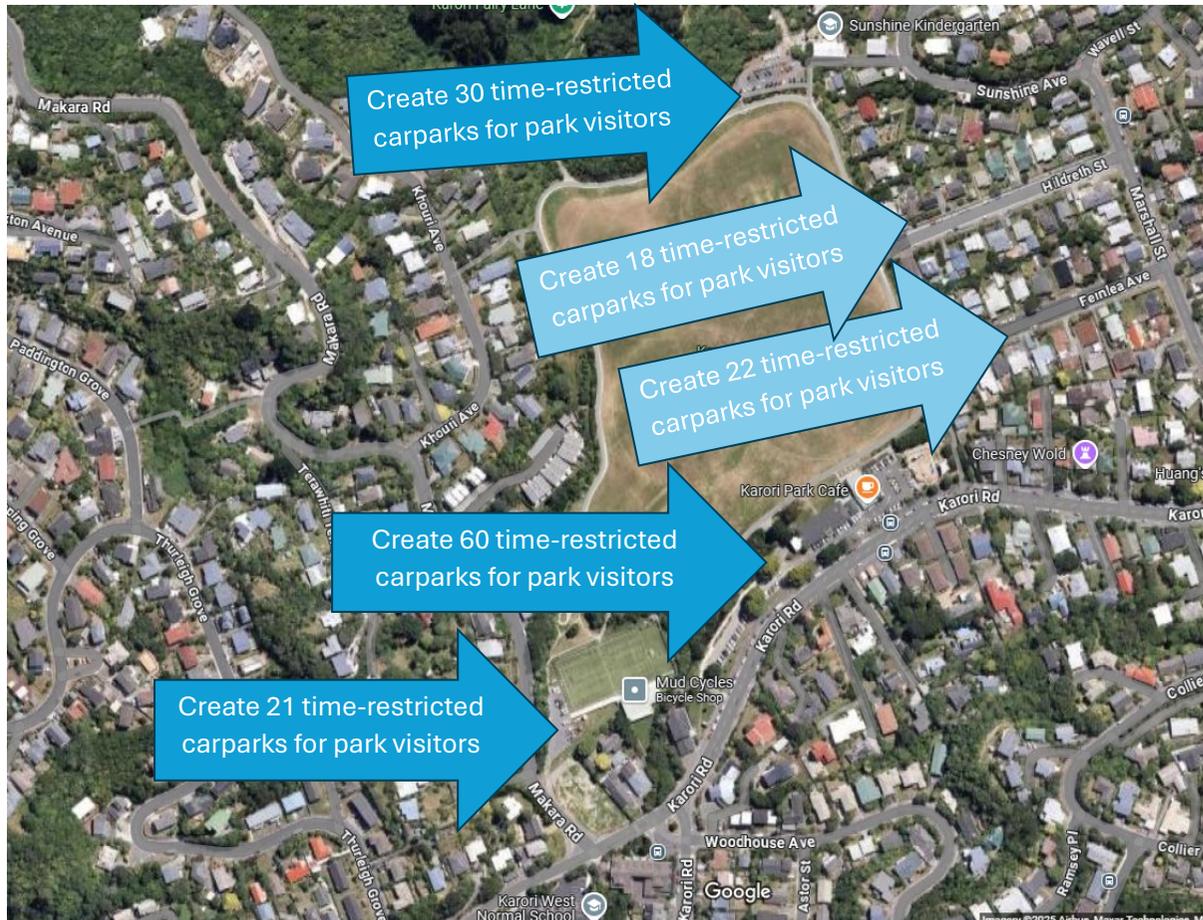
Karori Park Options

1. Remove the cycleway outside Karori Park to reinstate 40-42 car parking spaces.
2. Introduce time restrictions to the 113 unrestricted car parks in Karori Park to generate turnover and free up more parks for visitors. Then wait for 12 months and see if that has resulted in meeting parking demand.
3. Introduce time restrictions to half of the car parks on Fernlea Ave and Hildred Street (note that all houses on these streets have off-street parking). This would result in 40 time restricted parks for Karori Park visitors.
4. Option 3 and 4 combined, which would create 153 time-restricted car parks for sporting visitors.
5. Retain the cycleway as is.

Note: that unlike Wakefield Park, Karori Park had a major increase in car parking built within the park in the 2000s.

Karori Road plans here: [SHEET5](#)

Aerial view below.





Extent that cycleway could be removed and parking reinstated. Noted that there are 12 driveways on this section.

Botanic Gardens Parking Options



Glenmore Street Bike Data Analysis

March 2025

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

| Version | Date | Author | Approver |
|----------------|-------------|---------------|-----------------------|
| 1 | 20/03/2025 | City Insights | Manager City Insights |

2 Glenmore Street Bike Data Analysis

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Scope of analysis

Purpose

This report provides analyses to understand cycling activity around the Glenmore Street cycleway. The report:

- Explores the route area including roadworks undertaken from one year before the cycleway installation
- Identifies the available cycling data sources
- Conducts data comparison and validation assessment when possible
- Analyses monthly, weekly, daily and hourly bike data and provides insights to understand cycling activity and patterns.

Location

This report provides summary data and insights for part of the Karori connections project. It focuses on the Glenmore Street cycleway which was installed 17 – 30 June 2024. The base data is being made available through the Council’s Cycle Counts webpage or Open Data Portal.

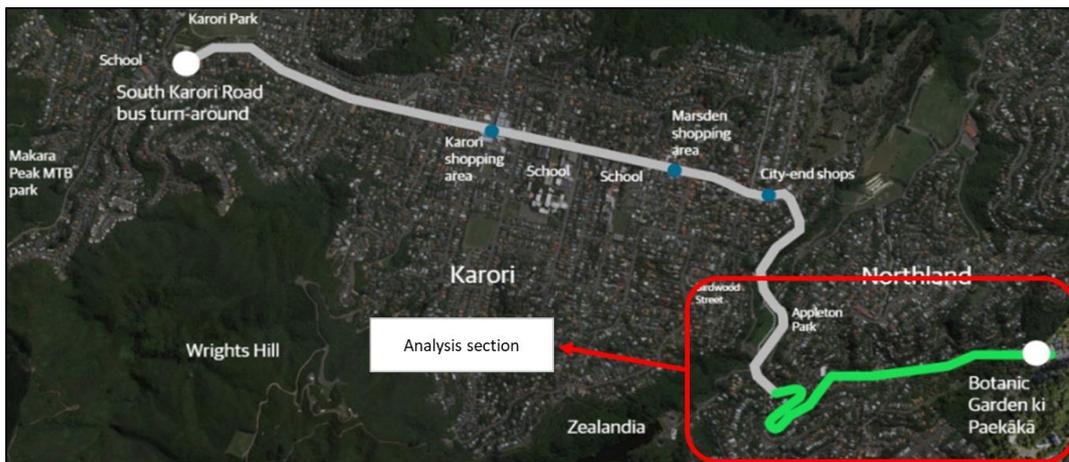


Figure 1. Cycleway on Glenmore Street (green highlighted)

Timeframe

Data was analysed from June 2023, one year before construction began, through to the end of February 2025. The analysis took place in March 2025.

Road works along the route

Between June 2023 and February 2025, 33 road works occurred on Glenmore Street which could have influenced activity levels on the street. The table below shows all the recorded road works in the Council's SUBMITICA system. These works are likely to have acted as environmental factors contributing to the variability observed in daily movement volumes.

Table 1. Road works on Glenmore Street from June 2023 to February 2025

| Estimated start date | Estimated completion date | Work type | Work description |
|----------------------|---------------------------|----------------|---|
| 6/06/2023 | 19/06/2023 | Minor | Shoulder and roadside activities: Work in footpath for decommission. Site to be isolated from pedestrians and footpath to remain open. Bus route not affected. |
| 6/07/2023 | 18/07/2023 | Not Applicable | Access requires to pole K61 located in the footpath outside 106 Glenmore Street to span aerial fibre cable into customer premise and complete jointing/splicing works. |
| 16/08/2023 | 29/09/2023 | Minor | Replace power pole. |
| 15/11/2023 | 11/12/2023 | Emergency | Repaired leaking service. |
| 17/11/2023 | 8/12/2023 | Minor | Excavate, identify and repair water leak at service. |
| 15/12/2023 | 10/01/2024 | Emergency | Repaired leaking services. |
| 8/01/2024 | 9/02/2024 | Minor | Replace and install with retro lid. Pedestrians will be diverted onto other side of street. |
| 18/02/2024 | 8/03/2024 | Minor | Renew water services from the main to the toby. |
| 22/02/2024 | 19/03/2024 | Emergency | Repaired leaking service up walkway. |
| 8/03/2024 | 26/03/2024 | Minor | Kerb and Channel replacement. |
| 8/04/2024 | 19/04/2024 | Minor | Repair service leaks, toby repairs, toby replacement, valve and hydrant repairs etc. |
| 15/04/2024 | 15/04/2024 | Emergency | Repair service leaks, toby repairs, toby replacement, valve and hydrant repairs etc. |
| 15/04/2024 | 15/04/2024 | Emergency | Repair service leaks, toby repairs, toby replacement, valve and hydrant repairs etc. |
| 27/05/2024 | 26/07/2024 | Project | Karori Cycleway - Glenmore St removing old curbing constructing new curbing and pedestrian crossings, installing cycleway separators, a new middle island, new roundabout, new parking area, and widening the road. |

| Estimated start date | Estimated completion date | Work type | Work description |
|----------------------|---------------------------|-----------|---|
| 9/06/2024 | 14/06/2024 | Minor | Karori Cycleway. |
| 17/06/2024 | 27/09/2024 | Major | Karori Cycleway - road marking, constructing a middle island and installing cycleway separators. |
| 1/07/2024 | 1/08/2024 | Major | Streetlight Pole replacement on resident driveway. |
| 22/07/2024 | 22/08/2024 | Minor | Repair service leaks, toby repairs, toby replacement, valve and hydrant repairs etc. |
| 13/08/2024 | 8/09/2024 | Emergency | Replaced leaking toby. |
| 25/08/2024 | 26/09/2024 | Major | Dig outs on western approach of Kelburn Viaduct. |
| 4/09/2024 | 30/09/2024 | Emergency | Repaired water leak. |
| 9/09/2024 | 20/09/2024 | Minor | Repair service leaks, toby repairs, toby replacement, valve and hydrant repairs etc. |
| 6/01/2025 | 31/01/2025 | Minor | Wellington Water on-site to excavate repair or replace leaking assets on berm outside 162 Glenmore Street, Northland. |
| 7/01/2025 | 31/01/2025 | Minor | Repair / replace toby leak in berm/ footpath outside 92 Glenmore Street. |
| 10/01/2025 | 5/02/2025 | Emergency | Repaired leaking toby. |
| 12/01/2025 | 13/01/2025 | - | Chaytor Street - road resurfacing from Appleton Park to Karori tunnel west. |
| 13/01/2025 | 14/01/2025 | - | Karori tunnel - road resurfacing from Karori tunnel east to west. |
| 13/01/2025 | 28/02/2025 | Major | Replacement of steps on accessway. |
| 13/01/2025 | 28/02/2025 | Major | Install new cycle loop on Glenmore Street. |
| 14/01/2025 | 15/01/2025 | - | Glenmore Street - road resurfacing from Karori tunnel west to 182 Glenmore Street. |
| 24/01/2025 | 24/01/2025 | Emergency | Repaired water leak. |
| 10/02/2025 | 10/03/2025 | Major | Installing new electrical pillars. |
| 11/02/2025 | | Minor | New Connex site. |

Bike count data

There were four BeCounted sensors along this route, each with varying data availability and reliability. In addition, two VivaCity sensors have been installed along the route. There is also a short duration manual count taken in Bowen Street in early March 2025. The table below shows the locations of counting sensors and their data availability.

Table 2. Bike count sensor locations and data availability

| BeCounted sensor | | VivaCity sensors | | Manual cordon count | |
|---|--------------------------------------|--|--------------------|---------------------|---|
| Location | Data availability | Location | Data availability | Location | Data availability |
| Bowen Street near Glenmore Street uphill and downhill | From September 2022 to February 2025 | Bowen Street near Glenmore Street Sensor 63 captures uphill and downhill data | From April 2024 | 36 Bowen Street | 7-9am, 11 to 15 March 2019 7-9am, 3 to 12 March 2025 |
| Glenmore Street near Garden Road uphill and downhill | From June 2023 to February 2025 | | | | |
| Karori Tunnel east side city bound | From December 2017 to January 2025 | Karori Tunnel west side Sensor 18 captures city bound and Karori bound data | From December 2023 | | |
| Karori Tunnel west side Karori bound | From December 2017 to January 2025 | | | | |

The figure overleaf shows the counting locations, of BeCounted, VivaCity and the manual count, and their data availability.

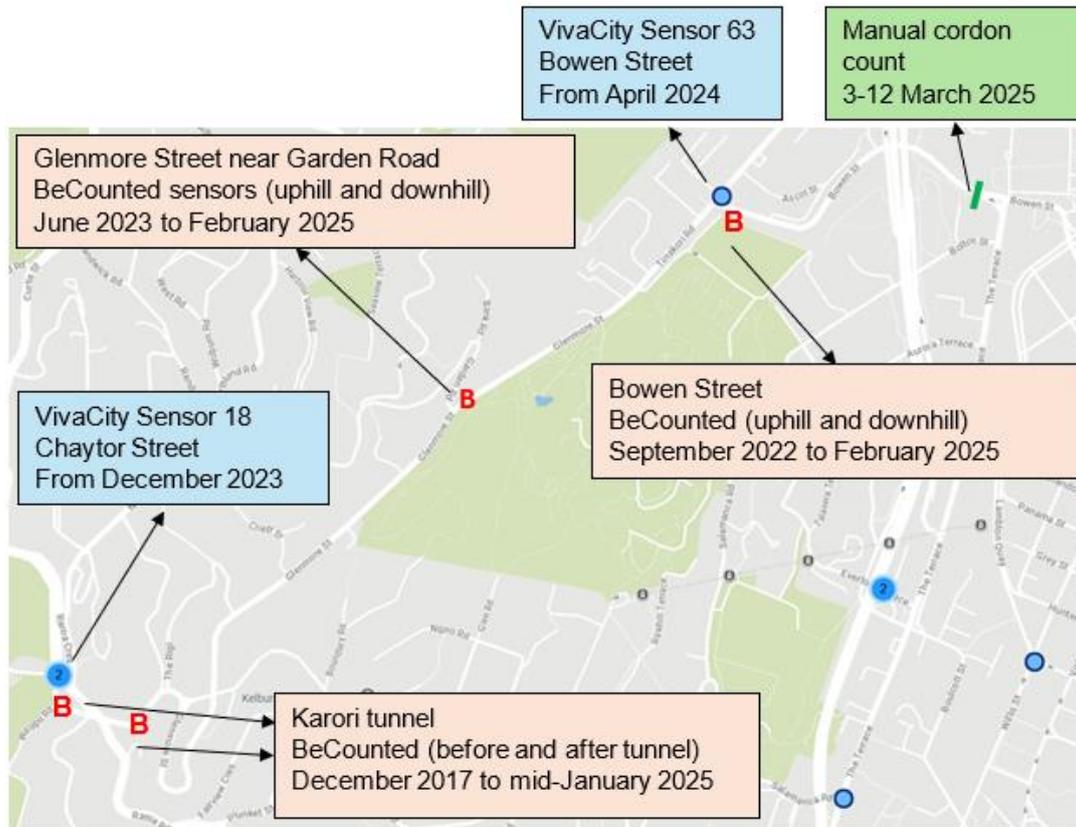


Figure 2. Bike count locations and data availability

Bike count data analysis

Methodology

BeCounted and VivaCity data was used to develop bike counts for monthly, daily and hourly totals. Monthly totals were analysed from one year before the construction of the Glenmore Street cycleway to provide insights into changes over time. The VivaCity data was used once it became available. The VivaCity data is considered potentially more reliable and accurate due to the more advanced technology and lesser vulnerability to physical changes in the road corridor. While we have compared datasets to observe correlations and coincidences, this should not be interpreted as data validation. Validation can only be assured by comparing count data to manual observations. The only validation assessment was conducted for Bowen Street where a recent manual count was undertaken from 3 to 12 March 2025.

The analysis uses monthly graphs that show the transition from legacy BeCounted sensors to the new VivaCity sensors. Weekdays and weekend peak patterns were analysed using February 2025 data to identify differences in cycling activity across different days of the week and hours of the day.

Validation methodologies

BeCounted data was initially validated with a small sample of manual count data when the sensors were commissioned. However, there is no systematic process to provide assurance that accuracy over time has been maintained.

VivaCity data is validated with small manual samples compared to captured video to ensure the sensor is recording within the acceptable range of at least 97 percent accuracy. Like BeCounted, there is no systematic process to provide assurance that accuracy over time has been maintained.

Monthly, daily, and hourly patterns were examined to detect any unusual data trends. When appropriate, data from two sensors, BeCounted and VivaCity, were compared during overlapping periods to confirm consistency between the sources and identify potentially unreliable data. However, these checks are not a full validation of the counters (BeCounted and VivaCity) data as this would require comparison to a manual count sample.

A recent manual count was available for Bowen Street, so this has been compared to VivaCity data for the same time periods. Findings are included in the relevant directional data sections of this report.

Glenmore Street near Botanic Garden results

BeCounted sensors located on Glenmore Street near Garden Road are the closest to the Botanic Garden area of interest. Cycling activity on Glenmore Street was monitored by BeCounted sensors. There is no VivaCity sensor in this location.

Figure 3 (below) shows bike count data in both directions on Glenmore Street.

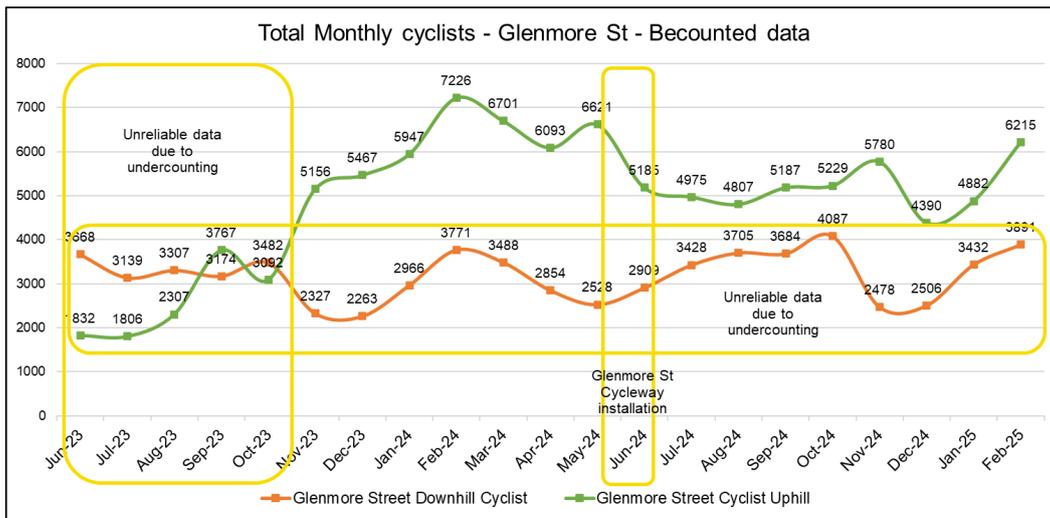


Figure 3. Total monthly number of cyclists on Glenmore Street (BeCounted data)

Karori-bound bike data before November 2023 is not reliable as an indicator of total cycle volumes on the route in that direction because a car park change influenced the path for cyclists, and many missed the counting loop. A new loop was installed to address this issue. This accounts for some of the rise in volumes seen between November and December 2023.

City-bound bike data shows significantly lower numbers which indicates likely undercounting. This issue is likely due to variable riding position on the road for example, when riders ‘take the lane’, meaning many riders miss the counting loop. Therefore, we do not regard these numbers as reliable as an indicator of total volumes on the route in that direction. Subsequently, a validation count was undertaken in early March 2025 as shown in the table overleaf which indicates data counts on both city-bound and Karori-bound are **not** reliable.

Table 3. Validation count of bike data in Glenmore Street in March 2025

| Date | Time | Uphill cyclist (cycleway) | | Downhill cyclist (shared lane) | |
|----------------|---------------|---------------------------|------------------|--------------------------------|------------------|
| | | Manual Count | BeCounted sensor | Manual Count | BeCounted sensor |
| 6th March 2025 | 3-4pm | 18 | 14 | 2 | 10 |
| | 4-5pm | 79 | 68 | 4 | 6 |
| 13 March 2025 | 5-6pm | 112 | 84 | 2 | 7 |
| | 7:00 - 8:00am | 3 | 2 | 57 | 26 |
| | 8:00 - 9:00am | 4 | 3 | 131 | 54 |

Due to all the findings mentioned in this section, data from these BeCounted sensors is not considered reliable enough to produce insights to inform decisions. It is recommended that these counters to be decommissioned as soon as possible.

Bowen Street cordon bike data comparison

Monitoring the number of cycling trips towards and away from the central city helps to show whether progress is being made towards the Council’s strategic priority of “transforming our transport system to move more people with fewer vehicles”. The number of people biking towards and away from Wellington’s central city was monitored using the central city cordon survey. Annual surveys were conducted during the morning peak hours (7-9am) on five consecutive weekdays in March from 1999. The latest reliable cordon counts data was in 2019 because in 2020, the survey was partially abandoned or incomplete due to COVID-19 and in 2021, COVID-19 lockdowns influenced traffic volumes. The survey was fully abandoned in 2022 and was completed with a reduced scope in May 2023.

A manual count was conducted in early March 2025 between 7am and 9am. The results are shown in the table and graph below.

Table 4. Morning peak (7-9am) manual bike count data on Bowen Street comparing 2019 and 2025.

| Monday to Friday manual counts on Bowen Street (near 36 Bowen Street) | 2019 | | 2025 | |
|---|---------|----------|------------|------------|
| | Inbound | Outbound | Inbound | Outbound |
| 2-hour total, 5-day average | 107 | 22 | 170 (+60%) | 68 (+209%) |
| Average cycling per hour | 53 | 11 | 85 (+60%) | 34 (+209%) |
| Maximum cycling hour | 84 | 24 | 120 (+43%) | 56 (+133%) |

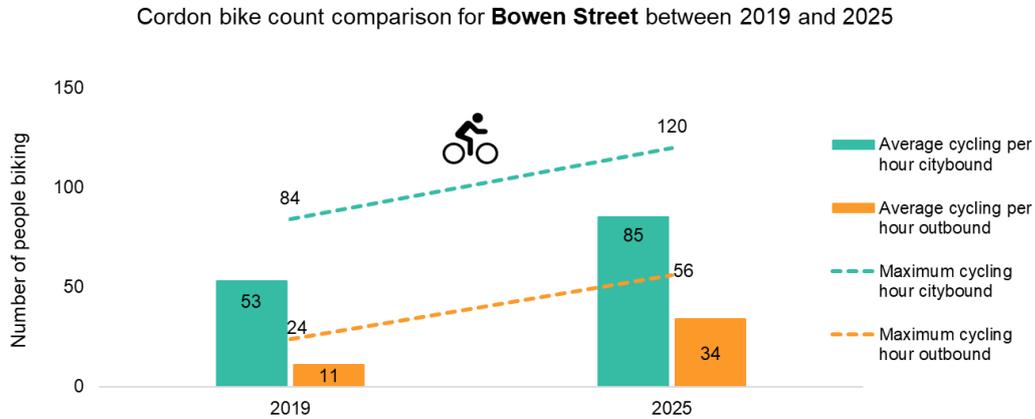


Figure 4. Cordon bike counts on Bowen Street comparing 2019 and 2025

Results from Table 4 and Figure 4 show growth across all metrics:

- Average cycling trips per hour toward the central city increased by 60%
- Average cycling trips per hour away from the central city almost tripled (209%).
- Maximum cycling trips per hour towards the central city increased by 43%.
- Maximum cycling trips per hour away from the central city increased by 133%.

Bowen Street Bike Data

Bowen Street near Glenmore Street is the next closest count location near the Botanic Garden area of interest. Cycling activity on Bowen Street was being monitored using BeCounted sensors from September 2022. A new VivaCity sensor (Sensor 63) was installed on Bowen Street in April 2024. The new count lines are aligned with the BeCounted sensors. The figures below show screenshots from the VivaCity sensor and count lines on Bowen Street.



Figure 5. VivaCity sensor views in Bowen Street covering citybound (upper image) and Karori bound (lower image)

The sensor position provides an unobstructed view of citybound movements (upper image) so is considered to be accurate and reliable. The outbound bike lane count lines (lower images) are further from the sensor and at busy times the view of the bike lane can be obstructed by heavy vehicle flows and larger vehicles. This is likely to reduce count reliability during those times and lead to under counting.

Monthly counts directional balance

Figure 6 compares city-bound and Karori-bound monthly totals to check for a reasonable balance in cyclist flows. Although observed count data cannot explain why flows may be unbalanced, outbound data is potentially less than inbound data as some cyclists may turn right to Tinakori Road and this volume is excluded from the total shown. There is a strong correlation in the data over most months since July 2024 with the exception of November 2024 and to a lesser extent in February 2025.

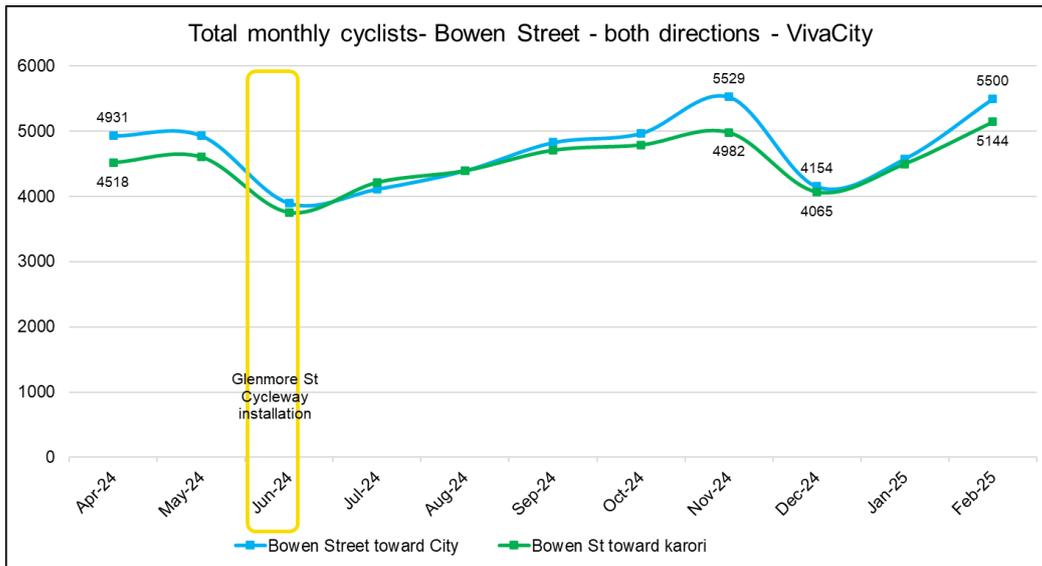


Figure 6. Total monthly number of cyclists on Bowen Street (VivaCity data)

Monthly totals Karori-bound

Figure 7 shows the monthly total counts of Karori-bound cyclists recorded by the BeCounted and VivaCity sensors from June 2023. The BeCounted data shows typical monthly variability which results from variations in the number of working days, school holidays and weather. The VivaCity data starts in April 2024. BeCounted data records higher numbers than VivaCity data for this location. The variance ranges from 338 to 857 cyclists per month, which indicates 84% to 93% of similarity between the two data sources.

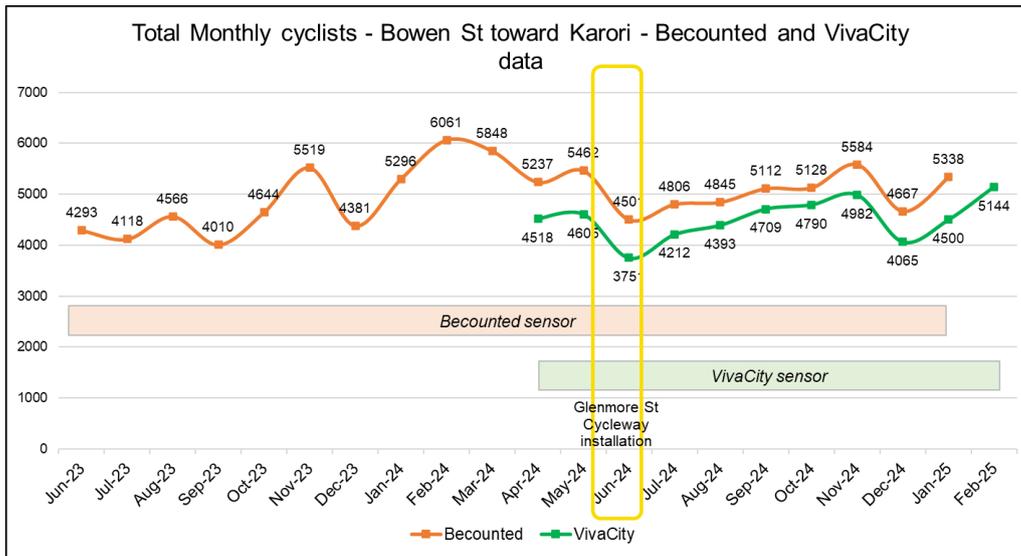


Figure 7. Monthly bike counts in Bowen Street towards Karori

Data validation for Bowen Street Karori-bound

Bowen Street manual count data recorded in early March 2025 (7-9am) was used to validate VivaCity sensor data for cycling activity on Bowen Street towards Karori. The manual cordon count site is opposite 36 Bowen Street and bike counts might be slightly different if people turned into or out of parking areas along the route and did not pass the VivaCity count line in upper Bowen Street. While the compared samples were taken at adjacent locations, they were not in the same place which may contribute to an apparent error.

Results are tabulated overleaf.

Table 5. Manual count of bike trips on Bowen Street towards Karori early March, 7-9am

| Day | Time of the day (15-minute intervals) | | | | | | | | Total |
|--------------|---------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| | 7:00-7:15 | 7:15-7:30 | 7:30-7:45 | 7:45-8:00 | 8:00-8:15 | 8:15-8:30 | 8:30-8:45 | 8:45-9:00 | |
| Monday | 4 | 5 | 6 | 9 | 12 | 11 | 7 | 8 | 62 |
| Tuesday | 5 | 6 | 12 | 11 | 9 | 22 | 14 | 10 | 89 |
| Wednesday | 1 | 10 | 6 | 10 | 11 | 6 | 14 | 12 | 70 |
| Thursday | 4 | 3 | 5 | 16 | 10 | 15 | 14 | 5 | 72 |
| Friday | 0 | 5 | 7 | 6 | 8 | 7 | 7 | 8 | 48 |
| Total | 14 | 29 | 36 | 52 | 50 | 61 | 56 | 43 | 341 |

Table 6. VivaCity bike data on Bowen Street towards Karori early March, 7-9am

| Day | Time of the day (15-minute intervals) | | | | | | | | Total |
|--------------|---------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 7:00-7:15 | 7:15-7:30 | 7:30-7:45 | 7:45-8:00 | 8:00-8:15 | 8:15-8:30 | 8:30-8:45 | 8:45-9:00 | |
| Monday | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 |
| Tuesday | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| Wednesday | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 5 |
| Thursday | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 6 |
| Friday | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 1 | 7 |
| Total | 6 | 2 | 4 | 5 | 2 | 3 | 0 | 4 | 26 |

Table 7. Percentage of VivaCity bike data compared to the manual count

| Day | Time of the day (15-minute intervals) | | | | | | | | Total |
|--------------|---------------------------------------|-----------|------------|------------|-----------|-----------|-----------|-----------|-----------|
| | 7:00-7:15 | 7:15-7:30 | 7:30-7:45 | 7:45-8:00 | 8:00-8:15 | 8:15-8:30 | 8:30-8:45 | 8:45-9:00 | |
| Monday | 50% | 0% | 0% | 0% | 8% | 9% | 0% | 0% | 6% |
| Tuesday | 40% | 0% | 8% | 9% | 0% | 0% | 0% | 0% | 4% |
| Wednesday | 100% | 10% | 0% | 0% | 0% | 17% | 0% | 17% | 7% |
| Thursday | 25% | 0% | 40% | 13% | 0% | 0% | 0% | 20% | 8% |
| Friday | 100% | 20% | 14% | 33% | 13% | 14% | 0% | 13% | 15% |
| Total | 43% | 7% | 11% | 10% | 4% | 5% | 0% | 9% | 8% |

The validation results for Bowen Street towards Karori show that the VivaCity sensor is hugely undercounting cycling trips during the comparison period.

Table 7 shows the very low level of accuracy for this specific location for cycling activity. The overall accuracy for Monday to Friday 7-9am was only 8%, far below the expected accuracy of greater than 97 percent. While this is likely happening because vehicles obstruct cyclists from the VivaCity sensor view at this location, this finding demonstrates that urgent work is required to validate all VivaCity data before it can be considered reliable for reporting purposes.

Therefore, the BeCounted data is currently a more reliable source of cycling activity towards Karori at this location.

The level of accuracy appears to be lower at peak times due to higher vehicle activity blocking the view of the bike lane.

System validation, data checking and improving reporting processes is a necessary stage of commissioning the new traffic monitoring technology. This process has yet to commence for the VivaCity project. Solving the undercounting issue at this location will be undertaken as part of the VivaCity commissioning process, which will commence shortly. The recommended action is to eliminate the current unreliable countline and install an additional sensor viewing Glenmore Street.

Monthly totals city bound

Figure 8 shows the monthly total counts of city-bound cyclists recorded by the BeCounted and VivaCity sensors from June 2023. The VivaCity data starts in April 2024. The BeCounted data shows typical monthly variability which results from variations in the number of working days, school holidays and weather. However, from August 2024, BeCounted data appears to be very unreliable due to a considerable decrease in numbers compared to the VivaCity data. This suggests data from this BeCounted sensor is materially under counted and should be considered unreliable due to technical issues in the specific downhill counter.

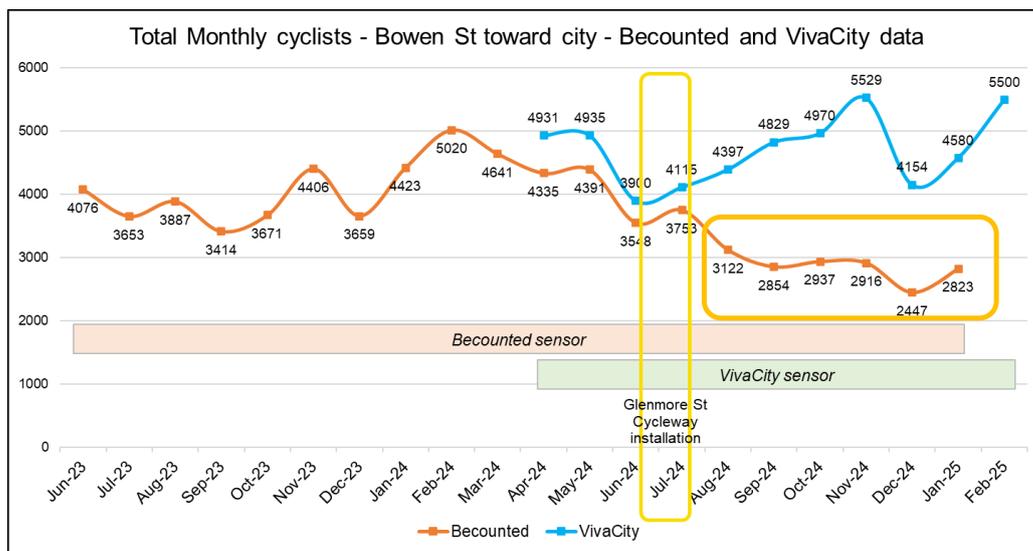


Figure 8 Monthly total bike counts on Bowen Street city bound

Data validation for City bound

To validate VivaCity sensor data for cycling activity on Bowen Street towards the central city, results from a manual cordon count in early March 2025 (7-9am) was compared to VivaCity data at the nearest location. The manual cordon count site is opposite 36 Bowen Street and bike counts might be slightly different if people turned into or out of parking areas along the route and did not pass the VivaCity count line in upper Bowen Street. While the compared samples were taken at adjacent locations, they were not in the same place which may contribute to an apparent error.

Results are tabulated overleaf.

Table 8. Manual counts of bike trips on Bowen Street towards the central city early March, 7-9am

| Day | Time of the day (15-minute intervals) | | | | | | | | Total |
|-----------|---------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|
| | 7:00-7:15 | 7:15-7:30 | 7:30-7:45 | 7:45-8:00 | 8:00-8:15 | 8:15-8:30 | 8:30-8:45 | 8:45-9:00 | |
| Monday | 8 | 17 | 23 | 30 | 18 | 39 | 28 | 33 | 196 |
| Tuesday | 12 | 22 | 10 | 20 | 25 | 32 | 31 | 32 | 184 |
| Wednesday | 14 | 7 | 17 | 20 | 25 | 22 | 30 | 31 | 166 |
| Thursday | 8 | 16 | 24 | 22 | 22 | 30 | 29 | 26 | 177 |
| Friday | 4 | 9 | 13 | 12 | 26 | 22 | 21 | 21 | 128 |
| Total | 46 | 71 | 87 | 104 | 116 | 145 | 139 | 143 | 851 |

Table 9. VivaCity bike trips on Bowen Street towards the central city early March, 7-9am

| Day | Time of the day (15-minute intervals) | | | | | | | | Total |
|-----------|---------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|
| | 7:00-7:15 | 7:15-7:30 | 7:30-7:45 | 7:45-8:00 | 8:00-8:15 | 8:15-8:30 | 8:30-8:45 | 8:45-9:00 | |
| Monday | 10 | 17 | 25 | 32 | 17 | 40 | 28 | 31 | 200 |
| Tuesday | 9 | 13 | 13 | 25 | 17 | 29 | 23 | 26 | 155 |
| Wednesday | 7 | 8 | 9 | 16 | 23 | 20 | 9 | 24 | 116 |
| Thursday | 9 | 17 | 28 | 23 | 24 | 24 | 27 | 29 | 181 |
| Friday | 6 | 11 | 15 | 17 | 24 | 24 | 25 | 21 | 143 |
| Total | 41 | 66 | 90 | 113 | 105 | 137 | 112 | 131 | 795 |

Table 10. VivaCity bike data accuracy assessment on Bowen Street towards the central city between early March, 7-9am

| Day | Time of the day (15-minute intervals) | | | | | | | | Total |
|-----------|---------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|
| | 7:00-7:15 | 7:15-7:30 | 7:30-7:45 | 7:45-8:00 | 8:00-8:15 | 8:15-8:30 | 8:30-8:45 | 8:45-9:00 | |
| Monday | 125% | 100% | 109% | 107% | 94% | 103% | 100% | 94% | 102% |
| Tuesday | 75% | 59% | 130% | 125% | 68% | 91% | 74% | 81% | 84% |
| Wednesday | 50% | 114% | 53% | 80% | 92% | 91% | 30% | 77% | 70% |
| Thursday | 113% | 106% | 117% | 105% | 109% | 80% | 93% | 112% | 102% |
| Friday | 150% | 122% | 115% | 142% | 92% | 109% | 119% | 100% | 112% |
| Total | 89% | 93% | 103% | 109% | 91% | 94% | 81% | 92% | 93% |

Bike data validation results for Bowen Street towards the central city shows that the VivaCity sensor is counting cycling trips with a high accuracy level. As tables above show, the manual counts of cycling activity demonstrate very similar numbers compared to VivaCity data, except for Wednesday 5 March.

Table 7 shows the high level of accuracy for most of the bike counts for 15-minute intervals and two-hour daily counts. The overall accuracy for Monday to Friday 7-9am was 93%.

Therefore, the VivaCity data is the more reliable source for cycling activity towards the central city at this location compared to BeCounted data.

While there is a high level of accuracy in the VivaCity city bound data for most validated times at this location, there is a need to continuously identify and solve counting errors like the undercounting issue noted on Wednesday 5 March. This system improvement will be undertaken as part of the VivaCity data commissioning process.

Weekday and weekend totals out bound

Count data from February 2025 for the uphill bike lane was analysed in detail to demonstrate daily and hourly patterns. Outbound daily total cyclist counts show typical variability with higher activity on weekdays. The highest daily total of 287 was recorded on Monday 17 February.

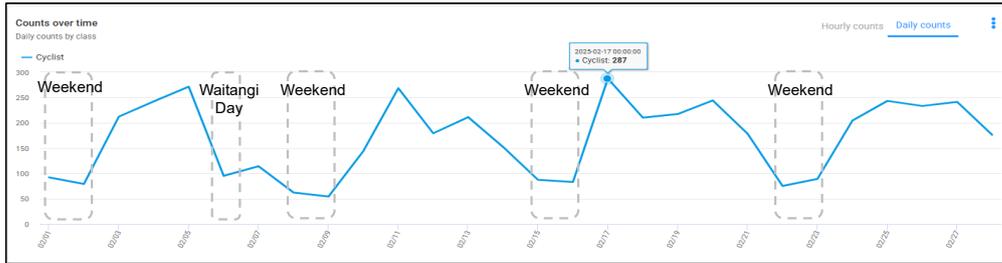


Figure 9. Outbound daily total cyclists count in Bowen Street in February 2025

Working day counts show approximately 200 cyclists per day. Note that Thursday 6 February was a public holiday, and many people also might not have worked on the following Friday. Weekends are quieter still with averages of approximately 80 cyclists per day.

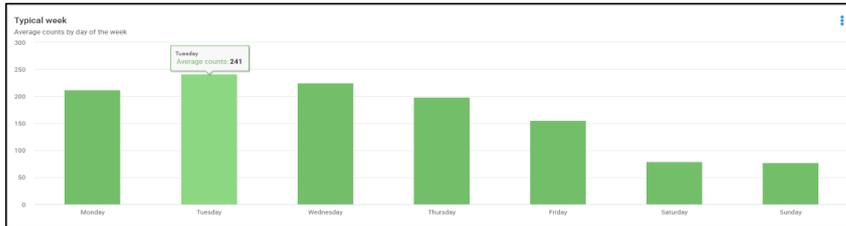


Figure 10. Outbound average cyclist counts by day of the week in Bowen Street in February 2025

The hourly pattern reveals 24/7 usage with less than 20 cyclists in most hours. A clear weekday peak is seen in the 4-5pm hour ranging from 41 to 76 cyclists.

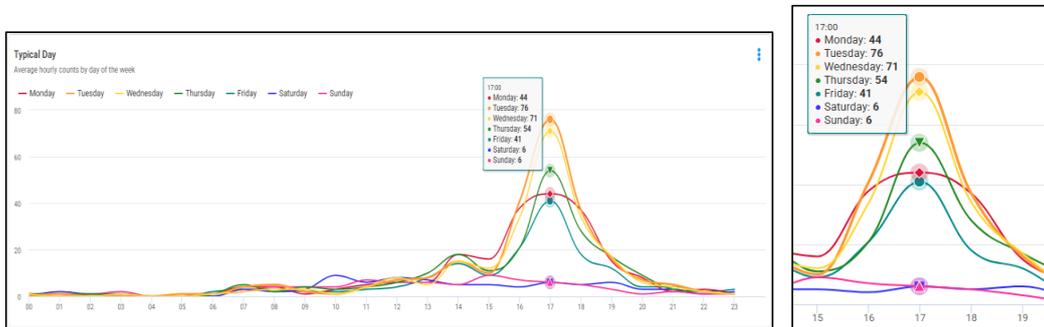


Figure 11. Outbound average hourly cyclist count by day of the week in Bowen Street in February 2025

Weekday and weekend totals city bound

Inbound daily total cyclist counts show typical variability with higher activity on weekdays. The highest daily total of 301 was recorded on Tuesday 4 February.

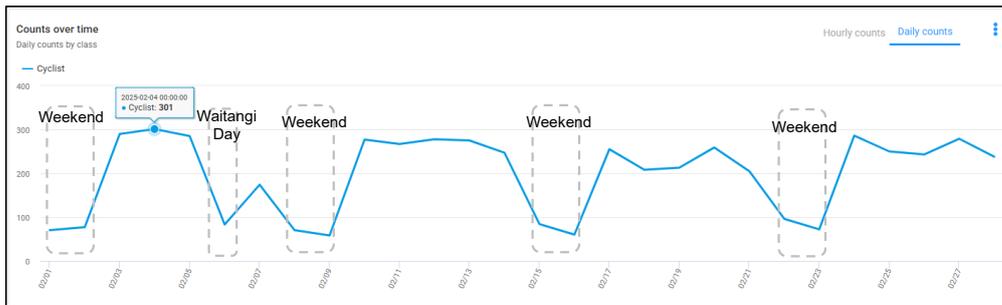


Figure 12. Citybound daily total cyclists count in Bowen Street in February 2025

Working day counts show approximately 250 cyclists per day. Note that Thursday 6 February was a public holiday, and many people also might not have worked on the following Friday. Weekends show an average of approximately 80 cyclists per day.

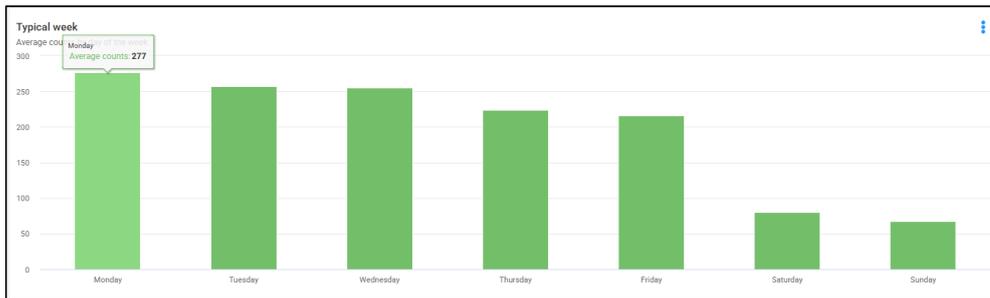


Figure 13. Citybound average cyclist counts by day of the week in Bowen Street in February 2025

The hourly pattern reveals 24/7 usage with less than 10 cyclists in most hours. A clear weekday peak is seen in the 7-8am hour ranging from 79 to 122 cyclists.

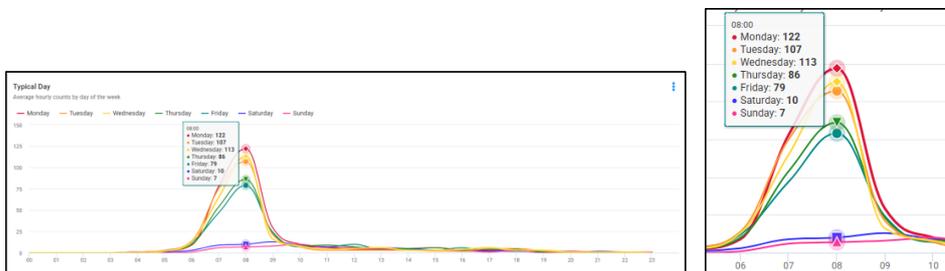


Figure 14. Citybound average hourly cyclist count by day of the week in Bowen Street in February 2025

Chaytor Street (Karori tunnel) bike data

The Chaytor Street VivaCity sensor is located at the west side of Karori tunnel. It is the third closest count location near the area of interest. Cycling activity on Chaytor Street was being monitored using BeCounted sensors from December 2017. A new VivaCity sensor (Sensor 18) was installed on Chaytor Street in December 2023. The new count line is aligned with the BeCounted sensors before and after Karori tunnel. The figure below shows a screenshot from the VivaCity sensor and count line on Chaytor Street. Note the system generated image is intentionally blurred to preserve privacy. The sensor position provides an unobstructed view of citybound, and outbound movements so is considered highly accurate.

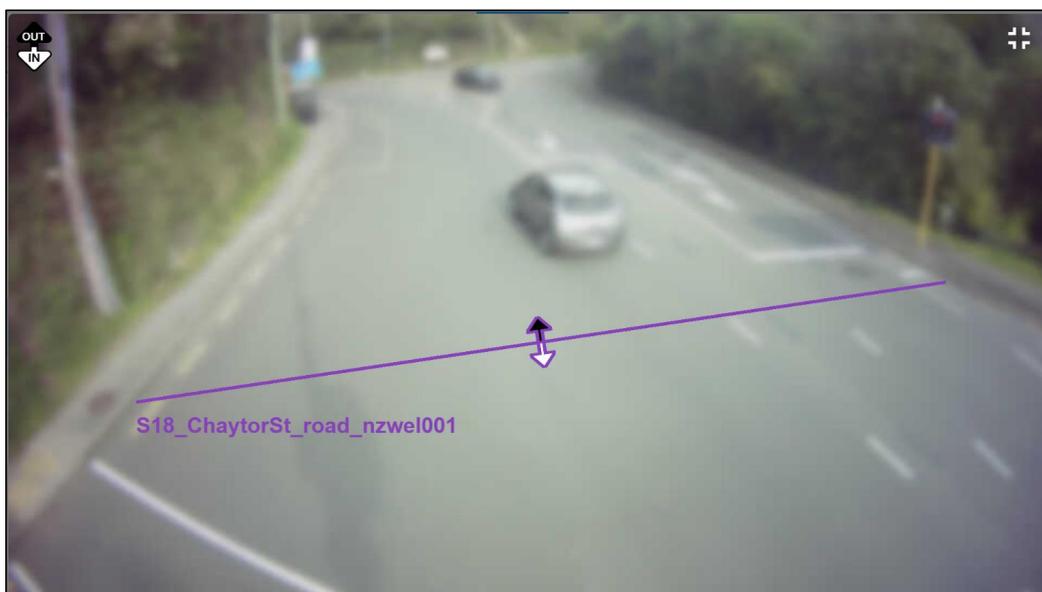


Figure 15. VivaCity sensor and count line image on Chaytor Street

Monthly counts directional balance

Figure 16 compares city-bound and Karori-bound monthly totals to check for a reasonable balance in cyclist flows. There is a strong correlation and similarity in the data over most months since July 2024 with the slight differences in May, June, and December 2024.

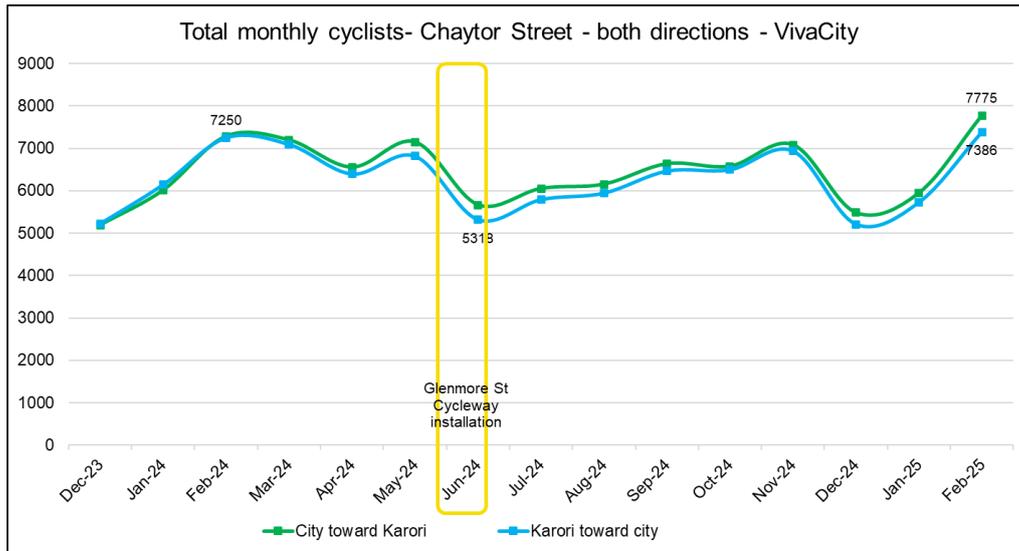


Figure 16. Total monthly number of cyclists on Chaytor Street (VivaCity data)

Monthly totals towards Karori

Figure 17 shows the monthly total counts of Karori-bound cyclists in Chaytor Street recorded by the BeCounted and VivaCity sensors from June 2023. The BeCounted data shows typical monthly variability which results from variations in the number of working days, school holidays and weather. The VivaCity data starts in December 2023. BeCounted data appears to record slightly lower numbers than VivaCity data for this location. The variance ranges from 106 to 348 cyclists per month, which indicates 95% to 98% of similarity between the two data sources.

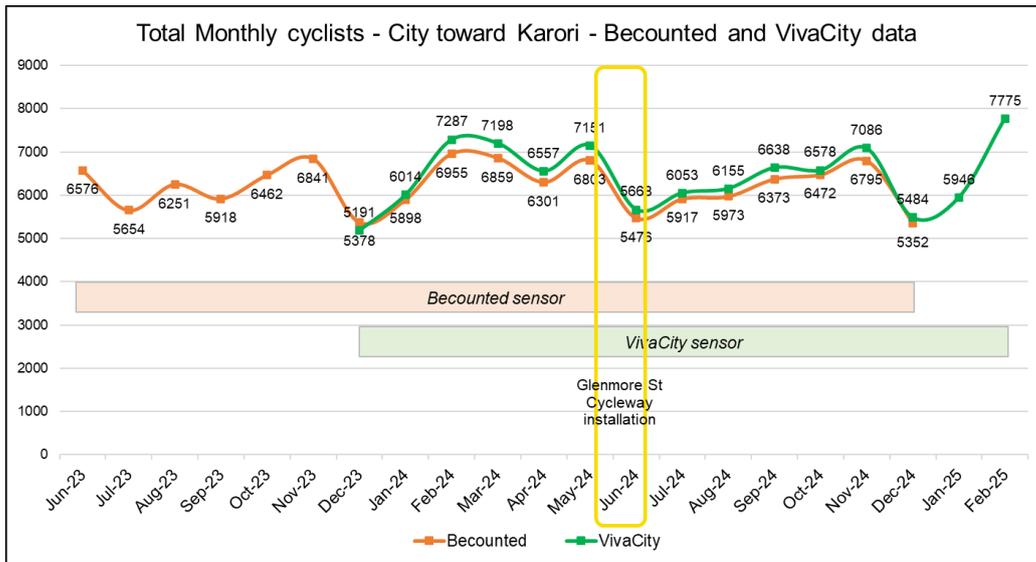


Figure 17. Monthly bike counts in Chaytor Street towards Karori

Monthly totals towards central city

Figure 18 shows the monthly total counts of city-bound cyclists in Chaytor Street recorded by the BeCounted and VivaCity sensors from June 2023. The VivaCity data starts in December 2023. The BeCounted data shows typical monthly variability which results from variations in the number of working days, school holidays and weather. BeCounted data records lower numbers than VivaCity data for this location. The variance ranges from 86 to 844 cyclists per month, which indicates 87% to 98% of similarity between the two data sources. VivaCity is likely to be more accurate at this location.

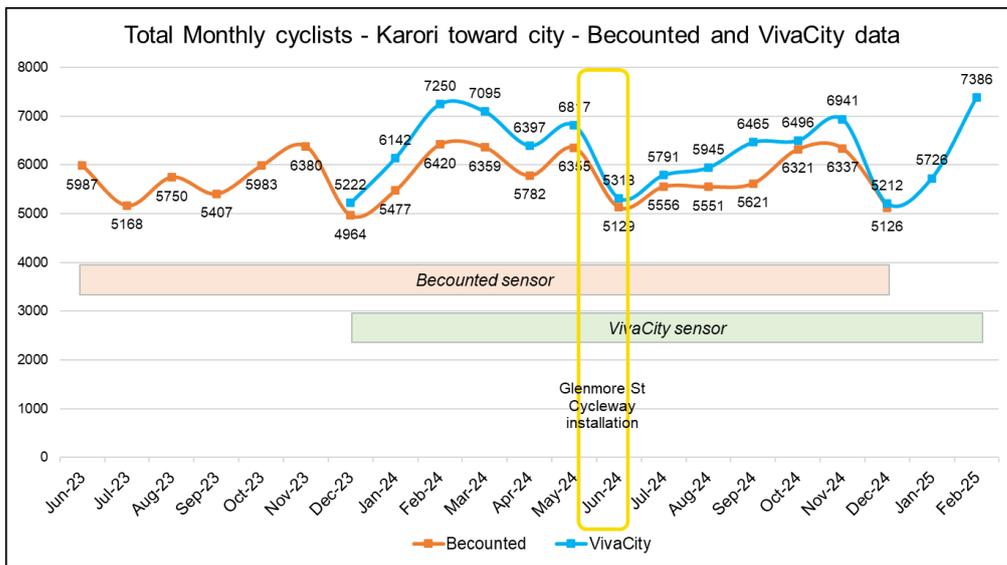


Figure 18. Monthly bike counts in Chaytor Street city bound

Weekday and weekend totals

Total count data (city-bound and Karori-bound) for February 2025 was analysed in detail to demonstrate daily and hourly patterns on Chaytor Street. Daily total cyclist counts show typical variability with higher activity on weekdays. The highest daily total of 817 for both directions was recorded on Monday 24 February.

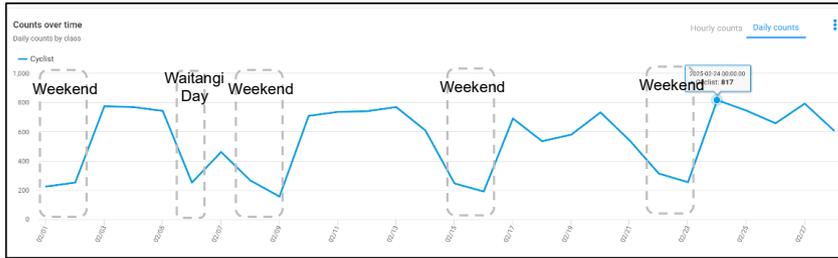


Figure 19. Both directions daily total cyclists count in Chaytor Street in February 2025

Working day counts show approximately 600-700 cyclists per day for both directions. Note that Thursday 6 February was a public holiday, and many people also did not work on the following Friday. Weekends are quieter still with averages of approximately 250 cyclists per day for both directions.

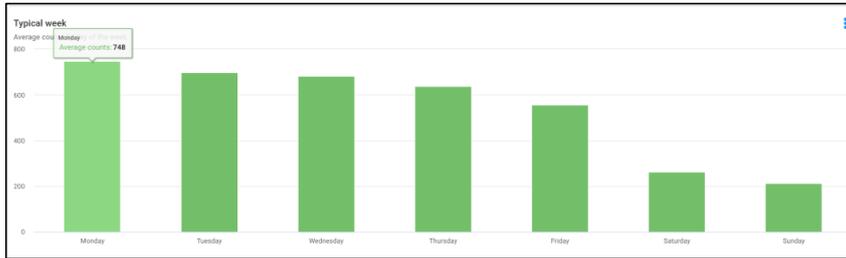


Figure 20. Both directions average cyclist counts by day of the week in Chaytor Street in February 2025

The hourly pattern reveals 24/7 usage with less than 20 cyclists in most hours for both directions. Clear weekday peaks are seen in the 7-8am hour ranging from 99 to 149 cyclists and 4-5pm hour ranging from 78 to 121 cyclists for both directions.

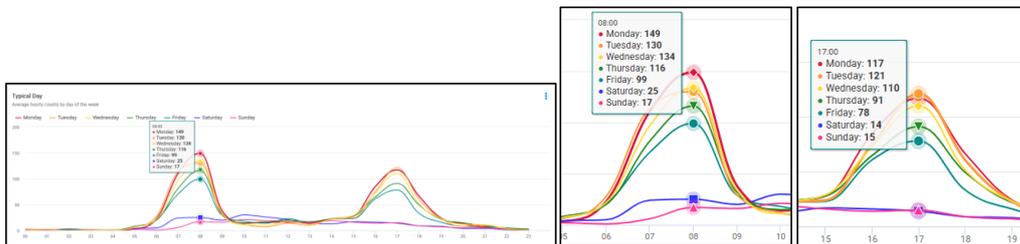


Figure 21. Both directions average hourly cyclist count by day of the week in Chaytor Street in February 2025

Total number of people biking near Glenmore Street since cycleway opened

Figure 22 below shows the total cycling activity at the start and end of the Glenmore Street cycleway since it was installed in July 2024.

From July 2024 to February 2025 (8 months):

- A total of nearly 78,000 trips by bike were observed in upper Bowen Street, 41,000 trips were cycling away from the central city, and 37,000 were towards the central city. Noting undercounting as mentioned earlier in this report.
- A total of 102,000 trips by bike were observed in Chaytor Street at Karori Tunnel, 52,000 trips were cycling away from the central city and 50,000 were towards the central city.
- The number of cycling trips on Chaytor Street is 31% more than Bowen Street. This is clearly due to cycling towards Kelburn using the Kelburn Viaduct on Upland Road.



Figure 22. Total cycling activity at the start and end of the Glenmore Street cycleway from July 2024 to February 2025

Conclusions

This report examined the available bike count data and provided analysis and insights for cycling activity along the Glenmore Street cycleway, considering the period from July 2023 to February 2025.

Data assessment for the Glenmore Street BeCounted sensors showed the data is not reliable to produce any meaningful insights. It is recommended that these counters be decommissioned as soon as possible.

Comparing data from BeCounted, VivaCity, and manual cordon counts on Bowen Street indicates an unacceptable level of under counting of bike activity at this location. Results of this validation assessment showed that while VivaCity data is the most reliable source for cycling activity towards central city, BeCounted data is more reliable for uphill cycling activity towards Karori.

Comparing data from BeCounted and VivaCity on Chaytor Street indicates quite similar bike numbers and data patterns.

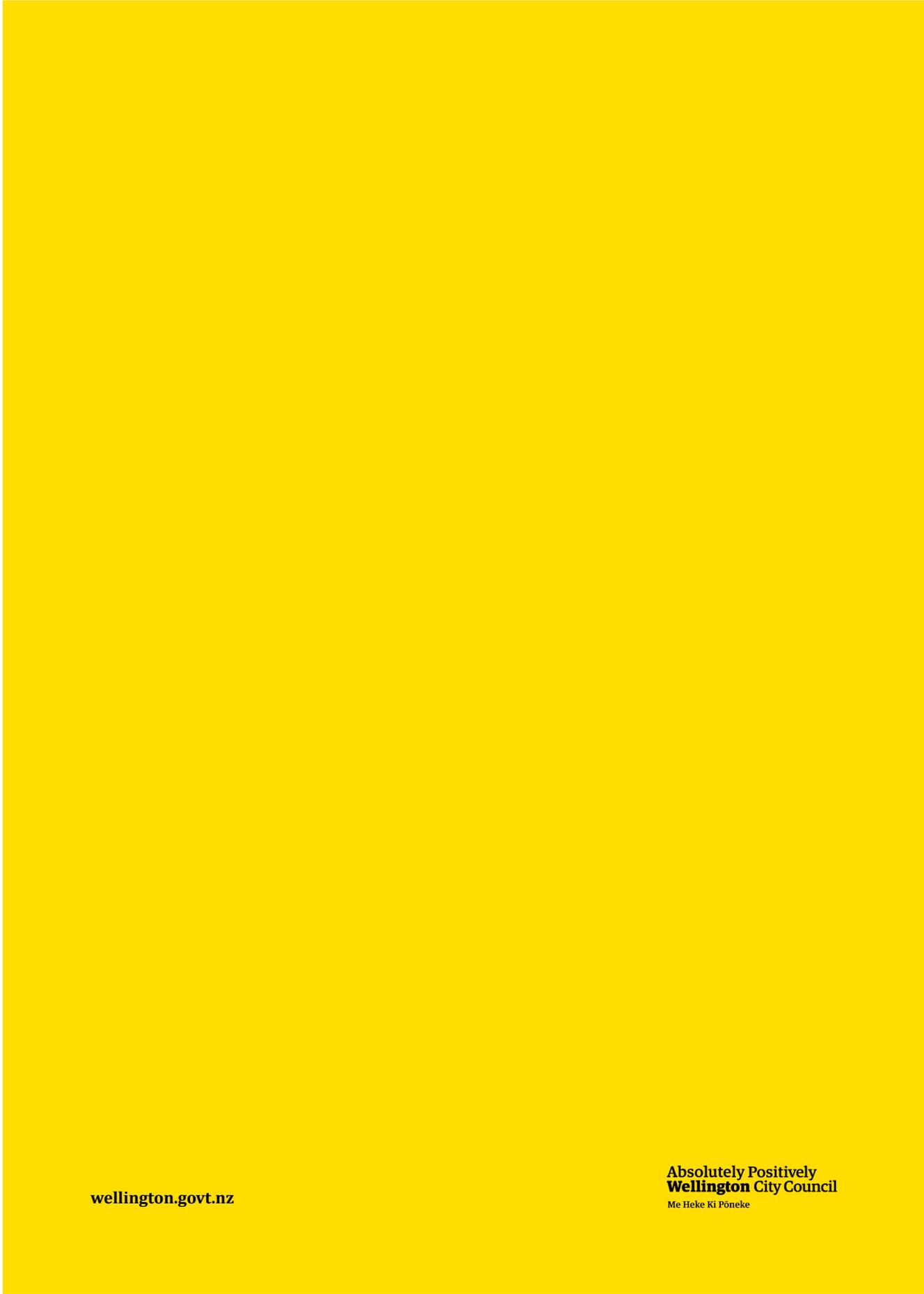
Without a full validation process, we are unable to confirm the validity of any reported data. System validation, data checking and improving reporting processes is a necessary stage of commissioning the new traffic monitoring technology. This process has yet to commence for the VivaCity project.

Examination of monthly, weekly, and daily bike count totals has shown typical results with daily variability, busier weekdays compared to weekends, higher peak period volumes towards the central city in the morning and away from the central city in the afternoon.

Based on the nearby Bowen Street biking data, approximately 41,000 trips by bike have been made on the new Glenmore Street cycleway towards Karori over the eight months since it was opened in July 2024.

Comparison of cordon bike count on Bowen Street shows that cycling activity on Bowen Street increased significantly in 2025 compared to 2019. This increase was around 60% towards the central city.

Insufficient time has passed since the opening of the Glenmore Street cycleway to allow for any robust before and after analysis to conclude whether cycling activity has increase or not due to the lack of robustness of the earlier count data. To conduct a year-to-year monthly comparison of before and after bike data, a sample of at least six months of validated pre- and post-implementation data will be necessary to enable robust conclusions to inform any data-based decisions on the future of the new cycleway.



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VivaCity insights report

Location: Karori Road at South Karori Road

Transport class: Bike

Analysis: Weekday and weekend totals for February 2025

VivaCity Sensor: S43

March 2025

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| Version | Date | Author | Reviewer |
|----------------|-------------|----------------------------|-----------------------|
| 1 | 24/03/2025 | Transport Strategy Advisor | Manager City Insights |

2 VivaCity Data Request – Sensor 43

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Scope of analysis

Purpose

This report presents insights on cycling usage on Karori Road at South Karori Road using data obtained from the Council’s VivaCity sensor.

Location

The figures below show the location of the VivaCity sensors S43 and S10 and count lines on Karori Road at South Karori Road. This report uses data from sensor 43 only. The sensor has been collecting data from April 2024.

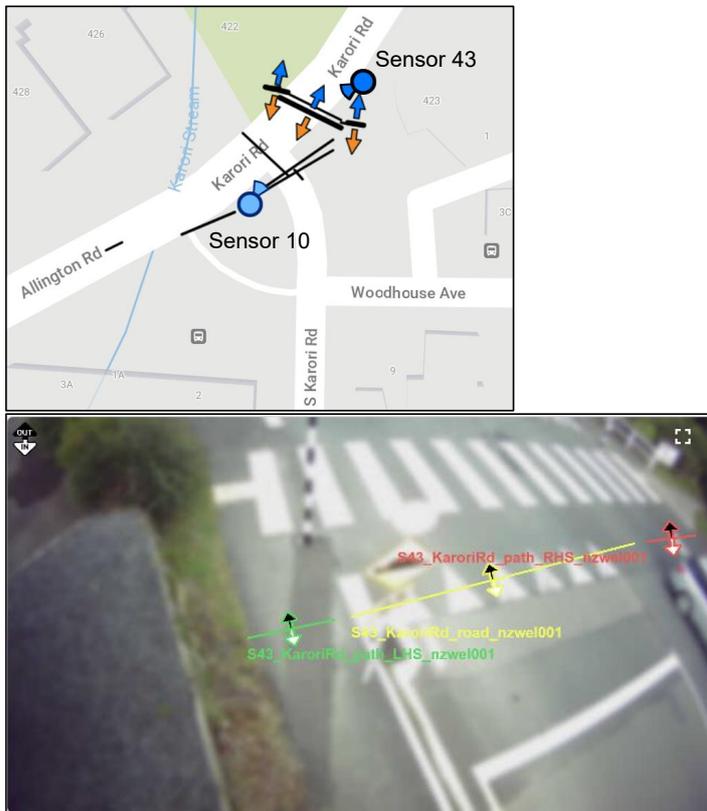


Figure 1. VivaCity sensor count line image on Karori Road (Sensor 43)

Note the system generated image is intentionally blurred to preserve privacy.

Timeframe

Data was analysed for February 2025 to be comparable with similar analysis completed for Glenmore Street.

Validation methodologies

VivaCity data is validated with small manual samples compared to captured video to ensure the sensor is recording within the acceptable range of at least 97 percent accuracy. At present there is no systematic process to provide assurance that accuracy over time has been maintained. No validation of the VivaCity data has been undertaken for this report as this would require comparison to a manual count sample which is not available.

Comparing directional totals

Figure 2 compares eastbound and westbound daily totals in February 2025 to check for a reasonable balance in cyclist flows. A total of 3637 cycling trips were observed for eastbound and 2402 cycling trips were observed for westbound. While westbound data shows less cycling activity, there is a strong correlation in the data over days in February. Further investigations will be required to be able to judge whether the different levels of cycling activity between eastbound and westbound directions result from any counting issues.

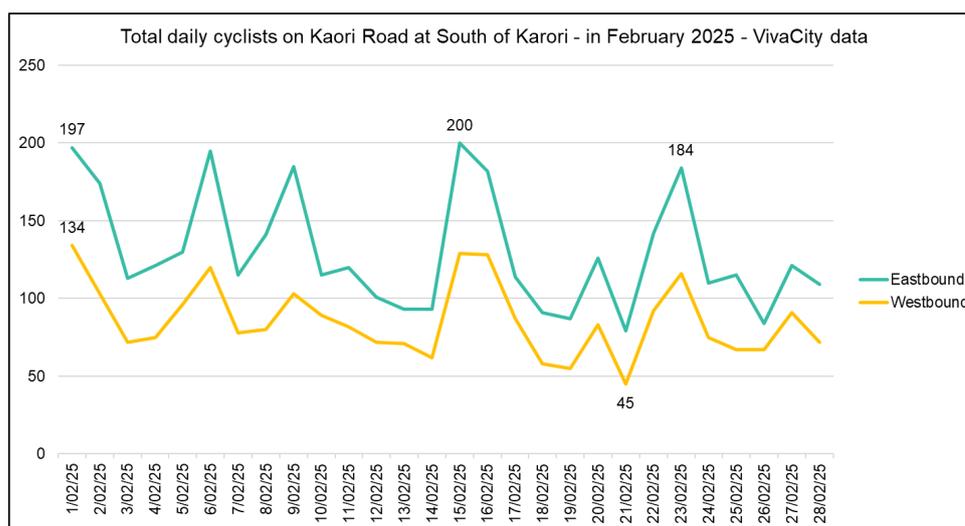


Figure 2. Total daily number of cyclists on Karori Road at South Karori Road (VivaCity data).

Weekday and weekend totals eastbound

Count data from February 2025 for the eastbound direction was analysed in detail to demonstrate daily and hourly patterns. Eastbound daily total cyclists show atypical variability with higher activity on weekends. The highest daily total of 200 was recorded on Saturday 15 February.

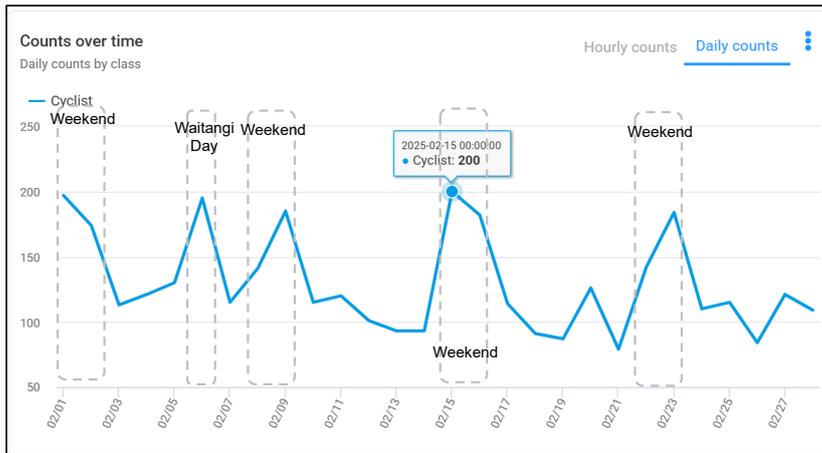


Figure 3. Eastbound daily total cyclists on Karori Road at South Karori Road, February 2025

Working day counts show approximately 100 cyclists per day. Note that Thursday 6 February was a public holiday, and many people also did not have work on the following Friday. Weekends are busier than weekdays, with averages of approximately 180 cyclists per day.

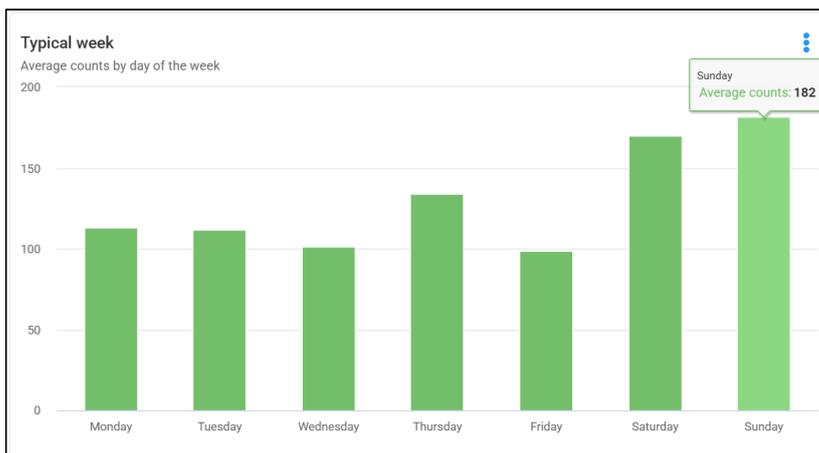


Figure 4. Eastbound daily average cyclists by day of the week on Karori Road at South Karori Road, February 2025

The weekday hourly pattern reveals 24/7 usage with less than 10 cyclists in most hours. A clear weekday morning peak is seen in the 6-7am hour ranging from 10 to 20 cyclists. There are also notable peaks at 2-3pm and 5-6pm.

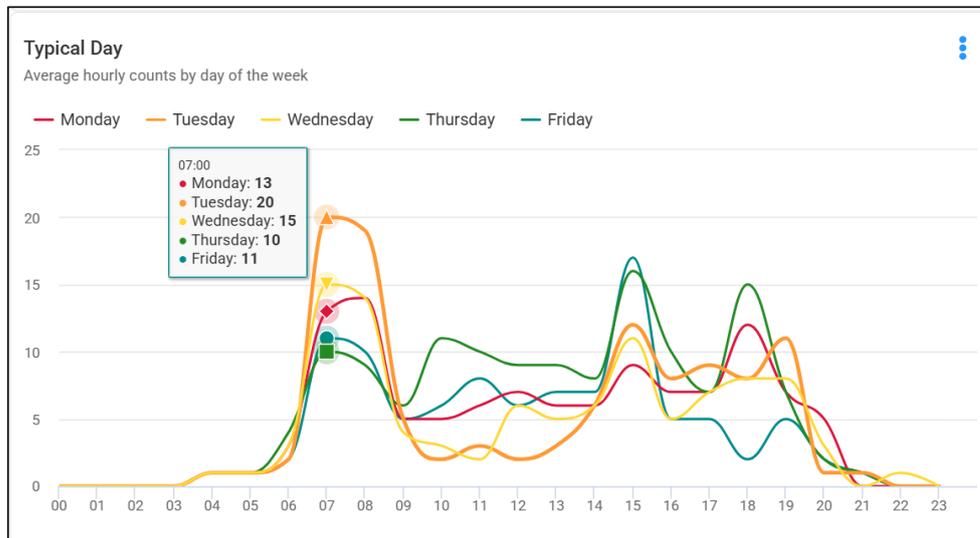


Figure 5. Eastbound average hourly cyclists by weekdays on Karori Road at South Karori Road, February 2025

The weekend hourly pattern shows a gradual peak from 10am to 3pm.

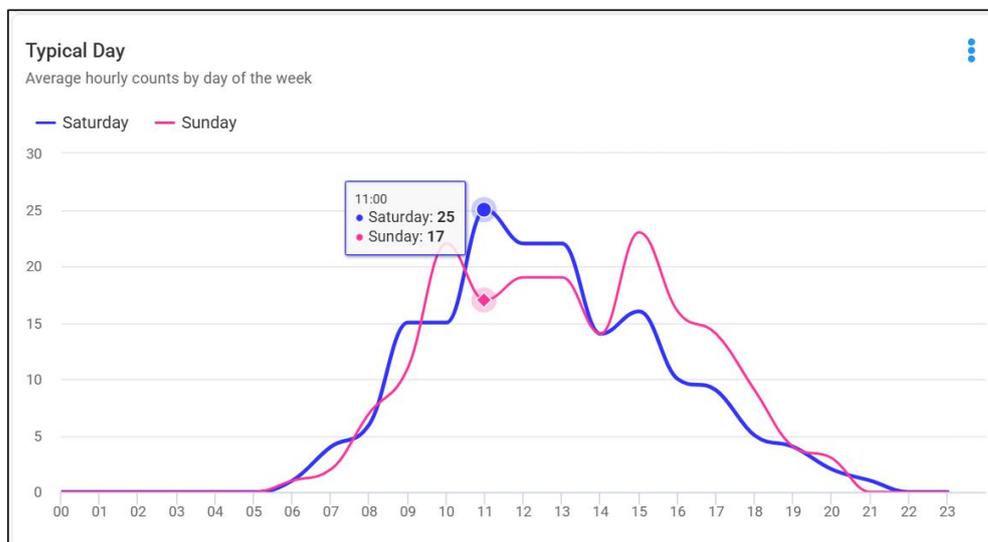


Figure 6. Eastbound average hourly cyclists by weekends on Karori Road at South Karori Road, February 2025

Weekday and weekend totals westbound

Count data from February 2025 for the westbound direction was analysed in detail to demonstrate daily and hourly patterns. Westbound daily total cyclists show atypical variability with higher activity on weekends. The highest daily total of 134 was recorded on Saturday 1 February.

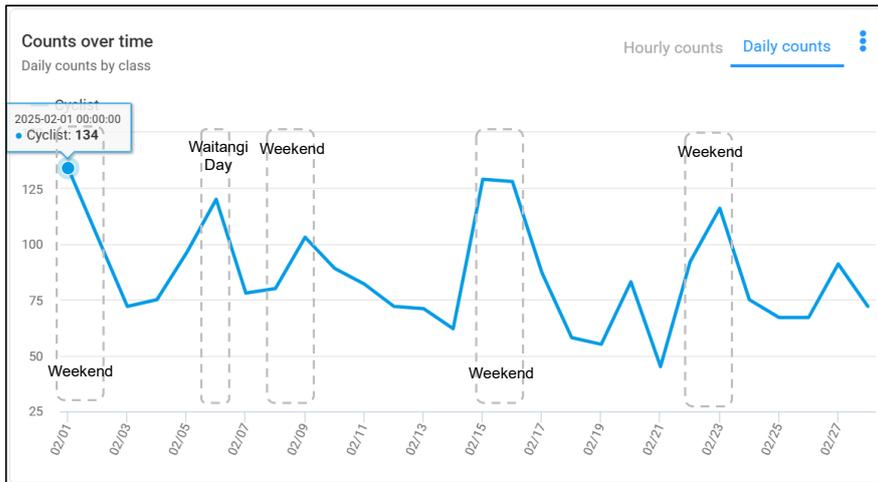


Figure 7. Westbound daily total cyclists on Karori Road at South Karori Road, February 2025

Working day counts show approximately 75 cyclists per day. Note that Thursday 6 February was a public holiday, and many people also did not work on the following Friday. Weekends are busier with averages of approximately 100 cyclists per day.

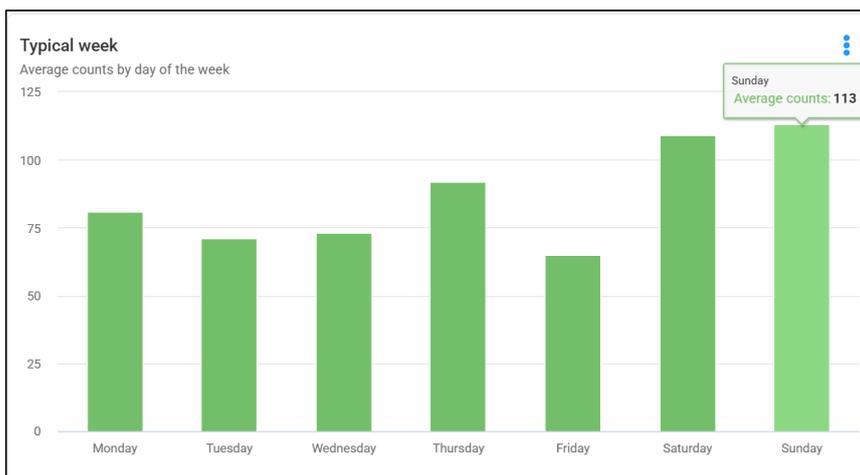


Figure 8. Westbound average cyclist counts by day of the week in Karori Road in February 2025

The weekday hourly pattern reveals 24/7 usage with less than 10 cyclists in most hours. A clear weekday afternoon peak is seen in the 4-5pm hour ranging from 7 to 17 cyclists.

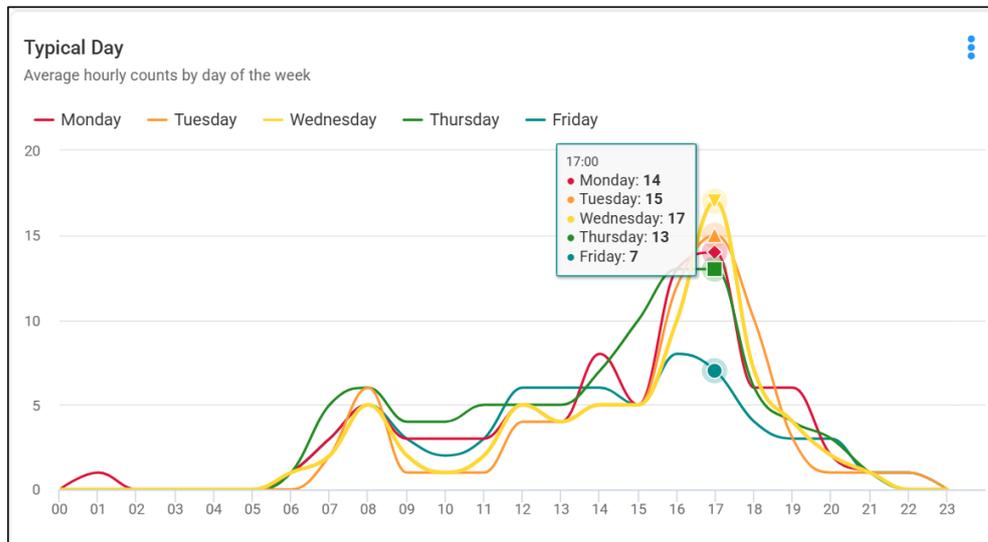


Figure 9. Westbound average hourly cyclists by weekdays on Karori Road at South Karori Road, February 2025

The weekend hourly pattern shows steady, but low, usage from 7am to 3pm.

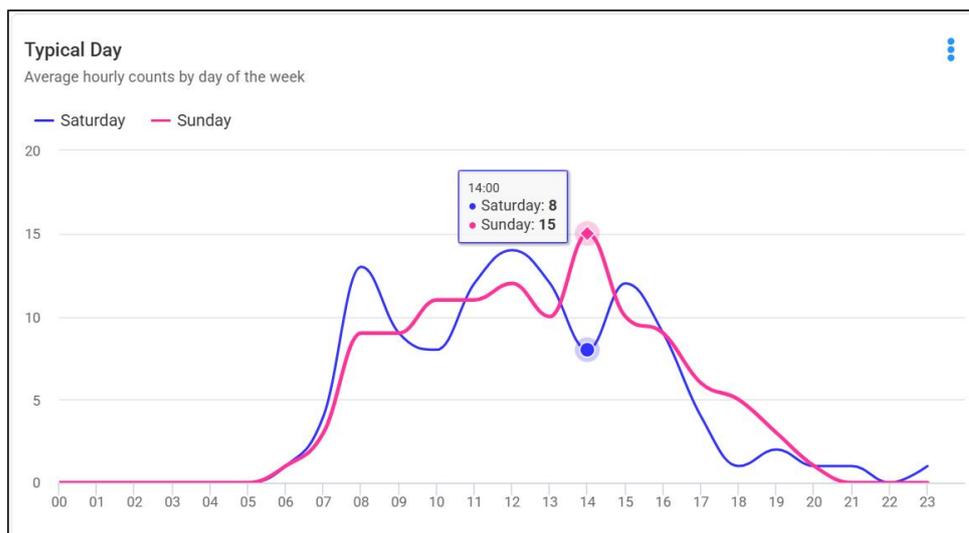


Figure 10. Westbound average hourly cyclists on by weekends on Karori Road at South Karori Road, February 2025

Conclusions

This report provided analysis and insights for cycling activity during February 2025 on Karori Road at south of Karori Road. The insights presented use data from VivaCity which has not been validated.

Examination of weekly, daily, and hourly bike count totals has shown busier weekends compared to weekdays, likely resulting from recreational cycling activity generated by the nearby Karori Mountain bike park.

Considering weekdays, there are higher peak period volumes for the eastbound direction (towards Karori) in the mornings and for the westbound direction in the afternoons.

On weekends, the highest volumes for both directions is throughout the middle of the day.

We note a material imbalance between daily eastbound and westbound cycling trips, but have no explanation for this variance at this time.

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Karori Connections Post-Installation Feedback

**Analysis of feedback relating to Glenmore Street,
Botanic Garden and Karori Park**

March 2025

| Version | Date | Author | Approver |
|---------|------------|--------------|---------------|
| 1 | 24/03/2025 | Marcus Downs | Claire Pascoe |

2 Karori Connections post-installation engagement analysis

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Introduction

This report presents a summary of findings from the post-installation engagement for the Karori Connections project. The focus of this summary is to gain insight into views of two specific areas of the Karori Connections route – Glenmore Street outside the Wellington Botanic Garden ki Paekākā, and Karori Park. However, it should be noted that the focus of the engagement was on the whole Karori Connections route, so much of the feedback gathered was more general or focused on other areas of the route. A fuller analysis of all the findings from the engagement, alongside how we responded to the feedback, will be included in the Karori Connections monitoring and evaluation reporting.

Data for this engagement was collected between 18 February and 11 March. It was open for anyone who wished to provide feedback, no matter how they had experienced the changes. The key focus of the engagement (as with all our post-installation engagements) was to understand from residents how we could improve the route. There were only a small number of questions in the survey that covered how people have experienced the route, what their experience was like and how it could be improved, perceptions of safety for pedestrians and cyclists post-changes, and demographic questions.

Key findings

Analysis of feedback from the post-installation engagement survey for the Karori Connections project showed strong alignment with one of the key goals of the project: to improve safety for people cycling along the route. The feedback was more mixed on walking improvements, however, there were very few people who said walking was their main mode along this route. Further research would be required to fully understand the issues in this space. The engagement also encouraged people to share their experiences on the route via bus. However, a more robust measure of improvements for bus journeys will be gathered via travel time and patronage data.

Overall, there was more agreement than disagreement that the changes had improved safety for cyclists and pedestrians along the route. The results were particularly strong for cyclist safety improvements where 93% of those who generally experienced the changes on a bike believe the changes had made it safer. Users of all other modes also were much more likely to agree than disagree that the changes made the route safer for cyclists.

Views on the impact of safety for walking were less clear cut with those who generally experienced the route by walking (only 27 respondents) being more likely to disagree than agree that the changes had made the route safer for pedestrians. Respondents who generally experience the route by car or van had similar views to walking, while cyclists and bus users were more positive towards the safety improvements for pedestrians.

Analysis of the open text comments relating to the Glenmore Street, Botanic Gardens and Karori Park sections of the route shows a few clear themes across the zones:

- Comments relating to Glenmore Street were generally supportive and largely focused on the improvements the changes have made for travelling the route for people biking, driving, and using public transport. There were also various suggestions for making further safety improvements, while a minority of comments noted traffic issues and a preference for an alternative route through the area.
- Comments relating to the Botanic Garden were dominated by concerns for the parking loss and, by extension, the impact on access to the gardens. People specifically noted concern regarding difficulty in access for elderly, physically impaired and people with young children.
- Comments relating to Karori Park were again dominated by concerns for the parking loss. The impacts of the loss were focused on how it might affect activities and sports at the park (especially this winter), its impact on local businesses and impact on park & ride in the area.

Engagement feedback

Overall perceptions of safety

Data in figure 1 below shows the perceptions of safety on the route for cyclists and pedestrians after the changes. In both cases there is more agreement than disagreement that the changes have made the route safer. The level of agreement is strongest for perceived safety for cyclists.

Respondents to the engagement were asked how they normally experience the changes along the main Karori route (i.e. by car, bike etc). There were some notable differences between respondents depending on what their main transport mode was. Figures 2 and 3 present the safety perceptions data split by mode for both perceived cyclist safety (figure 2) and perceived pedestrian safety (figure 3).

Among all groups there is more agreement than disagreement that the changes have made it safer for people who ride bikes (figure 2). The results are strongest for those who experience the route on a bike or e-bike, 93% of this group agreed the changes made it safer for those who ride (5% disagreed). Among car or van drivers, about four in ten (39%) agreed the changes made it safety for those who ride, less than a third disagreed (29%).

There was less agreement than disagreement that the changes made it safer for pedestrians among car/van drivers, and pedestrians – over half disagreement and under a third agreement in both cases (figure 3). There was a similar level of agreement and disagreement among bus users (about 40% for both) and much more agreement than disagreement among cyclists (70% agreement, 8% disagreement).

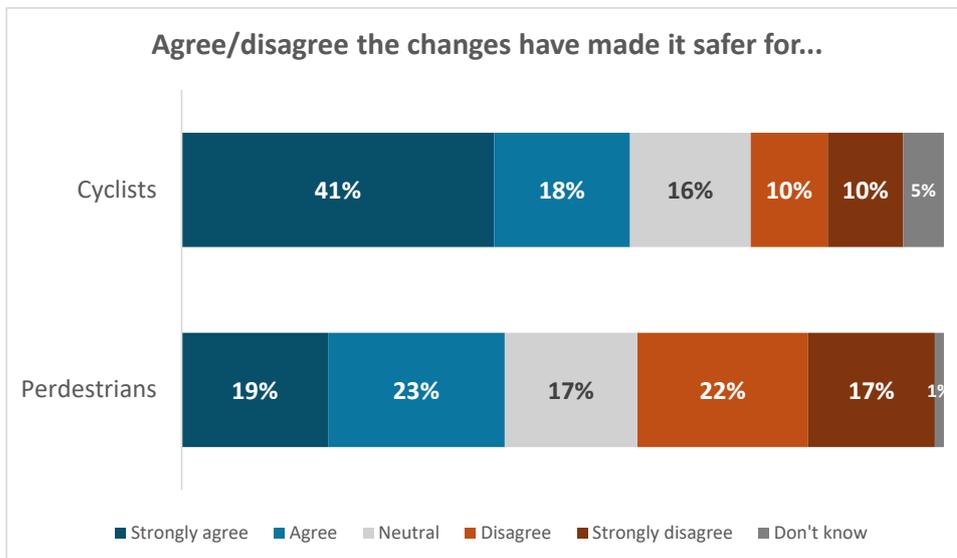


Figure 1: Perceptions of safety. Sample size – n=505, Note: n=2 respondents did not provide an answer and hence were excluded from the analysis.

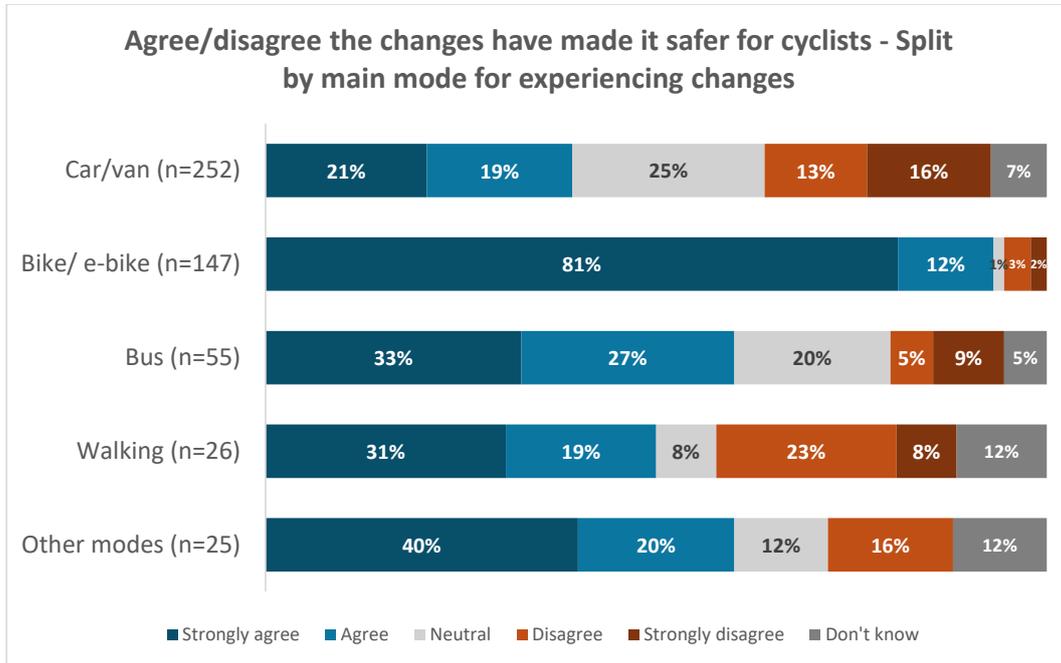


Figure 2: Perception of safety split by mode. Samples sizes for each mode noted on graph. N=2 respondents did not provide an answer and hence were excluded from the analysis.

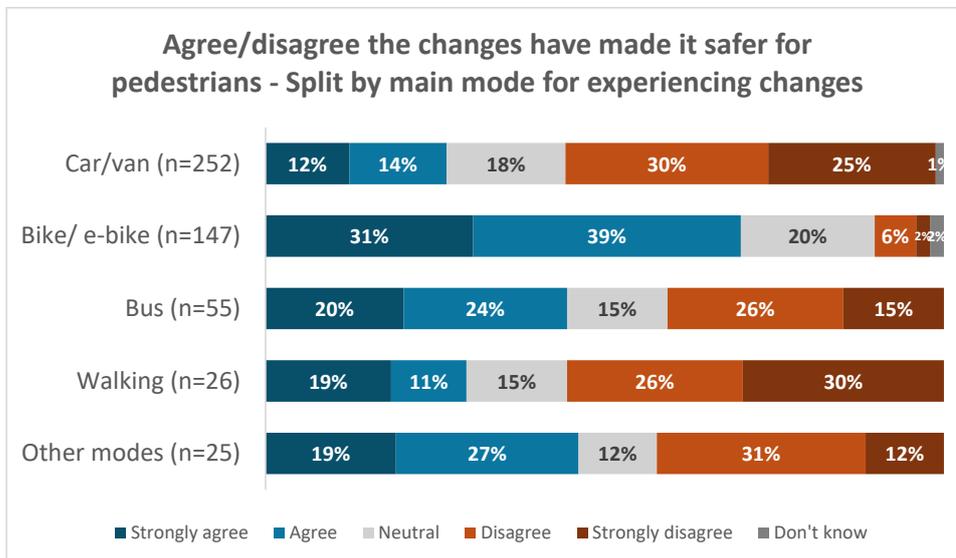


Figure 3: Perception of safety split by mode. Samples sizes for each mode noted on graph. N=2 respondents did not provide an answer and hence were excluded from the analysis.

Experience of the changes & improvements – open text data

Respondents to the engagement were asked the following question to gather unstructured feedback about the route:

Tell us about your experience of using the street changes and any suggested improvements: We're interested in your experience of using the street changes, including walking and cycling on the route. This could also be about your experience getting on and off the bus or driving in the area. Exact locations and using street names is helpful.

As noted in the introduction, this question was designed to gather general feedback and suggestions for improvement across the entire Karori Connections route. For the purposes of this summary report, we are focusing on feedback relating to the Glenmore Street/Botanic Garden area plus Karori Park. All responses have been analysed for mentions relevant to these areas and the result of that analysis is presented below.

A total of 507 people provided feedback through the post-installation engagement survey for the Karori Connections project. The open text question noted above was answered by 360 people and among them 41 provided feedback relating to Karori Park, 86 provided feedback relating to Glenmore Street and 54 provided feedback relating to the Botanic Garden (note, there is overlap between these three groups, i.e. some comments related to more than one of the relevant areas).

Glenmore Street feedback:

Overall, the changes to Glenmore Street were generally well-received. Respondents noted that the cycle lanes made the area more comfortable to drive through and improved the experience for cyclists. Some commented that the cycle lanes are an improvement from before and have helped traffic flow. However, there were concerns about the space for all users and about debris buildup in the lanes. Even though there was lots of support for this section, respondents were conscious of the competing priorities of road space for cycleways and parking.

There were a range of positive comments relating to the Glenmore Street section of the project. Some of the more detailed themes among these comments are noted below, including example comments.

Respondents noted improvements to the cycling experience, particularly when travelling uphill. Many were very supportive of the uphill section and noted how much safer they felt cycling through this area.

A huge improvement riding e-bike uphill and even more so on a regular bike where the speed differential is bigger. Also much easier to drive up here when bikes are using it.

I love the cycleway improvements and the increase in cyclists I have seen. I feel so much more relaxed when using the cycle ways compared to constantly pulling in to let cars past on Glenmore St, Chaytor St and Karori Rd.

Really like the new cycleway up into Karori - use it for cycling in the weekends. I am slow up hill and its great to know I'm in a "protected space" on the road and don't have to worry about cars passing closely - particularly on the Glenmore Street section. Section past the Chaytor Street wall is also much better than it was previously.

These changes have made our walking commutes so much safer. Also really grateful for the clear cycleways. Once again, we feel so much safer biking with little ones in the bike seat. Even though Glenmore at appeared wide I regularly had cars coming very close to me when travelling on a bike.

The uphill bike lane on Glenmore St to the Karori tunnel has made travelling by bike MUCH safer and more enjoyable - and my wife is now getting an e-bike to get around by bike (she has never cycled in Wellington despite living here for 25 years because she didn't feel safe riding in traffic before). We also

regularly travel this route by car and bus and it's a smoother experience by all these modes of transport.

Respondents also noted that the experience for other modes of transport on Glenmore has improved with improved traffic flow. There is less chance of getting stuck behind a slow cyclist, and having great visibility of cyclists on the route makes them feel more at ease. Pedestrians who use the area also noted that the changes meant it was less likely they would have to share the footpath with a cyclist, which improved their experience.

Improvement in journey times when driving or catching the bus during evening commuter period. Going past the Botanic Gardens and up Birdwood Street I am less likely to get stuck behind a cyclist going uphill in a difficult to overtake stretch as they are in the bike lane.

I have found that these have little impact of my experience as a driver, except that separating cyclists makes me feel more confident when driving on the narrow sections of Glenmore Street. I also think it speeds up the buses when I ride them, to not get caught behind cyclists.

Predominantly driving. The changes have improved travel times and safety on Glenmore Street

The cycle lane has improved my experience on Glenmore St as when driving up it I don't get stuck behind cyclists anymore and when walking up it I don't have to share the footpath with cyclists who are too scared to be on the road.

In addition to the generally positive themed comments relating to Glenmore Street above, there were a few more neutral comments, neither negative nor positive towards changes. These comments are generally related to peoples' experience of the area in a car, bus or walking.

Not much change driving a car along Karori Road, but feel miles safer when cycling! Glenmore road is slightly inconvenient to not be able to pull over or park when going uphill, but way outweighed by how much safer it is to bike up now! Thank you!!

Regular user of Glenmore Street on foot (running and walking) and occasional bus user. It's generally been fine and little change as a pedestrian.

As a regular car user on these roads also, I have noticed no detrimental impact to my journey times or ability to find parking spots.

I commute to/from northland and the city, by walking, bus or e-bike. This includes Glenmore St from about Northland Road to Bowen St and then CBD. I have noticed no difference in pedestrian or bus experience- that seems unchanged although as a pedestrian having cars slow down at crossings does make it easier to cross as cars are having to slow anyway, so they might be more likely to stop.

There were a few negative comments relating to the Glenmore Street section specifically. These concerns were generally related to traffic flow impacts.

Travel up Glenmore St at the end of the day has become more congested, as cars can't pass buses at bus stops. I now avoid peak time travel - which makes for very long work days! I don't think the needs and views of car drivers have been taken into consideration.

Essentially you've narrowed a road on both sides. The Glenmore steep is atrocious and quite scary when sandwiched between buses

There is not enough space for buses and cars and the buses are unable to stay in their lane on Karori road and Glenmore and so this delays traffic.

The remaining comments relating to Glenmore Street generally related to suggested changes and/or improvements to the current design (while in many cases still being supportive of the changes so far). These related to certain areas that still felt unsafe for some, but there were also suggestions for more dramatic changes – in particular, a peak-time clearway approach, shared path design (either on the footpath or through the Botanic Gardens). More details and examples of these comments are outlined below.

Respondents highlighted the importance of proper maintenance and rules enforcement to keep the cycleway clear and safe for use – this included regular cleaning of debris and ensuring cars are not parking in the cycleway.

The cycle lanes top of Glenmore as well as all points on Birdwood are frequently covered in rubble that falls from above or blown. Maintain those sections properly, or remove the cycle way altogether.

The reconnection at entrance to Karori tunnel is MUCH better. - Cars still regularly park in the bus/bike lane at bottom of Glenmore (downward) - more parking enforcement would help!

the Glenmore St and Chaytor St cycle lanes are great and I use them frequently, however they are both always covered in debris. regular sweeping is required. cars parked in the Glenmore St cyclelane remain a common problem

Other improvement comments focused on a couple specific areas of Glenmore Street, most commonly the top end where the cycleway transitioned onto the footpath. There were concerns here about the transition itself as well as the width of the road from there, as well as the ability of buses to remain in the bus lane. Some comments also noted the connection with Garden Road was challenging. While from a pedestrian point of view, there were safety concerns relating to needing to cross Glenmore Street near the tunnel.

The separated lane on Glenmore is great, although I don't use the part that goes onto the pavement, I use the bus lane. It is dangerous when cars block the cycle lane as there is less room for cyclists to merge with traffic.

Glenmore St cycle lane is generally excellent. However, the 6 carparks near the viaduct that obstruct a continuous cycle lane need to be removed. These carparks were not in the original design. Asking cyclists to divert to the footpath is impractical and no one does so. Everyone goes into the bus lane instead which I'm sure is a deterrent to some cyclists

Love the changes to the bike route, but with one negative - I find the narrow lane down from the Kelburn viaduct roundabout round the hairpin bend on Glenmore tricky. At this point I've been

taking the lane for a while to get through the tunnel and tunnel bus stops and traffic is often antsy to pass in this narrow stretch.

Lanes on much of the route are too narrow. Buses, for example, cannot stay in the bus lanes in Chaytor or Glenmore.

Overall from the botanical gardens to Karori the bike route is a huge improvement, but due to the pinch points of the Karori Tunnel and Marsden Village I would conclude this route is nowhere near safe enough for children or inexperienced cyclists. I honestly don't know what could be done about this.

Glenmore St has become more challenging for drivers especially coming from Karori and the bus lane is too narrow for the buses.

Getting from the protected bike lane into Garden Road can be a challenge, a hold rail would be useful. The height difference between the channel and bike lane on Glenmore Street means people use the middle of the lane making passing harder. The advanced warning sign on Garden Road is for a give way sign but the intersection is a stop sign

One issue for pedestrians is that the changes have not yet addressed the lack of a safe pedestrian crossing where the uphill traffic direction-side footpath on Glenmore street terminates outside 183. This means pedestrians on that side of the road, going towards Karori, still have to make a dangerous, uncontrolled crossing of a complex road layout (cycle lane, bus lane, two traffic lanes) to continue their journey on the other side. The same is true for people from that side of the road wanting to use the bus stop on the side that goes toward the city.

There were several comments relating to a preference for an alternative route for the Glenmore Street section of the cycleway. These proposed alternatives were either a shared path through the garden, a shared path on the footpath up Glenmore Street, or some form of peak-time clearway system.

The minimal number of cyclists on Glenmore St in the daytime clearly shows that a clearway 4.00-6.00pm would be a good solution and restore access to the Gardens to the citizens of Wellington and the wider region. A clearway is easily policed with ticketing and towaway vehicles, as used to happen in Bowen St.

A Clearway for cyclists would have been a simple and cheap option and allowed people to enjoy a stop/visit to the gardens.

I do feel gutted that a solution couldn't be found to put the uphill Glenmore bike lane partially through the lesser used path through the botanical gardens, as this has clearly caused a lot of upset to drivers at the loss of parking by the gardens.

I agree with the reprioritisation of road space for bikes and the raised crossings for pedestrians. However, I consider the removal of carparks for the cycle lane alongside the botanic gardens as unnecessary and not best practice when a physically separated cycle lane (best practice) can be achieved by routing the cycle land through the gardens and remerging with Glenmore St further up. This would allow people to access the gardens by car safely and provide the safest and most enjoyable route for cyclists - a true win win.

Reroute the uphill cycleway on Glenmore St through the botanic garden - this would enable an extension of the city bound bus lane at peak times further up Glenmore St which could also be used by cyclists.

Bikes should use the very wide footpath, and return the parking

Botanic Gardens:

The removal of parking was the key issue noted in almost all comments relating to the Botanic Garden. The flow on impact of that for the Botanic Garden was the key concern with respondents noting the lack of parking made it more difficult to access the gardens, especially for elderly and less mobile visitors. Several respondents said they no longer visit the garden due to the parking changes. Examples of comments relating to these key themes are presented below:

I believe that ALL the changes have been a total waste of money and made it incredibly difficult for businesses and people who need to park. I'M very upset about Karori Park parking and the botanic gardens.

I'm very disappointed with all the carparks you removed down Glenmore Street close to Botanic Gardens entrance, I just don't go there any more, no point, too few parks available. You did not provide for all age groups with your changes (I'm in my 70s).

The impact of losing parking between chamberlain road and karori park, and by the botanic gardens is really frustrating. Costs have far outweighed the gains. It's really unfortunate I can't take my family to enjoy the botanic gardens as there's no parking.

I walked from Karori to meet a family from Porirua, with 3 young children, at the gardens to go to the playground on a Saturday at 10.30am, after they had driven up & down Glenmore St, and around the gardens area for 20 minutes unable to find a carpark they went elsewhere so I missed out on meeting them and they said they will never come back.

Glenmore Street now is so hard to park for the botanic gardens. I have a father with a broken hip in recovery and his friend has MS and wheelchair bound. She cannot wheel herself. Trying to take them for a trip to the gardens is very difficult now with parking unavailable. We didn't even attempt the gardens magic as knew parking would be awful. It's sad can't take older people to the gardens now when parking has been decimated. To drop them off and then leave them there and drive far to park and then walk back is not convenient and not practical.

There were also a few comments relating to concerns about safety of accessing to the Botanic Garden from the new parking locations. These were somewhat related to concerns noted earlier about crossing Glenmore Street more generally.

Complicated getting on and off buses at bottom end of botanical gardens - although v few cyclists - if it became better used im sure there would be accidents. Also at that stop cars pass which encroaches on the downhill lane which is dangerous.

The pedestrian crossing by the entrance to the Botanic Gardens needs more work. Buses, cars and bikes all converge right where pedestrians are walking

While the large majority of comments relating to the Botanic Gardens related to the difficulty of finding parking to access the Gardens, there were also comments noting that finding parking and accessing the Garden was not an issue for them:

We attended one night of Gardens Magic this year with older relatives, and were able to drop them off at the entrance as well as finding parking nearby.

No issues with loss of parking, when I've visited shops or botanical gardens in my car

I drove to the rise garden recently and found a park within five minutes walk of the gardens - more than acceptable.

Karori Park

As with the comments relating to the Botanic Garden, the concern among respondents for the changes at Karori Park centred on the loss of parking. Respondents believed these changes made it more difficult to access the park, especially for weekend sports events. The impact the reduced parking has had at school drop-off and pick-up times was of particular concern for some. There were also concerns the parking situation was going to have a negative impact on nearby businesses.

The cycle ways along Karori road are a waste of money, taken parking from residents and also reduced parking for Karori park. Can't wait for winter sports to start and watch the congestion chaos.

as much as I like the cycleway outside Karori Park, it's a shame the footpath could not have been used as a dual-use path lots of the paths up Karori road are wider than they need to be and could have been used to accommodate parking bays. These changes could have saved parking for sports games. parking for the Karori Park cafe and mud cycles is now at a premium and are being used for commuters parking their cars which has made it difficult for this business when their customers can't find a park

The loss of parking for Karori Park has been hugely inconvenient, there appears to be little need for the cycle way at that end of Karori road, there is often no where to park for school drop off/pick up and there has been an increase in the number of people stopping directly outside the school, making it very unsafe for children in the morning.

Car parking removed from Karori park area is causing issues for Karori West school drop offs, parking in Karori Park carpark is full as the park and ride for the bus is taking parks away from people using the cafe, playground and general park usage. In winter this area is very busy in the weekends and the removed parks are relied upon.

There were several mentions about parking in the Karori Park area and its use as an informal park & ride zone for people from further away areas not directly served by public transport. This was noted in two main ways: concern that the parking issues were being exasperated by the park & ride behaviour, and concern for those that rely on park & ride to get into the city (without using a private vehicle for the whole journey).

Losing car parks around the Karori Park bus stop has a big impact on commuters from Makara

From Karori Park right through Karori is an absolute mess. Vehicle parking has been removed up pretty much the whole length of the road for very few bikes using it. It has removed the ability for people to use Karori Park easily and taken away parking for those who need to drive from Makara or South Karori to catch a bus.

Parking at Karori Park is now full of commuters and not leaving parks for users of the park and its facilities.

Karori Park Carpark overflowing as no street parks for people wishing to bus making it hard for parents to park.

Several respondents also expressed their belief that the cycle lane past Karori Park was not required. Reasons expressed for this were largely related to the road being less busy down that end of Kaori, both less car and cycle traffic, and being wide enough prior to the changes. Some respondents believed a shared path should have been considered instead.

The cycle lane in front in Karori Park is crazy. There are very few cyclists that make it that far (bar the odd mountain biker and a majority of those drive to the mb park).

I am no sure I felt the need for a bike lane outside Karori park as that part of the road is much wider

There are a couple of lengths of separated cycleway that are nice but probably not essential if there's a lot of push back about parking. Generally in areas where the road is very wide (the area around Karori Park springs to mind).

As a casual cyclist, there is no need for the cycleway by Karori Park, I have cycled there both before and after the change and didn't like it. I never found it unsafe before (and I'm not a confident cyclist) and don't think traffic volumes in that area call for a hard barrier. It should be returned to car parking as cars are now taking up the park carpark instead, and start the cycle lane from Tringham St instead.

Removing the car parks at Karori Park is also not necessary. The footpath in the area is huge and can be shared

Safety for pedestrians – analysis of feedback from those who believed the changes had not made the route safer for pedestrians

Safety perceptions data in the first section noted that there was mixed feedback on the impact the Karori Connections project has had for pedestrian safety (in contrast to cycling safety perceptions, which have clearly improved). To understand this further, we have looked deeper into responses relating to pedestrian safety in the data. It is important to reiterate that responses to this engagement focused on the entire route, and when it came to pedestrian safety, very few of the concerns were related to the specific areas of interest for this report (Glenmore Street, Botanic Garden, and Karori Park).

Across the responses in the engagement, there was a mixture of both comments relating to how pedestrian safety has improved and how it has gotten worse. This is expected given the results in figure 1, which showed similar levels of agreement and disagreement that the changes had made the route safer for pedestrians.

Those who talked about improved pedestrian safety most commonly noted that the new raised pedestrian crossings have made it easier and safer for pedestrians to cross the roads, especially along Karori Road and near the Karori Mall. Respondents cited how the changes have slowed down traffic, making it more likely for drivers to stop for pedestrians.

Those who talked about concerns for pedestrian safety tended to focus on a range of factors about specific intersections and interactions with cyclists and buses along the route. These concerns included:

- Various specific pedestrian crossings that were perceived to be badly designed or dangerous for pedestrians – often relating to driver behaviour at the crossings.
- Bus stop locations or bus behaviour that obstructed views of pedestrian crossings for other road users
- Cyclists riding on the footpaths.

The only pedestrian safety concerns relating directly to the focus areas for this report related to crossing Glenmore Street. These concerns were noted above in the themes relating to Glenmore Street, but to reiterate, some of the relevant comments included:

One issue for pedestrians is that the changes have not yet addressed the lack of a safe pedestrian crossing where the uphill traffic direction-side footpath on Glenmore Street terminates outside 183. This means pedestrians on that side of the road, going towards Karori, still have to make a dangerous, uncontrolled crossing of a complex road layout (cycle lane, bus lane, two traffic lanes) to continue their journey on the other side

Horseshoe bend on Glenmore. I live at 205 Glenmore, so I need to walk across the street often. I absolutely love that enough trees have been removed I can see across from the garage. Traffic still comes around the bend too quickly. Can we please have a speed bump or two to slow them down before the bend (in both directions)? I've seen three different accidents from people coming around the bend too quickly. Also, the sidewalk around the bend to and from the Karori tunnel ends. Where are pedestrians meant to walk? We get around the corner and suddenly it's just the bike lane.

The pedestrian crossing by the entrance to the Botanic Gardens needs more work. Buses, cars and bikes all converge right where pedestrians are walking

Engagement demographics

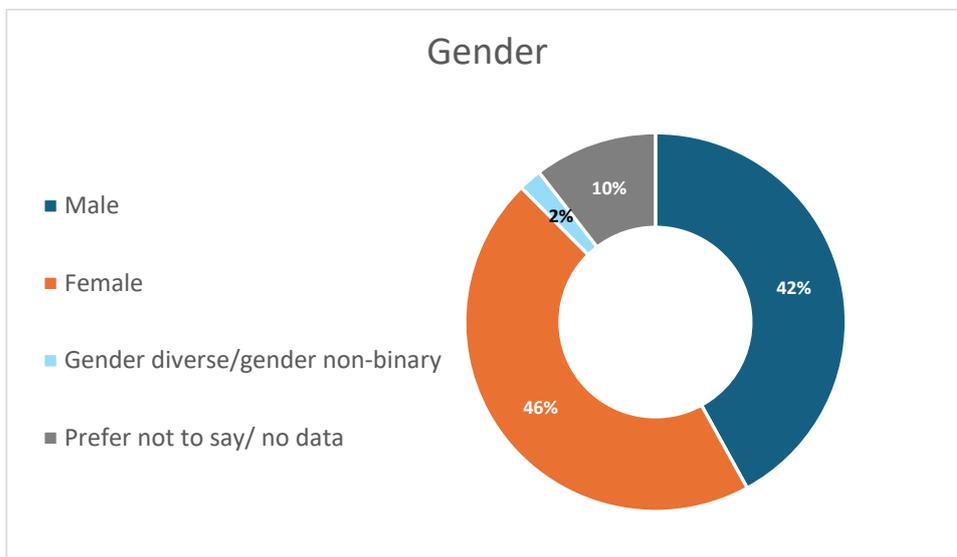


Figure 4: Please choose the gender that best identifies you: (n=507)

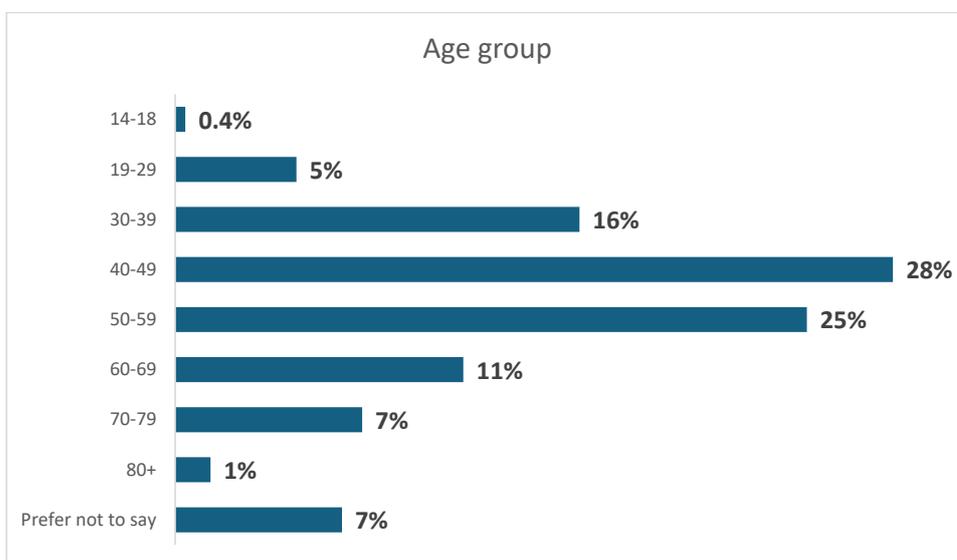


Figure 5: Please choose the age group you belong to: (n=507).

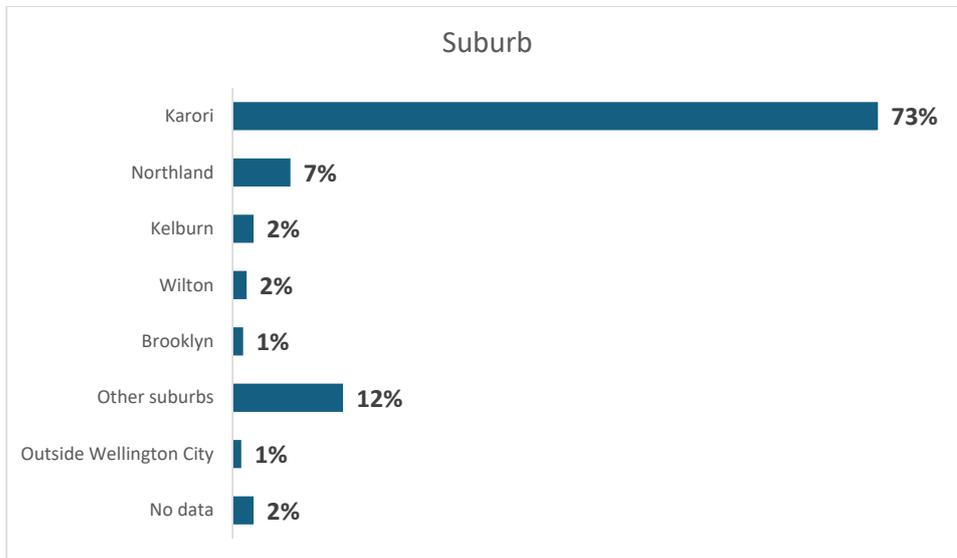


Figure 6: Which suburb do you live in? If you live outside Wellington City, please select 'other' (n=507).

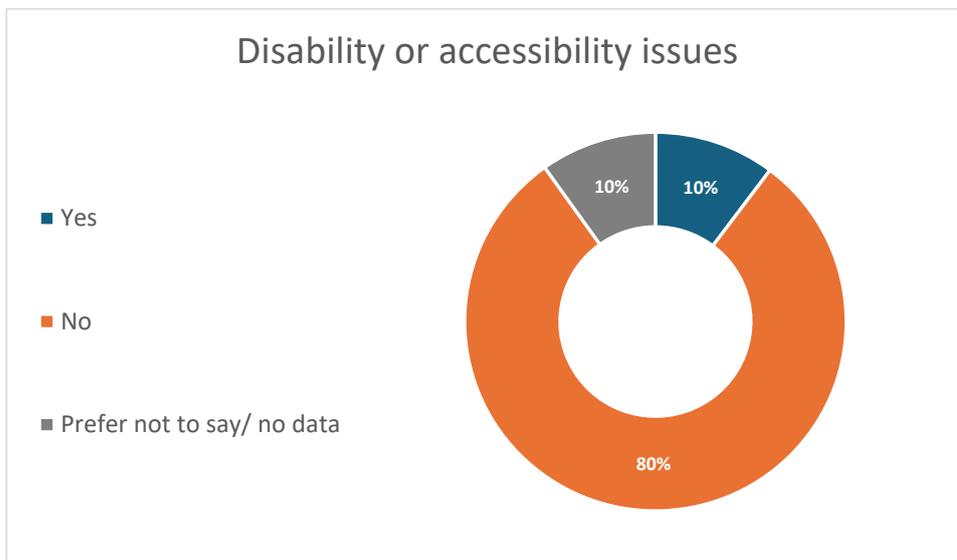


Figure 7: Do you live with a disability or accessibility issues? (n=507).

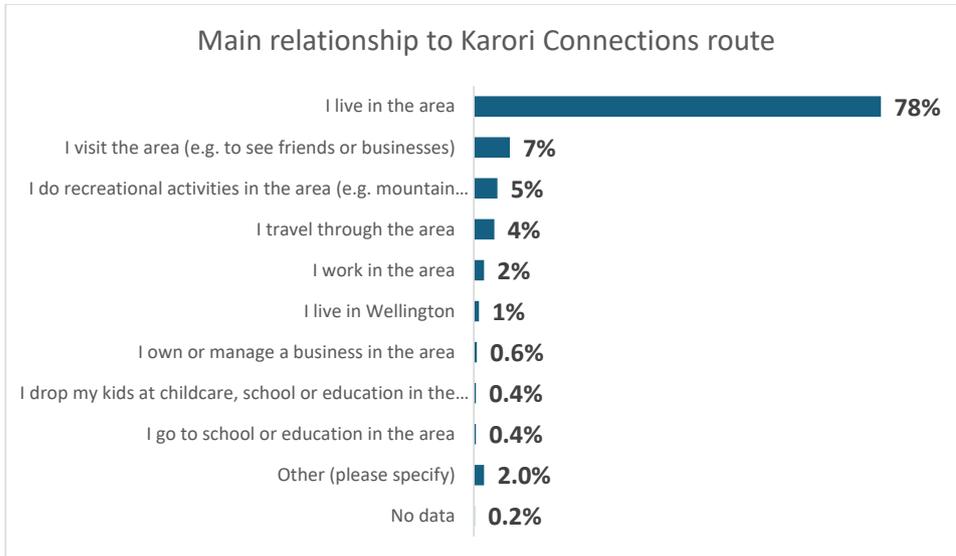
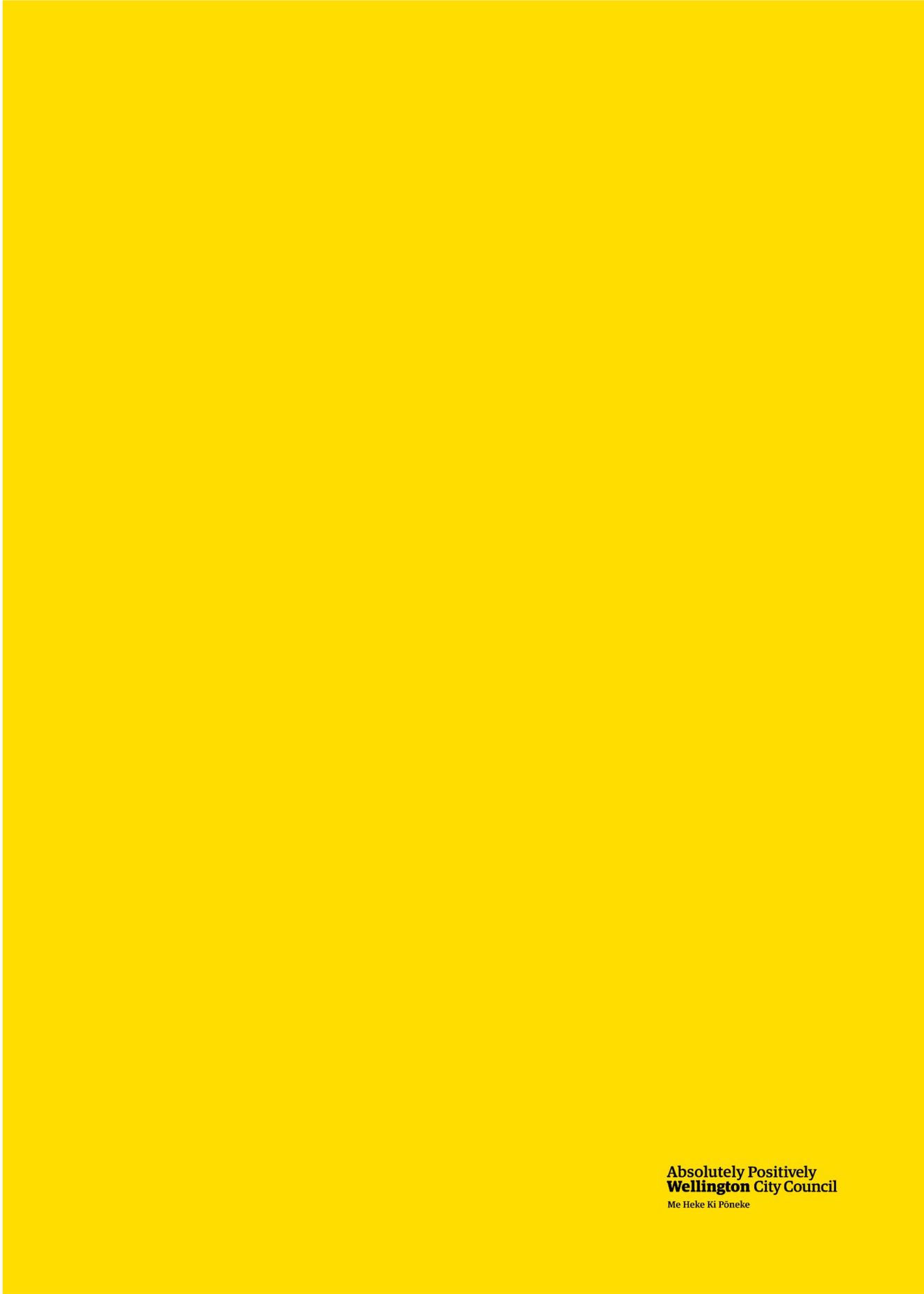


Figure 8: What is your main relationship to the Karori connection route? Please select one: (n=507).



Wellington Botanic Garden ki Paekākā Visitation

Analysis of Wellington Botanic Garden ki Paekākā intercept survey and visitor data

March 2025

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

| Version | Date | Author | Approver |
|---------|------------|--------------|---------------|
| 1 | 24/03/2025 | Marcus Downs | Claire Pascoe |

2 Wellington Botanic Garden ki Paekākā Visitation

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Introduction

Background

This report outlines findings from two data sources:

- a series of three intercept surveys conducted at the main Wellington Botanic Garden ki Paekākā gates on Glenmore Street.
- visitation data for Botanic Garden sourced via three counters installed in the garden.

The main goal of the survey was to understand why those surveyed were visiting the garden, how frequently they visited and what mode of transport they used to get there.

The visitation data has been collected at the Botanic Garden almost continuously over the past 10 years.

Intercept survey

Method

Council officers conducted intercept surveys across three different survey periods - one prior to the changes made to Glenmore Street as part of the Karori Connections project, and two after the changes:

- Survey 1: 12 March, 14 April 2024
- Survey 2: 5 & 7 December 2024
- Survey 3: 6 & 8 March 2025

For each round, surveys were conducted on one weekday and one weekend day to gather information from a range of visitors to the gardens

The weekday was determined by weather and ended up being conducted on a Tuesday in survey 1, and Thursday in surveys 2 and 3. The weekend surveys were also determined by weather and ended up being conducted on a Sunday in survey 1 and Saturday in surveys 2 and 3. The weekday surveys occurred from 7am to 5pm and the weekend surveys occurred from 10am to 12pm.

Two surveyors stood by the main Botanic Garden gates on Glenmore Street at all times. People near the gates inside the garden were approached to participate.

Across the survey period, a total of 2,195 responses were collected. Most of these responses were collected on weekdays (n=1,560), with the remaining collected on the weekend (n=635).

Reporting notes and caveats

Throughout the report, weekday and weekend day survey results are split, as the profile of weekday and weekend visitors to the garden are fundamentally different (i.e. generally different motivations and different transport modes). Results for weekday and weekend surveys are then compared pre-installation (survey 1) and post-installation (surveys 2 and 3 combined) to identify any impact of the changes to Glenmore Street.

Data from this survey aims to provide information about visitors who enter or exit the Botanic Garden from the main gates on Glenmore Street only, not all Botanic Garden visitors. People who enter or exit the gardens at other points may have materially different reasons for visiting, and modes of transport to get to the garden. For example, tourists who often enter the Botanic Gardens via the Cable Car in many cases to not pass through or near this gate so would not have had the chance to take part in the survey.

We believe that the data provides useful information about Botanic Garden visitors who enter or exit via the main gates on Glenmore Street. But it is important to note that all surveys have inherent random variation based on multiple factors, including time and day of collection and the people who choose to take part. In addition, the weekday collections were only carried out on one weekday during each collection period, and the weekend collections were only carried out on one weekend day during each collection period. Therefore, any changes observed between pre- and post-installation should be treated as indicative only. Further supporting evidence should be considered to either further enforce observations or potentially refute them.

Visitation data

Method

Three counters are used to collect visitor number information in the Botanic Garden. A counter is located at the main gates, the Lady Norwood Rose Garden area, and at the Cable Car entrance.

We currently use these counters primarily to give us an idea of trends in visitor numbers and for comparison with other visitor sites around Wellington (such as the Zoo, museums, and Te Papa). The numbers can be used with enough confidence in the data for statements of comparison (for example, the Botanic Garden has the second highest visitor numbers after Te Papa, or May/June are our quietest months). We have been using the same people counting technology and methodology for at least 10 years which provides us with a good overall picture of Botanic Garden visitor numbers.

The Gardens Magic attendance estimate is done via a separate method, it does not use the Botanic Gardens counters. Attendance figures are determined by the average of the results of seven to eight people each conducting their own separate crowd count at the event. The counts are done at 8:20pm (peak time), and do not account for people coming and going either side of that time.

Caveats

Counting visitors to parks and open spaces is notoriously difficult. There is no single point of entry and people will often come in one way and exit a different way. We also currently have no way to differentiate between counting one single person passing the beam on the counter and a group of people. Both register as a single 'count'. The counters also periodically malfunction and require replacement.

In terms of the data shown in this report, a range of factors will impact those numbers, including the weather (the longest run of cold days in a decade this summer) and border closures with Covid-19 (21/22 numbers) for example. We know that cruise ship numbers – both the number of ships and the capacity/occupancy on those ships heavily influence Botanic Garden visitor numbers. This summer there was a 20% decrease in visitor numbers anticipated by the NZ Cruise Association.

Key findings

The intercept survey results showed clear differences between the weekday and weekend visitors entering or exiting the Botanic Garden via the main gates on Glenmore Street. In summary:

- Weekday visitors tended to arrive on foot, and their visit to the garden was as part of their commute.
- Weekend visitors were visiting the garden for leisure. The most common mode of transport to the garden was car, closely followed by walking and Cable Car.

When comparing the **weekday** results pre- and post-installation of the Karori Connections project, the data shows signs that fewer people are commuting (and more people visiting for leisure) entering or exiting the Botanic Garden via the main gates on Glenmore Street. However, the evidence was fairly weak, and more data would be needed to confirm these findings and understand what's causing any changes. The relevant findings were:

- A lower proportion of daily visitors in the weekday post-installation surveys (33% compared to 42% pre-installation).
- A lower proportion of visitors who said their main reason for visiting was "commuting" in the weekday post-installation surveys (31% compared to 42%).
- It is worth noting this reduction in commuters was driven by a reduction in the proportion of commuters among those who arrived by foot. For those who arrived by car, the proportion of commuters was slightly higher post-installation.

Comparing the **weekend** results pre- and post-installation of the Karori Connections project shows broadly similar results overall. There were small variations between the surveys, including main reasons for visiting showing a larger proportion of people there for exercise or plant viewing and a little less for some of the more general reasons including "just visiting/tourism" and "multiple reasons". Additionally, the post-installation surveys showed a slightly lower proportion of people arriving by car and slightly more arriving by foot or the Cable Car.

Botanic Garden visitation data showed similar visitor numbers in 2024/25 compared to the previous two financial years except for January and February. For January, the previous two financial years recorded higher visitor numbers, while for February the visitor numbers were similar to February 2024 but lower than February 2023. The visitation figures for January 2024, January 2023 and February 2023 were the three highest attendance months in the past 10 years (since tracking began).

It is worth noting that the weather across January 2025 was particularly bad, with Wellington experiencing a historically cold and wet January. There were also significantly fewer cruise ships over the 2024/25 summer. Given the garden is a largely outdoor experience, these weather conditions are likely to have played some role in the visitation figures, while the reduced cruise tourists likely also played a role.

While there was a reduction in overall visitation in January 2025 compared to the previous two Januarys, the attendance figures for Gardens Magic were only marginally down compared to 2024 and about the same as 2023.

Intercept survey results

Frequency of visitation for the Botanic Garden (for visitors entering or exiting via the main gates on Glenmore Street)

The weekday surveying tended to get more respondents who were daily visitors (figure 1). This is consistent with the fact that one of the main reasons for weekday visits was as part of a commute (figure 3). The visitation profile of respondents pre- and post-installations appear to be slightly different, with a slightly fewer daily visitors and more weekly and monthly visitors. We also received fewer first-time visitors during the weekday post-installation surveys.

The weekend visitation profile was generally made up of less frequent visitors, with 40% being first time visitors (figure 2). The visitor profile of respondents pre- and post-installation on the weekend was almost identical.

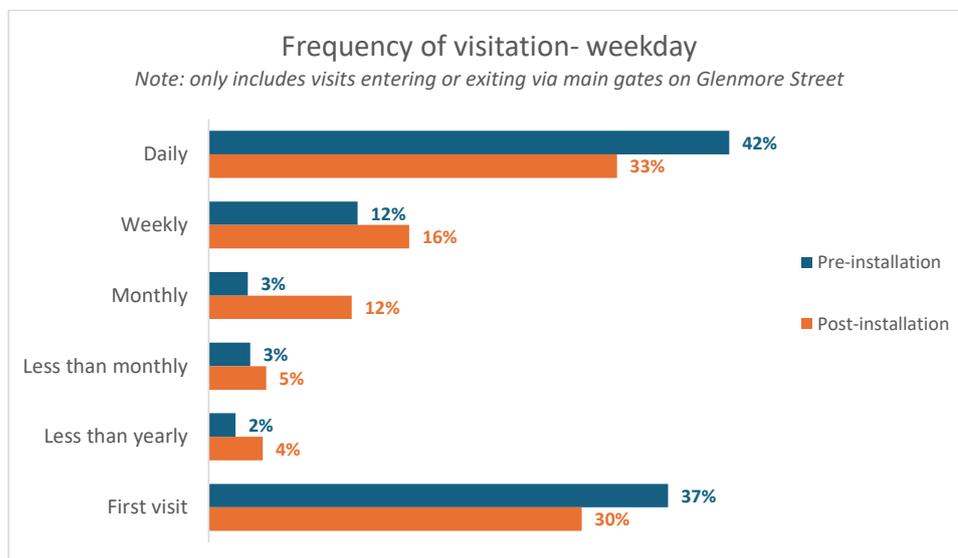


Figure 1: On average, how often do you visit the Botanic Garden? Pre-install sample n=506, post install sample n=1054.

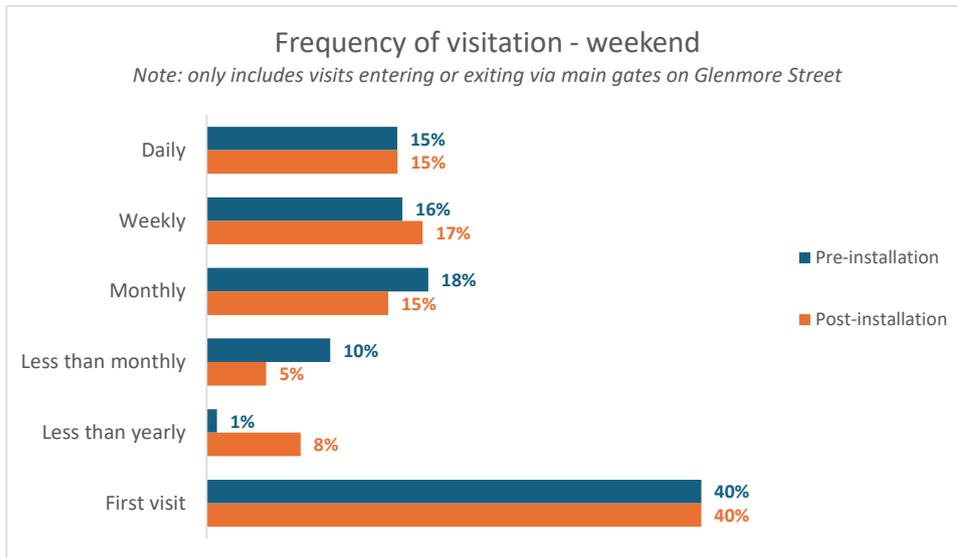


Figure 2: On average, how often do you visit the Botanic Garden? Pre-install sample n=240, post install sample n=395.

Main reason for visiting the Botanic Garden (for visitors entering or exiting via the main gates on Glenmore Street)

The main reason for visiting the Botanic Garden among weekday survey respondents was as part of their commute (figure 3). On the weekend, exercise and plant viewing were the most common reasons (figure 4).

The reasons for visiting on a weekday varied a little between the pre- and post-installation surveys. There was a lower proportion of commuters, which aligns with the frequency of visitation results in figure 1. On the other hand, the post-installation data showed a higher proportion of visits relating to exercise, plant viewing, and 'just visiting/tourism'. Taken together, these results suggest a higher proportion of visits relating to leisure as opposed to work in the post-installation survey relative to pre-installation.

It is worth noting that after changes were installed, a slightly higher proportion of people who arrived by car were commuters. In contrast, those arriving on foot or by other modes were less likely to be commuters than before (figure 4). This suggests that the overall drop in weekday commuters was mainly due to fewer walking commuters.

The playground visitation data also stands out given the change between pre- and post-installation surveys. However, this data is somewhat of an outlier. The playground at the Botanic Gardens was freshly re-opened (after redevelopment) in the week before we started the pre-installation survey. The 11% who were surveyed pre-installation were made up of 40 children and 13 adults – indicating there were some larger group visits taking place (likely school visits given it was a weekday during the school term). This anomaly also helps explain the change in 'first visit' frequency between the pre- and post-installation surveys in figure 1 as almost all the 40 children who were there to visit the playgroup were visiting the Botanic Garden for the first time.

Main reasons for visiting on the weekend also varied a little between the pre- and post-installation surveys (figure 5). Most notably there was a larger proportion of people saying they were there for exercise or plant viewing, and a slightly smaller proportion visiting for some of the more general reasons including "just visiting/tourism" and "multiple reasons".

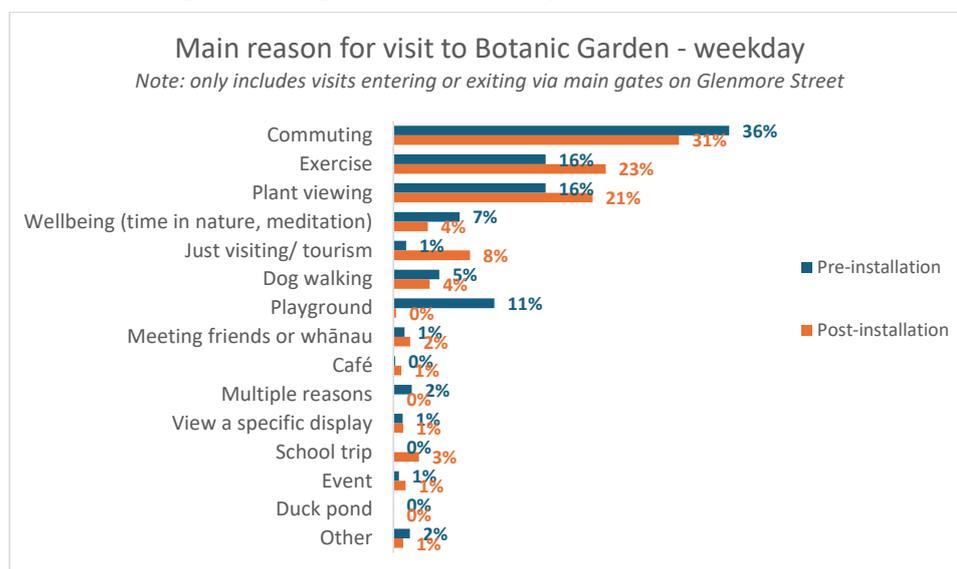


Figure 3: What is the main reason for your visit to the Botanic Garden today? Note: single response only. Pre-install sample n=506, post install sample n=1054.

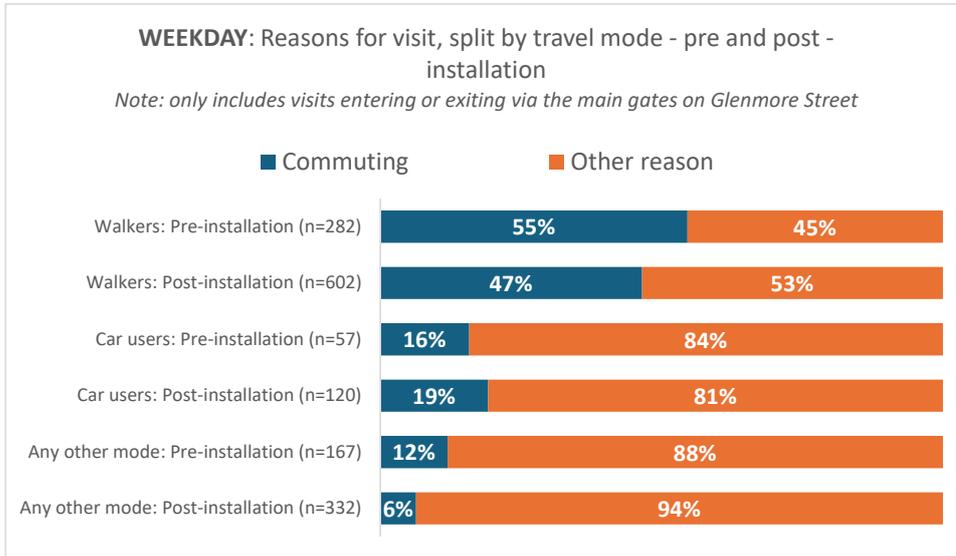


Figure 4: What is the main reason for your visit to the Botanic Garden today? and Which of the following mode of transport did you take to get here today? Sample sizes for each group noted on the graph.

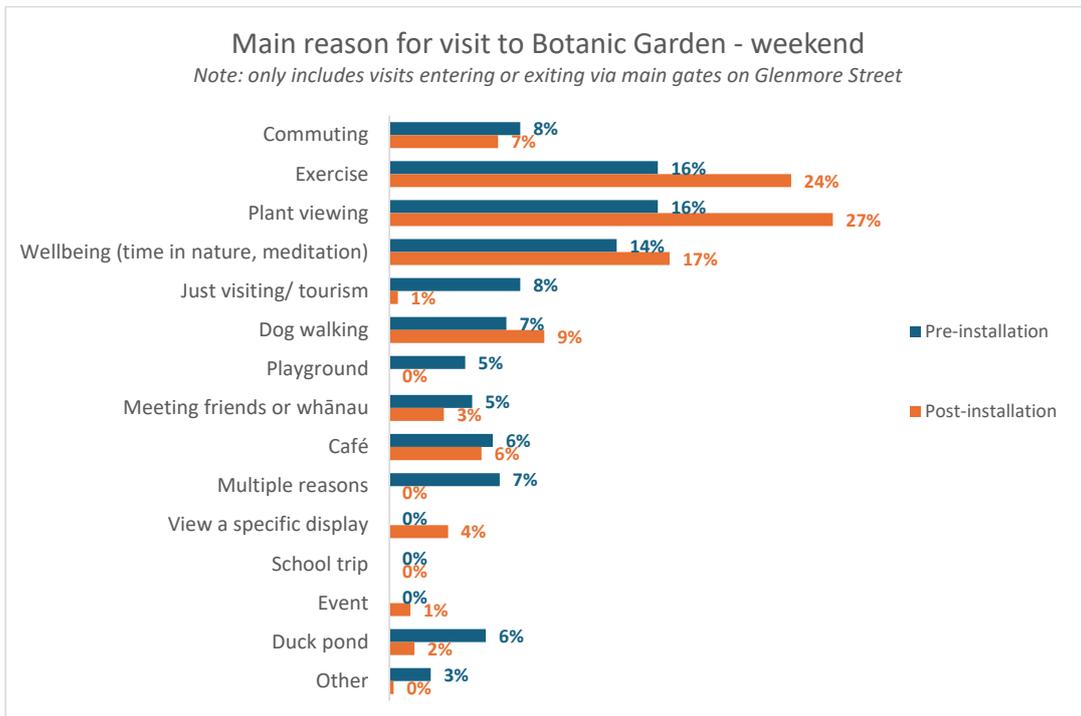


Figure 5: What is the main reason for your visit to the Botanic Garden today? Note: single response only. Pre-install sample n=240, post install sample n=395.

Transport mode for getting to Botanic Garden (for visitors entering or exiting via the main gates on Glenmore Street)

The main mode of transport on weekdays for visitors to the Botanic Garden (who entered or exited via Glenmore Street main gates) was people walking (figure 6). The proportion of walkers pre- and post-installation was mostly unchanged. The proportion who arrived by car on a weekday was low and unchanged across the pre- and post-installation surveys, while there were slightly more people whose main mode was the Cable Car in the post-installation survey.

The picture looked quite different for weekend visitors (figure 7) with car being the dominant mode (both pre-and post-installation). The proportion of respondents who had arrived by car was slightly down in the post-installation survey (38% to 33%), while visitors arriving by foot and via the Cable Car were both slightly up (by 3% and 4% respectively).

None of the variation for travel mode choice across the two survey periods is large enough to provide reliable evidence of a real change in the travel mode of choice for people accessing the Botanic Garden via the main entrance on Glenmore Street.

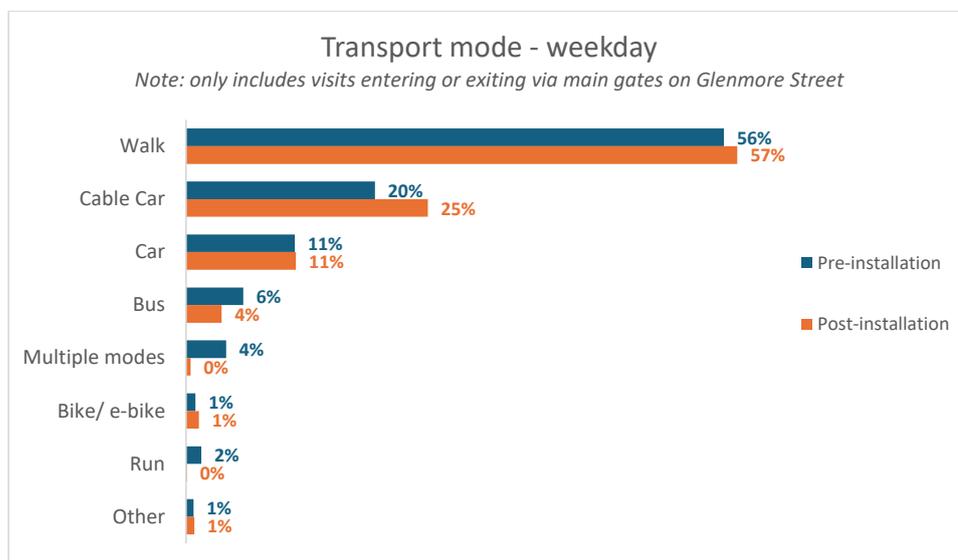


Figure 6: Which of the following modes of transport did you take to get here today? Note: single response only. Pre-install sample n=506, post install sample n=1054.

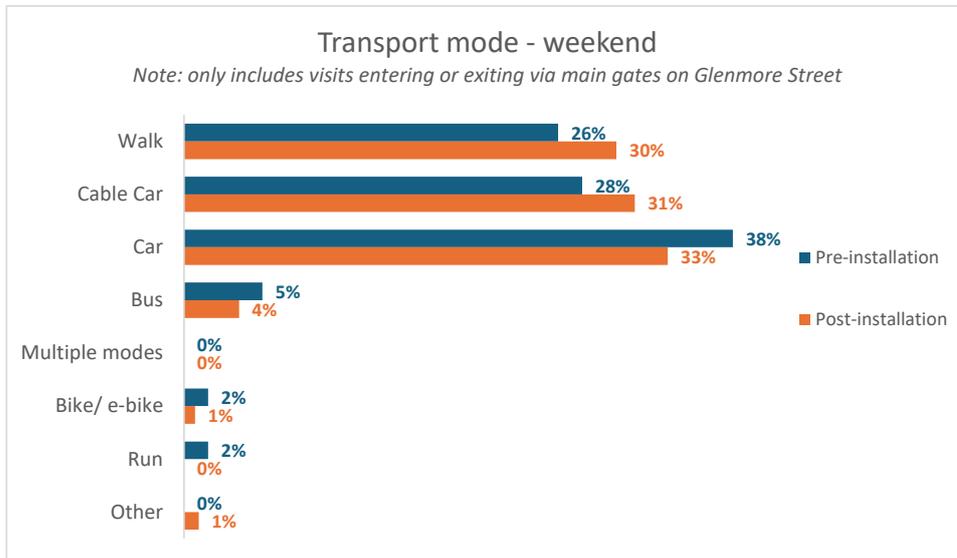


Figure 7: Which of the following modes of transport did you take to get here today? Note: single response only. Pre-install sample n=240, post install sample n=395.

Visitation data

Figure 8 shows the Botanic Garden visitation data from July through to February for the last three financial years. The data shows broadly similar counts between the 2024/25 year and the previous two financial years when comparing month by month. The only significant deviation between the 2024/25 counts and previous years was in January and February.

The count for January 2025 was lower than it was for 2024 and 2023. However, it is important to note that the count in 2024 and 2023 represented two of the three highest counts for any month across the 10 years we have been tracking this data (see figure 9 for long-term tracking). The 22/23 summer was particularly busy for the garden, with January 2023 having the second highest count across the 10-year tracking period. Additionally, January weather in 2025 was particularly poor in Wellington with more than usual cold and wet days while cruise ship numbers were anticipated to be down 20%.

The count for December 2024 and February 2025 were broadly in line with the comparable counts from the previous financial year (23/24), but both were lower than the comparable counts for the 22/23 financial year.

Figure 10 shows the Gardens Magic attendance figures back to 2020. It shows there was a slightly lower level of attendance in 2025 compared to 2024, but a similar level to 2023. So, while garden visitation was low in January 2025 compared to last year, for the event, the attendance drop off was much less significant.

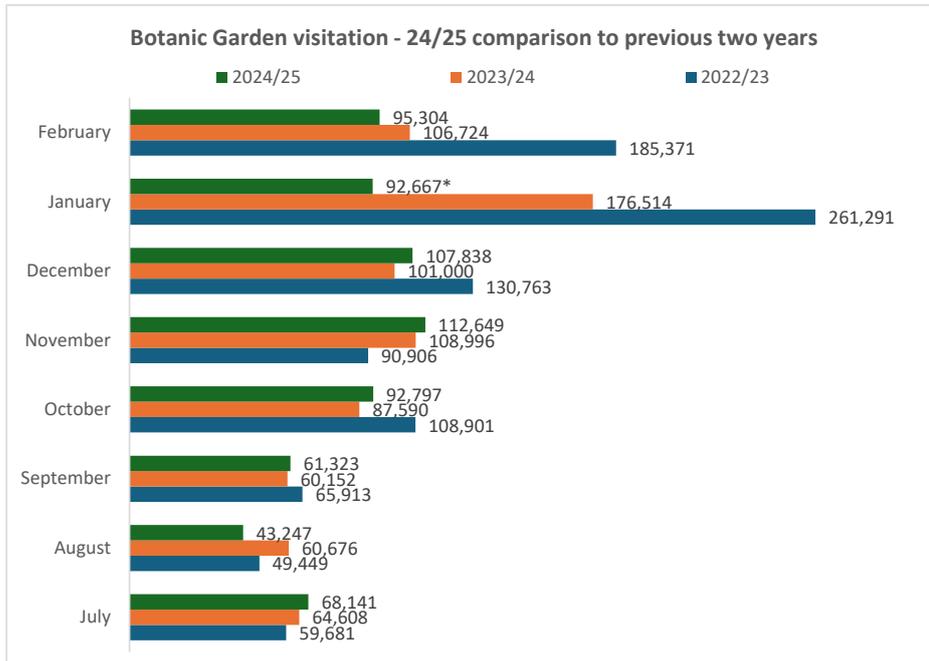


Figure 8: Botanic Garden visitation data for July-February for last three financial years. *Figure for January 2025 is an estimate as one of the three counters (in the rose garden) malfunctioned. Rose garden estimate was based on figure from January 2024

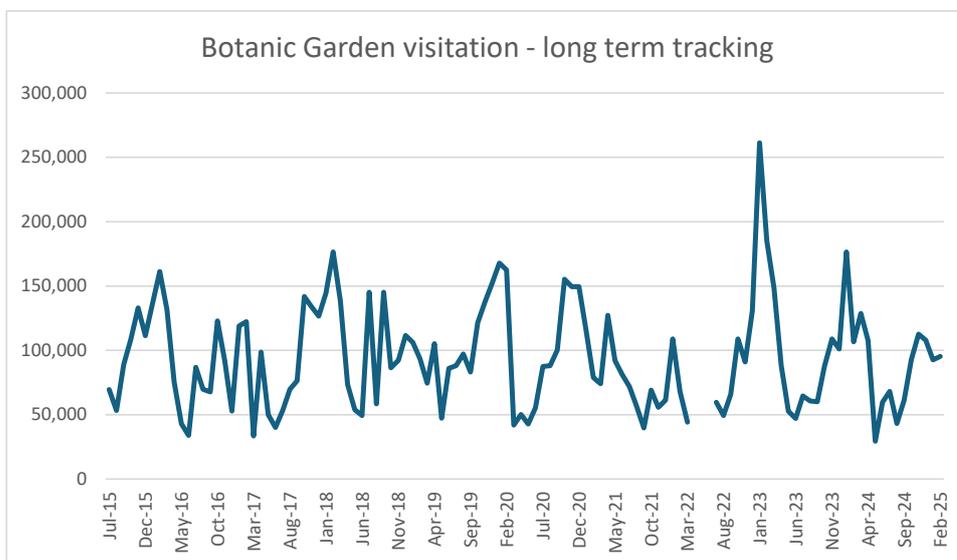


Figure 9: Long-term Botanic Garden visitation data. Note some data missing, and visitation number impact through Covid-19 years.

Gardens Magic attendance

Attendance figures for Gardens Magic are not done using the count data presented in the previous section. They are determined by the average of the results of seven to eight people each conducting their own separate crowd count at the event. The counts are done at 8:20pm (peak time), and do not account for people coming and going either side of that time.

Figure 10 shows estimated total attendance at Gardens Magic since 2020. However, due to slight changes in each year's offering of activities and an updated approach for estimating audience numbers in 2023, comparisons overtime should be treated with caution.

The 2025 event attendance was slightly lower than 2024 but similar to 2023 and years prior to that.

Audience numbers vary from year to year due to lots of factors, but weather is always a big one. Though there were no cancellations in 2025, Wellingtonians weathered several weeks of continuous southerlies, one of the longest runs of cold summer temperatures in a decade, and higher than average rainfall. It was a sharp contrast to 2024's above average temperatures, when Gardens Magic numbers were the highest in five years.

Note: Gardens Magic occurs in January each year. Botanic Garden to city route was completed in March 2023. Glenmore Street bike lane was installed by July 2024, and the complete Karori Connections project was completed in February 2025.

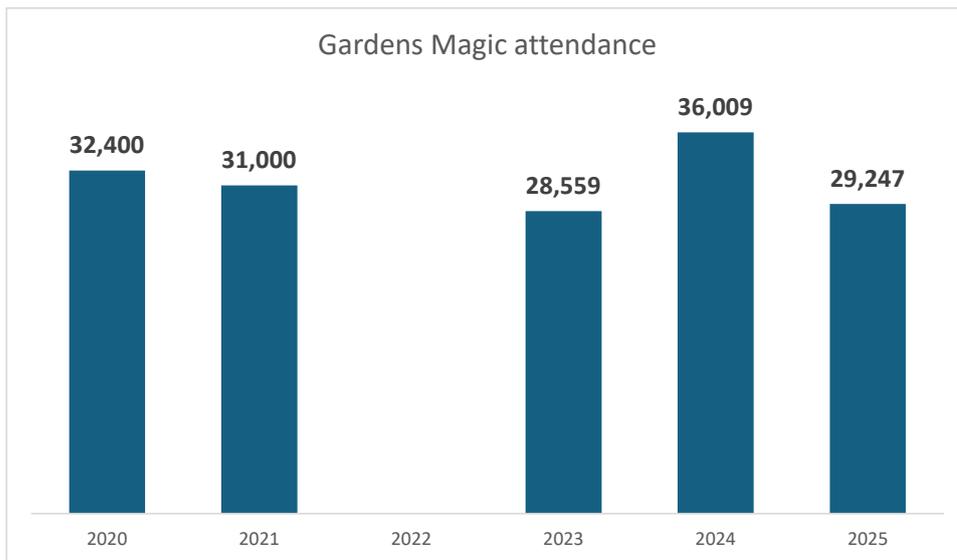
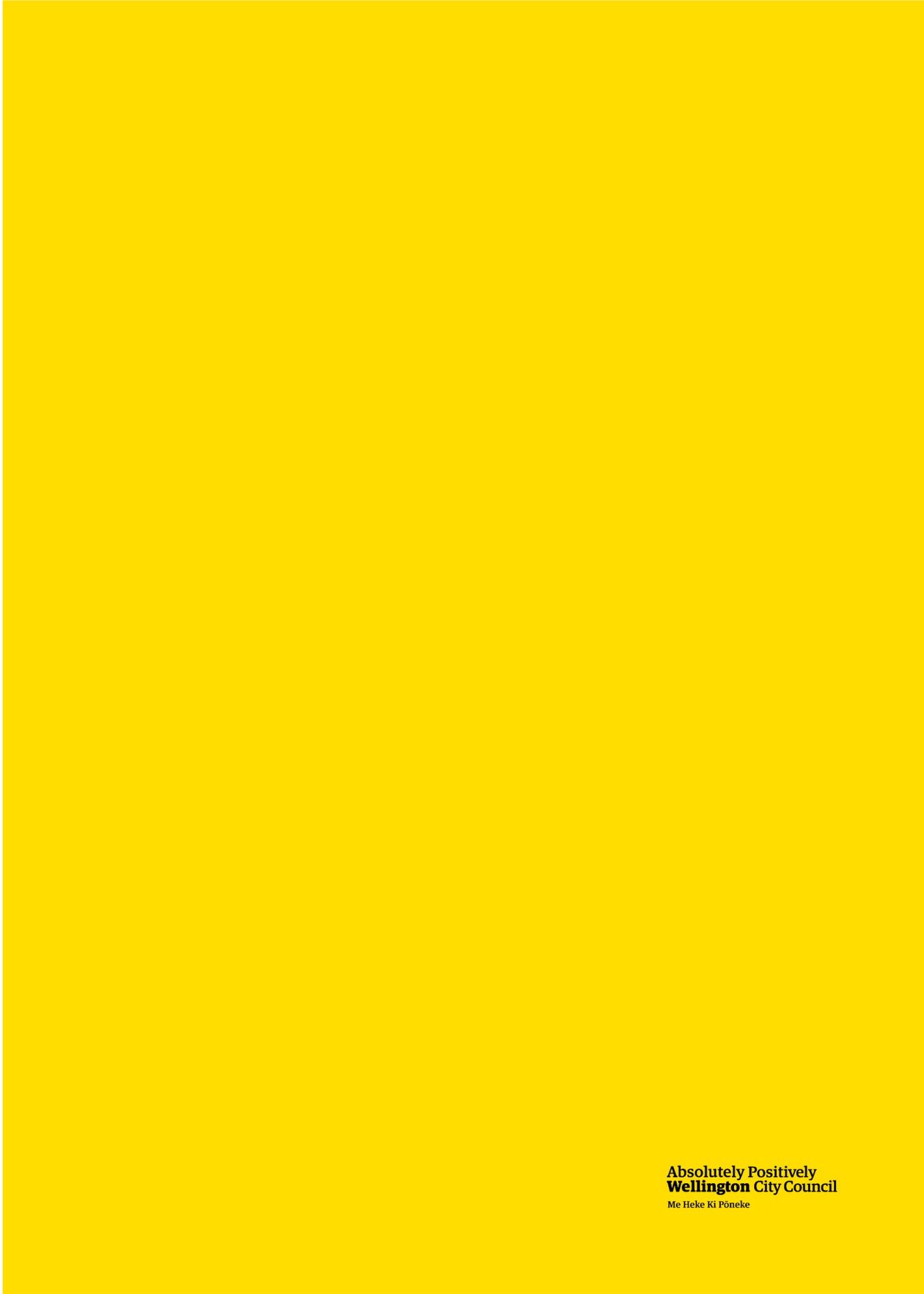


Figure 10: Visitor numbers for Gardens Magic. Note: 2022 event was cancelled due to Covid-19 restrictions



Parking survey results – Karori Connections

Contents

Glenmore Street Parking Survey Results 2025

Survey Methodology -2025

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Karori Park Parking Survey Results 2025

Methodology

Total parking spaces near Karori Park

Observations – parking occupancy

Observations – duration of stay

Available parking near Karori Park

Glenmore Street Parking Survey Results 2025

Survey Methodology -2025

Licence Plate Recognition vehicles (LPR) were used to gather occupancy data for Glenmore Street and the Rose Gardens. The vehicles have LPR cameras which read the licence plates of vehicles in relevant parking spaces as well as logging the GPS position of the vehicle. The survey took place on Wednesday the 12th of March and Saturday the 15th of March. Both days had fine weather. Survey passes were conducted every 30 mins from 9.00am until 17.00pm (final pass at 16.30pm). An additional pass was then conducted at 20.00pm to take an overnight count. This equated to a total of 17 survey passes for each day. Each survey pass took approximately 15-18 mins to drive.

Note that the 2025 parking survey included 13 car parking spaces between Bowen and the Gardens' main entrance on Glenmore Street which were not included in the 2023 survey.

[2023 Parking Management Plan, survey results and methodolgy can be seen here.](#)

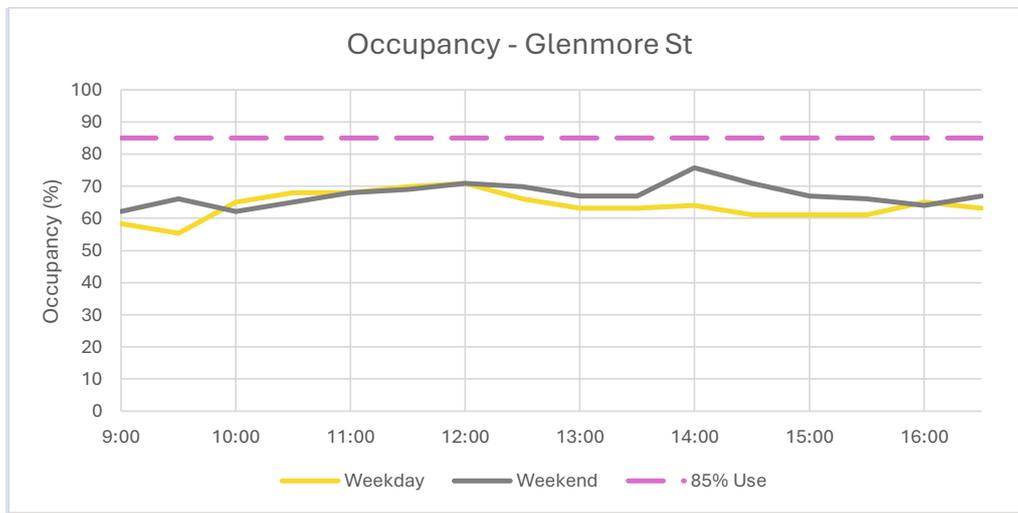
Parking spaces on Glenmore Street: Bowen to The Rigi, 2023/25

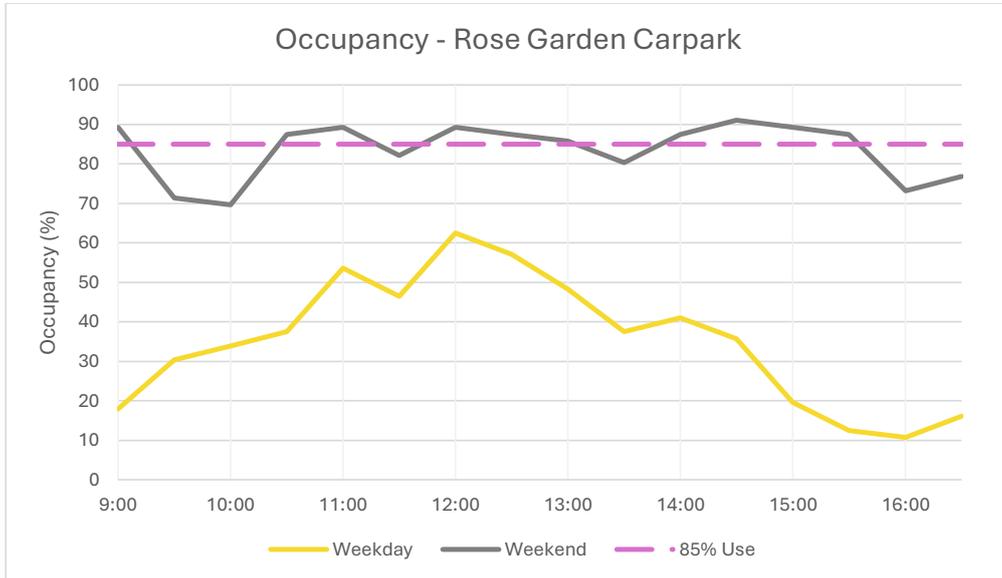
| Total parking spaces 2023 and 2025 | Bowen to Botanics Entrance | | Botanics Entrance to Orangi Kaupapa | | Orangi Kaupapa to the Rigi | | Change |
|------------------------------------|----------------------------|------|-------------------------------------|------|----------------------------|------|--------|
| | 2023 | 2025 | 2023 | 2025 | 2023 | 2025 | |
| Coach Parking | | | 1 | 1 | | | |

| | | | | | | | |
|-----------------|-----------|-----------|------------|-----------|-----------|-----------|-------------|
| Coupon Parking | 11 | 11 | 123 | 38 | 91 | 20 | -156 |
| Mobility | | | 2 | 2 | | | |
| Residents | | | 9 | 11 | 5 | 16 | +13 |
| Time Restricted | 2 | 2 | | 5 | | | +5 |
| Total | 13 | 13 | 135 | 57 | 96 | 36 | -138 |

Observations - parking occupancy

1. Parking surveys around the Botanic Gardens show an average weekday occupancy of 64% and a peak of around 70%.
2. There is an average weekend occupancy of 67% and a peak of around 76%.
3. There has been an increase in average occupancy for both weekdays and weekends of around 12 percentage points. However, average and peak occupancy still fall comfortably below the 85% mark.
4. At peak occupancy (12pm, Saturday) there were 30 parking spaces available on Glenmore Street.
5. Occupancy both before and after the changes is consistently under 85% for both weekdays and weekends.
6. Occupancy at the Rose Gardens paid car park has a different pattern from Glenmore Street. Occupancy is consistently below 60% during the week, other than the weekday peak of 62%. During the weekend, occupancy hovers around 85%, often exceeding 85%.

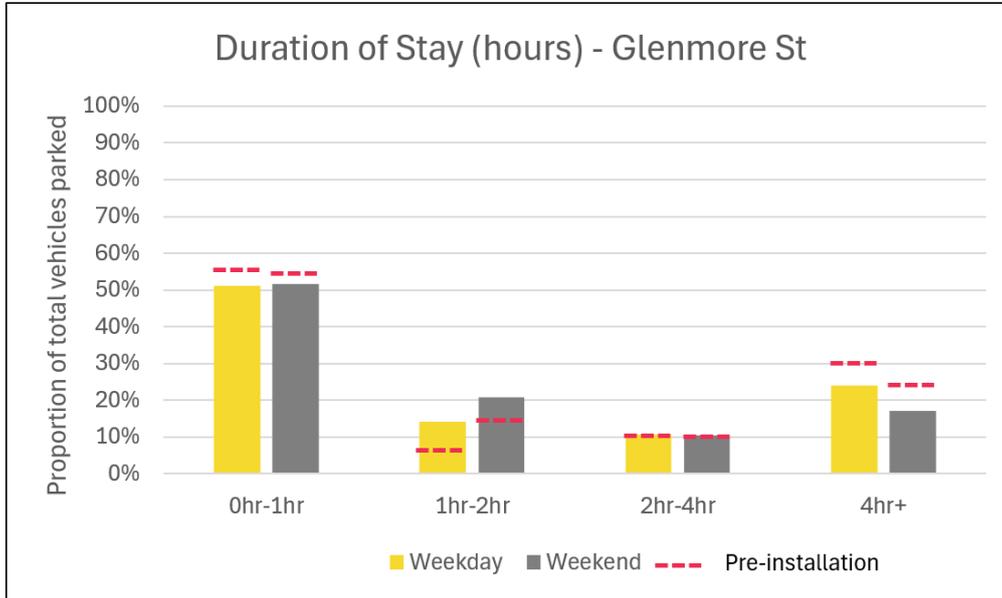




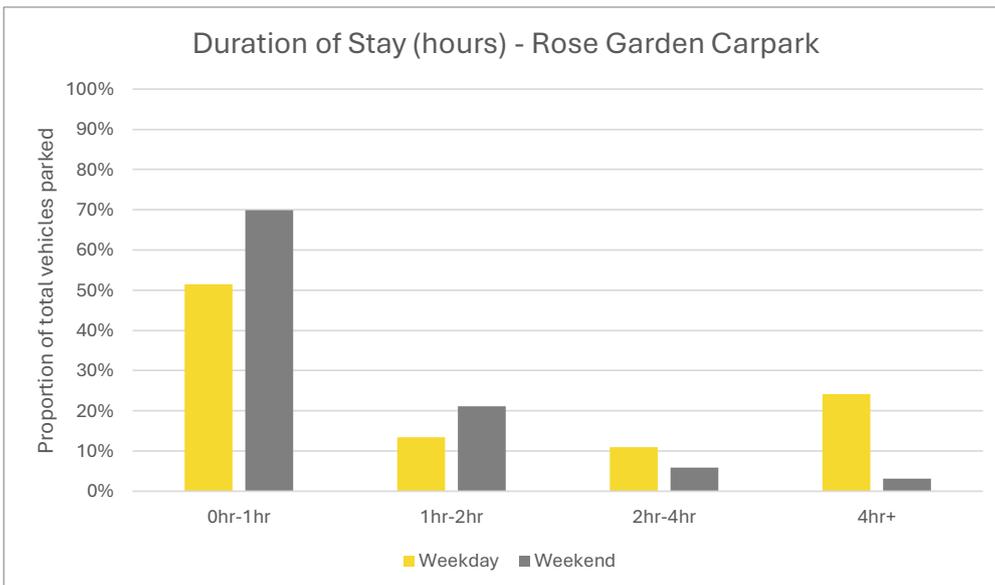
| Occupancy on Glenmore Street - 2023/25 | Weekday | | Weekend | |
|--|---------|------|---------|------|
| | 2023 | 2025 | 2023 | 2025 |
| Average occupancy | 53% | 64% | 55% | 67% |
| Peak occupancy | 69% | 70% | 72% | 76% |

Observations - duration of stay

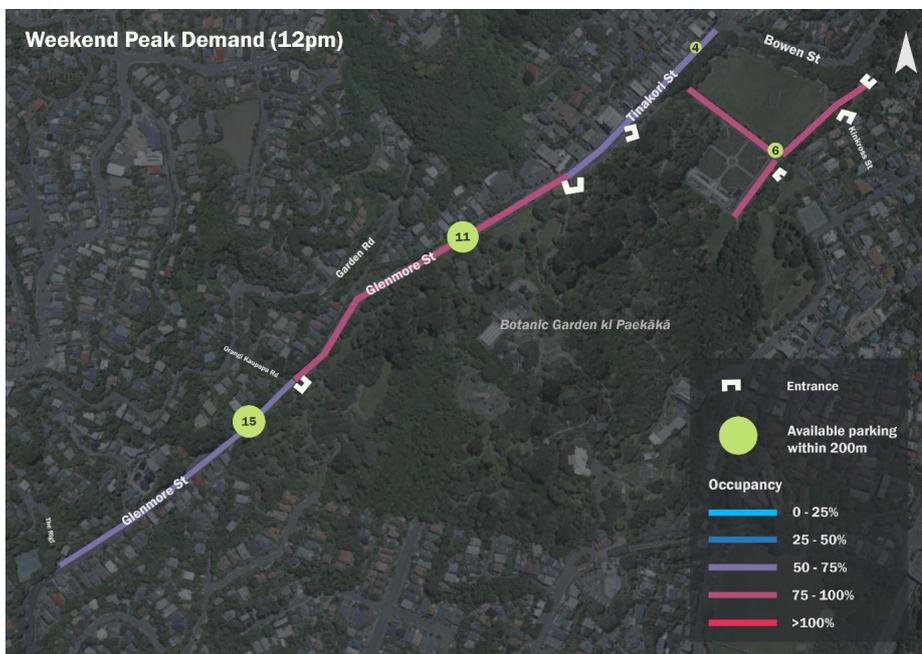
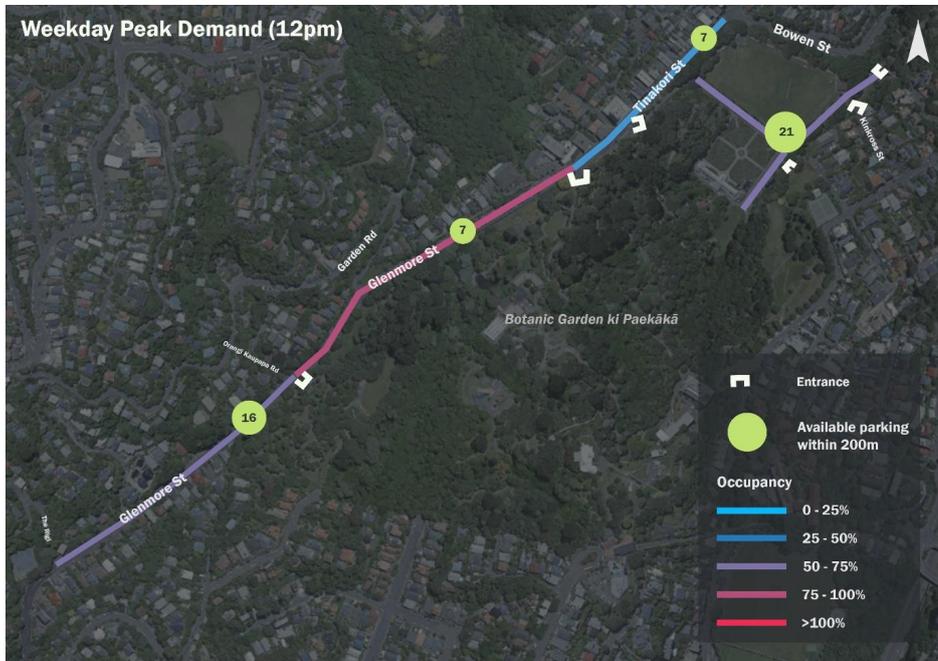
- For both weekdays and weekends, around 50% of cars are staying 1 hr or less, a slight drop compared to before the changes when around 55% of cars stayed 1 hr or less.
- About a quarter of cars are staying more than 4 hours on the weekday, and in the weekend this drops to 17%. This is a slightly lower percentage of cars staying long term than before the changes were made.
- About 50% of people are staying for less than an hour in the Rose Gardens paid car parking during the week, and 70% during the weekend.
- About 25% of people during the week stay for over four hours at the Rose Gardens carpark, while only 3% stay this long in the weekend.
- The overall pattern of duration of stay is consistent before and after the changes were made.
- There is a small shift away from both long (more than 4 hours) and short term parking (less than an hour) in the 2025 results.



Note – no comparison data is available for the Rose Gardens duration of stay.



Available parking near the Botanic Gardens



Karori Park Parking Survey Results 2025

Parking surveys undertaken in the area post installation showed high numbers of available carparking during both weekdays and in the weekend within 200m of the park. In the weekend, when parking demand is highest around the park, there is over 100% parking occupancy in the Karori Park carpark off Karori Rd but between 10-50 % occupancy in the Sunshine Ave carpark on the other side of the park and many available spaces in the side streets within 200m of the park.

Methodology

Duration of stay and occupancy survey was established through hourly manual counts and noting license plates numbers over the course of one weekday (Thursday 13th March, 10am-6pm) and one weekend (Saturday 15 March, 9am-5pm).

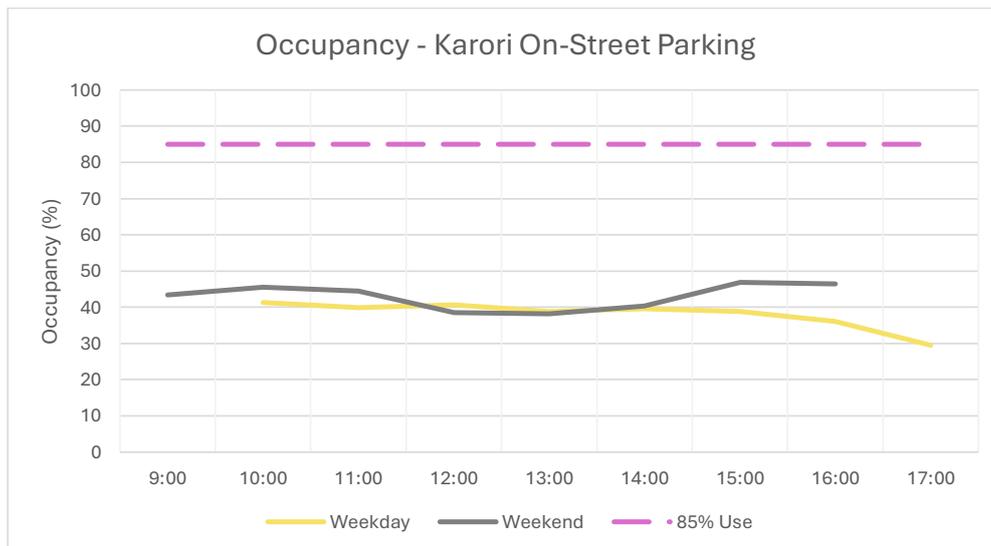
Total parking spaces near Karori Park

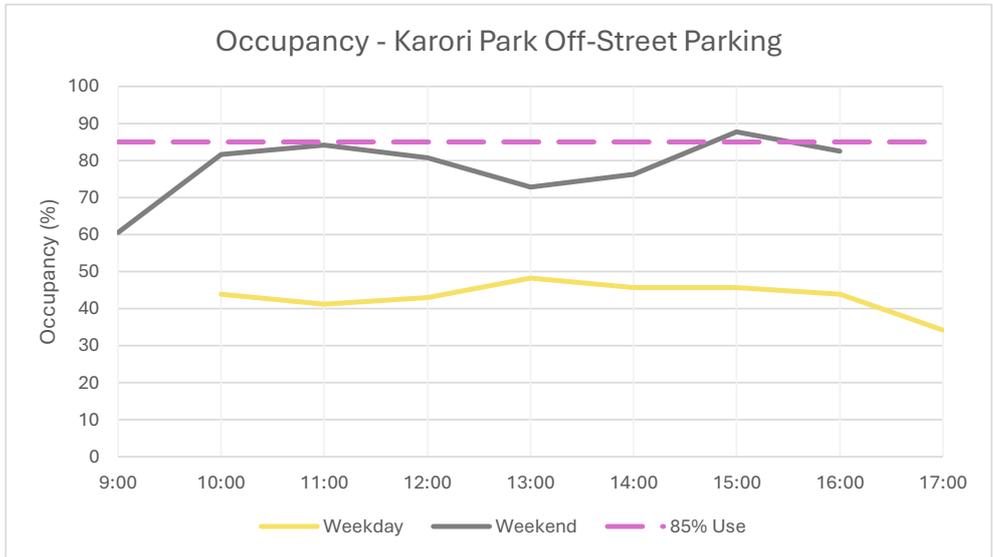
Karori Park has three dedicated car parks (off-street) adjacent to the grounds, with a total of 113 parking spaces.

There are also a number of side streets within 200m of a park entrance, which provide an additional 387 parking spaces (on-street).

Observations – parking occupancy

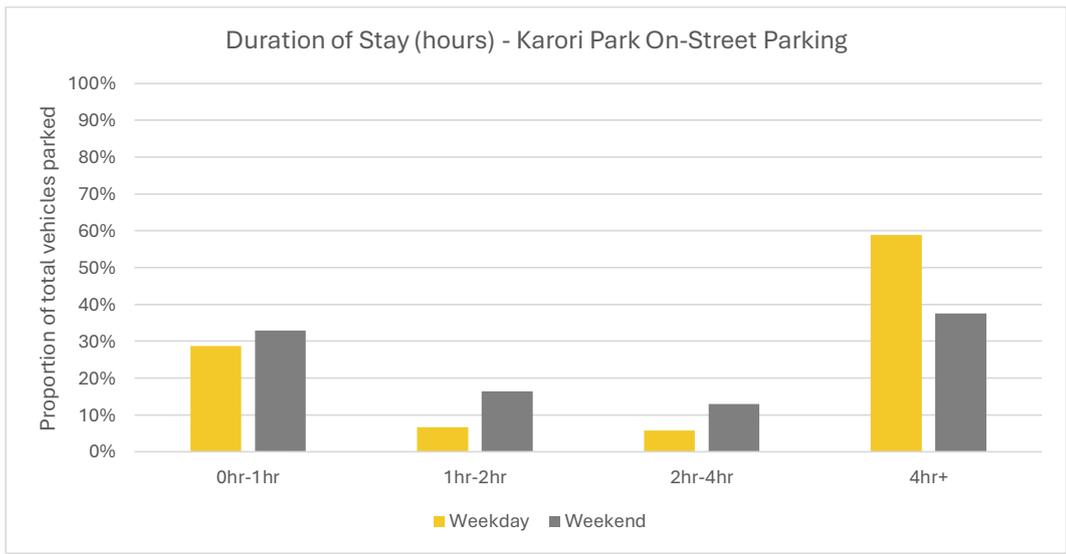
- During both the week and weekend, on-street parking is consistently below 50%.
- During the weekday, off-street parking is consistently below 50%.
- During the weekend, off-street parking occupancy hovers around 85%.

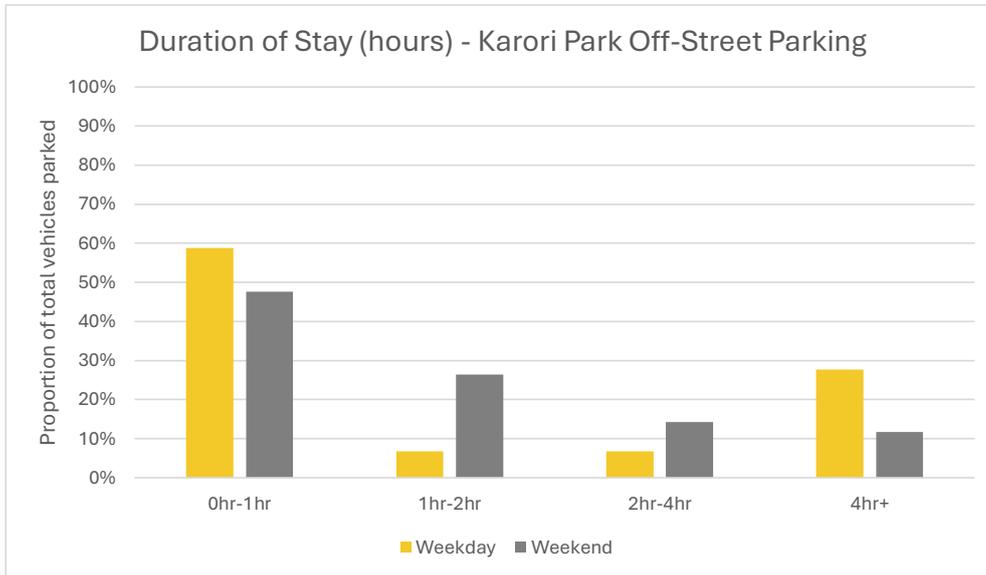




Observations – duration of stay

- During the week and weekend, in on-street parking, the largest share of people stay more than 4 hours.
- During the week and weekend, in off street parking, the largest share of people stay less than 1hr.
- During the week, about 28% of people stay in off-street parking for more than 4 hours.





Available parking near Karori Park







www.nzta.govt.nz

Address

14/03/2025

Claire Pascoe
Wellington City Council
Address
City/Postcode

Dear Claire

Re: Request for funding changes to Karori Connections

Thank you for your email of 13 March requesting funding for the re-instatement of parking on Glenmore St, Karori Rd, and on the Karori Connections route.

The Transport Choices programme was designed to deliver more transport options quickly for communities in partnership with councils around New Zealand. Wellington City Council (WCC) had a substantial programme of work and made significant inroads into completing their network through the support of this programme.

The programme is coming to its end mid-2025 and no further funding is available.

I am advised no funding was earmarked for this activity in the 2024-2027 National Land Transport Programme (NLTP) . While you are welcome to apply for funding from the National Land Transport Fund (NLTF), there are significant constraints in this NLTP period, which mean that the project can only be funded if:

- it has a sufficient BCR and GPS alignment etc to be assessed as a high priority in this NLTP; and
- cost-savings or delays across the approved programme mean surplus funds become available

Based on the preliminary description of the activity provided to NZTA, we consider the transport benefits are unlikely to be sufficient to meet the threshold for inclusion in the NLTP. Accordingly, WCC may wish to consider investigating other ways of meeting the required costs if you wish to implement these proposed changes.

Ngā mihi nui,

David Shepherd

Acting National Manager Multimodal & Integration, Te Toki – Transport Services

File Ref

1

MEMORANDUM

To: Wellington City Council
Attn: Jonathan Kennett
Date: 24 March 2025
Re: Karori Connections (Botanic Garden) – Parking Options Safety Assessment

| Quality Assurance Statement | | | | |
|---|--|---|---------------|---|
| <i>This document has been prepared for the benefit of Wellington City Council. No liability is accepted by ViaStrada Ltd, or any of its employees or sub-consultants with respect to its use by any other person.</i> | Prepared by: John Lieswyn, MET, PTP, MEngNZ, FCIHT (analysis and reporting) Megan Gregory, BE(Hons), MET, CPEng (exposure risk calculations) | | | |
| | Reviewed by: Glen Koorey, BE(Hons), ME(Civil), BSc, PhD(Trpntn), FEngNZ | | | |
| | Project Number: 1135-09-26 | | | |
| | Version: | 1 | 17 March 2025 | Draft for discussion |
| | | 2 | 18 March 2025 | Revised and simplified |
| | | 3 | 20 March 2025 | Revised -option modification; added exposure calculations |
| | | 4 | 24 March 2025 | Revised – Clearway option |



Karori Connections (Botanic Garden) – Parking Options Safety Assessment



1 Summary

ViaStrada has been requested to conduct an independent safety evaluation of options for the 400 m uphill section of the Karori Connections Route along the Botanic Garden.

The assessment has been conducted based on impacts for three categories of people outside of vehicles (including people accessing parked vehicles).

Table 1 shows each option ranked from best to worst in terms of safety for pedestrians and cyclists.

Options requiring or resulting in more riding in the general traffic lane reduces safety for all road users including motorists. This is due to an increase in crossing the centreline during overtaking of riders with potential head-on collisions or avoidance leading to a rear-end crash with a parked vehicle.

Retaining the cycleway is the safest option as it provides physical separation where the speed differential between motor vehicles and people on bikes is highest and removes pedestrian conflict.

The next best option is to narrow the cycleway to fit in more parking, but without physical separation there is increased car/bike collision risk within the cycleway and the additional parking on the downhill side increases the risk of car door opening collisions.

All other options are substantially less safe than the existing road and cycleway layout.

Table 1: Options ranked by safety (best to worst) with “mode-neutral” combined score

| Option | Safety summary | Score |
|---|--|-------|
| 1. Change parking restrictions | No substantial difference from Option 2 | 0 |
| 2. Retain the cycleway | Least risk for all users | 0 |
| 3. Reduce cycleway width for 120 m; replace physical separators with narrower buffer | Slight negative: Very unlikely (1 crash every 7+ years) with mostly minor but potentially serious outcomes | -1 |
| 7. Cycling clearway for 400 m (4-7 pm) and shared use of existing footpath at all other times | Moderate negative: Unlikely crashes (1 crash within a 7-year period) with serious outcomes. | -3 |
| 4. Uphill shared path on the footpath (180 m) then back to cycleway | Large negative: Likely (one or more crashes per year) with serious or fatal outcomes | -4 |
| 5. Uphill shared path on the footpath (400 m) | Large negative: Likely (one or more crashes per year) with serious or fatal outcomes | -5 |
| 6. Uphill shared path through the Garden | Large negative: Likely (one or more crashes per year) with serious or fatal outcomes | -6 |



2 Introduction

2.1 Scope of work

ViaStrada has been requested to conduct an independent safety evaluation of seven options for the 400 m uphill section of the Karori Connections Route along the Botanic Garden (main entrance to approximately 111 Glenmore Street, west of Orangi Kaupapa Road). These include two options that shift people on bikes to shared paths, two that require riders to occupy the general traffic lane (creating a gap in the cycleway), two that retain the cycleway but increase carparking on the Botanic Garden side of Glenmore Street, and one retaining the existing layout (no change).

2.2 Expertise

ViaStrada staff are formally trained in safe system assessments and recognised experts in accessibility audits. We deliver about 50 safe system audits and other safety reviews every year. We also undertake road, intersection, and pathway design (including traffic signals and roundabouts) for clients throughout New Zealand.

ViaStrada and the authors of this memo have not been associated with the development of the Paneke Pōneke Bike Network Plan, had any influence in any previous funding decisions, any part of project design, and do not have any staff residing in Wellington. The role of a safety auditor is not to comment upon whether a project to benefit any mode of transport is worthwhile; rather, it is to assess the risk of injury or death for each road user type.

3 Safety assessment of options

Options are compared in terms of safety for the following categories of people.



Options requiring or resulting in more riding in the general traffic lane reduces safety for all road users including motorists. This is due to an increase in crossing the centreline during overtaking of riders with potential head-on collisions or avoidance leading to a rear-end crash with a parked vehicle.

A four-point scoring system based upon the Multi-Criteria Analysis Guidance (NZTA 2023) and Safe System audit guidelines (NZTA 2022) is used – see Table 2. This hybrid approach is considered simpler and more relevant for the purposes of this assessment than a Safe System Matrix. Note that these scores are for **each** user group, and the ratings for **combined** scores will not correspond to the same scoring.

Table 2: Scoring definitions – for each user group

| Magnitude | Definition | Score |
|-------------------|--|-------|
| Neutral | No discernible or predicted positive or negative impact; counterfactual is do-nothing. | 0 |
| Slight negative | Very unlikely (1 crash every 7+ years) with mostly minor but potentially serious outcomes. | -1 |
| Moderate negative | Unlikely crashes (1 crash within a 7-year period) with serious outcomes. | -2 |
| Large negative | Likely (one or more crashes per year) with serious or fatal outcomes. | -3 |



Karori Connections (Botanic Garden) – Parking Options Safety Assessment



| 1. Change restrictions to existing parking to generate turnover for visitors | | | |
|---|---|---|--|
| User group | | | |
| General safety issues | Most Garden visitors benefiting from the additional parking must cross Glenmore Street – a zebra pedestrian crossing retains some slight risk. Increasing use of the crossing may also condition drivers to expect to have to stop, improving driver give way behaviour overall. | No change | No change |
| Dooring risk | n/a | Driver side door opening risk might increase overall due to higher turnover; visitors may also be unaccustomed to downhill cycling in the traffic lane (relative to residents). Conflict speed estimated at 30 km/h. However... | As per less confident riders, except more skilled and faster riders are more likely to “take the lane” due to less speed differential with following motorists. Conflict speed estimated at 40 km/h. |
| Exposure risk (peak hour) | Garden visitation time does not overlap with peak commuter traffic hours, so increase in pedestrian crossing exposure to motor vehicles is minor. | there may be a very slight improvement because visitors (0900-16:00) are less to be opening their car doors at peak downhill cycle commute times (0700-0900). | As per less confident riders. |
| Rating by user group | Rating: neutral (0) | Rating: neutral (0) | Rating: neutral (0) |
| Total score: 0 | Mode neutral score¹: 0 | | |

¹ For mode neutrality, the overall score is based on the average of scores for the two categories of people on bikes plus the pedestrian score



| 2. Retain the cycleway as it is – no change | | | |
|---|---------------------|---------------------|---------------------|
| User group | | | |
| General safety issues | No change | No change | No change |
| Dooring risk | n/a | No change | No change |
| Exposure risk (peak hour) | No change | No change | No change |
| Rating by user group | Rating: neutral (0) | Rating: neutral (0) | Rating: neutral (0) |
| Total score: 0 | | | |

| 3. Reduce cycleway width for 120 m; replace physical separators with narrower painted buffer | | | |
|--|---|---|-------------------------------------|
| User group | | | |
| General safety issues | Additional mobility park reduces the need to cross Glenmore Street by most vulnerable pedestrians, offset by... Most Garden visitors benefiting from the additional parking must cross Glenmore Street – a zebra pedestrian crossing retains some slight risk. | Increased risk of collision with car doors opened into downhill path of riders. No physical separation results in lower level of perceived and actual safety. For downhill riders, reduced traffic lane widths (3.2 m) reduces motorist speeds and differential with people on bikes. | Risks as per less confident riders. |
| Dooring risk | n/a | +19 veh (downhill) 30 km/h | +19 veh (downhill) 40 km/h |
| Exposure risk (peak hour) | No significant change vs. existing | No change vs. existing | No change vs. existing |
| Rating by user group | Rating: Neutral (0) | Rating: Slight negative (-1) | Rating: Slight negative (-1) |
| Total score: -2 | Mode-neutral score: -1 | | |



Karori Connections (Botanic Garden) – Parking Options Safety Assessment



| 4. Uphill shared path on the footpath for 190 metres | | | |
|--|---|--|---|
| User group | | | |
| General safety issues | Adverse perceived safety (fright from overtaking) and risk of collisions with riders but most people riding on the footpath will be travelling slowly (9-14 km/h) and faster riders will likely stay on the road. | Risk of collision with power poles or peds. Passenger side door opening risk – visitors are more likely to be unfamiliar with cycleway operation and fail to check for people on bikes; insufficient room for door opening within buffer. Some downhill cycling on path may occur, although this is expected to be very infrequent, it will mean a high-speed differential with pedestrians. | Risks as per less confident riders, plus... Heightened risk of collision with pedestrians (less time for avoidance, higher kinetic energy). Many faster riders will remain on the road, increasing: <ul style="list-style-type: none"> • rear-end or sideswipe collisions • punishment passes² overtaking duration and risk of head-on crashes (vs downhill traffic) or sideswipe (vs riders being passed), esp. w/ planned articulated buses. |
| Dooring risk | n/a | Up to +25 veh (passenger side), 9-14 km/h | Up to +25 veh (driver side), 20 km/h |
| Exposure risk (peak hour) | 40 ped/cycle interactions | 40 ped/cycle interactions | 200 motorist overtakings |
| Rating by user group | Rating: moderate negative (-2) | Rating: moderate negative (-2) | Rating: moderate negative (-2) |
| Total score: -6 | Mode-neutral score: -4 | | |
| 5. Uphill shared path on the footpath for 400 metres (general safety issues as per Option 4) | | | |
| Dooring risk | n/a | Up to +66 veh (passenger side), 9-14 km/h | Up to +66 veh (driver side), 20 km/h (for those who prefer the road) |
| Exposure risk (peak hour) | 122 ped/cycle interactions | 122 ped/cycle interactions | 532 motorist overtakings (for those who prefer the road) |
| Rating by user group | Rating: moderate negative (-2) | Rating: large negative (-3) | Rating: large negative (-3) |
| Total score: -8 | Mode-neutral score: -5 | | |

² Unsafe overtaking gap caused by a driver who is incensed by a person on a bike is not using the designated cycling facility, with the intention of “teaching a lesson”



| 6. Uphill shared path through the Botanic Garden | | | |
|--|--|---|---|
| User group | | | |
| General safety issues | As per options 4 & 5, plus... Risk of collisions with riders on other paths not designated for shared use due to relaxation of general prohibition on cycling. Although infrequent, possible downhill cycling on path has high speed differential with pedestrians. | Risk of collisions with pedestrians, particularly at the junction of pathways where there is limited intervisibility. Risks are higher at night and in inclement weather when traction is reduced; pedestrians are less likely to be observant of people on bikes compared to a road environment. | Risks as per less confident riders, plus... More riders will remain on the road, increasing rear-end and sideswipe collision risk as per option 1 and 4. |
| Dooring risk | n/a | Up to +66 veh (driver side), 9-14 km/h (when riders use the road for personal security reasons). | Up to +66 veh (driver side), 20 km/h (many riders will avoid the Garden due to delays). |
| Exposure risk (peak hour) | 122 ped/cycle interactions (higher during weekends and events) | 122 ped/cycle interactions (higher during weekends and events) | 532 motorist overtakings (for those who prefer the road) |
| Rating by user group | Rating: large negative (-3) | Rating: large negative (-3) | Rating: large negative (-3) |
| Total score: -9 | Mode-neutral score: -6 | | |



Karori Connections (Botanic Garden) – Parking Options Safety Assessment



| 7. Cycling clearway for 400 m beside the Botanic Garden (4-7 pm) and shared use of footpath alongside road at all other times | | | |
|---|---|--|--|
| User group | | | |
| General safety issues | Outside clearway hours: adverse perceived safety (fright from overtaking) and risk of collisions with riders but most people riding on the footpath will be travelling slowly (9-14 km/h) and faster riders will likely stay on the road. | Cannot legally mark a cycle symbol During clearway hours, no separation results in lower level of perceived and actual safety. Outside clearway hours (or when people park illegally), weaving between parked cars and the traffic lane increases the likelihood of not being seen by following motorists. | Risks as per less confident riders, plus... Outside clearway hours (or when people park illegally), confident riders likely to “take the lane” increasing rear-end and sideswipe collision risk. |
| Dooring risk | n/a | Driver side – illegal parking Up to +66 veh outside clearway times (9-14 km/h) | Driver side – illegal parking Up to +66 veh outside clearway times (20 km/h) |
| Exposure risk (peak hours) | n/a except if illegal parking becomes common | n/a except if illegal parking becomes common | n/a except if illegal parking becomes common |
| Average off-peak hour exposure risk | 3 ped/cycle interactions per off-peak hour. | 3 ped/cycle interactions per off-peak hour. | 11 motorist overtakings of a cyclist (those who choose to travel in mixed traffic) per off-peak hour. |
| Rating by user group | Rating: slight negative (-1) | Rating: moderate negative (-2) | Rating: moderate negative (-2) |
| Total score: -5 | Mode-neutral score: -3 | | |

The exposure risk has been calculated with the following user volume assumptions:

Eco-Counter data of current cycleway users shows an average of 94 cyclists per day excluding those during the 4-7pm peak. This has been increased by one-third to include scooters. CNRPG factors suggest approximately 66% of daily cyclists travel outside the 4-7pm peak, and approximately 5% of daily cyclists travel during a “typical” off-peak hour – i.e. 9.5 cyclists (= 94*1.333*5%/66%).

Pedestrian counts show approximately 60 pedestrians per hour during the peak. Pedestrians in a typical off-peak hour have been assumed to be 25% of the peak hour, i.e. 15 pedestrians per off-peak hour (=60*25%).



Appendix A Background information and further assessment details

To inform the safety assessment of Options 1 and 2, the authors refer to research conducted by ViaStrada on bicycle type and speed conducted on Glenmore Street in 2022 when a partial cycleway was in place. Data was obtained using a LiDAR speed measurement device with an accuracy of +/- 1.4 km/h and included 29 e-bikes and 35 unpowered bikes.

The key point is that most “slower” riders on unpowered bikes (not e-bikes) are travelling between 9 and roughly 13 km/h. The upper end of the unpowered range were sporting cyclists.

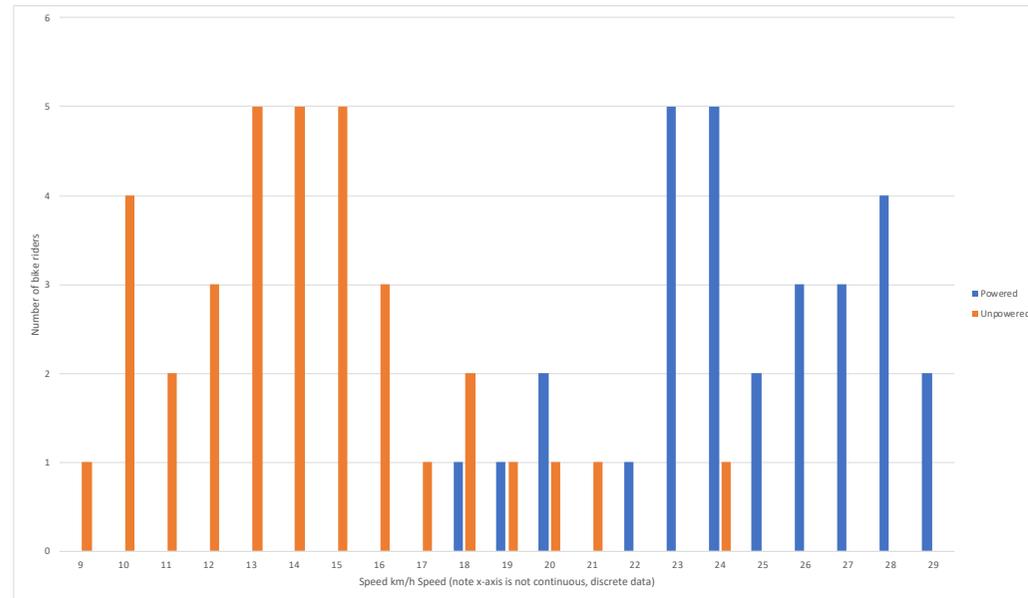


Figure 1: Distribution of cyclist speed on Glenmore Street uphill (orange: unpowered, blue: e-bike)



Karori Connections (Botanic Garden) – Parking Options Safety Assessment



Exposure risk has been estimated using peak hour traffic volumes from WCC counters, 112 cyclists on the uphill cycleway (about half of whom are expected to remain on road in preference to a shared path), 52 pedestrians on the Glenmore Street footpath, and 60 pedestrians on the Botanic Garden pathway under consideration for shared use. As a simplification, it is further assumed that the cycling demand is inelastic with respect to level of service (i.e., all existing riders continue riding). The formula used is as follows:

$$N_{\text{pass}} = Q \frac{(V_m - V_c) L}{V_m V_c}$$

- L = Length of the road (miles or km)
- V_m = Average speed of motorists (mph or km/h)
- V_c = Speed of the cyclist (mph or km/h)
- Q = Traffic flow rate (vehicles per hour)

For pedestrian vs. cyclist interactions, the following formula is used. As pedestrians may not walk the full segment length (to access vehicles, Option 1 or to use another path/stop to admire fauna, Option 2) a simplification is used – the pedestrian volume is halved.

Variables

- L = Length of the path (miles or km)
- V_c = Speed of the cyclists (mph or km/h)
- V_p^+ = Speed of pedestrians moving in the **same direction** as cyclists (mph or km/h)
- V_p^- = Speed of pedestrians moving in the **opposite direction** (mph or km/h)
- Q_p^+ = Pedestrian flow rate in the **same direction** as cyclists (pedestrians per hour)
- Q_p^- = Pedestrian flow rate in the **opposite direction** (pedestrians per hour)

$$N_{\text{pass}} = \frac{2LQ_p}{V_c}$$

Options 4 and 5 are compromised by the presence of power poles that both reduce the effective width and are a collision risk, especially at night or when trying to squeeze past another path user.



Figure 2: Options 4 and 5 are compromised by power poles



For Option 6, the width of parts of the existing footpath do not meet the NZTA best practice minimums for shared use and should be widened, given the likelihood that pedestrians are distracted by their environs (more so that for pedestrians in a road environment).



Figure 3: Option 6 would route people on bikes along narrow existing paths

The existing footpath junction near the maintenance sheds will present a risk of collisions between cyclists and pedestrians. Currently staff use a barrier fence to temporarily stop pedestrian traffic when maintenance vehicles are accessing the sheds. The barrier system would have to be made full-width and cyclists may still try to get through given the alternative is to go back down the hill and use the road.



Figure 4: View down the hill at a path junction with poor intervisibility; maintenance sheds at right

Existing pavement markings at the main entrance and secondary entrance along Glenmore Street would need to be removed. These reinforce the general cycling prohibition on Botanic Garden pathways, and new means of communicating which paths are shared (and which are not) devised.



Figure 5: Existing WALK YOUR WHEELS pavement markings

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In comparing Options 2 and 3 in terms of faster riders overtaking slower riders, the effective width of the cycleway is relevant. On the uphill side, the stormwater channel (gutter) has a steep invert (is deep) meaning that riders cannot use this space safely. Accordingly, the effective cycling space is about 0.3 m less than any width measurement typically taken to the kerb face.



Figure 6: When measuring effective width of the cycleway, the deep stormwater channel (red arrow) is not rideable space

Removing the physical separators (Figure 7) to enable Option 3 reduces perceived and actual safety.



Figure 7: Existing physical separators prevent vehicles from casual encroachment

Overtaking slower riders within the current cycleway width (approx. 1.7 m effective width) is difficult and may be easier with only a painted buffer (effective width 1.6 m). At present, faster riders tend to weave around the separators and merge with general traffic to pass slower riders. There is some risk to this, balancing the risk reduction of the physical separators.

Another consideration is that existing physical separators prevent motorists from overtaking right turning traffic at Orangi Kaupapa Road on the left, a behaviour that may result in a sideswipe collision with an uphill rider. Should Option 3 be implemented, flexiposts within the narrowed buffer can mitigate this risk. Therefore, this risk has not been scored for Option 3.



DECISION REGISTER UPDATES AND UPCOMING REPORTS

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides an update on which previous decisions have been implemented and which are still outstanding. It also provides a list of items scheduled to be considered during upcoming hui (meetings).

Why this report is being considered

2. This report is considered at every ordinary meeting and assists in monitoring progress on previous decisions and planning for future hui.

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.

| | |
|------------|---|
| Authors | Alisi Folaumoetu'i, Senior Democracy Advisor Sophie Dobbs, 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:
<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>
4. If members have questions about specific resolutions, the best place to ask is through the written Q&A process.
5. This body passed 37 resolutions at the last meeting:
 - 13 are complete and 24 are still in progress.
6. 173 in progress resolutions were carried forward from previous reports:
 - 100 are now complete and 73 are still in progress.

Upcoming reports

7. The following items are scheduled to go to upcoming hui:

Rāpare, 1 Haratua 2025 (Thursday, 1 May 2025)

- Objection to a Classification Under the Dog Control Act 1996 (Chief Planning Officer)

Rāpare, 15 Haratua 2025 (Thursday, 15 May 2025)

- Proposed Road Closures (Chief Infrastructure Officer)
- Traffic Resolutions (Chief Infrastructure Officer)
- Decision on Objections to Proposed Road Stopping - 7 Lemnos Avenue, Karori (Chief Infrastructure Officer)
- Development Contribution Remission Request for 65 Spenmoor Street (Chief Planning Officer)

Takenga mai | Background

8. The purpose of the decisions register is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. A resolution could be made to receive a full update report on an item, if desired.
9. Resolutions from relevant decision-making bodies in previous trienniums are also included.
10. Elected members are able to view public excluded clauses on the Council website: <https://meetings.wellington.govt.nz/your-council/decision-register?CalendarYear=last12Months>
11. The upcoming reports list is subject to change on a regular basis.

Attachments

Nil