
ORDINARY MEETING

OF

TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

AGENDA

Time:
Date: Thursday, 25 June 2015
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Wade-Brown

Councillor Coughlan
Councillor Foster (Chair)
Councillor Lee
Councillor Lester
Councillor Pannett
Councillor Woolf
Councillor Young

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing public.participation@wcc.govt.nz or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.

AREA OF FOCUS

The focus of the Committee is to direct growth to where the benefits are greatest and where adverse effects are minimised, and to deliver a quality compact urban environment.

The Committee will also lead and monitor a safe, efficient and sustainable transport system that supports Wellington's economy and adds to residents' quality of life with a strong focus on improving cycling and public transport and enhancing Wellington's walkability.

Quorum: 4 members

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1 Meeting Conduct

1.1 Apologies

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

1.2 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.

1.3 Confirmation of Minutes

The minutes of the meeting held on 21 May 2015 will be put to the Transport and Urban Development Committee for confirmation.

1.4 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

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 Transport and Urban Development Committee.

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 meeting.

Minor Matters relating to the General Business of the Transport and Urban Development Committee.

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Transport and Urban Development Committee for further discussion.

2. Petitions

A BYLAW; TO ENFORCE CYCLIST'S USE CYCLE LANES WHERE PROVIDED AT ALL TIMES

Primary Petitioner: Maria van der Meel
Total Signatures: 15 as at 15 June 2015

Presented by: Maria van der Meel
Contact Officer: Paul Barker
Director Responsible: Anthony Wilson

Recommendation

That the Transport and Urban Development Committee:

1. Receive the information.

Background

1. The ePetition "A bylaw; to enforce cyclist's use cycle lanes where provided at all times" was initiated by Maria van der Meel on 21 May 2015 and closed on 21 June 2015.
2. The purpose of the ePetition is to request Council create a bylaw to ensure cyclists use cycle lanes, where provided, at all times. The ePetitioner notes that a bylaw will ensure compliance as the need to share the road as per the Land Transport Act no longer applies. She also mentions that the overseas experience shows cyclist are required to use cycle lanes where provided and is embedded in their Road Code.
3. The ePetition was open to all members of the public with internet access to the Council's website. It received 18 signatures as at 15 June.

Officers' response

1. Wellington currently has a relative weak cycling network, where facilities do exist for cyclists they are of mixed quality but generally considered poor. It is accepted that there is an intention on part of the Council to increase both quality and quantity of network provision.
2. As new provisions are made, education, marketing and encouragement campaigns will be factored into scheme roll out to encourage uptake and the correct use of new lanes.
3. Cycleway provision will not always be appropriate for all riders and some may choose not to use facilities provided. For example, bunch rides of sports cyclists would choose not to use a shared path and probably wouldn't use a narrow protected cycle lane.
4. No legal advice has been sought if it is possible to create a bylaw requiring cyclists to use cycle lanes however officers believe that this may be ultra vires.

5. While this is open to review in the future, it is not appropriate that Council gives further consideration to this proposal at this time.

Attachments

Nil

3. General Business

STRUCTURES IN PUBLIC PLACES - VERANDAHS BYLAW

Purpose

1. To provide a list of submitters making oral submissions in support of their written submissions on the review of the Structures in Public Places - Verandahs Bylaw.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the oral submissions.

Background

2. The Council has identified an issue with the state of maintenance and repair of verandahs across Wellington. We propose introducing a bylaw Part 10: Structures in Public Places – Verandahs, of the Consolidated Bylaw (the bylaw) to manage the maintenance and repair of verandahs over a public space.
3. On 16 April 2015 the Transport and Urban Development Committee agreed to release a consultation document seeking feedback on the review of Structures in Public Places – Verandahs Bylaw. Consultation ran from 8 May to 10 June 2015.
4. In total 26 submissions were received with a number of submitters indicating they wished to be heard. A schedule of submitters to be heard is attached (Attachment 1) and copies of submissions received from those wishing to be heard are attached (attachment 2).
- 1.

Attachments

- | | | |
|---------------|------------------------------------|---------|
| Attachment 1. | Schedule of Submitters to be Heard | Page 10 |
| Attachment 2. | Submitters to be Heard Submissions | Page 11 |

Author	Leila Martley, Senior Policy Analyst
Authoriser	John McGrath, Acting Director Strategy and External Relations

Schedule of Submitters to be Heard

Please note that this schedule is subject to change.

Time	Duration	Name	Organisation	Submission Number	Page
9.20am	5	Brent Slater		13	11
9.25am	10	Geradline Murphy	Inner City Association	14	13
9.35am	10	Mike Mellor	Living Street Aotearoa	22	17

Have your say on our proposed bylaw Structures in Public Places - Verandahs submission form

We are keen to get your views on a proposed bylaw that will require building owners to repair and maintain their verandahs to a reasonable standard.

You can complete this form at wellington.govt.nz/verandahs, email your thoughts to policy.submission@wcc.govt.nz (no form needed) or post or drop this form to Wellington City Council, Policy Team, 101 Wakefield Street, Wellington.

Submissions close at 5pm, Wednesday 10 June 2015

Section one - your details	
Enter your name and contact details	
First name* BRENT	Last name* SLATER
Street address* 1 PARLIAMENT STREET, THORNDON.	
Phone/mobile 027 2792-777	Email brentslater@xtra.co.nz
* Mandatory fields	
I am making a submission	<input checked="" type="checkbox"/> as an individual <input type="checkbox"/> on behalf of an organisation
Name of organisation	Wellington Branch of the Property Council of NZ. <i>but the ideas contained herein were previously supported by the</i>
Number of people whose views are represented by this submission	1
Privacy statement	<i>I wish to speak orally to the Committee in support of this submission</i> All submissions (including name and contact details) are published and made available to elected members of the Council and the public. Personal information supplied will be used for the administration and reporting back to elected members of the Council and the public as part of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.
Section two - your views	
Question 1: Please advise if there's anything in the draft bylaw you think is unworkable.	
<p>No, I consider the draft bylaw to be a sensible solution to the current situation but it could be construed as being negative to building owners and this Council is meant to be "Absolutely Positive".</p>	

Question 2: Please advise if there's anything we can add to improve the way the draft bylaw works.

Add a second consideration to the new bylaw:

Add to Planning Policy -

The Wellington City Council positively encourages the construction of purpose built, load bearing verandahs throughout the CBD without requiring encroachment licences. It is considered that such balconies will be beneficial to the occupiers providing ^{an} indoor outdoor environment and also beneficial to the city providing natural surveillance of the street below.

Question 3: Give us any other comments you have about the draft bylaw.

NOTES:- Encroachment licences are administratively time consuming and cumbersome but collect little extra revenue. There is actually no need for an encroachment licence as if the verandah is building then it will add significant value to the apartments or offices and thereby automatically increase the quantum of rates collected from the property by the Council.

They would also provide the Wellington CBD with a desirable point of difference from other cities. Great for Peter Jackson / America Cup parades etc.

2nd fold here

Free Post Authority Number 2199

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Freepost Wellington City Council
Verandahs Bylaw (COP01)
Wellington City Council
PO Box 2199
Wellington 6140

<p>Ms Geraldine Murphy Apt 2B, 126 Wakefield St, Te Aro, Wellington 0274 507804 innercityassociation@gmail.com</p> <p>Yes, I want to speak at a submission hearing.</p> <p>I am making this submission as an organisation – Inner City Association</p>	 <p>INNER CITY ASSOCIATION Representing Wellington Inner City Residents and Businesses</p>
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This submission represents the views of 20 members in response to ICA's survey. This is 6% of all members: 11 (58%) residential property owners in buildings with verandahs (ie, over a public space); 5 (26%) residential property owners in buildings without verandahs; 5 (26%) run businesses in the inner city and 1 (5%) respondent owned commercial premises with a verandah.¹

Support for a verandah bylaw

Respondents generally support the proposed bylaw.

Fifteen respondents (79%) agree with the objectives of the bylaw, with 1 respondent stating No, and 3 (16%) neutral. Public safety was the common reason stated for support. One respondent felt that the bylaw was driven by WCC making it easier for itself without consideration for building owners.

Fourteen respondents (74%) considered that a bylaw should override the existing mechanisms, with 3 respondents (16%) stating no, and 2 respondents were neutral. Two respondents commented that it would make it more enforceable and that there 'are very obvious unsafe/nuisance verandahs that have not been dealt with'. The inclusion of 'uncluttered ...eg, free from old or redundant signage, rusting signage brackets, redundant electrical cabling, rusting and redundant security systems, redundant display or security lighting fittings²' should be managed through the resource consent to erect new signs on a verandah. For example, the resource consent is not issued until the owner of the veranda removes the redundant clutter.

WCC has not provided any data to the public or councillors on its' efforts to use existing mechanisms to ensure public safety from poorly maintained verandahs (eg, how many under each mechanism, how successful/unsuccessful in addressing public safety, how big an issue is it really?). One respondent noted that it 'provides WCC with more powers without removing existing mechanisms, causing more confusion ... it also risks WCC setting different thresholds to the Building Act for determining a verandah is dangerous'. It also pre-empts the provisions in the Building (Earthquake-prone buildings) Amendment Bill allowing councils to determine that parts of a building (eg, verandah) as being earthquake-prone.

¹ Respondents could select more than one option.

² Comment from George Skimming on post on verandah bylaw on ICA's website.
ICA Verandah Bylaw Submission

Thirteen respondents (68%) supported the scope of the bylaw (verandahs maintained in clean and weatherproof condition and in a state of good repair – as defined in the bylaw), with 5 respondents (26%) supporting parts of it, and 1 respondent not supporting the scope. Fourteen respondents (78%) considered the definition to provide sufficient guidance for building owners or WCC to assess whether the bylaw should be applied, with 4 respondents (22%) disagreeing. Comments on the scope included:

- supported in relation to public safety particularly
- 2 respondents commented on ‘clean’ – too open; as irrelevant as weatherproof as public safety should be WCC’s only concern. The description of ‘clean’ overlaps and expands the definition of ‘good repair’ and was not included in the draft bylaw but only provided in a comment on a post to ICA’s website.
- 1 respondent stated that damage was ‘nearly always from 3rd parties who are not held accountable or can’t be identified’
- 1 respondent stated that definition of good repair should include leaks from verandahs caused by holes, poor joins, badly maintained spouting.

Inclusion of pigeon droppings in ‘clean’

The scope of ‘clean’ was only provided through a comment on ICA’s website; the consultation document did not provide adequate description on what clean means (or weatherproof). The inclusion of the removal of pigeon droppings is a concern to ICA given that owners have no ability to manage the pigeon population.

Seventeen respondents (94%) agreed that WCC should take steps to reduce the pigeon population to minimise the issue of pigeon droppings. In 2011, ICA engaged with the business community and the growing pigeon numbers and the associated problems was one of the most frequently raised issues, which ICA raised with WCC in early 2012. There is no bylaw against people feeding pigeons (or other birds) in the CBD which, along with outdoor seating at cafes and food being left on the tables, increases the food supply for pigeons. Food availability is a factor in increased breeding rates. The ‘please don’t feed the pigeon’ signs around the city are ineffectual as they cannot be enforced, or leads to confrontation if business owners try to stop members of the public feeding the pigeons.

The focus on verandahs targets only one group of ratepayers as other buildings also have pigeon droppings, eg on the columns along the eastern wall of the Town Hall. WCC has to take steps to humanely reduce the pigeon population (eg, by using contraception). This is not the responsibility of building owners. Building owners are already facing costs of managing the pigeon problem (beyond the verandahs) by putting spikes up and installing netting to reduce netting and removing rubbish bag loads of hardened droppings and in some instances, dead pigeons.



Outcomes of the bylaw

There are diverse outcomes of the proposed bylaw: public safety, city resilience, protecting people from the weather, making the city an attractive place to visit.

Public safety and city resilience are the most important outcomes with all respondents to the question rating it as moderately, quite or most important. The majority (12) respondents (63%) rated public safety most important, and the majority (10) respondents (53%) rated city resilience as moderately important.

Responses to the importance of protecting people from the weather and making the city an attractive place to visit were spread across all five options (not important to most important). The majority of responses (7) rated protecting people from the weather as most important, and majority (6) respondents rated making the city an attractive place to visit as most important.

Positive aspects of the proposed bylaw

Public safety and resilience were the most common responses. One respondent noted that if WCC is 'draconian' in applying the bylaw (and other bylaws), then people will move away from the city. Another respondent noted that verandahs had higher importance in terms of public safety than buildings based on the experience in Christchurch.

What is unworkable in the bylaw?

- Enforcement: ability to enforce it; giving WCC more power than with existing mechanisms; WCC does not have a good track record in working with the average building owner; divergent views on whether structures are in good repair.
- Clean: too open for 'over zealous' Council officers
- Pigeons: controlling pigeons desirable but difficult
- Financial impacts: costs to owners on top of insurance and earthquake strengthening; inability of owners to afford substantial repairs

Suggestions to improve the bylaw

There are diverging views as shown by the following comments, each from separate respondents:

- Make it clear to avoid no misinterpretations; reflect issues of public safety only; don't make it too detailed on safety; remove 'clean' from the scope as it is subjective
- WCC should help with maintenance if owners do not or cannot as verandahs enhance the city; make penalties for non-compliance heavier so owners are impacted if they do not comply
- Extend the good design requirements of the District Plan to cover exhaust vents and heat pumps on verandahs.

A focus on assisting owners to progress initiatives to maintain and improve verandahs is essential. Feedback from one member who had endeavoured to voluntarily strengthen the verandah of their building, which did not have a s124 notice, highlights that WCC is not making it easy for owners to take steps to improve public safety or city resilience. After spending several thousand dollars the owner opted not to do anything due to the further hurdles put in place by WCC officers rather than

being upfront with all requirements at the outset. The risk is that this bylaw will be used to place unreasonable demands on owners to force compliance.

Concluding comments

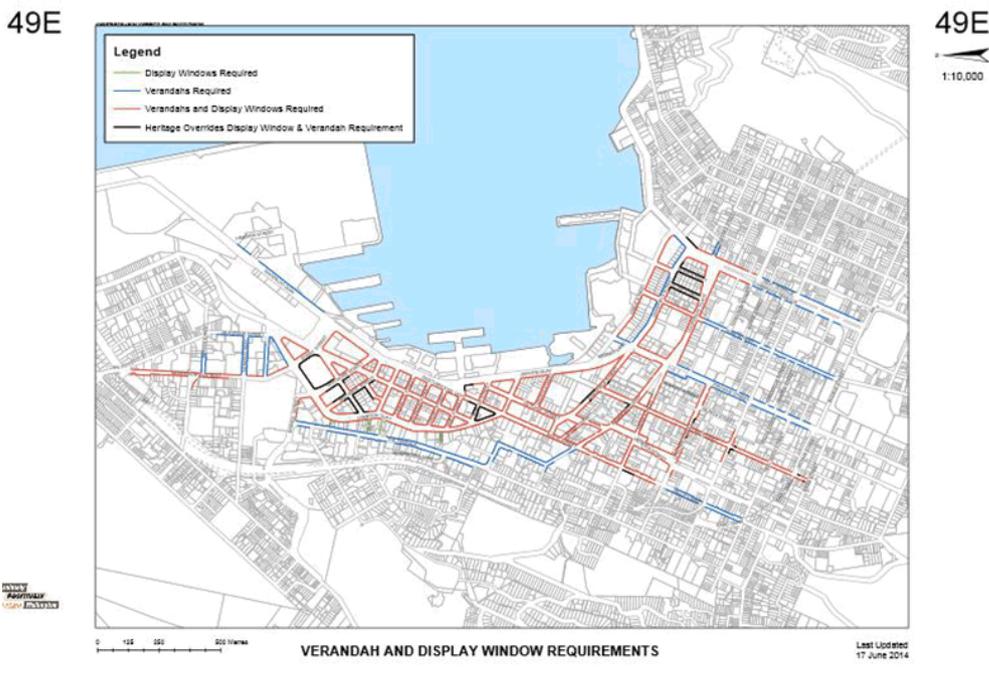
There is general support for the proposed bylaw to support public safety and city resilience. There was not the same level of support for using the bylaw to ensure protection from the weather or to make the city an attractive place to visit.

There are concerns about the potential impacts on building owners from WCC's unfettered application of the bylaw. It is unclear how disputes between WCC and the building owners on whether a verandah needs to be maintained or what steps are required will be managed, and whether resolving disputes will put additional costs on owners. It is unclear how this bylaw will be applied when the owner is part of a body corporate that is progressing earthquake strengthening options for the whole building.

The diverse range of outcomes (public safety, city resilience, protection from weather, making the city attractive) provides WCC with a broad brush to apply the bylaw without any explicit avenue for mediation for owners. Verandahs are not optional in many parts of the CBD (see Appendix 1). Several comments indicated that this is not widely understood.

The process for monitoring officers' application of the bylaw must be clarified before approving the bylaw.

Appendix 1: District Plan Map49E





**Submission from Living Streets Aotearoa - Wellington
on proposed bylaw Structures in Public Places - Verandahs**

Contact person: **Mike Mellor**
Email: mmellor1@gmail.com
Phone: **027 684 1213**
Date: **10 June 2015**

Thank you for the opportunity to make this submission

We support the proposed Bylaw as a means of enhancing the environment and safety for pedestrians, contributing to the vitality and resilience of the city, and we submit that its scope could usefully be extended.

As the discussion document notes, verandahs are there to provide much-needed protection from weather for those working, visiting and living in the city, and the District Plan states:

12.2.6.8 Ensure that pedestrian shelter is continuous on identified streets where there are high volumes of pedestrians, and on identified pedestrian access routes leading to the Golden Mile from the outskirts of the Central Area

with the identified streets and access routes being shown on District Plan Map 49E.

Not all verandahs ensure this because the space under the verandah is not available to pedestrians, who therefore have no shelter provided. Two examples are:

- a) the eastern side of Lambton Quay outside the Old Bailey pub, where the area under the verandah is occupied by outside seating, apparently provided for the exclusive use of the establishment's patrons. The intended private use of this sheltered public place is made very clear by the area being surrounded by solid barriers;
- b) the eastern side of Willis Street outside ANZAC House, where the area under the verandah has been bollarded off and is used for car parking.

Clearly these and other similar areas do not ensure that pedestrian shelter is continuous, because pedestrians cannot make use of the facility ostensibly provided for them.

We also note the welcome trend to making more of the city smoke free, with the associated environmental and health benefits, and this proposed Bylaw change would provide a good opportunity to extend this to areas under verandahs.

We submit that

- a) the Bylaw should be amended to:**
 - i. require verandahs to provide continuous shelter consistent with paragraph 12.2.6.8 of the District Plan; and**
 - ii. make all areas under verandahs smoke free; and**
- b) WCC conduct an audit to ensure that verandahs consistent with paragraph 12.2.6.8 are provided as shown on Map 49E.**

If there is an opportunity, we would like to be heard in support of this submission

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see: www.livingstreets.org.nz

PRIVATE PLAN CHNAGE REQUEST: REZONING OF 42A RIDDIFORD ST, NEWTOWN

Purpose

1. To consider whether Council should adopt, accept or reject a private plan change request that seeks to rezone 42a Riddiford St from Inner Residential Area to Centre Area.

Summary

2. The Council has received an application for a private plan change to rezone a site at 42a Riddiford Street, Newtown from Inner Residential Area to Centre Area (including removal from the pre-1930's Demolition Rule Area). The Resource Management Act 1991 (RMA) requires Council to decide whether to accept, adopt or reject the plan change. The merits of the plan change are not relevant to making this decision. It is recommended that the Committee accept this private plan change request. This means it would remain a private plan change and all processing costs would be met by the Requester. The plan change will then be publicly notified and will follow the normal plan change process. That plan change process provides for public submissions, further submissions, and the opportunity for submitters to be heard.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree to accept the private plan change request for the re-zoning of 42a Riddiford St from Residential Inner to Centres.
3. Note that the request will be publicly notified in accordance with the First Schedule of the Resource Management Act 1991.

Background

The Plan Change Request

3. A request to change the zoning of 42a Riddiford St, Newtown ("the site") from Inner Residential Area to Centre Area has been received. The change of zoning also involves the removal of the site from the area to which the pre -1930's demolition rule applies (the pre-1930's demolition rule area is an area in which the demolition of pre 1930's buildings requires a resource consent and an assessment of streetscape character). The site gains access from Riddiford Street and adjoins an Inner Residential Area to the south and west and the Newtown Centre Area to the north and east. Appendix 1 of this report shows the site and proposed area for rezoning.
4. The change of zoning would enable development of the site for commercial or residential activity in accordance with the requirements of the Centre Area provisions.

The Site

5. The site is 345m² in size and contains a pre-1930's dwelling that is in a state of disrepair. The owner of the site also owns the sites at 40 and 42 Riddiford Street, immediately adjacent to the eastern boundary of the site. Ronald MacDonald House occupies a large site immediately to the north of the site.
6. The site is elevated above the street and is located at the rear of 40 and 42 Riddiford Street. It has a narrow access way 1.75m wide and 30m long from Riddiford St. The access way provides pedestrian access up a series of stairs to the site. The site has no drive on access.

Discussion

The Requirements of the RMA

7. The First Schedule of the RMA states that any person may request a change to a district plan and that a request shall be in writing and shall explain the purpose of, and reasons for the change. It must contain '*an evaluation under Section 32 for any objectives, policies, rules or other methods proposed*'. In addition, an assessment of effects on the environment '*in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change*' must also be provided.

Evaluation

8. The request for a change of zoning is clear and unambiguous. The purpose of and reasons for the request are clearly stated. The required Section 32 evaluation of the request is adequate and the environmental effects are assessed and supported by specialist assessments relating to traffic, heritage and urban design effects.
9. Diagrams are also provided showing the ability of potential new development to comply with bulk and location requirements. It is considered that the assessment of environmental effects is adequate.
10. The request contains all the information required by the RMA.

Private Plan Change Process

11. The Committee is now required to decide whether to *reject, accept, or adopt* this plan change request. Alternatively, Council may decide to deal with the plan change as if it were a resource consent.
12. It is not appropriate for officers or the Committee to comment on the merits of the request. The merits of the request will be assessed after the plan change request is notified and submissions (including further submissions) have been received.
13. There are very limited grounds for rejection. Accepting the request means it would remain a private plan change and all processing costs would be met by the Requester. Adoption means that it would become a Council plan change and the Council would be committed to supporting the request through the plan change process. An assessment of these options is given in the table below.

Options - rejecting, accepting or adopting the request, or processing it as a resource consent application

Option – Reject the Request	Evaluation
<p>A plan change request can only be rejected on the basis that:</p> <ul style="list-style-type: none"> • It is frivolous or vexatious • The substance of the request has been dealt with by Council or the Environment Court in the last two years • The request is not in accordance with sound resource management practice • The request would make the District Plan inconsistent with Part V of the RMA (other policies or plans, such as regional policies or plans) • The District Plan has not been made operative for more than two years. 	<p>The request cannot be described as frivolous or vexatious.</p> <p>The District Plan is operative (except for a site specific plan change). Council considered rezoning’s of this type as part of Plan Changes 72 and 73. However, the rezoning of this specific site was not considered as part of those plan changes. Accordingly the substance of the request has not been dealt with by either the Council or the Environment Court in the last two years.</p> <p>The request is clear and unambiguous, contains all the required information, and has been prepared in accordance with sound resource management practice.</p> <p>Rejection cannot be sustained and accordingly this is not recommended.</p>
Option - Accept the Request	Evaluation
<p>“Acceptance” means that the request will be processed by the Council as a private plan change with the Requester being responsible for the success or failure of the request and meeting associated processing costs.</p>	<p>It is appropriate that the success or failure of the request together with processing costs should rest with the requester rather than Council, given that most of the benefits will accrue to the Requester.</p> <p>Acceptance is recommended.</p>
Option - Adopt the Request	Evaluation
<p>“Adoption” will mean that the Council is responsible for the success or failure of the request. It would also have to meet the cost of the process.</p>	<p>There are considered to be insufficient public benefits to warrant the Council taking responsibility for the request and meeting the associated processing costs. In the past the Council has not adopted site specific rezoning requests.</p> <p>Adoption is not recommended.</p>
Option – Resource Consent	Evaluation
<p>The application would be processed as if it were a resource consent application.</p>	<p>A resource consent application requires a high level of detail about the actual activity that is going to occur on the site. The application would need to be for a particular activity which included specific</p>

	<p>details of what was to be built.</p> <p>In this instance the applicants are seeking rezoning of a rear site that could then be redeveloped in conjunction with two adjoining (front) sites. Specific details of a development have not been provided and therefore it is not possible to process this application as a resource consent.</p> <p>Processing the application as a resource consent is not recommended.</p>
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Next Actions

14. An assessment of environmental effects and a Section 32 report have been provided in accordance with the requirements of the First Schedule of the RMA. There are no grounds for refusing to notify this private plan change request and that the applicant has provided sufficient information to allow the plan change to be notified.
15. It is recommended that Council *accept* the plan change request and allow it to be publicly notified.

Attachments

Attachment 1. 42a Riddiford Street, Newtown

Page 24

Author	Alison Newbald, Senior Advisor Planning
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

The Requester has undertaken limited consultation with neighbours. Consultation is not a requirement of a private plan change under the RMA. Public notification will allow interested and affected parties to make a submission and participate in the hearing process.

Treaty of Waitangi considerations

There are no specific Treaty of Waitangi implications.

Financial implications

There are no financial implications for the Council. Plan change processing costs will be paid for by the Requester.

Policy and legislative implications

The plan change request is in accordance with the Resource Management Act 1991.

Risks / legal

The decision to *accept* the Request is consistent with Clause 25 of the First Schedule of the Resource Management Act 1991.

Climate Change impact and considerations

None

Communications Plan

Not relevant

TRAFFIC RESOLUTIONS

Purpose

1. This report outlines the recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability.

Summary

2. The proposed resolutions were advertised on 12 May 2015, giving the public 18 days to provide feedback.
3. All feedback received during the Consultation period has been included in the attachments of this report and, where appropriate, officers' responses have been included.

Recommendation/s

That the Transport and Urban Development Committee:

1. Receive the information.
2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.
 - a) No stopping, at all times – **Birdwood Street, Karori (TR31-15)**

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

Column One	Column Two	Column Three
<i>Birdwood Street</i>	<i>No stopping, at all times</i>	<i>East side, commencing 297.5 metres from its intersection with Braithwaite Street (Grid coordinates x= 1,746,589.4 m y= 5,428,277.4 m), and extending in a southerly direction following the eastern kerb line for 30 metres.</i>
<i>Birdwood Street</i>	<i>No stopping, at all times</i>	<i>East side, commencing 386 metres southeast of its intersection with Braithwaite Street (Grid coordinates x= 1746589.1 m, y= 5428278.8 m), and extending in a southerly direction following the eastern kerb line to its intersection with Chaytor Street.</i>

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

Schedule

Column One	Column Two	Column Three
Birdwood Street	No stopping, at all times	East side, commencing 297.5 metres south of its intersection with Braithwaite Street (Grid coordinates $x= 1746589.1$ m, $y= 5428278.8$ m), and extending in a southerly direction following the eastern kerb line for 55 metres.
Birdwood Street	No stopping, at all times	East side, commencing 375 metres south of its intersection with Braithwaite Street (Grid coordinates $x= 1746589.1$ m, $y= 5428278.8$ m), and extending in a southerly direction following the eastern kerb line for 175.5 metres to its intersection with Chaytor Street.

- b) Time limited parking (P10), (Restricted Parking, No parking except for Drop Off / Pick Up), Bus Stop, No stopping at all times – **Main Rd, Tawa (TR 32-15)**

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

Column One	Column Two	Column Three
Main Road	Bus Stop, at all times	East side, commencing 420 metres from the intersection with Tawa Street and extending in a southerly direction for 15 metres.
Main Road	Bus Stop, at all times	West side, commencing 235 metres from its northern intersection with Redwood Avenue and extending in a southerly direction for 15 metres

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

Column One	Column Two	Column Three
Main Road	P10, Mon-Fri, 8.30 - 9.30 am, 2.30 - 3.30pm, During school terms only	East side, commencing 398 metres south of its intersection with Tawa Street (grid coordinates $x= 1,753,092.4$ m, $y= 5,439,771.1$ m), and extending in a southerly direction following the eastern

kerbline for 28 metres (5 parking spaces).

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

Column One	Column Two	Column Three
Main Road	<i>Bus Stop, at all times</i>	<i>East side, commencing 426 metres south of its intersection with Tawa Street (grid coordinates x= 1,753,092.4 m, y= 5,439,771.1 m), and extending in a southerly direction following the eastern kerbline for 20 metres.</i>
Main Road	<i>No parking – except for Drop off / Pick Up, Mon-Fri, 8.30 - 9.30 am, 2.30 - 3.30pm, During school terms only.</i>	<i>West side, commencing 144 metres south of its intersection with Redwood Avenue (Grid coordinates x = 1,753,107.9m, y= 5,439,964.1 m), and extending in a southerly direction following the kerbline for 29 metres.</i>
Main Road	<i>Bus Stop, at all times</i>	<i>West side, commencing 223 metres south of its intersection with Redwood Avenue (Grid coordinates x = 1,753,107.9m, y= 5,439,964.1 m), and extending in a southerly direction following the kerbline for 25 metres.</i>

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

Column One	Column Two	Column Three
Main Road	<i>No stopping, at all times</i>	<i>East side, commencing 446 metres south of its intersection with Tawa Street (grid coordinates x= 1,753,092.4 m, y= 5,439,771.1 m), and extending in a southerly direction following the eastern kerbline for 61.5 metres.</i>
Main Road	<i>No stopping, at all times</i>	<i>West side, commencing 173 metres south of its intersection with Redwood Avenue (Grid</i>

*coordinates
x = 1,753,107.9m,
y= 5,439,964.1 m), and
extending in a southerly
direction following the kerbline
for 50 metres.*

- c) No stopping at all times – **Mandalay Terrace, Khandallah (TR 33-15)**

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

Column One	Column Two	Column Three
<i>Mandalay Terrace</i>	<i>No stopping, at all times</i>	<i>West side, commencing 80 metres north of its intersection with Cashmere Avenue (Grid coordinates x= 1,750,889.6 m y= 5,432,095.1 m), and extending in a northerly direction following the Western kerbline for 26 metres.</i>

- d) Time limited parking (P10, Mon-Sat, 8am-8pm) – **Karori Road, Karori (TR 35-15)**

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

Column One	Column Two	Column Three
<i>Karori Road</i>	<i>P10, Mon-Sat, 8am-6pm</i>	<i>North side, commencing 40 metres north of its intersection with Nottingham Street and extending in an easterly direction following the northern kerbline for 20.5 metres.</i>

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

Column One	Column Two	Column Three
<i>Karori Road</i>	<i>P10, Mon-Sat, 8am-8pm</i>	<i>North side, commencing 8.5 metres east of its intersection with Nottingham Street (grid coordinates x= 1,746,520.2 m, y= 5,428,506.9 m), and extending in an easterly direction following the northern kerbline for 20.5 metres.</i>

- e) Mobility park, at all times – **Cambridge Street, Tawa (TR 37-15)**

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

Column One	Column Two	Column Three
Cambridge Street	<i>Bus Stop, Monday to Saturday, 9:45am-11:30am</i>	<i>North Side, commencing 36.5 metres east of intersection with Main Road and extending in an easterly direction following the northern kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
Cambridge Street	<i>P60, Except 9:45am-11:30am, Monday to Friday</i>	<i>North Side, commencing 36.5 metres east of intersection with Main Road and extending in an easterly direction following the northern kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
Cambridge Street	<i>No stopping at all times</i>	<i>North Side, commencing from its intersection with Main Road and extending in an easterly direction following the northern kerbline for 36.5 metres.</i>

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

Column One	Column Two	Column Three
Cambridge Street	<i>Mobility park, at all times</i>	<i>North Side, commencing 33.5 metres east of intersection with Main Road (Grid coordinates x= 1753085.9 m, y= 5440610.4 m) and extending in an easterly direction following the northern kerbline for 7.5 metres</i>

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

Column One	Column Two	Column Three
Cambridge Street	<i>No stopping at all times</i>	<i>North Side, commencing from its</i>

*intersection with Main Road
(Grid coordinates x= 1753085.9
m, y= 5440610.4 m) and
extending in an easterly
direction following the northern
kerbline for 33.5 metres.*

- f) Time limited (P10, Monday to Friday, 8:30am -9:15am, 2:30pm-3:15pm, During School Terms) – **Waipapa Road, Hataitai (TR 38-15)**

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

Column One	Column Two	Column Three
Waipapa Road	<i>P10, Monday to Friday 8:30am-9:15am 2:30pm-3:15pm</i>	<i>West side, commencing 48 metres north of its intersection with Waitoa Road (Grid coordinates x= 1750355.9 m, y= 5425925.9 m), and extending in a northerly direction following the western kerbline for 12 metres</i>

- g) No Stopping Line, At All Times – **Adelaide Road, Berhampore (TR 39-15)**

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

Column One	Column Two	Column Three
Adelaide Road	<i>No stopping, at all times</i>	<i>East side, commencing 21 metres north of its intersection with Oxford street (Grid coordinates x= 1748957.5 m, y= 5426071.7m), and extending in a northerly direction following the eastern kerb line for 5 metres.</i>

- h) No stopping restrictions and school bus stop (part time) relocation – **Arawa and Hohiria Roads, Hataitai (TR 40-15)**

Delete from Schedule B (Restricted Parking of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Hohiria Road	<i>Bus Stop, During School Term Monday to Friday, 8.30am- 9.00am, 3.00pm- 3.30pm</i>	<i>West side, commencing 7.5 metres from the intersection with Arawa Road and extending in a southerly direction following the western kerbline for 11.5 metres</i>

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

Schedule

Column One	Column Two	Column Three
<i>Hohiria Road</i>	<i>No Stopping at all times</i>	<i>East side, commencing from 11 metres from its intersection with Arawa Road (grid coordinates X: 1,750,779.0378, Y: 5,426,508.9172) and extending in a southerly direction following the eastern kerb line for 13 metres.</i>
<i>Hohiria Road</i>	<i>No Stopping at all times</i>	<i>West side, commencing from 7.5 metres from its intersection with Arawa Road (grid coordinates X: 1,750,774.9633, Y: 5,426,516.8547) and extending in a southerly direction following the western kerb line for 17 metres.</i>
<i>Arawa Road</i>	<i>Bus Stop, During School Term Monday to Friday, 8.30am- 9.00am, 3.00pm- 3.30pm</i>	<i>West side, commencing 5 metres from the intersection with Hohiria Road (grid coordinates, X: 1,750,781.3662, Y: 5,426,530.3485) and extending in a northerly direction following the western kerb line for 20 metres</i>

i) Residents parking at all times – **Tinakori Road, Thorndon (TR 41-15)**

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

Column One	Column Two	Column Three
<i>Tinakori Road</i>	<i>P10, at all times</i>	<i>West side, commencing 82 metres north of intersection with Poplar Grove and extending in a northerly direction following the western kerbline for 15 metres. (2 parallel parks)</i>

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

Column One	Column Two	Column Three
<i>Tinakori Road</i>	<i>Residents parking, at all</i>	<i>West side, commencing 82</i>

times

metres north of intersection with Poplar Grove with Grid Coordinates (x=1,748,551.8, y=5,429,203.4) and extending in a northerly direction following the western kerbline for 15 metres. (2 parallel parks)

j) **Cycle lanes – Miro Street, Miramar (TR 42-15)**

Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Miro Street</i>	<i>Cycle lane</i>	<i>West side, commencing at the intersection with Broadway (Grid coordinates x=1751468.5m, y=5423539.2m), extending in a northerly direction following the western kerbline for 123.2 metres and terminating 206.0 metres south of its intersection with Kedah Street (Grid coordinates x=1751499.8m y=5423814.3m).</i>

k) **No Stopping - At All Times, Stop Controls – Chaytor Street, Curtis Street and Raroa Crescent, Northland (TR 43-15)**

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

Column One	Column Two	Column Three
<i>Chaytor Street</i>	<i>No Stopping – At All Times</i>	<i>West side, commencing 192 metres west of its intersection with Birdwood Street and extending in a northerly direction following the western kerbline for 97 metres.</i>

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

Column One	Column Two	Column Three
<i>Chaytor Street</i>	<i>No Stopping – At All Times</i>	<i>West side, commencing 183 metres north of its intersection with Birdwood Street (Grid coordinates x= 1746903.8m 5428123.2m) and extending in a northerly direction following</i>

the western kerbline for 106 metres.

Add to Schedule G (Stop and Give Way Controls) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Curtis Street</i>	<i>Stop Control</i>	<i>Curtis Street, at its intersection with Chaytor Street. (Grid coordinates x=1746843.8093m, y=5428161.6708m)</i>
<i>Raroa Crescent</i>	<i>Stop Control</i>	<i>Raroa Crescent, at its intersection with Chaytor Street. (Grid coordinates x=1746886.7049m, y=5428147.0526m)</i>

l) Stop Control – **Dundas Street and Inglis Street, Seatoun (TR 44-15)**

Delete from Schedule G (Stop and Give Way Controls) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Dundas Street</i>	<i>Give Way Control</i>	<i>Dundas Street at its intersection with Inglis Street</i>

Add to Schedule G (Stop and Give Way Controls) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Dundas Street</i>	<i>Stop Control</i>	<i>Dundas Street, at its intersection with Inglis Street. (Grid coordinates x=1753375.2059 m, y=5423761.5346m)</i>
<i>Dundas Street</i>	<i>Stop Control</i>	<i>Dundas Street, at its intersection with Inglis Street. (Grid coordinates x=1753366.3267 m, y=5423771.1648m)</i>

m) P120 metered parking , motorcycle parking at all times and No stopping at all times – **Abel Smith Street, Te Aro (TR 45-15)**

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

Column One	Column Two	Column Three
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Abel Smith Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Northeast side, commencing 71.5 metres east of its intersection with Victoria Street (Grid coordinates x= 1748376.6 m, y= 5426914.9 m), and extending in a south-easterly direction following the kerbline for 26 metres. (5 parallel carparks)</i>
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Delete from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Abel Smith Street	<i>Motorcycle parking, at all times.</i>	<i>Northeast side, commencing 106.5 metres east of its intersection with Victoria Street (Grid Coordinates X=2658398.516734 m, Y=5988626.912691 m) and extending in a south-easterly direction following the kerbline for 5 metres.</i>
Abel Smith Street	<i>Motorcycle parking, at all times.</i>	<i>Northeast side, commencing 111.5 metres east of its intersection with Victoria Street (Grid Coordinates x= 1748377.5 m, y= 5426916.6 m), and extending in a south-easterly direction following the kerbline for 6 metres.</i>

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

Column One	Column Two	Column Three
Abel Smith Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Northeast side, commencing 71.5 metres east of its intersection with Victoria Street (Grid coordinates x= 1748376.6 m, y= 5426914.9 m), and extending in a south-easterly direction following the kerbline for 32 metres. (6 parallel carparks)</i>

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

Column One	Column Two	Column Three
Abel Smith Street	<i>No stopping, at all times</i>	<i>Northeast side, commencing 103.5 metres east of its</i>

intersection with Victoria Street (Grid coordinates x= 1748376.6 m, y= 5426914.9 m) and extending in a south-easterly direction following the kerbline for 7.5 metres.

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

Column One	Column Two	Column Three
Abel Smith Street	<i>Motorcycle parking, at all times.</i>	<i>Northeast side, commencing 111 metres east of its intersection with Victoria Street (Grid coordinates x= 1748376.6 m, y= 5426914.9 m) and extending in a south-easterly direction following the kerbline for 4.5 metres.</i>

- n) No stopping, at all times – **Onepu Road (Leonie Gill Pathway Access), Kilbirnie (TR 46-15)**

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

Column One	Column Two	Column Three
<i>Onepu Road (Leonie Gill Pathway Access)</i>	<i>No stopping, at all times</i>	<i>Area on the west side of Onepu Road, commencing 46 metres north of its intersection with Endeavour Street (Grid coordinates x= 1750254.8m y= 5423881.4m), and extending in a northerly direction following the Western kerbline for 14 metres (Grid coordinates x= 1750255.4m y= 5423895.6m). The area then extends in a westward direction following the property boundaries for 75 metres to the western property boundaries of 5 Cockburn Street (Grid coordinates x= 1750184.9m y= 5423918.9m) and 21 Endeavour Street (Grid coordinates x= 1750183.3m y= 5423905.2m).</i>

Background

15 proposed traffic resolutions were publically advertised in The Dominion Post on Tuesday 12 May 2015. Copies were hand delivered to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council Website.

After reviewing the feedback received, 13 proposals are being recommended for approval as advertised, 1 have been modified with an amended version being recommended for approval, and 1 have been withdrawn.

A summary report for each traffic resolution can be found in the attachments. Each summary contains: - the original proposed Traffic Resolution report, as it was advertised for public feedback

- any feedback received
- where appropriate, officers responses to the feedback
- where appropriate, a copy of the map showing any modifications to the original proposal

Attachments

Attachment 1.	TR 31-15 Birdwood Street, Karori	Page 38
Attachment 2.	TR 32-15 Main Road, Tawa	Page 42
Attachment 3.	TR 33-15 Mandalay Terrace, Khandallah	Page 50
Attachment 4.	TR 35-15 Karori Road	Page 60
Attachment 5.	TR 37-15 Cambridge Street, Tawa	Page 63
Attachment 6.	TR 38-15 Waipapa Road, Hataitai	Page 66
Attachment 7.	TR 39-15 Adelaide Road, Berhampore	Page 70
Attachment 8.	TR 40-15 Arawa & Hohiria Roads, Hataitai	Page 74
Attachment 9.	TR 41-15 Tinakori Road, Thorndon	Page 81
Attachment 10.	TR 42-15 Miro Street, Miramar	Page 84
Attachment 11.	TR 43-15 Raroa & Chaytor intersection, Karori	Page 89
Attachment 12.	TR 44-15 Dundas & Inglis intersection, Seatoun	Page 96
Attachment 13.	TR 45-15 Abel Smith Street, CBD	Page 104
Attachment 14.	TR 46-15 Onepu Road, Kilbirnie	Page 108

Author	Darren Reddiex, Sustainable Trans Proj Co-ord
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

Recommendations have been publically advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

The work required is contained in a range of Operating Project budgets.

Policy and legislative implications

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

Risks / legal

Not applicable.

Climate Change impact and considerations

Not applicable.

Communications Plan

Not required.

PROPOSED TRAFFIC RESOLUTION

- Reference:** TR 31 – 15
- Location:** Birdwood Street - Karori
- Proposal:** No stopping, at all times
- Information:** Council Officers have received continued enquiries regarding concerns about the narrowness of Birdwood Street. The street is already narrow in its topography, with vehicles regularly parking on the street, and buses have to navigate around these parked vehicles. This issue is compounded with the additional parking of city bound commuters on weekdays.

Officers propose to install an additional no stopping restriction along a section of the eastern side of Birdwood Street.

This proposal would improve the sight distance and reduce the conflict currently experienced along this stretch of road.

Net parking loss: 6 parking spaces

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 12 May 2015 |
| 2) Feedback period closes. | 29 May 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 25 June 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Birdwood Street	<i>No stopping, at all times</i>	<i>East side, commencing 297.5 metres from its intersection with Braithwaite Street (Grid coordinates x= 1,746,589.4 m y= 5,428,277.4 m), and extending in a southerly direction following the eastern kerb line for 30 metres.</i>
Birdwood Street	<i>No stopping, at all</i>	<i>East side, commencing 386</i>

times

metres southeast of its intersection with Braithwaite Street (Grid coordinates $x= 1746589.1$ m, $y= 5428278.8$ m), and extending in a southerly direction following the eastern kerb line to its intersection with Chaytor Street.

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

Column One
Birdwood Street

Column Two
No stopping, at all times

Column Three
East side, commencing 297.5 metres south of its intersection with Braithwaite Street (Grid coordinates $x= 1746589.1$ m, $y= 5428278.8$ m), and extending in a southerly direction following the eastern kerb line for 55 metres.

Birdwood Street

No stopping, at all times

East side, commencing 375 metres south of its intersection with Braithwaite Street (Grid coordinates $x= 1746589.1$ m, $y= 5428278.8$ m), and extending in a southerly direction following the eastern kerb line for 175.5 metres to its intersection with Chaytor Street.

Prepared By: **Lubna Abdullah**

(Northern Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

WCC Contact:

Lubna Abdullah
Northern Area Traffic Engineer
Transport Group – City Networks
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8294
Fax: +64 4 801 3009
Email: lubna.abdullah@wcc.govt.nz

Item 3.4 Attachment 1



Feedback received:

Submitter Number:	10	Submitter:	Greg Bodnar
Address:	Newtown, Wellington		
Comments:	Question Comments: (1.) -This proposal is consistent with the mentality that council prefers safe mobility over parking. This should be a blanket policy that requires justification for exception.		
Officers Response:	No response required		

PROPOSED TRAFFIC RESOLUTION

Reference: TR 32 – 15

Location: Main Road - Tawa

Proposal: Time limited parking (P10), (Restricted Parking, No parking except for Drop Off / Pick Up), Bus Stop, No stopping at all times

Information: Concerns have been raised by Greater Wellington Regional Council (GWRC) regarding the inability of buses to pull into the kerb at the current bus stop location on Main Road, Tawa and opposite St. Francis Xavier School. This is particularly prevalent during morning peak hours when use of the parking either side of the bus stop is at a premium, occupied by parents/carers dropping children at the primary school.

The proposal is to relocate the stop approximately 5 metres south, with the additional 4.5 metre providing a total 20 metre stopping area. Associated 'No stopping at all times' restrictions placed in front of the stop will aid departure, providing a clear exit for buses. These changes will help facilitate through movement of traffic on this principal traffic route. GWRC has agreed, in principle, to these changes.

The School representatives have also noted parents / carers parking in the current 'unrestricted' parking spaces for a considerable length of time, thereby limiting the turnover for Pick-up and Drop-off opportunities. The proposed parking restrictions address these concerns with the provision of P10 opposite the school and pick up/drop off parking on the same side of the school.

Furthermore, Council officers are concerned with the current limited visibility for northbound drivers to see pedestrians waiting to cross at the zebra crossing. The zebra crossing is located on the inside of a curve and the current parking blocks the sightline between driver and pedestrian and vice-versa. Council officers recommend installing additional 'No stopping at all times' restrictions prior to the crossing on the western side to improve inter-visibility and safety at this location.

Net parking loss : 6 spaces

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 12 May 2015 |
| 2) Feedback period closes. | 29 May 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 25 June 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Main Road	Bus Stop, at all times	East side, commencing 420 metres from the intersection with Tawa Street and extending in a southerly direction for 15 metres.
Main Road	Bus Stop, at all times	West side, commencing 235 metres from its northern intersection with Redwood Avenue and extending in a southerly direction for 15 metres

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

Column One	Column Two	Column Three
Main Road	P10, Mon-Fri, 8.30 - 9.30 am, 2.30 - 3.30pm, During school terms only	East side, commencing 398 metres south of its intersection with Tawa Street (grid coordinates x= 1,753,092.4 m, y= 5,439,771.1 m), and extending in a southerly direction following the eastern kerbline for 28 metres (5 parking spaces).

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

Column One	Column Two	Column Three
Main Road	Bus Stop, at all times	East side, commencing 426 metres south of its intersection with Tawa Street (grid coordinates x= 1,753,092.4 m, y= 5,439,771.1 m), and extending in a southerly direction following the eastern kerbline for 20 metres.
Main Road	No parking – except for Drop off / Pick Up,	West side, commencing 144 metres south of its

	<i>Mon- Fri, 8.30 - 9.30 am, 2.30 - 3.30pm, During school terms only.</i>	<i>intersection with Redwood Avenue (Grid coordinates x = 1,753,107.9m, y= 5,439,964.1 m), and extending in a southerly direction following the kerbline for 29 metres.</i>
Main Road	<i>Bus Stop, at all times</i>	<i>West side, commencing 223 metres south of its intersection with Redwood Avenue (Grid coordinates x = 1,753,107.9m, y= 5,439,964.1 m), and extending in a southerly direction following the kerbline for 25 metres.</i>

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

Column One Main Road	Column Two <i>No stopping, at all times</i>	Column Three <i>East side, commencing 446 metres south of its intersection with Tawa Street (grid coordinates x= 1,753,092.4 m, y= 5,439,771.1 m), and extending in a southerly direction following the eastern kerbline for 61.5 metres.</i>
Main Road	<i>No stopping, at all times</i>	<i>West side, commencing 173 metres south of its intersection with Redwood Avenue(Grid coordinates x = 1,753,107.9m, y= 5,439,964.1 m), and extending in a southerly direction following the kerbline for 50 metres.</i>

Prepared By: **Lubna Abdullah**

(Northern Area Traffic Engineer)

Approved By: **Steve Spence**

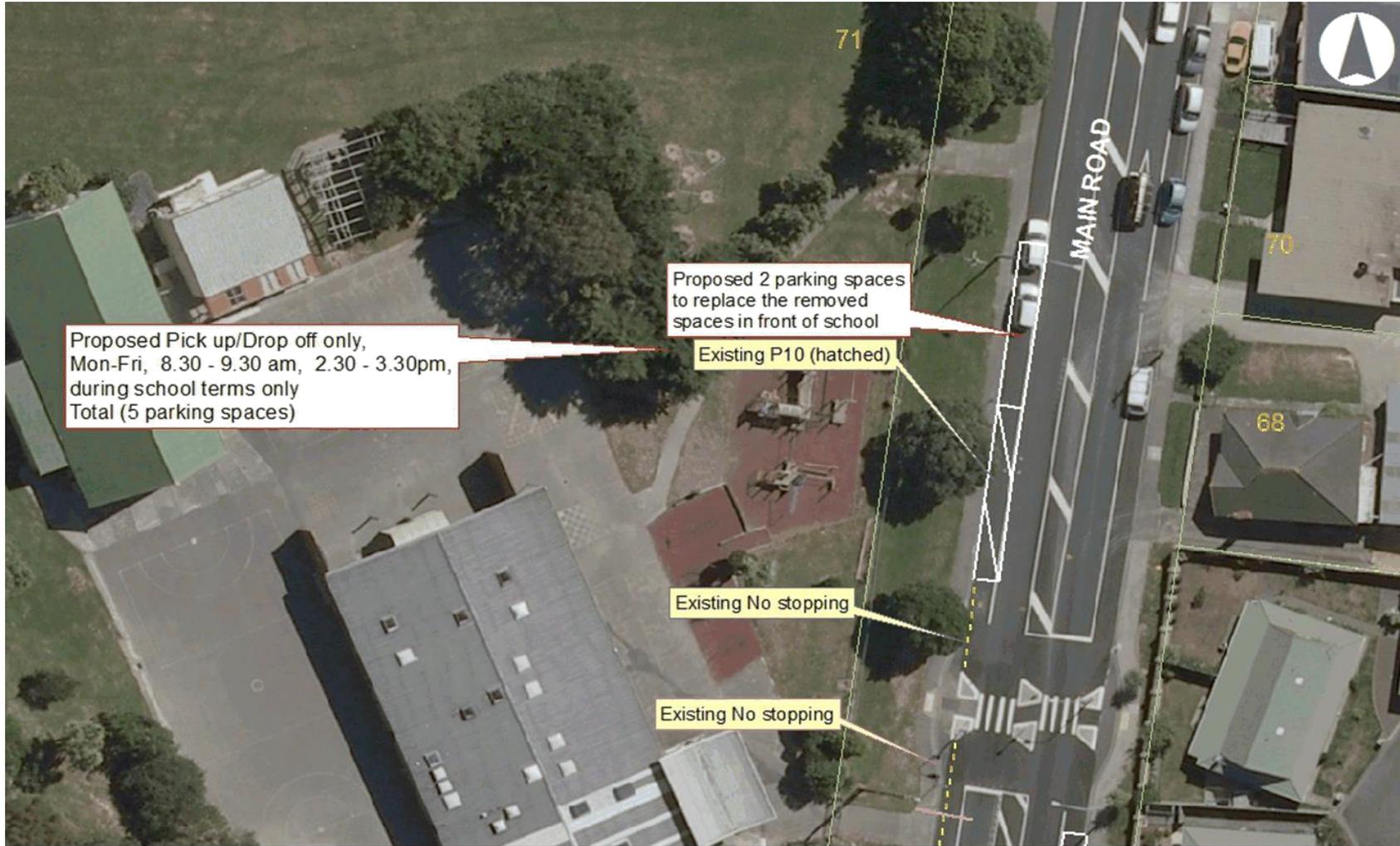
(Chief Transport Planner)

Date:

WCC Contact:

Lubna Abdullah
Northern Area Traffic Engineer
Transport Group – City Networks
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8294
Fax: +64 4 801 3009
Email: lubna.abdullah@wcc.govt.nz

Item 3.4 Attachment 2

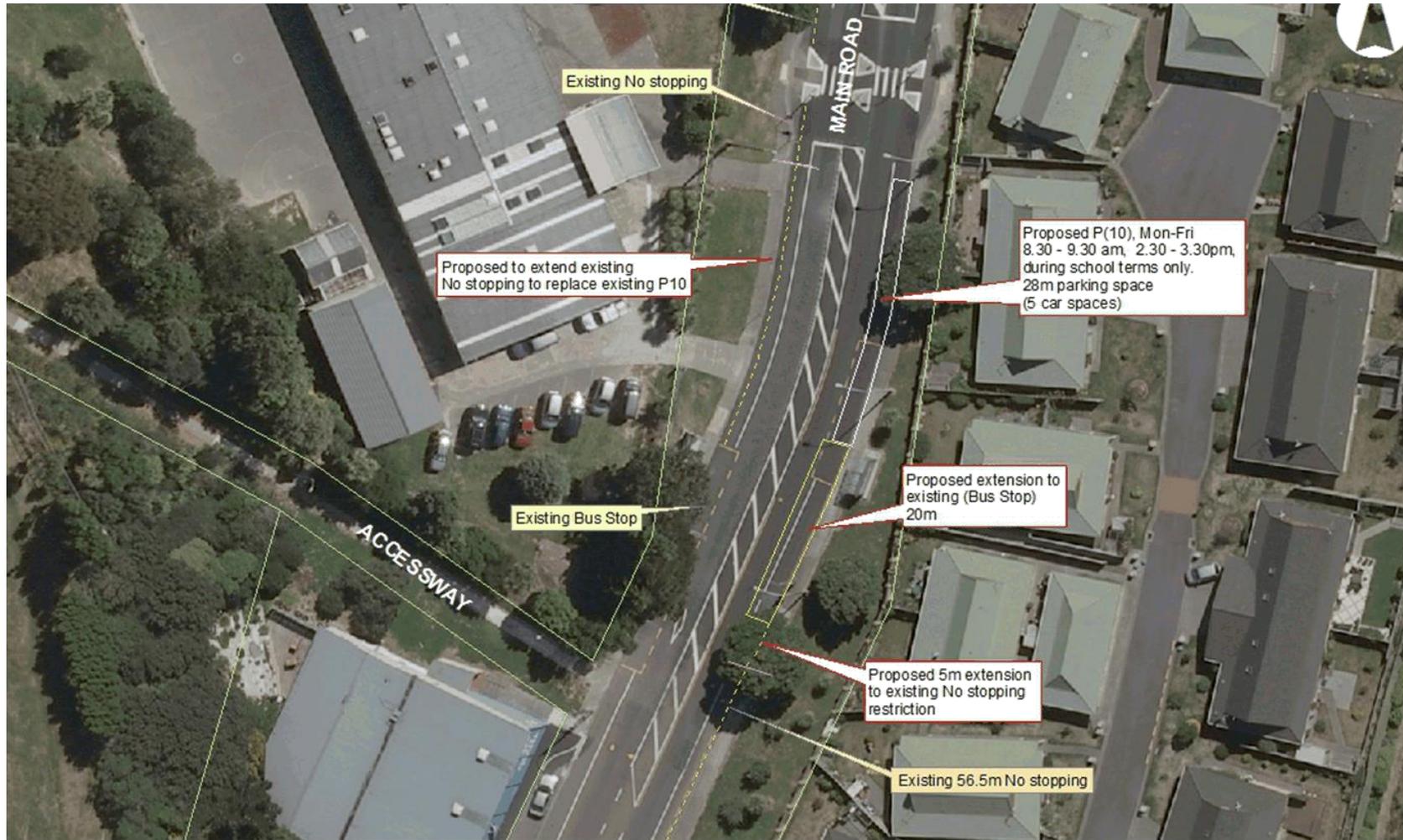


**Main Rd Tawa TR(32-15)
Proposed Restricted Parking, Time Limited Parking
and No Stopping Restriction**

0 5 10 20
metres
1:400

ORIGINAL MAP SIZE: A3
DATE: 5/05/2015
AUTHOR: 3006121
REFERENCE:

Absolutely
POSITIVELY
500 HEKE KI PŌNEKE
WELLINGTON CITY COUNCIL **Wellington**



**Main Rd Tawa TR(32-15)
Proposed Restricted Parking, Time Limited Parking
and No Stopping Restriction**

Feedback received:

Submitter Number:	8	Submitter:	Peter Bowers
On behalf of:	The Committee and members of the Tawa Squash Club	Organisation:	Tawa Squash Club
Comments:	<p>Question Comments:(2.) -Firstly, road safety is paramount so for this reason I am in agreement with the changes. However the Tawa Squash Club keeps losing car parks without any contingency being offered or implemented. Since the Redwood Retirement Village was built, Tawa Squash Club has lost a significant number of nearby car parks through a no parking zone either side of the Redwood villages driveway. 2 new bus stops have also added to this reduction in parks and now we are going to lose 4 more co located parks. So an estimated 15-20 car parks have or are about to disappear. As the biggest squash club in Wellington (by numbers), and the host of some of the most successful tournaments, our parking is getting squeezed more and more on a regular basis. We are looking at spending \$1 million on adding 2 more courts over the next 5 years. A traffic management plan will be required for this to proceed but this required strategy is becoming less convincing as car parks are taken and not replaced. An option may be to level and seal the area on the northern side of our club with drive way access to make up for these lost parks. If council can provide satisfactory alternative, Tawa Squash Club would be absolutely in favour of these safety measures. Please note: virtually all of our peak parking requirements (needing more than 10 parks) are in the weekend or evenings. St Francis Xavier school have kindly allowed us to use their parks during this time but they won't commit to a formal agreement.</p>		
Officers Response:	<p>Thank you for your submission regarding the proposed (TR32-15 Main Road Tawa). The parking removal in front of the school is due to a very restricted sightline to the zebra crossing between the driver of a vehicle travelling north on Main Road and a pedestrian waiting to cross. This is a result of the zebra crossing being located on the inside of a curve. Currently southbound buses stop in the middle of the road due to restricted access and egress with adjacent parking. This occurs during peak hours and compromises road safety. It is important therefore to extend the bus stop and to facilitate ease of movement to and from the stop on this high volume traffic route. The northbound bus stop is not being extended. The loss of parking is 6 car parking spaces and not the 15-20 car parks as per your estimation. The P10 and the drop off/pick up restrictions only are for only 2 hours, one hour in the morning and one hour in the afternoon during school terms only. It is understood that these times are outside the club peak parking times (weekends and evenings). While you are looking to add two more Squash courts, currently the Councils parking improvement budget is not available so we are unable to promise any alternative to your parking concerns. We appreciate your concerns about the availability of on street parking. However, road safety to both pedestrians and road users is paramount.</p>		

PROPOSED TRAFFIC RESOLUTION

- Reference:** TR 33 – 15
- Location:** Mandalay Terrace - Khandallah
- Proposal:** No stopping, at all times
- Information:** Council Officers have received requests to address a road safety problem in a section of Mandalay Terrace. The road is narrow with a crest obstructing drivers' forward view and therefore provides less than the desirable safe stopping sight distance. Mandalay Terrace is also a bus route.

When vehicles park on the western side of the road motorists have to overtake parked vehicles and drive on the opposite side of the road with inadequate forward sight distance due to the vertical alignment

Many instances have been reported where a vehicle travelling on the eastern side towards Onslow Rd has encountered an oncoming vehicle on the wrong side of the road. Drivers have to take evasive action to avoid a head-on collision. Concerned road users have asked the Council to address parking arrangements to make this section of Mandalay Terrace safer.

Officers propose to install 26m broken yellow lines on the western side close to the apex of the crest to provide drivers room to manoeuvre out of the path of approaching vehicles

Net parking loss: 3 spaces

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 12 May 2015 |
| 2) Feedback period closes. | 29 May 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 25 June 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One
Mandalay Terrace

Column Two
No stopping, at all times

Column Three
West side, commencing 80 metres north of its intersection with Cashmere Avenue (Grid coordinates)

*x= 1,750,889.6 m y=
5,432,095.1 m), and extending
in a northerly direction following
the Western kerbline for 26
metres.*

Prepared By: **Lubna Abdullah**

(Northern Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

WCC Contact:

Lubna Abdullah

Northern Area Traffic Engineer

Transport Group – City Networks

Wellington City Council

101 Wakefield Street / PO Box 2199,

Wellington

Phone: +64 4 803 8294

Fax: +64 4 801 3009

Email: lubna.abdullah@wcc.govt.nz

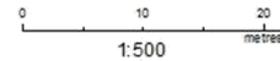
Item 3.4 Attachment 3



**Mandalay Tce - Khandallah - TR(33-15)
Proposed No Stopping Restriction**

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street

ORIGINAL MAP SIZE: A3
DATE: 23/04/2015
AUTHOR: 30-01/121



**Absolutely
POSITIVELY**

Feedback received:

Submitter Number:	4	Submitter:	Kevin Guerin
Address:	Mandalay Terrace, Khandallah		
Comments:	<p>Question Comments:(3.) -Essential to reduce serious accident risk, especially for buses. I have had numerous close calls with other vehicles on the crest due to parked vehicles.</p>		
Officers Response:	No response required		
Submitter Number:	5	Submitter:	Clifford Montu
On behalf of:	Montu Family.	Organisation:	WireOut Electrical
Address:	Mandalay Terrace, Khandallah		
Comments:	<p>Question Comments:(3.) -</p> <p>I have lived at 13 Mandalay Tce for over 40 years , i own a electrical business hence the number of vehicles parked on the street this is for security reasons. Before all the new buildings across the road at Arakan way went in i use to park my vehicles across the road on the grass verge . If i am going to lose three parking spaces can you at least convert the grass verge back into parking for resident parking spaces. Another request over the many years i have lived here i have seen accidents and near misses this hill has been used as a jumping hill by fast cars and motor bikes , i have written to council requesting speed bumps be installed they said there has to be serious accidents before they acted. With my vehicles parked on the road it has stopped the people jumping the hill. If you go ahead and make the top of the hill clear you must put in speed bumps or the people coming out of Arakan way will be in serious DANGER. With all the new development on Mandalay the infrastructure around the road is strained a lot more homes means more people and cars why should i have to lose my parks to accommodate this, all the visitors at Arakan way park at the top of the hill making it very dangerous. Plus i think the yellow lines need to be longer past</p>		

number 15 because cars are still going to pull out across the center line when they pass 15, but if you are going to extend the lines we need the new parking across the road. Cliff Montu.

I have lived at 13 Mandalay Tce for 40 years , I have a variety of vehicles commercial and private , i park them outside my home for security reasons and have caught thieves before breaking into my work vehicles.

Dont get me wrong i am all for the yellow lines, but if you are going to get rid of the parks you have to provide me with new ones.

Before the council approved all the new development at Arakan Way i use to park my vehicles across the road on the grass verge , then the developers closed it off with wooden blocks which they are not allowed to do , If I am going to lose 3 parks I want new parks across the road for residence only on the grass verge area , which will have to be converted to parking.

You guys looked at yellow lines over 10 years ago , we have asked the council a number of times about how dangerous this hill is. We have made applications for speed bumps / and juddar bars , and even to take the hump out of the road. Our concerns with traffic is shared with others but please can you see about the new parking across the road for us.

Regards Cliff Montu.

I am Cliff's wife and have lived here for 17 years. When I moved to 13 Mandalay Terrace there was not so much traffic as there is now with all the new developments which have gone ahead over the last 10 years down Mandalay Terrace. The parking across the road from us that was taken away when Arakan Way was built took vital parking not just for us but other neighbours. It was safer to drive out off that area as could view both sides of the hill. The parking of vehicle's was used by Number 11,13 and 15 Mandalay Terrace for work, family and visitors. We were never contacted when this area was taken away. Arakan Way visitors now use our side of street to park their cars increasing traffic problems. As my husband said we had asked for some action to be taken over 10 years ago as we have a lot of young families in the area and people speed over the top of the hill who don't know the area.

My concern with resolving problem with yellow lines means that security for vehicles will be compromised, our elderly relatives who are not that able bodied can't access our house easily and families with young children will be having to park cars further away. This is not safe either.

I think putting yellow lines on top of verge of hill is fine, put in some juddar bars both sides to slow traffic. If not going to give the area up across from us then use some of it as a lay over site so it gives driver a safe place to pull in when another car meets at the top of hill.

I do hope you give this some consideration, thanks Justine.

Officers Response:

Dear Mr Clifford Montu,

Thank you for your submission regarding (TR 33-15 - No stopping restriction) on Mandalay Terrace.

The majority of submissions agree to the proposed parking removal on the western side of Mandalay Terrace. This will assist drivers to remain in their lane and keep to the left when their forward sight distance is very limited by the crest on Mandalay Terrace near no.13.

Many instances have been reported where a vehicle travelling on the eastern side towards Onslow Rd has encountered an oncoming vehicle on the wrong side of the road. Drivers have to take evasive action to avoid a head-on collision. The road is narrow with a crest obstructing drivers' forward view and therefore provides less than the desirable safe stopping sight distance. Mandalay Terrace is also a bus route.

We understand your concerns regarding the speed of drivers, unfortunately, this road is not alone. Vehicles' speeds are very difficult to control and each year the Council receives many similar requests for traffic calming. Speed humps are not an option on this road at the current time as the speed of vehicles is not at a level where speed humps are considered necessary. A timetabled bus route also exists on the route.

Officers focus on the safety issues, and these issues are based on priority of schemes based on a ranking of schemes to achieve the highest cost benefits. Currently, the Council has no plans to provide parking spaces on the grass verge opposite no.13. There is no budget for the provision of parking and the priority within the Minor Road Safety Improvement schemes indicates a low ranking.

We have proposed a scheme that has the least effects on kerbside parking. We have therefore concentrated the no stopping restriction at the crest in the road and in advance on the crest on the southern side where the gradient is at its steepest.

We have noted you are already using 2 car parking spaces on the Council road reserve for your parked vehicles. We also understand that is happening without an encroachment license from the Council

We appreciate your concerns but safety is paramount. Officers are therefore recommending to proceed with this proposal to improve safety for all road users

Officers therefore propose to install 26m broken yellow lines on the western side of Mandalay Terrace close to the apex of the crest to provide drivers room to manoeuvre out of the path of approaching vehicles from the north.

Submitter

6

Submitter:

Hayden Johnston

Number:	
Address:	Mandalay Terrace, Khandallah
<hr/>	
Comments:	Question Comments: (3.) -It is not possible to see over the top of the hill, and having cars parked there obstructs our view as we reverse from our driveway. It makes sense to prevent cars from parking in that section of road. The proposal results in the removal of 3 car parking spaces. The substantial amount of infill housing in the street in the last 10 years has placed high demand on parking spaces. We request that the council consider making council-owned land on the Eastern side of the street available for additional parking.
<hr/>	
Officers Response:	
<p>We have proposed a road safety scheme that has the least effects on kerbside parking with a big improvement in road safety . We have therefore concentrated the no stopping restriction at the crest, and in advance of the crest on the southern side where the gradient is at its steepest.</p> <p>Currently the Councils parking improvement budget is not available so we are unable to promise any alternative off road parking.</p>	

Submitter Number:	9	Submitter:	Keith Curry
Address:	Mandalay Terrace, Khandallah		
<hr/>			
Comments:	Question Comments: (3.) -The parking of cars on the West side of Mandalay Terrace in the region of the summit of two inclines causes northbound traffic to move into the opposing traffic flow with limited forward visibility creating a serious hazzard.The summit of the slopes is in line with the lefthand side of No. 16's concrete driveway.The Proposal does not remove the potential for two vehicles with a combined speed of 100km/hr having a serious headon accident.Under this Proposal a vehicle can be parked (and they do) at the north end of the dotted yellow line exactly where the hazzard exists.The obvious minor solution is to extend the Proposed yellow NO STOPPING line for a further 13 metres northward (total length 39 metres) or in line with the righthand side of No. 17's driveway		
<hr/>			
Officers Response:			
<p>We have proposed a road safety scheme that has the least effects on kerbside parking and a big improvement in road safety. We have therefore concentrated the no stopping restriction at the</p>			

crest and in advance of the crest on the southern side where the gradient is at its steepest and where visibility is very limited. We will be monitoring the road safety improvement effects with this No Stopping restriction post installation.

Submitter Number:	10	Submitter:	Greg Bodnar
Address:	Hanson Street, Newtown		
Comments:	Question Comments: (3.) -This proposal is consistent with the mentality that council prefers safe mobility over parking. This should be a blanket policy that requires justification for exception.		
Officers Response:	No response required		

Submitter Number:	19	Submitter:	Mr Cosgrove
On behalf of:	Cosgrove Good & Partners		
Address:	Mandalay Tce, Khandallah,		
Comments:	Question Comments: (3.) -In support of the No stopping at all times proposal		
Officers Response:	No response required		

Submitter Number:	21	Submitter:	Pete Targett
Address:	Mandalay Tce, Khandallah		

Comments:

Question Comments:(3.) -

I acknowledge that there is a need to remedy the situation on this bus route. It has been unresolved for some time now and the increased number of residents in the street has compounded the problem.

I note the proposed Broken Yellow Lines (BYL's) extending from number 11 to 15, however, the plan photograph shows the BYL's only extend to the driveway of number 15. This does not include the brow of the hill which is the worst possible location for any vehicle to park, so does not resolve the problem. Parking on the brow may contravene the road code but that hasn't stopped parking there to date.

This proposal severely restricts parking options for No's 13 and 15 as neither of these properties has an opportunity for a reasonably sized off street parking facility, given the topology of their section, (this can be seen in your photograph). This will result in their having to park their vehicles elsewhere on the street and creating yet another problem. It is this lack of parking facilities in this area that actually causes the problem. I believe that it's the building of 14 and 16 that has caused this because the road reserve had been used as an 'unofficial' parking area, removing the necessity of on-street parking. Since 14 and 16 were built, some residents on the northern side of the road have had to resort to on-street parking.

There is another factor that may not have been brought to your attention. There is another major issue that presents itself from the existence of this knoll. Over the years, we have suffered from 'Boy Racers' driving at speed over the knoll in an attempt to get their vehicles airborne. Although this has tended to happen mainly late at night there was one near miss I did observe one weekend afternoon whereby a fast vehicle did crest the rise when another car was going the other way. These incidents are rarely, if ever, reported because the vehicles are gone so quickly and they tend to do it once and don't return. The move to on-street parking has had the tendency to restrict this activity, as the boy racers cannot get a clear run at the knoll. Restricting the on-street parking with BYL's will make it far easier for the boy racers and could eventually result in a more serious accident than the proposed BYL's are attempting to avoid.

There are alternatives

- Address the limited visibility and remove the temptation for the boy racers by removing the crest of the rise, say the top one metre. This could be done and still provide access to number 15. (slide1)
- Deal with the limited visibility, the parking problem and restrict the ability for speeding over the knoll by making better use of the 10 metres of road reserve that runs down the southern side of Mandalay Terrace by realigning the brow from No 18 to Arakan Way. This realignment would provide on-street parking, on the northern side for No's 13 and 15, provide a chicane, that would help deter the boy racers, but would provide a clear run for the buses. I acknowledge that two power poles

may have to be moved slightly to the south, but I am sure it could be easily done. (Slide2)

- An alternative, that would deal with the parking issue, but not fix the boy racer problem, would be to provide some parallel parking bays on the road reserve outside No's 14 and 16. I acknowledge that No 14, 16 and 18 would be slightly inconvenienced by both these proposals but it is the use of road reserve I am suggesting utilising, not their private sections. (Slide3)

To summarise; The proposed BYL's will probably introduce more problems than they solve, do not fix the root cause of the problem, which is the lack of parking in this area, and will severely inconvenience some residents.

Officers Response:

Dear Mr Pete Targett,

Thank you for your submission regarding (TR 33-15 - No stopping restriction) on Mandalay Terrace.

The majority of submissions agree to the proposed parking removal on the western side of Mandalay Terrace. This will assist drivers to remain in their lane and keep to the left when their forward sight distance is very limited by the crest on Mandalay Terrace near no.13.

Many instances have been reported where a vehicle travelling on the eastern side towards Onslow Rd has encountered an oncoming vehicle on the wrong side of the road. Drivers have to take evasive action to avoid a head-on collision.

We understand your concern regarding Boy Racers. Unfortunately, this behaviour is very difficult to control by us or the police. This inconsiderate activity occurs on many Wellington City Council roads. Speed humps are not an option on this road at the current time as the speed of vehicles is not at a level where speed humps are considered necessary. A timetabled bus route also exists on the route.

Your suggestions (removing the crest, realignment the brow or installing parking bays) are not possible as we do not have the budget to such major improvement works.

Officers therefore focus on the safety issues, and these issues are based on priority of schemes based on a ranking of schemes to achieve the highest cost benefits.

We appreciate your concerns but safety is paramount. Officers are therefore recommending that we are going to proceed with this proposal to improve safety for all road users.

PROPOSED TRAFFIC RESOLUTION

Reference: TR 35 – 15

Location: Karori Road - Karori

Proposal: Time limited parking (P10, Mon-Sat, 8am-8pm)

Information: Council Officers have received a request from a business owner (dairy shop) to increase the time period from the existing (P10, Mon-Sat, 8am-6pm) to (P10, Mon-Sat, 8am-8pm) outside his shop.

Between 6pm and 8pm in the evening the shop is busy and parking is not restricted. Consequently, vehicles park longer in front of the shops in this section of Karori Rd, He states this is affecting his business and he states that he is losing customers.

Officers therefore are proposing to increase the time period from 6pm to 8pm to provide a greater parking turnover.

Net parking: unchanged.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 12 May 2015 |
| 2) Feedback period closes. | 29 May 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 25 June 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One
Karori Road

Column Two
*P10, Mon-Sat,
8am-6pm*

Column Three
*North side, commencing 40
metres north of its intersection
with Nottingham Street and
extending in an easterly
direction following the northern
kerbline for 20.5 metres.*

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

Column One	Column Two	Column Three
Karori Road	<i>P10, Mon-Sat, 8am-8pm</i>	<i>North side, commencing 8.5 metres east of its intersection with Nottingham Street (grid coordinates x= 1,746,520.2 m, y= 5,428,506.9 m), and extending in an easterly direction following the northern kerbline for 20.5 metres.</i>

Prepared By: Lubna Abdullah

(Northern Area Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Planner)

Date:

WCC Contact:

Lubna Abdullah

Northern Area Traffic Engineer

Transport Group – City Networks

Wellington City Council

101 Wakefield Street / PO Box 2199,

Wellington

Phone: +64 4 803 8294

Fax: +64 4 801 3009

Email: lubna.abdullah@wcc.govt.nz

Feedback received:

No feedback received.

Item 3.4 Attachment 4



**Karori Rd - Karori TR (35-15)
Proposed Time Limited Parking**

MAP PRODUCED BY:
Wellington City Council
101 Waiwaka Road

ORIGINAL MAP SIZE: A3
DATE: 5/05/2015
AUTHOR: abdu21



PROPOSED TRAFFIC RESOLUTION

- Reference:** TR 37 – 15
- Location:** Cambridge Street - Tawa
- Proposal:** Mobility park, at all times
- Information:** Council officers have received a request to consider a mobility park near the Tawa Library. The community library has a proportion of patrons who would benefit from this.

After review of the parking in the area, a location along Cambridge Street has been identified where it is safer for mobility users to park.

Council officers propose to install the park in place of the redundant bus stop. A mobility ramp will also be installed to allow easy access to the library including other public amenities in the area.

The mobility parking policy aims to ensure Tawa is a liveable place for people with limited mobility by enhancing their ability to participate in social, cultural and political life and their access to services and resources.

Net parking gain: 1 - conversion of the remainder of the bus stop to unrestricted parking space

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 12 May 2015 |
| 2) Feedback period closes. | 29 May 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 25 June 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Cambridge Street	<i>Bus Stop, Monday to Saturday, 9:45am-11:30am</i>	<i>North Side, commencing 36.5 metres east of intersection with Main Road and extending in an easterly direction following the northern kerbline for 12 metres.</i>

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

Column One
Cambridge Street

Column Two
P60, Except 9:45am-
11:30am, Monday to
Friday

Column Three
North Side, commencing 36.5
metres east of intersection with
Main Road and extending in an
easterly direction following the
northern kerbline for 12 metres.

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

Column One
Cambridge Street

Column Two
No stopping at all times

Column Three
North Side, commencing from
its intersection with Main Road
and extending in an easterly
direction following the northern
kerbline for 36.5 metres.

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

Column One
Cambridge Street

Column Two
Mobility park, at all
times

Column Three
North Side, commencing 33.5
metres east of intersection with
Main Road (Grid coordinates x=
1753085.9 m, y= 5440610.4 m)
and extending in an easterly
direction following the northern
kerbline for 7.5 metres

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

Column One
Cambridge Street

Column Two
No stopping at all times

Column Three
North Side, commencing from
its intersection with Main Road
(Grid coordinates x= 1753085.9
m, y= 5440610.4 m) and
extending in an easterly
direction following the northern
kerbline for 33.5 metres.

Prepared By: **Orencio Gueco**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

Feedback received:

No feedback received.



PROPOSED TRAFFIC RESOLUTION

- Reference:** TR38 – 15
- Location:** Waipapa Road - Hataitai
- Proposal:** Time limited (P10, Monday to Friday, 8:30am -9:15am, 2:30pm-3:15pm, During School Terms)
- Information:** Council officers received a request from the Hataitai Community Centre for time limited parking.

The Community Centre run the Kindergarten situated at 112 Waipapa Road, Hataitai. Parents/caregivers find it difficult to park close to and within walking distance of the community centre in the morning drop off and evening pickup times.

Council officers have visited the site and observed that parking was unavailable within a reasonable walking distance to the kindergarten. This is primarily due to commuter parking in the area to facilitate bus travel to work places to and from the city.

The proposed restriction would allow a ten minute drop off/ pick up facility in front of the centre to assist the parents and children attending the centre.

Net parking: unchanged.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 12 May 2015 |
| 2) Feedback period closes. | 29 May 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 25 June 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One
Waipapa Road

Column Two
*P10, Monday to Friday
8:30am-9:15am
2:30pm-3:15pm*

Column Three
West side, commencing 48 metres north of its intersection with Waitoa Road (Grid coordinates x= 1750355.9 m, y=

*5425925.9 m) and extending in
a northerly direction following
the western kerblines for 12
metres*

Prepared By: **Frank Fan**
Approved By: **Steve Spence**
Date:

(Southern Area Traffic Engineer)

(Chief Transport Planner)

WCC Contact:

Frank Fan
Area Traffic Engineer
Transport Network Team
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 830 1202
Email: frank.fan@wcc.govt.nz

Item 3.4 Attachment 6



Feedback received:

Submitter Number:	10	Submitter:	Greg Bodnar
Address:	Hanson Street, Newtown		
Comments:	Question Comments:(7.) -Commuter parking should be considered expendable if there is any viable alternative use for the space. Given the proximity to the kindergarten, the space is much better used by parents and caregivers.		
Officers Response:	No response required		

PROPOSED TRAFFIC RESOLUTION

Reference: TR 39 – 15

Location: Adelaide Road - Berhampore

Proposal: No Stopping Line, At All Times

Information: Council Officers have received a request from a local resident to restrict parking outside the BP Service Station's exit on Adelaide Road.

Council officers have observed it is difficult for traffic to exit the BP service station due to the drivers' view being obstructed by vehicles parked adjacent to the exit on Adelaide Road. This exit driveway carries a considerable volume of left and right turning vehicles onto Adelaide Road and the sightline and visibility is less than desirable for a high volume driveway onto a Principal road.

It is proposed to install No Stopping Lines at all times additional to the current restriction, for 5 metres north of the exit to improve the visibility for traffic exiting the service station to Adelaide Road.

Net Parking loss: 1 parking space

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 12 May 2015 |
| 2) Feedback period closes. | 29 May 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 25 June 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Adelaide Road	<i>No stopping, at all times</i>	<i>East side, commencing 21 metres north of its intersection with Oxford street (Grid coordinates x= 1748957.5 m, y= 5426071.7m), and extending in a northerly direction following the eastern kerb line for 5 metres.</i>

Prepared By: **Frank Fan**
Approved By: **Steve Spence**
Date:

(Southern Area Traffic Engineer)

(Chief Transport Planner)

WCC Contact:

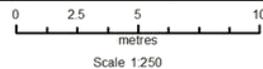
Frank Fan
Area Traffic Engineer
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Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 830 1202
Email: frank.fan@wcc.govt.nz

Item 3.4 Attachment 7



Proposed No Stopping Line for 5 metres

ADELAIDE ROAD, BERHAMPORE (TR39-15)
PROPOSED NO STOPPING RESTRICTION



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

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

ORIGINAL MAP SIZE: A4
AUTHOR: fan2f
DATE: 5/05/2015
REFERENCE:



Feedback received:

Submitter Number:	10	Submitter:	Greg Bodnar
Address:	Hanson Street, Newtown		
Comments:	Question Comments: (8.) -This proposal is consistent with the mentality that council prefers safe mobility over parking. This should be a blanket policy that requires justification for exception.		
Officers Response:	No response required		

PROPOSED TRAFFIC RESOLUTION

- Reference:** TR 40 – 15
- Location:** Arawa and Hohiria Roads - Hataitai
- Proposal:** No stopping restrictions and school bus stop (part time) relocation
- Information:** Concerns have been voiced from Hataitai primary school representatives and parents / caregivers regarding the location of the kea crossing at the intersection of Arawa and Hohiria roads.

Because of safety concerns, the kea crossing is proposed to be relocated 15 metres south along Hohiria Road to provide improved visibility between drivers and pedestrians, safe stopping, and to provide a queuing space for two vehicles without blocking the intersection with Arawa Road. This new location complies with the Traffic Control Devices Rule 2004 and LTNZ Pedestrian Planning and design guidelines (2007)

This Traffic Resolution is recommended to resolve the road safety concerns to vulnerable road users at the kea crossing near the intersection of Arawa and Hohiria Roads.

Net parking loss: 4 spaces

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 12 May 2015 |
| 2) Feedback period closes. | 29 May 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 25 June 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Delete from Schedule B (Restricted Parking of the Traffic Restrictions Schedule

Column One
Hohiria Road

Column Two
*Bus Stop, During
School Term
Monday to Friday,
8.30am- 9.00am,
3.00pm- 3.30pm*

Column Three
*West side, commencing 7.5
metres from the
intersection with Arawa
Road and extending in a
southerly direction following
the western kerbline for
11.5 metres*

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

Column One	Column Two	Column Three
Hohiria Road	No Stopping at all times	East side, commencing from 11 metres from its intersection with Arawa Road (grid coordinates X: 1,750,779.0378, Y: 5,426,508.9172) and extending in a southerly direction following the eastern kerb line for 13 metres.
Hohiria Road	No Stopping at all times	West side, commencing from 7.5 metres from its intersection with Arawa Road (grid coordinates X: 1,750,774.9633, Y: 5,426,516.8547) and extending in a southerly direction following the western kerb line for 17 metres.
Arawa Road	Bus Stop, During School Term Monday to Friday, 8.30am- 9.00am, 3.00pm- 3.30pm	West side, commencing 5 metres from the intersection with Hohiria Road (grid coordinates, X: 1,750,781.3662, Y: 5,426,530.3485) and extending in a northerly direction following the western kerb line for 20 metres

Prepared By: **Charles Kingsford**

(Principal Traffic Engineer/Team Lead)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

WCC Contact:

Charles Kingsford
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Transport Group – City Networks
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Feedback received:

Submitter Number:	7	Submitter:	Glenn Kingston
On behalf of:	Strathmore Park Progressive & Beautifying Association (Inc)		
Address:	Tannadyce Street, Strathmore Park		
Comments:	<p>Question Comments:(9.) -Consider that the footpath concrete extensions on the corner be removed to improve safety for turning traffic. There would appear to be no need for these extensions when the crossing is moved back.</p>		

Submitter Number:	10	Submitter:	Greg Bodnar
Address:	Hanson Street, Newtown		
Comments:	<p>Question Comments:(9.) -This proposal is consistent with the mentality that council prefers safe mobility over parking. This should be a blanket policy that requires justification for exception.</p>		

Submitter Number:	18	Submitter:	Pam Graham
Address:	Arawa Road, Hataitai		
Comments:	<p>Question Comments:(9.) - I would like to object to the traffic resolution plan reference TR 40 - 15. The loss of five car parks in this area is significant. The area has a dense population due to infill housing and a lot of houses are divided into multiple unit rental properties with no garages or off-street parking. People also park their cars on Arawa Road to catch the two bus services that go from the top of Arawa Road. Parking on the road is currently at a premium and there is not enough of it. I've owned 16 Arawa Road since 1993 and have noticed no issues with the children crossing the road at the corner of Hohiria Road and Arawa Road other than those caused by some parents parking on yellow lines for quick drop off and pick ups and</p>		

obscuring the view of those crossing the road.
I believe larger areas of yellow lines would increase the problem of visitors to the school parking illegally on yellow lines while popping into the school and dropping children off before and after school.
I also believe Hataitai Road could be used as a bus pickup and drop off point for the school as there is already a crossing there and bus stop.
It may also be time to consider a residents parking zone for this area given the current shortage of parks and amount of infill housing and multi-tenanting of properties that has been allowed by council. The area is equivalent to Thorndon these days.
(see picture attached) This is what I saw on the way to the gym tonight. Presumably if this area becomes yellow lines as proposed the parents late for pickups from after school care will just park on yellow lines because they always stop just by the gate. I assume this car has stopped illegally tho I am not sure what the rule is for a temporary bus stop.
Can I make a suggestion as an alternative to the TR 40 - 15 transport proposal.
There are currently bus stops just before the shops at the intersection of Hataitai Road and Arawa Road, at the shops themselves and outside my house, 16 Arawa Road and opposite, on the No.14 bus route and another stop on Hataitai Road for the No.5 route. On the No.14 route there are effectively three bus stops within the space of a few hundred metres.
It has never made sense to me to have so many bus stops so close together, particularly at the shops and then outside 16 Arawa Road and opposite. Also as I understand it the No.5 route is under review.
If you made the proposed temporary bus stop for the school on Arawa Road a permanent bus stop for the No.14 route as well you could remove the bus stop outside 16 Arawa Road and the bus stop opposite and return them to car parks.
I would also suggest removing the bus stops near to the shops near Te Anau Road as they are also only a hundred metres from the stop at the shops. There would be effectively just the one stop at the shops and the one created on Arawa Road outside the school in a central position. The school would probably be more connected to the community as commuters and parents could mingle.

Submitter Number:	23	Submitter:	Sharon and Anthony Lisner
Address:	New Zealand		
Comments:	<p>Question Comments:(9.) - We are writing to voice our concerns / ideas regarding the above proposed changes to the no stopping restrictions and relocation of the Kea Crossing from its current site. We are local residents who have a seven year old attending the school, so we are writing from both a resident and school safety perspective.</p>		

1. The proposed move of the Kea Crossing will create a shortage of five parking spaces for residents in Hohira Road and the top end of Arawa Road. This, along with the change to the bus stop location (which we think is a good idea but will effectively remove another four parking spaces) makes a net loss of nine spaces altogether. Although the new bus stop will be no parking on a "part time" basis it doesn't help residents who park there all day, while taking public transport to work.

2. We have never understood why there is not a proper 'zebra' crossing on the corner of Hohira and Arawa Roads. It would make crossing the road safer to have proper painted lines on the road rather than the "kea crossing" currently in place. We don't think it will be any safer to move the Kea Crossing, and we believe many children will still cross the road at the top of the street. We suggest a proper pedestrian crossing with clear markings and signage, in its current location, would be much more effective.

3. There are no speed signs in the area warning motorists to slow down and that they are in a school zone. We witness many motorists speeding up Arawa Road, there needs to be signage, and speed markings on the road.

4. With the removal of five parking spaces in Hohira Road we think it will create frustration and impatience among parents who drop their children off to school by car and we believe that many parents will stop on the yellow broken lines to let their children out anyway, which will not alleviate the problem of safety for pedestrians crossing the road.

5. We think the best outcome is to keep the crossing in its current location but made into a proper pedestrian crossing. No stopping lines are installed on the Western side (school side of Hohira Road) only, and speed signage and road markings are put in place to warn motorists they are in a restricted speed zone area.

Thank you for considering our comments which we would be happy to discuss in more detail.

Officers Response:

TR40-15 Recommendations

The submissions received have been addressed as follows:

The footpath extensions at the intersection will remain as they provide a narrowing of Hohira road which in turn slows the traffic approaching the relocated Kea crossing. There will be new path extensions adjacent to the relocated Kea crossing to provide the necessary sightlines to the crossing point from approaching drivers and the necessary time to stop.

In school assisted crossing locations the key is to provide a facility that is safe to use with the necessary parking restrictions.

The design has been modified to reduce the no stopping restrictions on Hohira road on the exit side of the kea crossing by one car space.

The Council will work with the school and parking services to enforce the proposed parking restrictions that are a legal requirement. The minimal restrictions have been placed to provide a kea crossing conforming to legal requirements and one space has been gained back from the earlier design consulted on.

Greater Wellington Regional Council has been consulted regarding the school bus use of the current timetabled bus stops on either side of Arawa Road. The School has a programme of

chartered bus use and it is considered that this will disrupt the timetabled services. The school already has a part-time stop on Hohira Road and the only suitable place to relocate this is to Arawa Road with the same hours of operation to cater for the morning and afternoon school day bus operation.

The Officers recommendation is to proceed with the modified scheme to enhance the safety of school children and the provision of a relocated school bus stop to Arawa road to cater for the current and future expansion of bus trips to and from the school.

PROPOSED TRAFFIC RESOLUTION

- Reference:** TR 41 – 15
- Location:** Tinakori Road - Thorndon
- Proposal:** Residents parking at all times
- Information:** Council officers were advised that the dairy operating at 172-174 Tinakori Road has ceased operations. The property is now being converted to a residential accommodation.

With this development, it is proposed to remove the existing P10 parking restriction and install residents parking at all times. These additional parks will benefit residents as parking is such a premium in this area.

Net parking loss: 0 - conversion of a P10 to residents parking

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 12 May 2015 |
| 2) Feedback period closes. | 29 May 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 25 June 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Tinakori Road	P10, at all times	West side, commencing 82 metres north of intersection with Poplar Grove and extending in a northerly direction following the western kerbline for 15 metres. (2 parallel parks)

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

Column One	Column Two	Column Three
Tinakori Road	Residents parking, at all times	West side, commencing 82 metres north of intersection with Poplar Grove with Grid Coordinates (x=1,748,551.8, y=5,429,203.4) and extending in a

*northerly direction following the
western kerbline for 15 metres.
(2 parallel parks)*

Prepared By: **Orencio Gueco**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

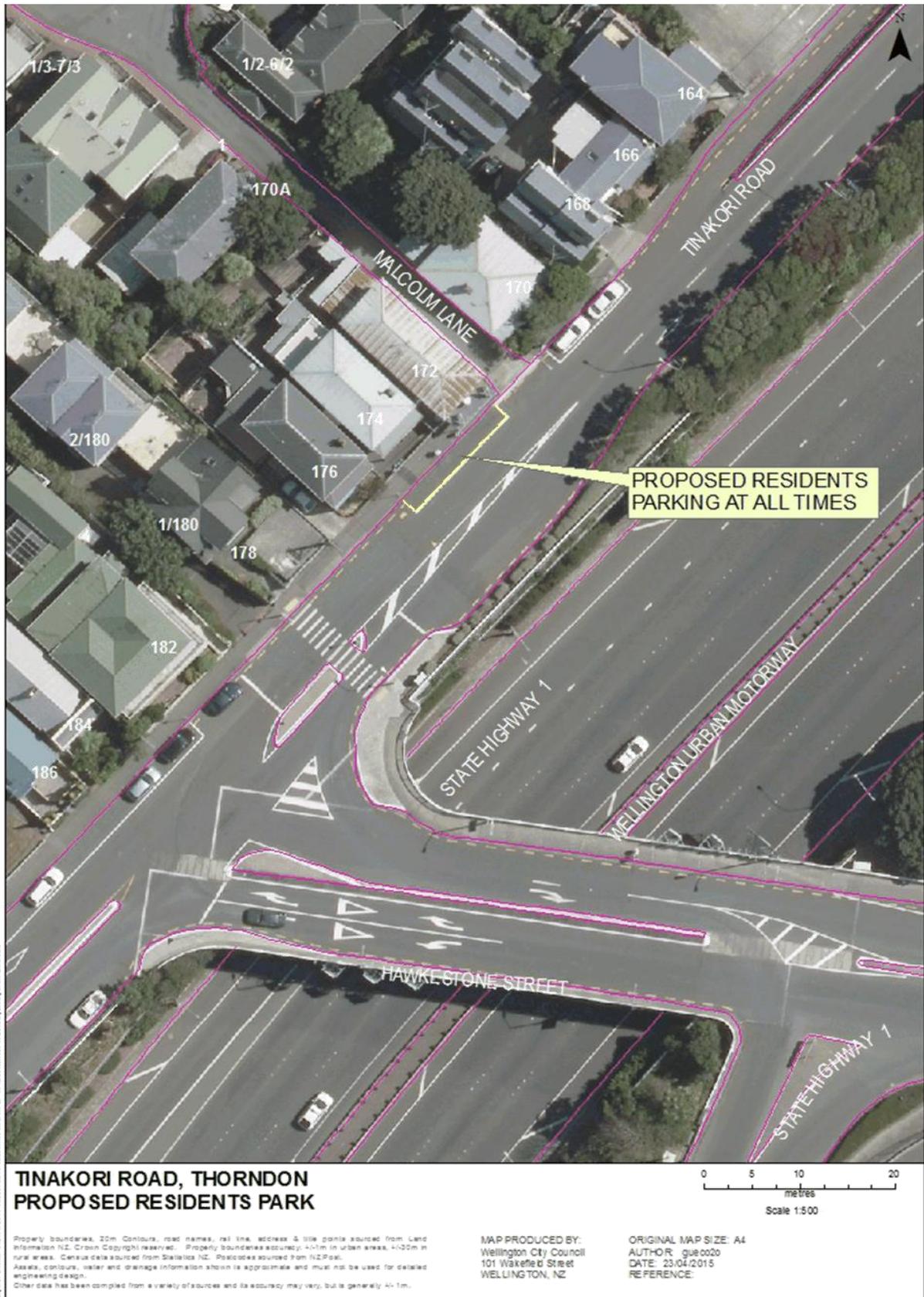
Date:

WCC Contact:

Orencio Gueco
Area Traffic Engineer
Transport Group – City Networks
Wellington City Council
101 Wakefield Street / PO Box 2199,
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Phone: +64 4 803 8287
Fax: +64 4 801 3009
Email: orencio.gueco@wcc.govt.nz

Feedback received:

No feedback received



PROPOSED TRAFFIC RESOLUTION

Reference: TR 42 – 15

Location: Miro Street - Miramar

Proposal: Cycle lanes

Information: Wellington City Council (WCC) is working to make walking and cycling safer and more convenient.

The tunnel located underneath the runway of Wellington Airport between Miro Street and Coutts Street is currently used by 200-300 people a day on bikes. It is a key link between the eastern suburbs (such as Miramar, Seatoun, Kilbirnie, and Strathmore) as well as wider access to the central area through the suburb of Kilbirnie.

With the recent opening of the Leonie Gill shared pathway, a safer, non-motorised alternative route to Coutts St has been provided to pedestrians and people on bikes who wish to get across Kilbirnie. Cycle and pedestrian activity in the area including through the airport tunnel is expected to increase.

Officers therefore propose to re-arrange some existing road space to create a new two way cycle facility between Broadway and the tunnel. The proposal will separate the different modes which will help improve safety and encourage further use.

The work involves moving back carparks near 7&9 Miro Street to create space for a two-way cycle lane between the footpath and the parking spaces. This will require converting the current 19 perpendicular parking spaces into 17 angle spaces. These spaces have been observed to be predominantly people who are attempting to access the airport but do not wish to pay for parking. The airport has available parking to accommodate these users but they would have to pay.

Five on-street parking spaces outside 335 & 337 Broadway need to be removed to provide adequate space for the two-way cycle lane to connect to the crossing at Broadway. Again these five parks have been observed to be airport users wishing to not pay for parking. The parking spots in front of the current residences will remain.

Officers recommend the traffic resolution proceed as effective movement and safety should have priority over airport parking.

Net parking loss: 7 spaces

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 12 May 2015 |
| 2) Feedback period closes. | 29 May 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 25 June 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Miro Street	Cycle lane	
		<i>West side, commencing at the intersection with Broadway (Grid coordinates $x=1751468.5m$, $y=5423539.2m$), extending in a northerly direction following the western kerblines for 123.2 metres and terminating 206.0 metres south of its intersection with Kedah Street (Grid coordinates $x=1751499.8m$ $y=5423814.3m$).</i>

Prepared By: **David Huang**

(Cycling Projects Engineer)

Approved By: **Steve Spence**

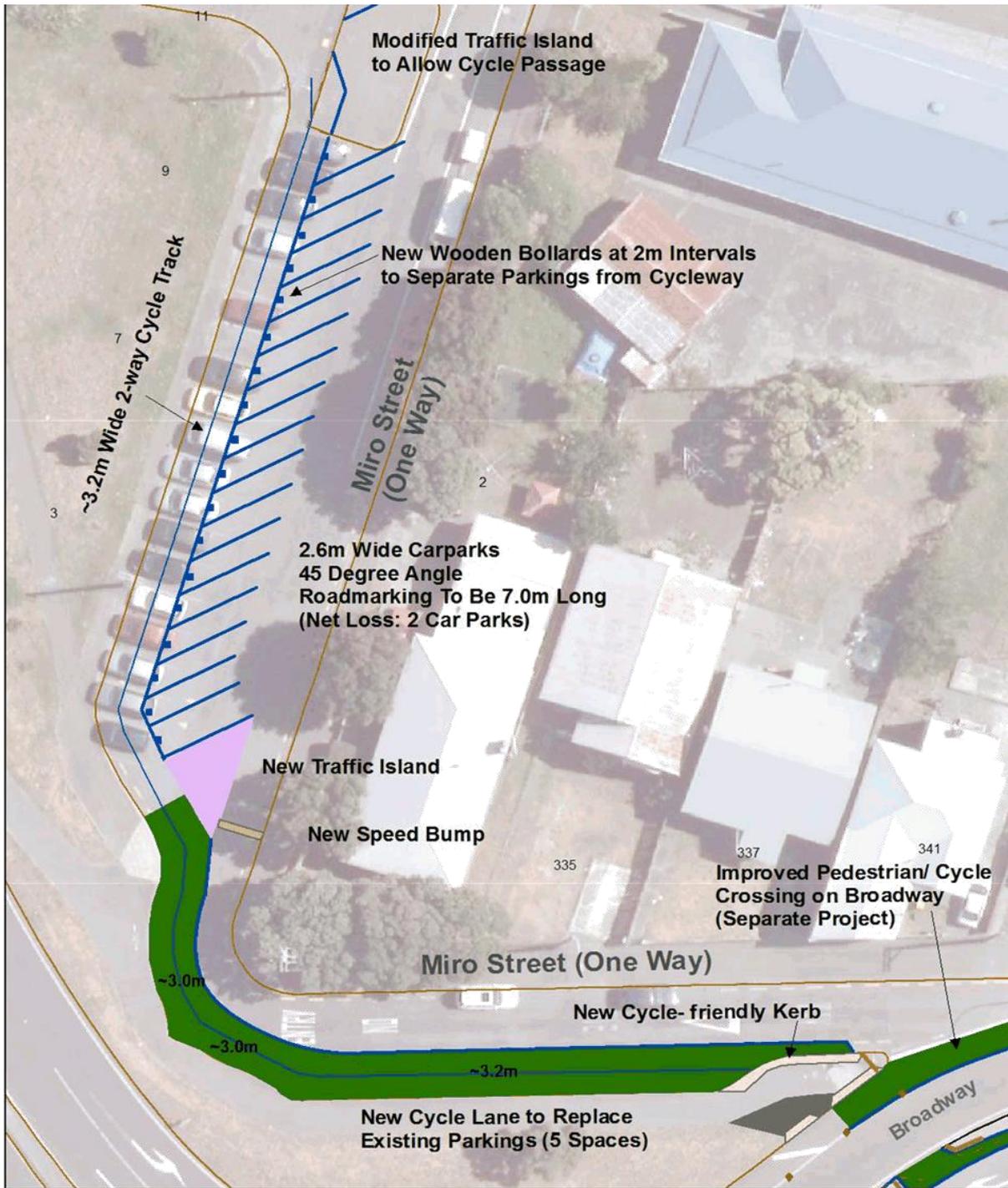
(Chief Transport Planner)

Date:

WCC Contact:

David Huang
Cycling Projects Engineer
Safe & Sustainable Transport Team
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Wellington 6140
Phone: +64 4 830 1248
Email: david.huang@wcc.govt.nz

Item 3.4 Attachment 10



**MIRO STREET, MIRAMAR
PROPOSED TRAFFIC RESOLUTION, TR 42 -15**

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

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

ORIGINAL MAP SIZE: A4
AUTHOR: huangzd
DATE: 5/05/2015
REFERENCE:

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

Feedback received:

Submitter Number:	7	Submitter:	Glenn Kingston
On behalf of:	Strathmore Park Progressive & Beautifying Association (Inc.)		
Address:	Tannadyce Street, Strathmore Park		
Comments:	Question Comments: (11.) -Please ensure that the speed hump & turn from Miro St into Broadway is suitable for a full size bus. This route is used by the school bus which waits at the first stop on Broadway for Kilbirnie children arriving on foot from the airport tunnel		
Officers Response :	Council Officer spoke to the customer on the phone and clarified that the school bus did not actually use Miro St to turn left onto Broadway. The customer was happy with the response and no longer required further update.		

Submitter Number:	10	Submitter:	Greg Bodnar
Address:	Hanson Street, Newtown		
Comments:	Question Comments: (11.) -This proposal is consistent with the mentality that council prefers safe mobility over parking. This should be a blanket policy that requires justification for exception. The segregation of the cycleway provides a good example of reuse of space to accommodate multiple uses of land.		
Officers Response:	No response required		

Submitter Number:	15	Submitter:	Mike Mellor
Organisation:	Living Streets Aotearoa		
Address:	New Zealand, 6011		
<hr/>			
Comments:	Question Comments:(11.) - We support the construction of this cycle lane, removing cycles from the footpath, and we submit that the proposal should be enhanced as follows: a. clear signage/cycleway design at both ends of the direct footpath between the Miro St bend beside Broadway and the tunnel portal showing that this is not a cycle route (see photos 1 & 2 below); b. changing the barriers at the ends of the tunnel from gates to bollards (see photos 1-3 below). At present the gates block the entire width of the cycle portion of the tunnel, forcing cyclists onto the pedestrian space. While this serves to slow cyclists down it also creates conflict. We understand that a concern is that changing the gates could allow motorcycles through, but the footpath gap is already wide enough for this to happen - unpleasant from both a fumes and a noise point of view. Bollards would be no worse from that perspective, and should be accompanied by clear signage banning motorbikes. We would like to be heard in support of this submission.		
<hr/>			
Officers Response :			
With regard to your proposals: At the tunnel end of the direct footpath, we will remove the "Cycle Route to Airport" sign as shown in your Photo 2. We will consider some additional road marking to guide the direction of travel for the cyclists. At the other end, we have already proposed to mark cycle symbols with arrows on the new cycle way. The cyclists should follow the cycle path especially when the footpath will be at a different level. Agree with your comments about the motorcycles. We will discuss it with the Airport as WCC and WIAL share the responsibility in maintaining the tunnel. I will provide you with an update once we hear from the Airport.			

PROPOSED TRAFFIC RESOLUTION

- Reference:** TR 43 – 15
- Location:** Chaytor Street, Curtis Street - Northland
and Raroa Crescent
- Proposal:** No Stopping, At All Times and Stop Controls
- Information:** Wellington City Council (WCC) is working to make transport safer and more convenient across the city.

The intersection of Chaytor Street/ Raroa Crescent has been identified as a high crash site. Analysis was undertaken to determine the roading improvements required to address deficiencies and thereby improve safety. This was done in conjunction with the traffic safety team.

The intersection is a tee configuration with Chaytor Street set up as a main road around the curve and Raroa Crescent as a side road. It is situated on the key traffic route connecting with the Karori Tunnel. Traffic counts taken on Chaytor Street recorded a seven day average of 11,749 vehicles and on Raroa Crescent 5,164 vehicles.

There have been eight injury crashes (for all users) reported at the Chaytor Street and Raroa Crescent intersection during the 10-year period of 2005-2014. This figure includes three serious crashes and five minor injury ones. Crossing/Turning (55%) and Rear End/Obstruction (27%) were the two main crash types at this site with the main contributing factors being failing to give way (45%), poor observation (36%) and poor judgement (36%).

The above includes three cycle injury crashes, all of them occurred when the motorist on Raroa Crescent misjudged the speed or intention of the cyclist riding on the Chaytor St bus lane towards Karori tunnel, failed to give way and collided with the bike. In the crash reports, the motorists stated that they did not see the cyclist on the bus lane or thought the cyclist would turn left onto Raroa Crescent. All cyclists in these crashes suffered injuries (2 minor and 1 serious). Cycle crashes are overrepresented here with three of the eight injury crashes (~37%), whereas cyclist only make up a maximum of 10% of traffic.

These crash types and factors matched fairly well with the behaviour observed on site by officers during the morning peak hours.-

- Sight distances as you approach the intersection from Raroa Crescent and Curtis Street towards Chaytor Street (south) was restricted.

- Vehicles travelling straight through from Chaytor Street to Raroa Crescent were often at a speed. Some drivers chose to indicate while others did not.
- During the morning peak hour, cars from Raroa Crescent were having difficulties to turn on to Chaytor Street. Many drivers crossed the limit line in order to gain more sight distance. This caused a number of near misses at this intersection as the front half of these cars were in the way of the vehicles travelling on the bus lane.
- Some cyclists travelling on Chaytor Street chose to signal “right” to indicate they were continuing on Chaytor Street. Some cyclists did not. Confusions could be seen from the drivers on Raroa Crescent as they were unsure whether the cyclists would turn onto Raroa Crescent or continue to travel on Chaytor Street.

In order to address the issues identified as above, officers have proposed interventions which seek to:

- Highlight the existing bus lane/conflict zone on Chaytor Street
- Reduce the vehicle speed at this intersection
- Ensure vehicles on Raroa Crescent come to a full stop when approaching the intersection to allow additional perception/reaction time
- Create a gap on Chaytor Street for Raroa Crescent traffic to perform a 2-stage crossing. In the first stage they would be able to focus on the city bound traffic on Chaytor Street, including the special vehicles on the bus lane. Then in the second stage they proceed from the flush median to the Karori bound traffic lane.

The initial changes include:

- Improved signage and painting/texturing of the pavement surface through conflict points to help signal the presence of cyclists to motorists.
- Signage and markings for users southbound on Chaytor Street wanting to turn onto Raroa Crescent to remind them to indicate and should assist with slowing users as they exit onto Raroa Crescent.
- Keep clear pavement markings to assist with visibility and vehicles looking to enter the traffic stream at peak hour.
- Stop controls on Raroa Crescent and Curtis Street to allow for additional perception time to locate cyclists and other vehicles on Chaytor Street travelling downhill.
- The parking removal of two on-street parking spaces to encourage northbound (Karori bound) motorists on Chaytor Street to travel further to the inside of the curve (away from the flush median)

which will help promote a two-staged right turn from Raroa Crescent.

Some initial feedback from interest groups was mixed with some believing more drastic measures were required. Officers will be monitoring the site when the implementation is completed and motorist behaviours are normalised. This will help officers assess if the interventions are having the desired effect. If not, further steps may be considered to address the safety concerns at this location.

Officers recommend the traffic resolution to proceed as safety should have priority over minor control delays.

Net parking loss: 2 spaces.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 12 May 2015 |
| 2) Feedback period closes. | 29 May 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 25 June 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Chaytor Street	No Stopping – At All Times	West side, commencing 192 metres west of its intersection with Birdwood Street and extending in a northerly direction following the western kerbline for 97 metres.

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

Column One	Column Two	Column Three
Chaytor Street	No Stopping – At All Times	West side, commencing 183 metres north of its intersection with Birdwood Street (Grid coordinates x= 1746903.8m 5428123.2m) and extending in a northerly direction following the western kerbline for 106 metres.

Add to Schedule G (Stop and Give Way Controls) of the Traffic Restrictions Schedule

Column One
Curtis Street

Column Two
Stop Control

Column Three

*Curtis Street, at its intersection
with Chaytor Street. (Grid
coordinates x= 1746843.8093m,
y=5428161.6708m)*

Raroa Crescent

Stop Control

*Raroa Crescent, at its
intersection with Chaytor Street.
(Grid coordinates x=
1746886.7049m,
y=5428147.0526m)*

Prepared By: **David Huang**

(Cycling Projects Engineer)

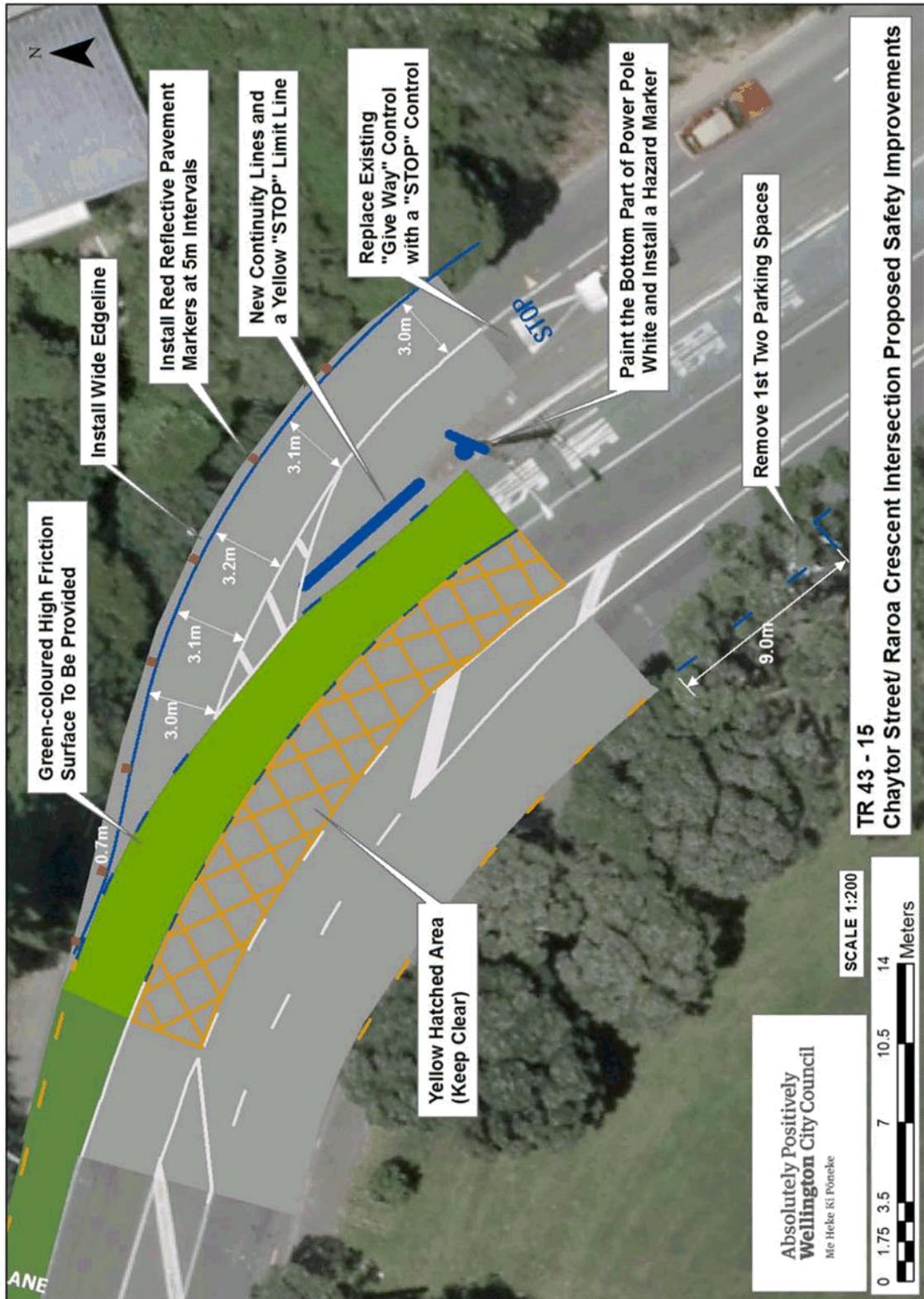
Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

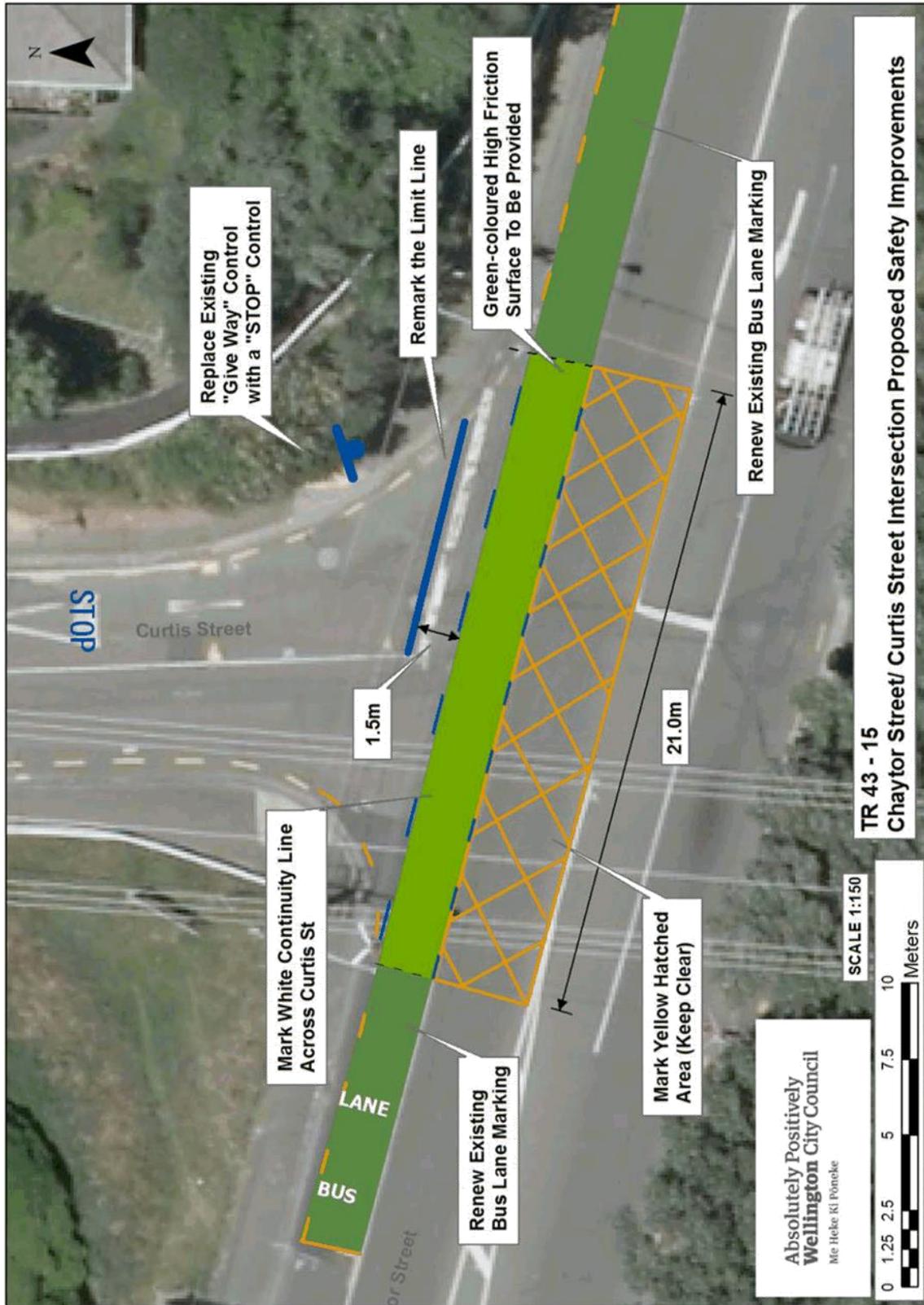
WCC Contact:

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Wellington 6140
Phone: +64 4 830 1248
Email: david.huang@wcc.govt.nz



Item 3.4 Attachment 11

Item 3.4 Attachment 11



Feedback received:

Submitter Number:	10	Submitter:	Greg Bodnar
Address:	Hanson Street, Newtown		
Comments:	Question Comments: (12.) -Ongoing monitoring of behaviour will be important to get to a safe solution. Further iterations may be required		
Officers Response:	No response required		

PROPOSED TRAFFIC RESOLUTION

- Reference:** TR 44 – 15
- Location:** Dundas Street and Inglis Street - Seatoun
- Proposal:** Stop Control
- Information:** Wellington City Council (WCC) is working to make cycling safer and more convenient.

The intersection of Inglis Street and Dundas Street is located in the eastern suburb of Seatoun. Dundas Street carries an average daily traffic of approximately 2,600 vehicles to the west of the intersection and approximately 1,100 to the east. Seatoun shops are located on Dundas Street. It also feeds the adjacent minor roads into the Seatoun Tunnel through Ferry Street. Inglis Street connects the waterfront to Breaker Bay via Pass of Branda. The average daily traffic volume is in the order of 1,980 vehicles based on recent traffic survey data.

Inglis Street forms part of the popular recreational Great Harbour Way cycle route. Most cyclists choose to use Inglis Street to travel from Worsler Bay to Breaker Bay (or vice versa) when navigating through Seatoun. The average daily cycle volume is estimated between 80 to 100 with significantly higher numbers during the weekend.

A search into New Zealand Transport Agency's Crash Analysis System (CAS) has found 22 reported crashes during the ten year period between 2005 and 2014. 91% of the crashes involved crossing/ turning movements. Two crashes caused serious injuries and eight were minor injury crashes. Failing to give way (91%) and poor observation (59%) are the two main crash factors.

There were four crashes involved a cyclist during the ten year period. In all instances, the vehicles turning or crossing from Dundas Street had failed to give way to the cyclists travelling through the intersection on Inglis Street. These crashes resulted in one serious injury and three minor injuries. It was found from the crash reports that drivers on Dundas Street had difficulties noticing the cyclists approaching the intersection on Inglis Street.

An assessment including sight distance measurement was undertaken by officers on site. It has been confirmed that changing the intersection controls on Dundas Street from "Give Way" to "Stop" is warranted due to restricted visibility. Vehicles approaching the intersection from Dundas Street will be required to come to a full stop which will allow the driver more perception/reaction time. This is expected to reduce the crash risk

at this intersection for all modes.

To further increase the driver awareness of the presence of cyclists at this location, green-coloured road marking will be installed on Inglis Street across the intersection with Dundas Street.

Officers recommend this traffic resolution to proceed as safety should have priority over the minor increased delay.

Net parking: unchanged.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 12 May 2015 |
| 2) Feedback period closes. | 29 May 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 25 June 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Delete from Schedule G (Stop and Give Way Controls) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Dundas Street	Give Way Control	Dundas Street at its intersection with Inglis Street

Add to Schedule G (Stop and Give Way Controls) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Dundas Street	Stop Control	Dundas Street, at its intersection with Inglis Street. (Grid coordinates x= 1753375.2059 m, y=5423761.5346m)
Dundas Street	Stop Control	Dundas Street, at its intersection with Inglis Street. (Grid coordinates x= 1753366.3267 m, y=5423771.1648m)

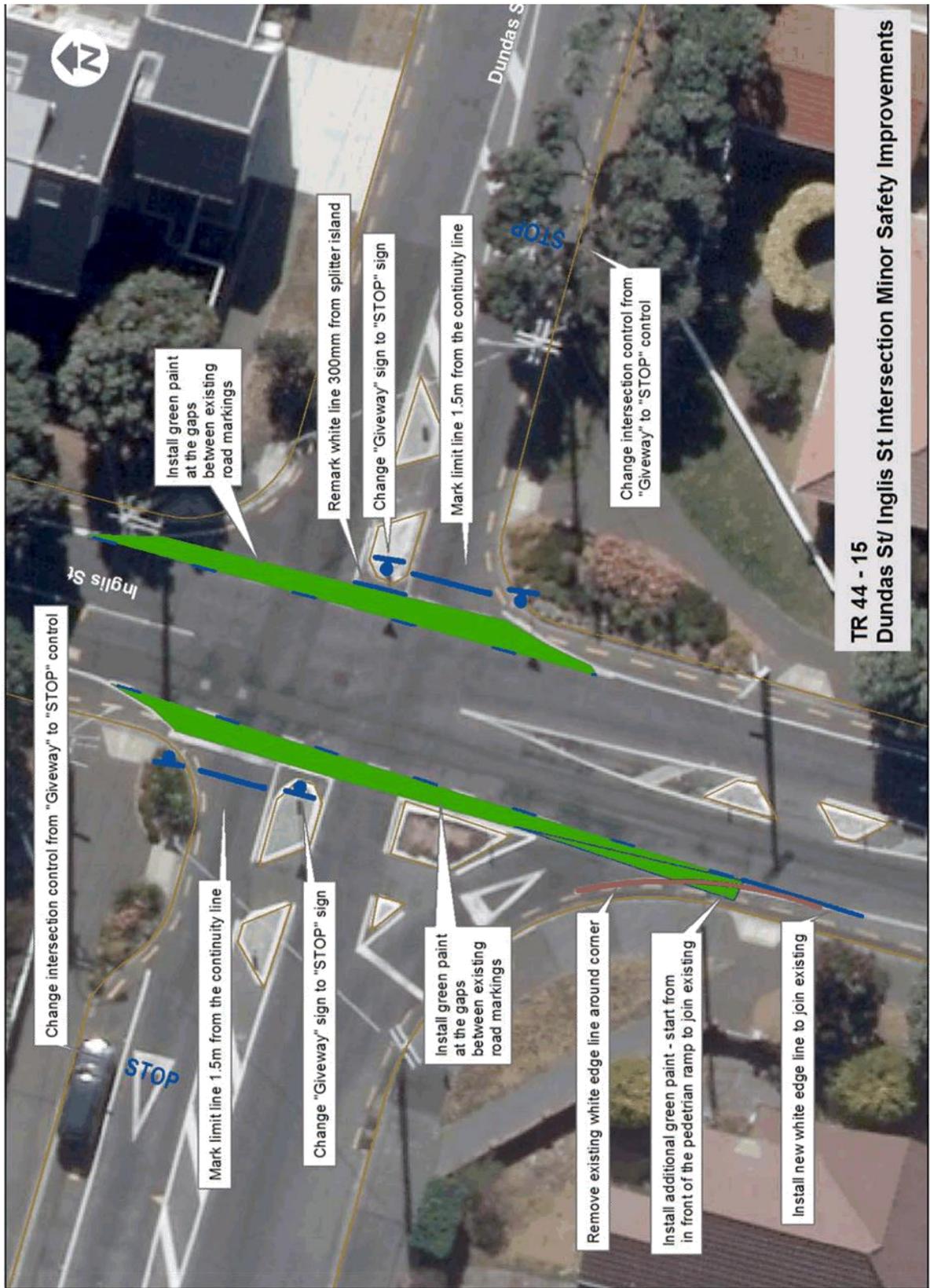
Prepared By: **David Huang**
Approved By: **Steve Spence**
Date:

(Cycling Projects Engineer)

(Chief Transport Planner)

WCC Contact:

David Huang
Cycling Projects Engineer
Safe & Sustainable Transport Team
Wellington City Council
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Item 3.4 Attachment 12

Feedback received:

Submitter Number:	3	Submitter:	Sonya Talbot
Address:	Inglis Street, Seatoun		
Comments:	<p>Question Comments:(13.) -As a house overlooking the intersection, I have witnessed many accidents and near accidents as described and welcome the changes proposed. I would like to suggest an additional pedestrian modification to enhance safety. I propose a pedestrian friendly crossing area with better visibility on the north side of the intersection crossing Inglis Street. This is the side of the street that is primarily used by children attending Seatoun School yet it is the lesser used Southern side of the intersection that has the increased pedestrian safety measures. It is very difficult for pedestrians crossing to see, particularly from east to west on this northern side. If there is a vehicle parked even half way along this eastern section of Inglis St it requires the pedestrian to step onto the street to get a clear view. I have seen many children in compromised positions. It is easier to see crossing west to east. If you would like to discuss this further, please let me know, but I feel it would be a missed opportunity if this was not reviewed at the same time. Kind Regards, Sonya Talbot</p>		
Officers Response:	<p>Thank you very much for your valuable feedback. We will undertake an investigation and assess if any pedestrian crossing facility should be/ can be provided north of the intersection of Inglis St/Dundas St. Please be assured that we will provide you with an update in a month's time.</p>		

Submitter Number:	10	Submitter:	Greg Bodnar
Address:	Hanson Street, Newtown		
Comments:	<p>Question Comments:(13.) -In my experience with Wellingtonians at stop signs, they are not uniformly observed.</p>		
Officers Response:	<p>No response required</p>		

Submitter Number:	13	Submitter:	Amanda Chu
Address:	New Zealand		
Comments:	<p>Question Comments:(13.) -</p> <p>Thank you for your email. I'm happy to find the WCC have taken this issue seriously and are looking at doing something about it.</p> <p>One thing I would suggest would be removing the trees and bushes next to the give way signs (Corners of Inglis Street and Dundas Road) so that people can see clearly down the road. Maybe flashing signs that tell drivers to look out for bikes might help? Like the ones they have near the Petone off ramp.</p>		
Officers Response:	<p>Thank you very much for your valuable feedback.</p> <p>The planting at the corners of Inglis St/Dundas St intersection were designed to be low-growing landscaping shrubs and should not obscure the visibility at the intersection. We will undertake an assessment on site and will replace them if the wrong plants are in place.</p> <p>With regard to your suggestion of installing electronic cycle warning signs – we have added it to our minor cycle improvement programme. It ranks fairly low on the list at the moment based on the current crash history, road layout, traffic volume, cost of intervention, etc. But we will provide you with an update once it has been programmed for implementation.</p> <p>Thanks again for your submission.</p>		

Submitter Number:	14	Submitter:	Rahira Walsh
Address:	Inglis Street, Seatoun		
Comments:	<p>Question Comments:(13.) -</p> <p>I live with my family at 21 Inglis Street, Seatoun, which is very close to the Dundas Street intersection. Over the last year we have witnessed or been made aware of a large number of accidents at the intersection and there have probably been more near misses. I am pleased to see that the Council is changing the Give Way signs to Stop signs and improving the road markings in order to improve the intersection. My experience is that cars slow down at the intersection with the intention of continuing, often assuming there will be no through traffic. This intersection has become a lot busier over the years and particularly so in the summer months and on the weekends and bikes make up a large part of the traffic.</p>		

We built a new house about a year ago and during consultation with the Council regarding a new driveway we were required to build the driveway around a pohutakawa tree and remove the existing driveway on the basis the Council was only required to allow us one driveway. This affected the number of cars we can easily park off the street and has also taken away the option of driving in and out of our property facing forward.

As you highlighted, Inglis Street forms part of the Great Harbour Way cycle route, resulting in a large number of bikes utilising the street. The bikes mainly come from Marine Parade and then travel up Inglis Street. The more proficient cyclists often travel in groups and at considerable speed and I often find it difficult to see them in time, given the speed at which they travel the distance from the corner of Marine Parade to the front of our property. A few near misses have resulted in me reversing into our driveway, when possible, so that I can exit facing forward and have better visibility of cyclists and other traffic. My vision is often made worse by the number of vehicles that park on the street. I imagine some cars at the Dundas Street intersection probably face similar difficulties.

So, although I think the change of signage and road markings will improve the intersection I think consideration also needs to be given to the large number of bikes that travel along the street, the speed at which most travel and the number of cars parked on streets.

I hope that the Council is now more aware of the difficulties homeowners in the area are facing entering and exiting their properties due to the number of road users and will also take this into consideration in its review.

Officers Response:

Thank you very much for providing your valuable feedback.

I went to the site yesterday and had a look at the visibility from your driveway. It was indeed quite restricted by the parked cars with trees and a power pole furthering compromising the situation.

Do you have any issue with people parking too close to your driveway? If so, I can potentially mark a couple of "L" shaped bars 1m from your driveway. This will not significantly improve the visibility at your driveway but will at least discourage drivers from making the situation worse.

The proposed green road marking at the intersection of Dundas St/ Inglis St is intended to highlight the conflict point to both motorists and cyclists approaching the intersection. Although having the right of way at the intersection, drivers and cyclists on Inglis St are encouraged to slow down and take extra caution. At the moment many cyclists failed to do so and some of them do not even notice the intersection. We hope to address this issue with the road marking.

With regard to your concerns about the speed of vehicles (including cycles) travelling on Inglis St - I will undertake further assessment and investigate if installation of any traffic calming device can be justified. I will provide you with an update once the investigation is completed. Thanks again for getting in touch.

Submitter Number:	17	Submitter:	Marcus Hull
Address:	New Zealand		
Comments:	Question Comments:(13.) - The new upgrade looks good with the Stop signs . One thing that would help , I am not sure if it has been included . However currently the Yellow Lines to the North of the intersection on Inglis st , do not extend as far as they do to the South . I believe the yellow lines need to be extended further North on both sides .This will improve visibility and safety at this intersection . The green cycle paint looks good , however I am not a fan of the traffic calmer in the middle of the road . All this does is push the cars further left into a cyclist I can be contacted on 021 674 360 if you need to clarify anything here .		
Officers Response:	No response required		

PROPOSED TRAFFIC RESOLUTION

- Reference:** TR 45 – 15
- Location:** Abel Smith Street - Te Aro
- Proposal:** P120 metered parking , motorcycle parking at all times and No stopping at all times
- Information:** Seismic upgrade and building refurbishment at 84 Abel Smith Street required the relocation of the existing vehicle access. This resulted in minor kerbside parking alterations.

The new location of the vehicle access deemed it necessary to reduce the length of the motorcycle park but it also provided the opportunity to create an additional P120 metered park.

With the building development now complete, it is proposed to formalise the restrictions to reflect the changes.

Net parking: unchanged

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 12 May 2015
- 2) Feedback period closes. 29 May 2015
- 3) If no objections received report sent to Transport & Urban Development Committee for approval. 25 June 2015
If objections are received, further consultation,
- 4) amendment/s, or proceed with explanation as appropriate.

Legal Description:

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

Column One	Column Two	Column Three
Abel Smith Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Northeast side, commencing 71.5 metres east of its intersection with Victoria Street (Grid coordinates x= 1748376.6 m, y= 5426914.9 m), and extending in a south-easterly direction following the kerbline for 26 metres. (5 parallel carparks)</i>

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

Column One	Column Two	Column Three
Abel Smith Street	Motorcycle parking, at all times.	Northeast side, commencing 106.5 metres east of its intersection with Victoria Street (Grid Coordinates X=2658398.516734 m, Y=5988626.912691 m) and extending in a south-easterly direction following the kerbline for 5 metres.
Abel Smith Street	Motorcycle parking, at all times.	Northeast side, commencing 111.5 metres east of its intersection with Victoria Street (Grid Coordinates x= 1748377.5 m, y= 5426916.6 m), and extending in a south-easterly direction following the kerbline for 6 metres.

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

Column One	Column Two	Column Three
Abel Smith Street	Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Northeast side, commencing 71.5 metres east of its intersection with Victoria Street (Grid coordinates x= 1748376.6 m, y= 5426914.9 m), and extending in a south-easterly direction following the kerbline for 32 metres. (6 parallel carparks)

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

Column One	Column Two	Column Three
Abel Smith Street	No stopping, at all times	Northeast side, commencing 103.5 metres east of its intersection with Victoria Street (Grid coordinates x= 1748376.6 m, y= 5426914.9 m) and extending in a south-easterly direction following the kerbline for 7.5 metres.

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

Column One
Abel Smith Street

Column Two
*Motorcycle parking, at
all times.*

Column Three
*Northeast side, commencing
111 metres east of its
intersection with Victoria Street
(Grid coordinates x=
1748376.6 m, y= 5426914.9 m)
and extending in a south-
easterly direction following the
kerbline for 4.5 metres.*

Prepared By: **Orencio Gueco**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

WCC Contact:

Orencio Gueco
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Feedback received:

No feedback received

PROPOSED TRAFFIC RESOLUTION

Reference: TR 46 – 15

Location: Onepu Road (Leonie Gill Pathway Access) - Kilbirnie

Proposal: No stopping, at all times

Information: Council Officers have received requests to address a parking problem at the access to the Leonie Gill Pathway on the west side of Onepu Road.

There is a small length of shared pathway which is not blocked by bollards since it allows access to off-street/garage parking to a few residences with mobility issues. Others have taken the opportunity to park in the garden/grassed area despite erected signage indicating no parking on or along the pathway.

The purpose of this traffic resolution is to formalise the no parking arrangement and protect the area from damage.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 12 May 2015 |
| 2) Feedback period closes. | 29 May 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 25 June 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One
*Onepu Road
(Leonie Gill
Pathway Access)*

Column Two
*No stopping, at all
times*

Column Three
*Area on the west side of Onepu
Road, commencing 46 metres
north of its intersection with
Endeavour Street
(Grid coordinates
x= 1750254.8m y=
5423881.4m), and extending in
a northerly direction following
the Western kerbline for 14
metres (Grid coordinates
x= 1750255.4m y=
5423895.6m). The area then
extends in a westward direction*

following the property boundaries for 75 metres to the western property boundaries of 5 Cockburn Street (Grid coordinates x= 1750184.9m y= 5423918.9m) and 21 Endeavour Street (Grid coordinates x= 1750183.3m y= 5423905.2m).

Prepared By: **Brett McPhedran**

(Cycling Principal Engineer)

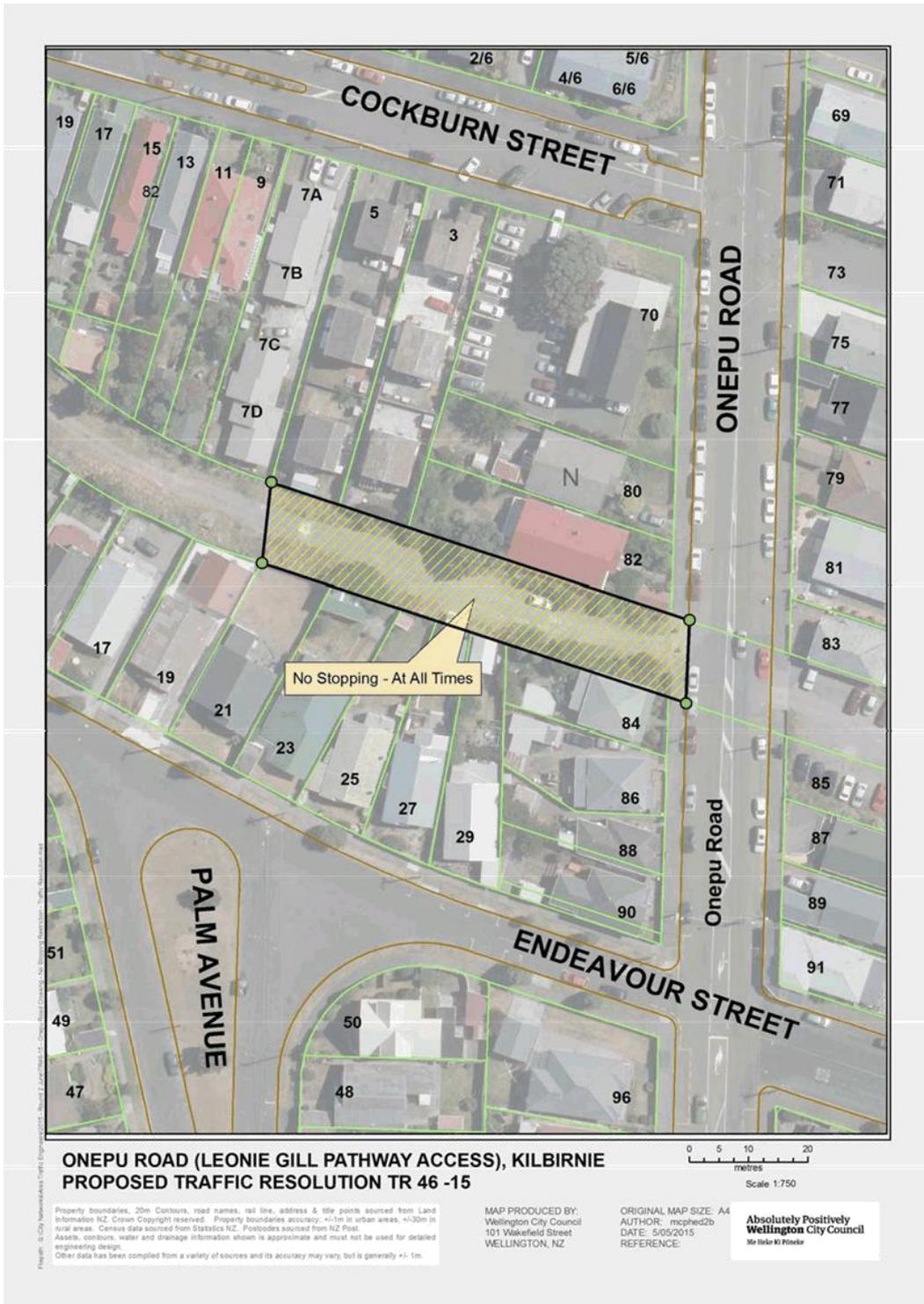
Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

WCC Contact:

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Feedback received:

Submitter Number:	10	Submitter:	Greg Bodnar
Address:	Hanson Street, Newtown		
Comments:	Question Comments: (15) -Cheeky parking should be stamped out. The pathway is a great addition to the suburban fabric of Kilbirnie and Lyall Bay. It requires protection.		
Officers Response:	No response required		