

ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

AGENDA

Time: 9:30 am
Date: Thursday, 16 November 2017
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Foster
Councillor Free
Councillor Gilberd
Councillor Lee
Councillor Marsh
Councillor Pannett (Chair)
Councillor Sparrow
Councillor Woolf
Councillor Young

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

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 role of the City Strategy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas of Council, including:

- Environment and Infrastructure – delivering quality infrastructure to support healthy and sustainable living, protecting biodiversity and transitioning to a low carbon city
- Economic Development – promoting the city, attracting talent, keeping the city lively and raising the city's overall prosperity
- Cultural Wellbeing – enabling the city's creative communities to thrive, and supporting the city's galleries and museums to entertain and educate residents and visitors
- Social and Recreation – providing facilities and recreation opportunities to all to support quality living and healthy lifestyles
- Urban Development – making the city an attractive place to live, work and play, protecting its heritage and accommodating for growth
- Transport – ensuring people and goods move efficiently to and through the city
- Governance and Finance – building trust and confidence in decision-making by keeping residents informed, involved in decision-making, and ensuring residents receive value for money services.

The City Strategy Committee also determines what role the Council should play to achieve its objectives including: Service delivery, Funder, Regulator, Facilitator, Advocate

The City Strategy Committee works closely with the Long-term and Annual Plan committee to achieve its objectives.

Quorum: 8 members

TABLE OF CONTENTS
16 NOVEMBER 2017

Business	Page No.
1. Meeting Conduct	5
1.1 Apologies	5
1.2 Conflict of Interest Declarations	5
1.3 Confirmation of Minutes	5
1.4 Public Participation	5
1.5 Items not on the Agenda	5
2. Policy	7
2.1 A Te Reo Māori Policy & Action Plan	7
Portfolio Leader: Mayor Lester	
2.2 District Plan Change 82: Minor zone changes and associated text changes	25
Portfolio Leader: Cr Foster	
3. Operational	77
3.1 Prince of Wales/Omāroro Reservoir - Community Reference Group Terms of Reference	77
Portfolio Leader: Cr Pannett	
3.2 TRAFFIC RESOLUTIONS	97
Portfolio Leader: Cr Calvi-Freeman	
3.3 Three New Leases under the Wellington Town Belt Act 2016: Existing Tenants	313
Portfolio Leader: Cr Gilbert	

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 9 November 2017 will be put to the City Strategy 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 City Strategy 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 City Strategy Committee.

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

2. Policy

A TE REO MĀORI POLICY & ACTION PLAN

Purpose

1. This paper sets out a draft Te Reo Māori Policy (the draft policy) and aspirational goals for the Council with the aim of lifting the status and use of Te Reo Māori within the Council and within Wellington city. It seeks Committee support to engage with the Wellington community and stakeholders on strategies to lift the status and use of Te Reo Māori and consult on the draft Policy.

Summary

2. Te Reo Māori is an official language of New Zealand. Wellington, as the capital city, is ideally placed to recognise that status and build Te Reo Māori into the cultural fabric of the city. Te Reo Māori is a taonga of iwi and Māori and is a language valued by New Zealanders.
3. The Council can use its central role to facilitate this, through its partnership with mana whenua iwi, through its own decision-making processes and service functions, and how it communicates.
4. During Māori language week, 11–17 September, the Mayor asked for an action plan that lifts the status of Te Reo Māori within the Council and within Wellington as the capital city. The Mayor made a joint media statement with the Chief Executive of Te Taura Whiri i te Reo Māori the Māori Language Commission, Ngahiwi Apanui, supporting this action plan. Officers have also met with Te Taura Whiri i te Reo Māori staff and have agreed to work together on a broader approach to increase the status and use of Te Reo Māori within the Council and the wider city.
5. It is proposed to consult on the draft Policy (Attachment 1) and to consult on how the profile of Te Reo Māori could be raised within Wellington. This would occur in conjunction with internal consultation about how the status of Te Reo Māori can be better reflected within the Council.
6. It is proposed that following the consultation officers develop an action plan to implement the Policy. The Action Plan will comprise two parts: internal (lifting the status of Te Reo Māori within Council) and external (lifting the status of Te Reo Māori within Wellington). Officers will report back to the Committee with the results of the consultation and with a draft Te Reo Māori Action Plan.

Recommendations

That the City Strategy Committee:

1. Receive the information
2. Agree to consult on the draft Te Reo Māori Policy
3. Agree to consult on ways to recognise the status of Te Reo Māori in Wellington, to inform development of a Te Reo Māori action plan
4. Agree that following consultation, officers develop a draft Te Reo Māori Action Plan that implements the Te Reo Māori Policy and lifts the status of Te Reo Māori in

Wellington

5. Note that an engagement plan has been developed to seek public feedback to inform the draft Action Plan
6. Note that officers will report back with the final policy and draft action plan following public engagement and consultation
7. Agree the consultation period will run from 6 February 2018 to 11 March 2018
8. Note that the action plan to implement the Policy and lift the status of Te Reo Māori in Wellington is proposed within existing funding constraints and work programmes
9. Agree to delegate to the Chief Executive and the Portfolio Leader, the authority to amend the draft Policy and associated consultation documents, to include any amendments agreed by the Committee and any associated minor consequential edits.

Background

7. The Council's relationship with Māori is broad. There are obligations under the Local Government Act 2002 to provide opportunities for Māori to contribute to decision making processes. There are also partnership arrangements with the city's mana whenua iwi.

The Māori community

8. The Council has memorandums of understanding with the city's two mana whenua iwi, Taranaki Whānui ki te Upoko o te Ika and Ngāti Toa Rangatira.
9. Alongside this, the wider Wellington Māori population in the 2013 Census was 14,433, an increase of 1,098 from the 2016 census and 7.6% percentage of Wellington City population. While many Māori did not know their iwi (15.4%), the most common iwi affiliation is with Te Tai Rāwhiti (East Coast) region (16.7%). Other common iwi affiliations were Te Tai Tokerau/Tāmaki-makaurau (Northland/Auckland) region (15.2%), Te Matau-a-Māui/Wairarapa (Hawke's Bay/Wairarapa) region (13.4%) and Te Waipounamu/Wharekauri (South Island/Chatham Islands) region (13.2%). Note: Individuals may associate with more than one iwi.

The Status of Te Reo Māori

10. Te Reo Māori has been an official language of New Zealand since 1987. The status of Te Reo Māori was reaffirmed in *Te Ture mō Te Reo Māori 2016 Act (The Māori Language Act 2016)*.

Wellington Towards 2040: Smart Capital

11. Wellington Towards 2040, the overarching Council strategy, includes the goal *that the role of mana whenua will be celebrated and recognised by the visibility of Māori culture and history in the city. This would be done by:*
 - Using public spaces, buildings, artworks and events as opportunities to celebrate and reflect the city's relationship with Māori
 - Acknowledging and identifying sites of historical importance to Māori
 - Acknowledging mana whenua iwi and the wider Wellington Māori community as important partners in the future cultural, social, economic and environmental wellbeing of the city
12. The draft Policy is consistent with these goals. The draft action plan will be developed to be consistent with these goals.

Engagement with Māori

13. The Council affirms its obligations to the involvement of Māori in decision-making processes as set down in the Local Government Act 2002 (the Act) including the appropriate recognition of the Treaty of Waitangi.
14. The Council works with the city's two mana whenua iwi, Taranaki Whānui ki te Upoko o te Ika and Ngāti Toa Rangatira to ensure their contributions are represented and their status is publicly recognised.
15. The Council acknowledges the unique status of mana whenua iwi and the wider Māori community and endeavours to ensure their views are appropriately represented in the decision-making process. The Council is committed to providing relevant information to inform Māori contribution and improve their access to the Council's engagement and decision-making processes, as set out in Section 81 of the Act.
16. Section 81 requires each local authority to:
 - (a) establish and maintain processes to provide opportunities for Māori to contribute to the decision-making processes of the local authority; and
 - (b) consider ways in which it may foster the development of Māori capacity to contribute to the decision-making processes of the local authority; and
 - (c) provide relevant information to Māori for the purposes of paragraphs (a) and (b)

Related Council Policies

17. Two related Council policies that need to be taken into account.
 - Open Space Naming Policy - Kaupapa Whakaingoa Whenua Māhorahora
 - Road Naming Policy.
18. These policies also have expectations of naming open spaces and roads and engagement with mana whenua iwi on the significance of these areas and names. This will need to be taken into account to ensure that there are consistent Council processes for engaging with mana whenua iwi.

Discussion

A Draft Policy

19. The draft Policy is a public statement of the Council's commitment to Te Reo Māori, an acknowledgement of the mana of Māori culture and values, joint history and the whakapapa of our rohe/region.
20. The draft Policy integrates the objectives of: Strong Māori communities; Effective Māori participation; and an Empowered Organisation with the language planning goals recommended by Te Taura Whiri i te Reo Māori in an outcomes matrix. The matrix sets out a range of aspirational goals within this framework which could form the basis of an Action Plan to increase the status of Te Reo Māori within Wellington.
21. This policy framework sets the intent that Te Reo Māori would be seen and heard and that over time it would be built into the fabric of the city. The action plan will specify how this is put into practice.

Developing the draft Action Plan

22. It is proposed to develop a draft Action Plan to implement the Policy. Public input will be sought to inform the Action Plan, specifically on the priorities for raising the profile of Te Reo Māori within Wellington.

23. The draft Action Plan will focus on the practical implementation of the Policy. Recognising that signage is one aspect Council can influence, but also being clear that recognising the status of Te Reo Māori is about more than signage. How can Te Reo Māori be brought more into everyday life in Wellington? What can the Council do, assist with and influence to reflect the status and lift the role of Te Reo Māori in Wellington?
24. The Action Plan will identify actions for the short to medium term, the longer term, and those that might be more symbolic or visible due to the nature of the use or public exposure that they have. In particular, the Council could actively seek to incorporate and act on the Te Reo Māori policy within upcoming opportunities and projects. For example, the upcoming relocation of Council offices is an opportunity to incorporate Te Reo Māori into the design and practice in these new spaces.
25. Short to medium term actions could include increasing the use of Te Reo Māori in Council strategic documents and communications and identifying any areas of key community signage that are readily used by the public.
26. It is expected that, in general, costs in the action plan would be met from within existing budgets. For example, signage, if it was agreed to change, would be replaced in normal replacement schedules rather than proactively. Other items such as including Te Reo Māori in key Council publications and online content, can be advanced more quickly and within budgets.
27. The increasing translation expenses will need to be met to ensure that publications can include Te Reo Māori content.
28. Those that might be more symbolic including naming key facilities e.g. key sports and recreation facilities or the new Town Hall and Civic Square development.
29. The draft action plan will be developed using public feedback recently gained in the *Māori Culture Survey 2017* and with further public consultation.

Māori Culture Survey 2017

30. The Māori Culture Survey (the Survey), detailed below, asked respondents their ideas for how the visibility of Māori culture could be improved in the city. The proposed consultation will ask participants to prioritise these ideas and ask for any additional ideas.
31. The survey was conducted between May and June 2017. The main purpose of the survey is to give some insight into Māori residents' satisfaction with the Council's governance and decision making.
32. Participants in the online survey were:
 - Members of an external panel who identified as Māori and lived in the Wellington Region (Wellington Region n=252; Wellington City Residents n=69)
 - Nōna Te Ao e-newsletter recipients (n=31).
33. Members of the Council's research panel who identified as Māori and responded to the relevant questions in the 2016/17 Resident Monitoring Survey were also included in the analysis of these questions.
34. Results show only a third were satisfied with the use of Te Reo Māori in publications and at pools and recreational centres etc. Just under a third (31%) were satisfied with its use in the open space environment however, this dropped to 20% for use in the urban environment.

35. Respondents were asked if they had any suggestions for ways in which the visibility of Māori culture could be improved in the city. Ideas proposed to lift the profile of Te Reo Māori in Wellington were:
- Bilingual street signs in CBD and for public buildings
 - Continuing to normalise Te Reo Māori in Councillor-led hui
 - Te Reo Māori named major events and projects
 - Encouraging the use of Te Reo Māori
 - More Te Reo Māori classes
 - Tell the stories behind Māori place names

Engagement and Consultation

36. The Council will engage with the mana whenua iwi and the Māori community. This should support the Council's partnership with Māori and the value this unique relationship brings to the city both domestically and internationally.
37. It is proposed that the Council also undertakes broader consultation with the community about how to reflect the status, and raise the profile, of Te Reo Māori within Wellington as the capital city.
38. Pre-engagement opportunities, linking in with planned LTP consultation events, are planned as below. These are an opportunity to talk about the planned consultation on the draft policy, the aim of the Action Plan and to ask for their ideas about how to raise the profile of Te Reo Māori in Wellington. Early ideas can be emailed to Nicky Karu, Manager, Tira Poutama – Iwi Partnerships.
39. Formal consultation will be launched on Waitangi Day, 6 February 2018. Consultation is open to everyone. Questions will be asked on the topics of: ideas for raising the profile of Te Reo Māori in Wellington; priorities; existing good examples. Suggestions made through the Māori Culture Survey will be included. There is a role for the younger population of Wellington to contribute to how the city looks and particular opportunities to involve the Youth Council, kura, schools, and university students will be included.
40. Further internal consultation would occur at the same time.

Agreement with Te Taura Whiri i te Reo Māori (Māori Language Commission)

41. A working agreement has been drafted between the Council's Chief Executive and the Chief Executive of Te Taura Whiri i te Reo Māori the Māori Language Commission to agree to work together on a language plan for Wellington City Council (Attachment 2).
42. This will support the development and implementation of the Action Plan to support this Policy.

Next Actions

43. If the Committee agrees to consult on the draft Te Reo Māori Policy:

DATE	MILESTONE
<i>As soon as practicable</i>	<i>Draft policy to be translated and available</i>
<i>26 November</i>	<i>Te Kura Kaupapa Māori o Ngā Mokopuna Community BBQ: Pre-engagement opportunity (linking in to LTP consultation)</i>
<i>28 November</i>	<i>Iwi Leaders Forum (linking in to LTP consultation)</i>
<i>16 December</i>	<i>Ngā Hau e Whā o Paparāangi</i>

	<i>Community BBQ: Pre-engagement opportunity (linking in to LTP consultation)</i>
<i>18 December</i>	<i>Kaumatua Forum by invitation (linking in to LTP consultation)</i>
<i>6 February</i>	<i>Launch formal consultation on Waitangi Day</i>
<i>6 Feb – 11 March</i>	<i>Consultation</i>
<i>April-May</i>	<i>Oral hearings, changes to proposed policy, drafting action plan and final report</i>
<i>June</i>	<i>Submit recommendations on final versions of policy and action plan to the Committee for adoption</i>

Attachments

Attachment 1.	Draft Te Taihū Te Reo Māori Policy	Page 14
Attachment 2.	Draft working agreement WCC and Te Taura Whiri i te Reo Māori	Page 22

Authors	Geoff Lawson, Principal Advisor Nicky Karu, Manager Treaty Relations Carolyn Dick, Senior Advisor
Authoriser	Baz Kaufman, Manager Strategy Kane Patena, Director Governance and Assurance

SUPPORTING INFORMATION

Engagement and Consultation

An engagement plan will be developed to allow the community and stakeholders have input into how the status of Te Reo Māori can be addressed in Wellington. To identify actions from an internal Council Information from previous consultation through the Māori Culture Survey 2017 and internal Council discussions will be inform the external and internal consultations.

Treaty of Waitangi considerations

The Māori language is protected as a taonga by article 2 of the Treaty of Waitangi. The Council affirms its obligations to the involvement of Māori in decision-making processes as set down in the Local Government Act 2002 including the appropriate recognition of the Treaty of Waitangi.

Our partners have been advised of the proposal for Council to join in the revitalisation of Te Reo Māori and will be further involved in the development of a Te Reo Māori Action Plan.

Financial implications

It is expected that this will be considered within existing budgets and programmes.

Policy and legislative implications

There are related policies – Open Spaces Naming Policy and the Road Naming Policy. Currently there is a review of Council Signage being undertaken and the Council may need to consider a formal signage policy to support the delivery of any programme.

Risks / legal

There are no risks in implementing the recommendations in this report. However, there may be reputational risk if the Council commits to developing this action plan but it is not implemented at a business unit level.

Climate Change impact and considerations

Not applicable

Communications Plan

Please see the plans for pre-engagement and consultation in the body of the paper.

Health and Safety Impact considered

Health and safety matters will be considered as part of planning for all consultation and engagement activities.

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Te Tauihu

Draft Te Reo Māori Policy



We want Wellington to be a Te Reo Māori city. Te Reo Māori is a taonga we need to protect, nurture, and grow. Justin Lester, Mayor of Wellington

He Mihi nā te Koromatua

Here in Wellington we value Te Reo Māori. It's an integral part of who we are as a country and as a city. That is why we want Wellington to be a Te Reo Māori city. It is a taonga we need to protect, nurture, and grow.

We want to lead the way in making the language a core part of the cultural fabric and identity of our city and we're already making good progress. For example, our logo now features Me Heke Ki Pōneke (Come and stay in Wellington), we use Te Reo Māori on signs and in our publications and we are committed to increasing the use of it in our place names.

As part of this, the council is also working with Te Taura Whiri i te Reo Māori (The Māori Language Commission) on an action plan to make sure Te Reo Māori is seen and heard much more around our capital city. This policy is an essential part of that work.

It is a public statement of our commitment to the language - an acknowledgement of the mana of Māori culture and values, of our joint history and of the whakapapa of our rohe.

I want to acknowledge the leadership of Deputy Mayor Jill Day (Ngāti Tūwharetoa) in the development of this policy and, more broadly, in continuing to work towards making Te Reo more visible and accessible.

Council's role is to be a facilitator as well as provide an example. We will continue to work with mana whenua iwi, to ensure we combine our forces to elevate Te Reo to its proper status in our city.

This policy will help and guide us as we work to celebrate Te Reo Māori and support the revitalisation of the language within Council activities and Wellington City.

Justin Lester
Mayor of Wellington

He mihi nā te Tumuaki

New Zealand has a lot going for it: our land, our people and our culture. We're fortunate to have many aspects that make us unique, with none more so than Māori culture and language. Much like how the UK and Ireland have made considerable efforts to revitalise the Celtic and Gaelic languages, New Zealand too could benefit similarly by better fostering Te Reo Māori.

We need to join the rest of the world and celebrate what makes us unique and properly acknowledge Te Reo Māori and its role in Pacific identity and Polynesian heritage, including those without Polynesian genealogy. It's part and parcel of what makes Aotearoa so special.

Te Reo Māori is a beautiful and unique language and we can celebrate it by using it in the work we do. The words that Māori have are from nature and are today remembered in song, art and storytelling and they are irreplaceable. This policy provides us an opportunity to recognise and protect these words while using them to serve our people and in our physical environment.

Kevin Lavery
Chief Executive,
Wellington City Council

Kupu Arataki - Introduction

This policy has been named Te Tauihu - it is the ornately carved figurehead of a waka. It is lashed tightly to join and support the body of the waka. Te Tauihu pushes through the water and represents determination and courage.

Te Tauihu is symbolic of 'the prow' of the Council's approach to working effectively for Māori. The concept underpinning this is that we are all in this waka together, moving forward through our harbour waters in unison, with a journey and a destination in mind.

Te Reo Māori can provide that same resilience and strengthen our Council whānau to deliver our organisational objective to actively protect taonga and safeguard Māori cultural concepts, values and practices to be celebrated and enjoyed by all.

He Whakamārama - Context

Te Reo Māori and Wellington City

Te Reo Māori is a taonga of iwi and Māori and is a language valued by all New Zealanders.

Te Reo Māori is an official language of New Zealand and as the capital city, Wellington is well placed and a natural home where the status of Te Reo Māori should be recognised and built into the cultural fabric of the city.

Te Tauihu commits the Council to recognise the status of Te Reo Māori, acknowledges the history of our country, the whakapapa of the region and reinforces the mana of Māori culture within Wellington as the capital city of New Zealand.

The Council has a central role to facilitate this, through its partnership with mana whenua iwi, through its own decision making processes and functions, in how it communicates, through city signage, facilities and design and through its cultural investment.

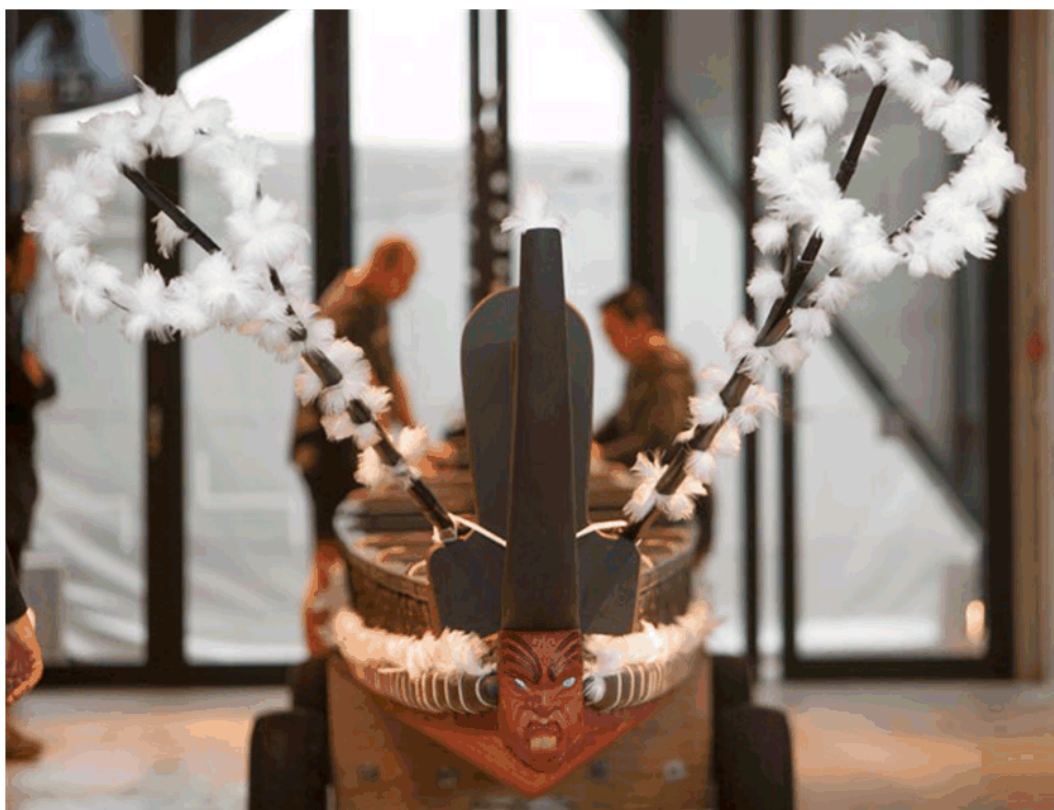


Photo: Te Rerenga Kōtare, waka taua at Te Raukura te Wharewaka o Pōneke

Te Koronga - Purpose

The purpose of Te Tauihu is to recognise the status of Te Reo Māori as a taonga of iwi and Māori and to create a framework to direct the actions of the Council so that it celebrates Te Reo Māori and supports the revitalisation of the language within Council activities and within Wellington City.

Te Tauihu supports the principles set out in Te Ture mō Te Reo Māori 2016, the Māori Language Act 2016.

The Māori language is the indigenous language of New Zealand and has inherent mana and is enduring. It is an official language of New Zealand and is important to the identity of New Zealand.

Iwi and Māori are the kaitiaki of the Māori language and the language is the foundation of Māori culture and identity. The knowledge and use of the Māori language enhances the lives of iwi and Māori and it is sustained through transmission of the language from generation to generation among whānau and by daily communication in the community.

Ngā Mātāpono - Principles

Wellington City Council is involved in numerous activities that provide a platform for engagement with iwi and the wider Māori community. Being familiar with Te Reo Māori, Māori aspirations, values and cultural customs helps to build strong relations and maintain a high level of professionalism and cultural competency.

The Council is also subject to a wide range of legal obligations and Te Tiriti o Waitangi considerations. These obligations may be the foundations for organisational policy and delivery but on their own they don't adequately emphasise the importance of Te Tiriti, the partnership with Māori and the critical value that this unique relationship can bring to the city both domestically and internationally.

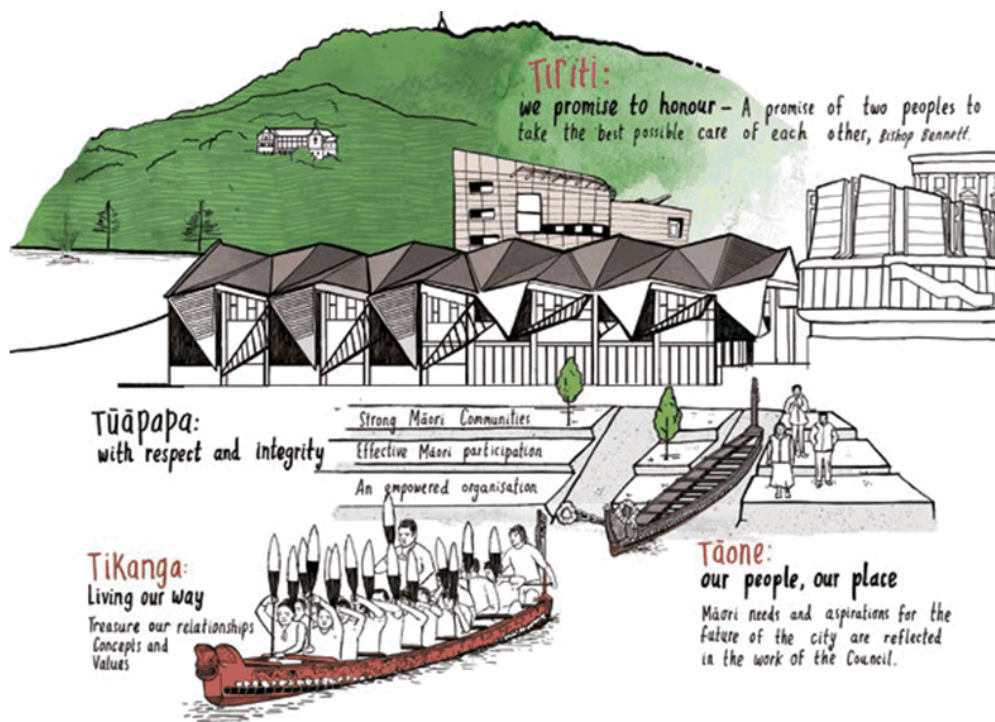


Diagram: Whairepo Lagoon - our values coming together

To help guide the Council in actioning these responsibilities in relation to the revitalisation of Te Reo Māori three key objectives have been identified:

1. Strong and empowered communities
2. Effective Māori participation
3. An empowered organisation

1. Strong and empowered communities - acknowledging the Council's role in contributing to Māori wellbeing by:

- incorporating a Māori perspective in all policy work
- all service delivery functions identify and respond to the social and cultural customs and expectations of Māori customers
- strategies identify and stimulate Māori economic, social and cultural innovation opportunities

2. Effective Māori participation - Council's democratic structures and the decision-making process.

- services, policies and projects will have effective input from local iwi and the wider Māori community
- include a Māori perspective in publications, promotional material and other means of communication that reflect the Council and its culture
- include and reflect a Māori perspective in urban design, city developments, public artworks, events and heritage

3. An empowered organisation- the development of Council staff and the organisation's capacity to respond more effectively to Māori.

- awareness of Māori cultural needs and expectations by providing training and educational activities that build officer capacity to work with Māori
- promoting the Council as a place where Māori are valued and want to work. Based on merit and skill, ensure a greater representation of Māori at all levels of the organisation
- Māori are able to inform, assist and advise Council's business unit functions and practices

The language planning goals from Te Taura Whiri i te Reo Māori - the Māori Language Commission, provide for seven domains covering Critical Awareness; Status; Use; Acquisition; Corpus; Domains; and Quality.

These principles have been used to form the outcomes matrix. They focus on what the Council can do to increase the use and status of Te Reo Māori.

Te Taihū - Te Reo Māori Policy | Outcomes Matrix
(see page 6)

This matrix sets out a range of aspirational goals.

Supporting information

The following have been developed to support Council staff implement Te Taihū - Te Reo Māori Policy:

- He Waka Eke Noa - Corporate Effectiveness for Māori framework
- Tū Rangatira - Te Kawa o te Kaunihera o Pōneke - Wellington City Council guide to Māori Protocol



Billie Tait-Jones, Kaiārahi and Nicky Karu, Manager, of Tira Poutama, Iwi Partnerships at Wellington City Council

Te Taihū - Te Reo Māori Policy | Outcomes Matrix

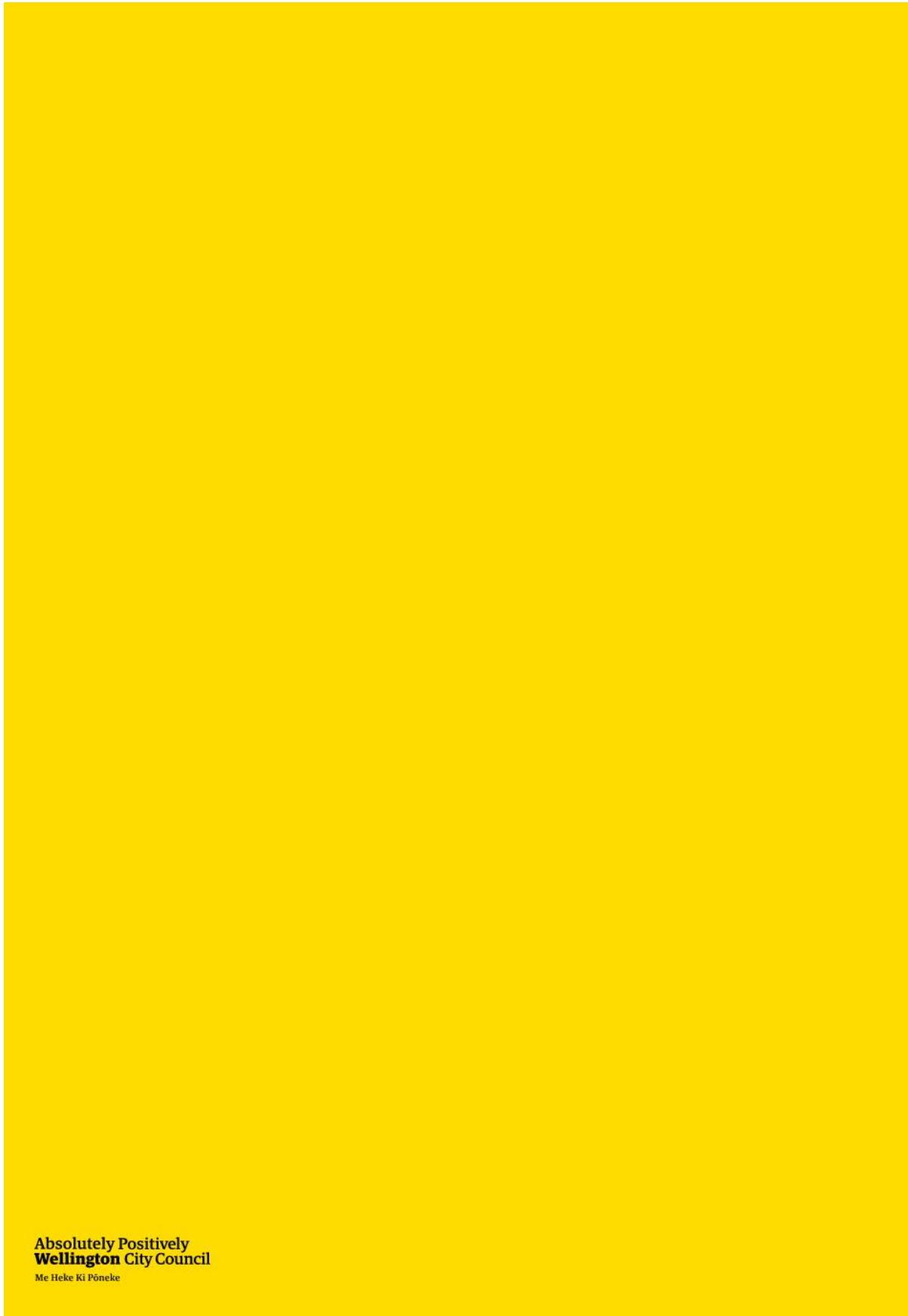
This matrix sets out a range of aspirational goals.

Objectives	Language Plan Goals						
	A	B	C	D	E	F	G
	A Critical awareness the need for revitalisation and how we can contribute	B Status the perceived value of the language	C Use reading, writing, singing, composing, talking and listening	D Acquisition learning as a mother tongue or in education	E Corpus the availability of terms and words to widen language use into further domains	F Domains where language is seen and heard and where it may be freely used	G Quality from pronunciation to the highest levels of literature and performance
1. Strong Māori communities Māori perspective and focus on wellbeing (Communities)	Our capital city is a te reo Māori city - people will know this because it will be visible and we will be speaking it when they meet people from the Council	'Me Heke ki Pōneke' is as well known to Wellingtonians as 'Absolutely, Positively, Wellington'	We will greet all customers in te reo and we will not be discouraged	Our strategic documents will increasingly have te reo content	We will use te reo and orthographic conventions provided by Te Taura Whiri i te Reo Māori	Our visual assets across all Council facilities, receptions, housing, events, arts, vehicle fleet, and in the public will include te reo Māori	We will translate our publications for te reo speakers and Māori medium learners eg. recycling
2. Effective Māori participation Participation in deciding what Council does (Participation)	We will ensure te reo Māori o te mana whenua is seen and heard in ceremonial occasions	We will support our rangatahi to learn and perform mana whenua haka at special occasions	We will celebrate the unique Māori settlement heritage in our policy and regulatory settings and reflect this to the public so they can learn too	We encourage members of the public to use te reo Māori in written and oral submissions	Our iwi mana whenua provide us with kupu that are unique and meaningful for this place	In Committee rooms and Council Chambers te reo Māori is the language used to open meetings	Our website and general publications, eNewsletters and Our Wellington will increasingly have te reo Māori content
3. An empowered organisation Develop our people in order to respond better to Māori (Organisation)	We will encourage learning programmes for all our Councillors and officers - te reo Māori basics through to advanced	Our leaders will incorporate te reo Māori in their talks, speeches, presentations	Councillors and officers are increasingly able to mihi and recite their pepeha	We will recognise te reo Māori as a desirable competency in position descriptions	We will role model and encourage other sector agencies to use te reo in the public arena	Our Council business processes will reflect our commitment to te reo Māori	We will use certified translators and industry standard kupu and reo in formal/final publications

Ki hea rā āu e hītekiteki ana
Ka mau tonu i āhau ōku tikanga
Tōku reo, tōku ohooho,
Tōku reo, tōku māpihi maurea
Tōku whakakai marihi

Wherever I may roam
I will hold fast to my traditions.
My language is my cherished possession
My language is the object of my affection
My precious adornment

Excerpt from song He Kākano Āhau, Born of Greatness by Hohepa Tamehana, 2001
Source: folksong.org.nz/he_kakano_ahau/



Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

He whakaaetanga kia Mahi Tahi | Agreement to work together

Parties to this agreement

This Mahi Tahi agreement is made on _____ 2017

Between Te Taura Whiri i te Reo Māori (Māori Language Commission) (TTWh)

And Te Kaunihera o Pōneke (the Wellington City Council) (WCC)

1. Recitals

- 1.1. TTWh is a Crown Entity, established initially by the Māori Language Act 1987 and charged with the promotion and maintenance of te reo Māori as an official language of New Zealand Aotearoa. Recently TTWh functions were amended by Ture mō Te Reo Māori 2016. This Act now includes TTWh's new additional function 'to lead the coordination of the implementation of the Maihi Karauna'.
- 1.2. The WCC (formerly Wellington City Corporation) was established in 1870 and was the first city council established in the North Island and the third in New Zealand. WCC has a vision for Wellington to be a centre for creativity, exploration and innovation, while at the same time acknowledging the role of iwi and the wider Māori community. Māori will feel engaged, supported and valued by WCC as the council's Treaty Partners.
- 1.3. TTWh can assist the WCC to achieve its vision and the principles of Te Ture mō te Reo Māori 2016 which effectively signed up all government agencies (and effectively local body organisations) to give effect to the Maihi Karauna, the Crown's Māori Language Strategy (to be issued in November 2017).
- 1.4. The WCC regularly has opportunities to increase use and status of te reo Māori via its leadership role as a council. This is of benefit to TTWh and te reo Māori revitalisation particularly in terms of increasing the status of te reo Māori and critical awareness across the local government sector and wider New Zealand.

2. Purpose

- 2.1 The parties wish to set out the strengths of each party's organisation and the opportunities that exist for a collaborative approach.
- 2.2 Agree that the purpose of this agreement is to
 - Set in place a collaborative and mutually beneficial relationship which benefits each party's own work programme and organisation's goals;
 - Give effect to the principles of Te Ture mō Te Reo Māori 2016 (Māori Language Act 2016), in particular: s 8 (2) (g) the Māori language is protected by article 2 of the Treaty of Waitangi; s 8 (2) (h) the Crown recognises the value of the Māori language for the people of New Zealand and s (2) (l) the Māori language is important to the identity of New Zealand, s 9 (1) (b) the Māori language should be used in the promotion to the public of government services and information to the public; and s 9 (1) (c).

3. Commitments

3.1. As a party to this agreement, Te Taura Whiri agrees to:

- Provide regular strategic level advice and planning support to WCC;
- Provide technical expertise on a case by case basis;
- Provide language planning support and to assist WCC (and any affiliates) to design, implement and evaluate the WCC's te reo Māori language plan;
- Work with the WCC to facilitate the language planning process and help ensure that the actions set out within the language plan are sustainable for ongoing implementation, evaluation and review; and
- Collaborate with WCC on events of national significance and other initiatives as agreed.
- Offer opportunities to collaborate on research projects of benefit for te reo Māori; and
- Share resources and good practice that benefits the relationship with WCC.

3.2. As a party to this agreement, WCC agrees to:

- Support the promotion of te reo Māori where and when possible;
- Participate in testing of new initiatives and resources including apps.
- Develop and implement a Māori Language Plan for the WCC.
- Use licensed translators for official publications and promotional material; and
- Deposit new Māori words created as a result of translation work undertaken by WCC directly or by third party contractors, into in the TTWh database Te Kupu Putunga Hou.

4. Review

4.1. This agreement shall be reviewed annually.

Signed:

Signed

Ngahiwi Apanui

Kevin Lavery

Chief Executive

Chief Executive

Date

Date

DISTRICT PLAN CHANGE 82: MINOR ZONE CHANGES AND ASSOCIATED TEXT CHANGES

Purpose

1. To seek approval from the Committee to publicly notify proposed District Plan Change 82 (DPC82) comprising minor changes to the Wellington City District Plan (the District Plan) under the Resource Management Act 1991 (RMA)

Summary

2. The Plan Change does not involve any major changes to existing objectives and policies of the District Plan. Instead, the Plan Change comprises seven minor zone change proposals and two associated text changes, largely to resolve anomalies that have emerged over time.
3. Two of the proposed zone changes are to support land exchanges involving Council-owned reserves. A further zone change is associated with Council's recent purchase of 6 Campbell Street, Karori.
4. Consultation has taken place with potentially interested parties. The statutory notification process under the RMA will provide further opportunities for public input. It is proposed that notification takes place as soon as possible, with an extended submission period into the New Year

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Agree to publicly notify proposed District Plan Change 82, as set out in Appendices 1 and 2 of this report, in accordance with Schedule 1 of the Resource Management Act 1991
3. Adopt the Section 32 Report (assessment of alternatives) attached as Appendix 3
4. Agree to delegate to the Chair of the City Strategy Committee and the Chief Executive the authority to make any final changes to the Plan Change document and the Section 32 report required as a result of decisions of this Committee, as well as minor editorial amendments, prior to Plan Change 82 being notified.

Background

5. Errors and ambiguities in the District Plan zoning maps are occasionally encountered and recorded. The Council undertakes minor Plan Changes on a regular basis to address these minor discrepancies.
6. DPC83 comprises seven minor zone changes and two associated text changes. Six of the zone changes relate to Council owned land, including the recent purchase of a residential property at 6 Campbell Street, Karori. The other zone changes largely address anomalies or facilitate Council-related land exchanges.

Discussion

7. This section briefly outlines the proposed changes. The detailed changes are provided in the Plan Change documents (Attachments 1 & 2). Further description and analysis is provided in the Officer's Section 32 report (Attachment 3).

Zone Changes - Involving Council land

8. *Council-owned housing – rezone to reflect the actual and intended residential use*

142 Tauhinu Road, Miramar – The property currently forms part of the Council's social housing portfolio. The house and associated yard area straddles the Open Space B and Outer Residential Areas. It is therefore proposed that the Open Space B (Natural Environment) portion be rezoned as Outer Residential Area to ensure the site can continue to be appropriately managed and used for residential activities (refer to page 7 of the Section 32 report – Attachment 3).

9. *Council-owned open space - rezone to reflect the actual and intended use of the land for open space purposes*

Flagstaff Hill Park (16 Terrace Gardens, CBD) – Council has recently acquired this land for ongoing use for open space purposes. It is proposed that the zoning of this inner city park be changed from Inner Residential Area to Open Space A (refer to page 9 of the Section 32 report – Attachment 3).

7C Melksham Drive, Churton Park – This bush-covered site is zoned Outer Residential, even though it is part of an adjoining Council-owned reserve that is zoned Open Space A. It is proposed that the zoning of this site be changed to Open Space A to reflect its existing and intended future use (refer to page 11 of the Section 32 report).

10. *Land exchanges involving Council reserves*

43 Peppertree Lane, Woodridge – The purpose of this land exchange is to resolve an informal encroachment from a privately owned property (zoned Outer Residential) on to an adjoining Council reserve (zoned Open Space B). Notification of the land exchange has taken place under the Reserves Act 1977, with no substantive issues being raised by neighbouring property owners or other interested parties. It is therefore proposed to swap the Open Space B and Outer Residential zoning of the land involved to reflect the approved exchange (refer to page 12 of the Section 32 report – Attachment 3).

St Gerard's Monastery, Mt Victoria – The purpose of this land exchange is for the Council to secure ownership of an existing path over the St Gerard's Monastery property that provides access to an adjoining reserve (zoned Open Space B). The St Gerard's site is zoned Inner Residential. Notification of the land exchange took place in 2016 under the Reserves Act 1977. Following this, the Council approved the land exchange subject to completion of a zone change under the RMA. It is therefore proposed to swap the Open Space B and Inner Residential zoning of the land areas involved to reflect the approved land exchange. The combined effect of the land exchange and zone changes will increase the size of the adjoining residential property at 1 Oriental Terrace. However, it is considered that the provisions of the District Plan will provide appropriate control of any future development on the site (refer to page 5 of the Section 32 report – Attachment 3).

11. *Recently purchased property – rezone to support the proposed use*

6 Campbell Street, Karori – It is proposed that the zoning of this property be changed from Outer Residential to Centres. The site adjoins the former St John's church site and the rezoning of 6 Campbell Street is to support the Council's intention that the

wider corner site be commercially developed in a way that complements the character and vitality of the Karori Town Centre. Key issues raised by residential neighbours include building dominance and the operational noise of any future commercial development on the site. However, it is considered that the provisions of the District Plan provide appropriate control, including noise standards and building setback requirements (refer to page 21 of the Section 32 report – Attachment 3).

Zone Changes - Involving private land

12. *2A Myrtle Crescent, Mt Cook*

It is proposed that the zoning of a sliver of land along the Myrtle Crescent frontage of this property be changed from Inner Residential to Centres. This will resolve a subdivision-related irregularity in a way that is consistent with Centres zoning of the wider site and adjoining properties (refer to page 24 of the Section 32 report – Attachment 3).

Text Changes – Minor amendments to support St Gerard’s zone change

13. Minor amendments are proposed for Volume 1 of the District Plan to improve references to the design guides for the Mt Victoria North and Thorndon Character Areas (refer to page 5 of the Section 32 report – Attachment 3).

Consultation

14. Consultation has taken place with potentially interested parties, through a mixture of letters, email and on-site conversations. The results of this consultation are provided in the Section 32 report – Attachment 3. The statutory notification process under the RMA will provide further opportunities for public input. It is proposed that notification takes place as soon as possible, with an extended submission period into the New Year – closing Friday, 2 February, 2018 (assuming a notification date of Monday, 4 December, 2017).
15. Notification of the Plan Change will provide further opportunities to make submissions under the RMA and targeted letters will be sent to neighbours and interest groups.
16. All owners of private land involved in the proposed zone changes support the proposals.

Conclusion

17. The proposed changes outlined above are considered minor in nature. Together, these changes will enable the District Plan to function in a way that most effectively and efficiently achieves the purposes of the RMA.

Next Actions

18. Notification of the proposed plan change under the statutory requirements of the RMA.

Attachments

Attachment 1.	Plan Change Document DPC82	Page 30
Attachment 2.	Map Changes DPC82	Page 33
Attachment 3.	S32 Report DPC82	Page 42

Author	Jillian Kennemore, Senior Advisor Planning
Authoriser	John McSweeney, District Plan Manager

Item 2.2

	David Chick, Chief City Planner
--	---------------------------------

SUPPORTING INFORMATION

Engagement and Consultation

Consultation has been undertaken with potentially interested parties. Notification of the Plan Change will allow interested parties to make a submission.

Treaty of Waitangi considerations

All District Plan work is required to take into account the principles of the Treaty of Waitangi (under section 8 of the Resource Management Act 1991).

Financial implications

Part of the ongoing project to maintain and update the District Plan. There are no financial implications other than the cost of processing the Plan Change

Policy and legislative implications

The proposed amendments accord with Council policy. Legal advice will be sought where relevant.

Risks / legal

There are no direct legal implications.

Climate Change impact and considerations

N/A

Communications Plan

N/A

Health and Safety Impact considered

N/A

DPC82

Minor Zone Changes and Associated Text Changes

Appendix 1: Plan Change Document

Wellington City District Plan

Proposed District Plan Change 82

Minor Zone Changes and Associated Text Changes

ALTERATIONS TO THE WELLINGTON CITY DISTRICT PLAN

Detailed below are changes relating to:

To assist the understanding of the amendments, proposed amendments to District Plan maps are included as appendices to this document.

The proposed new provisions (as notified) are shown as underlined, and deleted provisions are shown as struck through.

Key to Changes	
Abcdefghijklmnop	Existing unaltered text
<u>Abcdefghijklmnop</u>	Text recommended to be added
Abcdefghijklmnop	Text recommended to be deleted

DPC82

Minor Zone Changes and Associated Text Changes

1. Alterations to Volume 1

1.1. Chapter 4 – Residential Objectives and Policies

1.1.1 Amend Chapter 4 Residential Policies – Method and explanation for Policy 4.2.2.1

Policy 4.2.2.1 Maintain the character of Wellington's inner city suburbs.

...

METHODS

- Rules
- Residential Design Guides

...

Building proposals will be assessed against the Residential Design Guide (including the Thorndon and Mt Victoria appendices), the Thorndon Character Area Design Guide and the Mt Victoria North Character Area Design Guide, as relevant to the proposal.

.....

1.2. Residential Rules

1.2.1 Amend Chapter 5 Residential Rule 5.3.5 – Side note and non-notification clause

5.3.5	In the Thorndon Character Area and Mt Victoria North Residential Character Area identified on the District Plan maps, the construction, alteration of, and addition to residential buildings, accessory buildings and residential structures, is a Discretionary Activity (Restricted) in respect of:	<i>Note, section 3.2.4 requires a Design Statement to accompany any application for resource consent that is to be assessed against the Residential Design Guide, the Thorndon Character Area Design Guide or the Mt Victoria North Design Guide, as relevant to the proposal.</i>
5.3.5.1	design (including building bulk, height, and scale), external appearance, and siting (including landscaping, parking areas, vehicle manoeuvring and site access)	
5.3.5.2	provision of parking and site access	

DPC82

Minor Zone Changes and Associated Text Changes

2. Alterations to Volume 3 - Maps

2.1. Zone Changes

- 2.1.1 Rezone part of 142 Tauhinu Road, Miramar (Part Sec 20 Watts Peninsula District and Lot 2 DP 24509 and Section 2 SO Plan 449361), from Open Space B to Outer Residential. Amend Planning Map 7 accordingly.
- 2.1.2 Rezone 16 Terrace Gardens, Wellington CBD (Part Section 1202 town of Wellington and Part Lot 1 DP 4511), from Inner Residential to Open Space A (Recreational Facilities). Amend Planning Map 26 accordingly.
- 2.1.3 Rezone 7C Melksham Drive, Churton Park (Lot 1 DP 456316) from Outer Residential to Open Space (Recreational Facilities). Amend Planning Map 26 accordingly.
- 2.1.4 Rezone part of 43 Peppertree Lane, Woodridge (Lot 2 DP 85646) from Outer Residential to Open Space B and part of the adjoining reserve (Lot 1 DP 49172) from Open Space B to Outer Residential. Amend Planning Map 24 accordingly.
- 2.1.5 Rezone part of 73 Hawker Street (St Gerard's Monastery site – part of Lot 3 DP 76510, WN 42D/685) from Inner Residential to Open Space B and part of the adjoining reserve at 52 McFarlane Street (part of Lot 1 DP 76510, CFR WN42D/683) from Open Space B to Inner Residential. Amend Planning Map 12 accordingly.
- 2.1.6 Rezone 6 Campbell Street, Karori (Lot 3 DP 4528, WN 269/298) from Outer Residential to Centres. Amend Planning Map 11 accordingly.
- 2.1.7 Rezone part of 2A Myrtle Crescent, Mt Cook (Part Section 730 City of Wellington and Lot 3 DP 91220), from Inner Residential to Centres. Amend Planning Map 6 accordingly.

2.2. Secondary Frontages

- 2.2.1 Amend Planning Map 48 to show a secondary frontage across 6 Campbell Street, Karori (Lot 3 DP 4528, WN 269/298).

DPC82 – Minor Zone Changes and Associated Text Changes

Appendix 2:
Map Changes Document

Wellington City District Plan

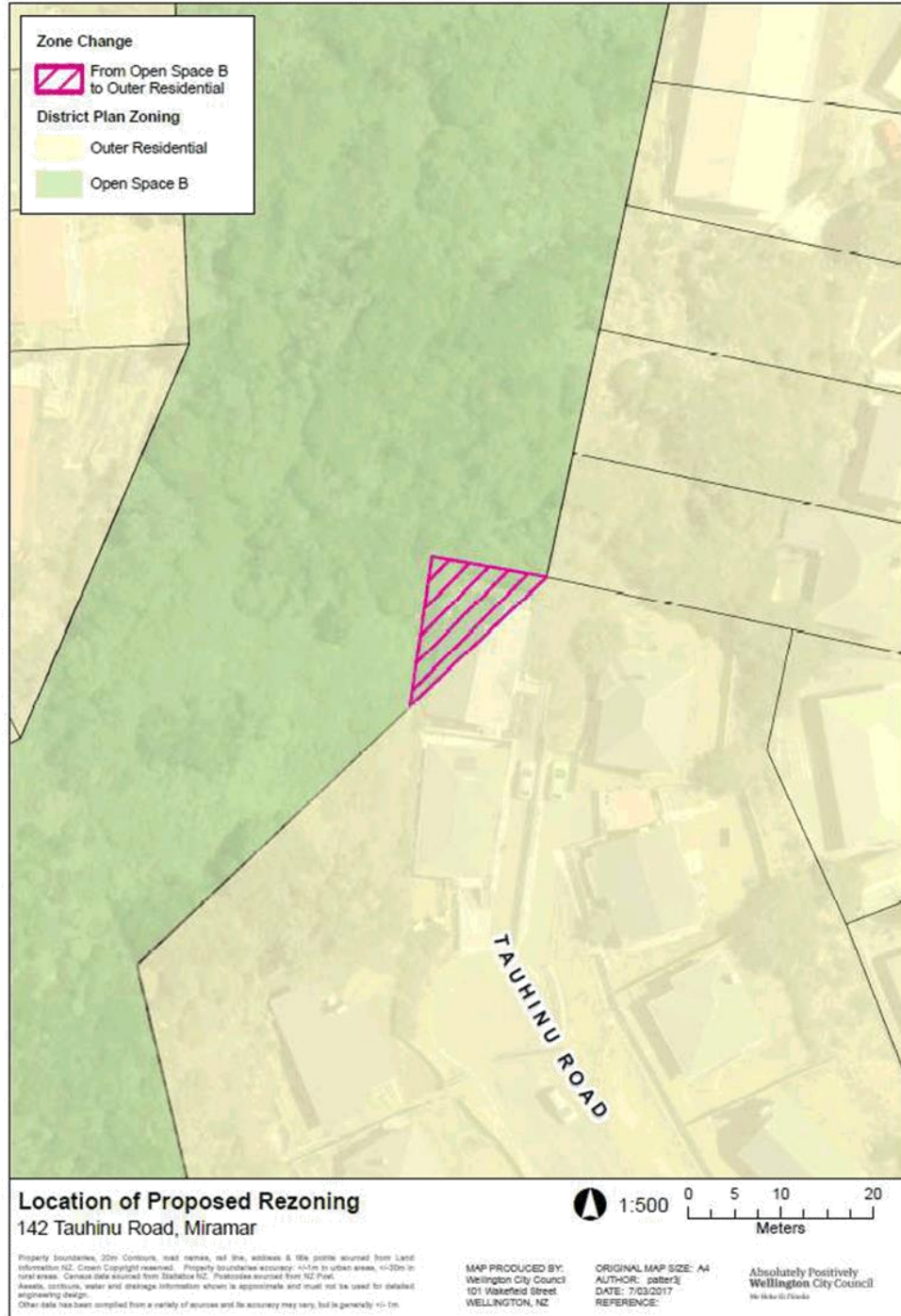
Proposed District Plan Change 82

Minor Zone Changes and Associated Text Changes

ALTERATIONS TO THE WELLINGTON CITY DISTRICT PLAN MAPS

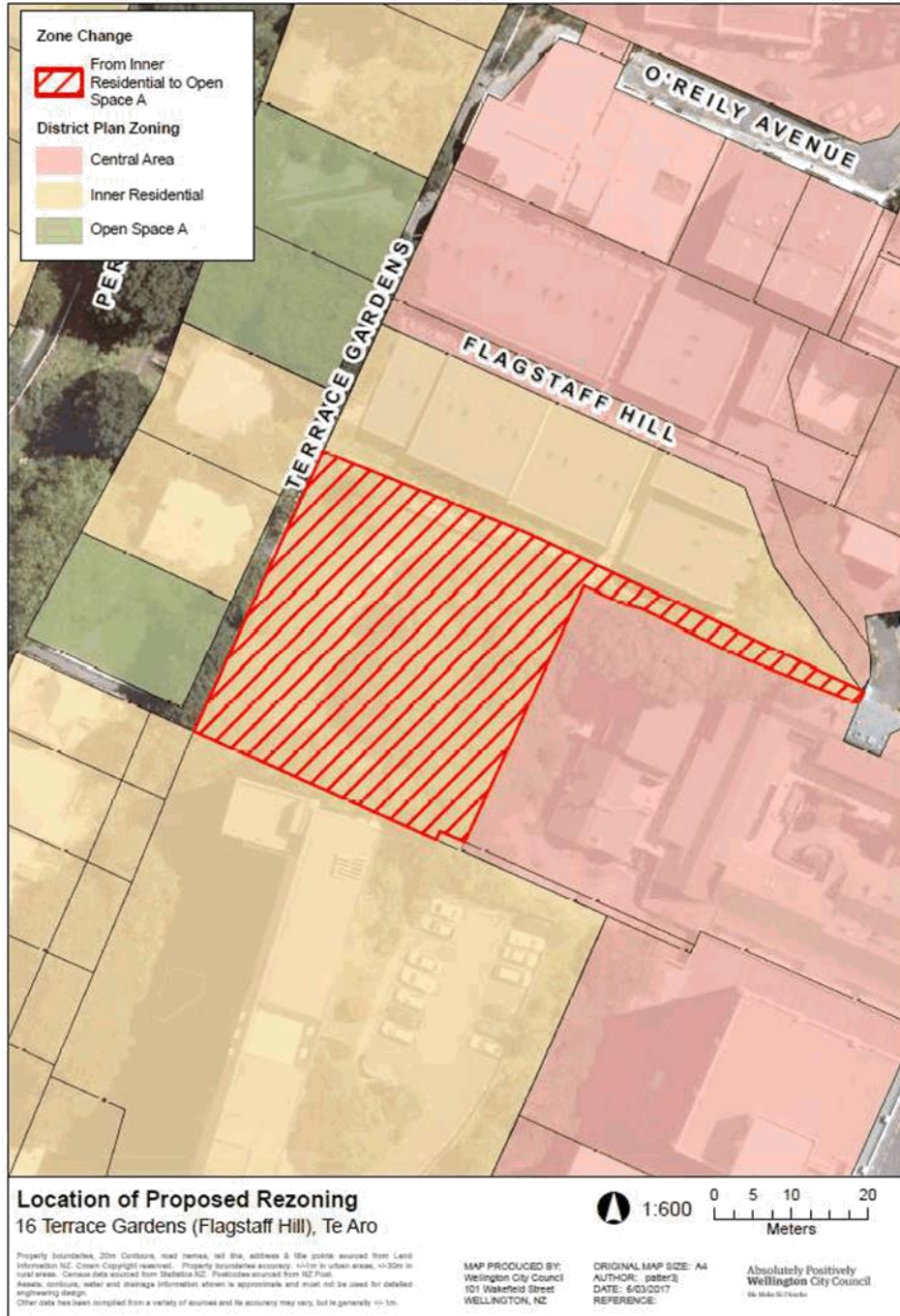
DPC82 – Minor Zone Changes and Associated Text Changes

Zone Change: 142 Tauhinu Road, Miramar



DPC82 – Minor Zone Changes and Associated Text Changes

Zone Change – 16 Terrace Gardens (Flagstaff Hill)



Item 2.2 Attachment 2

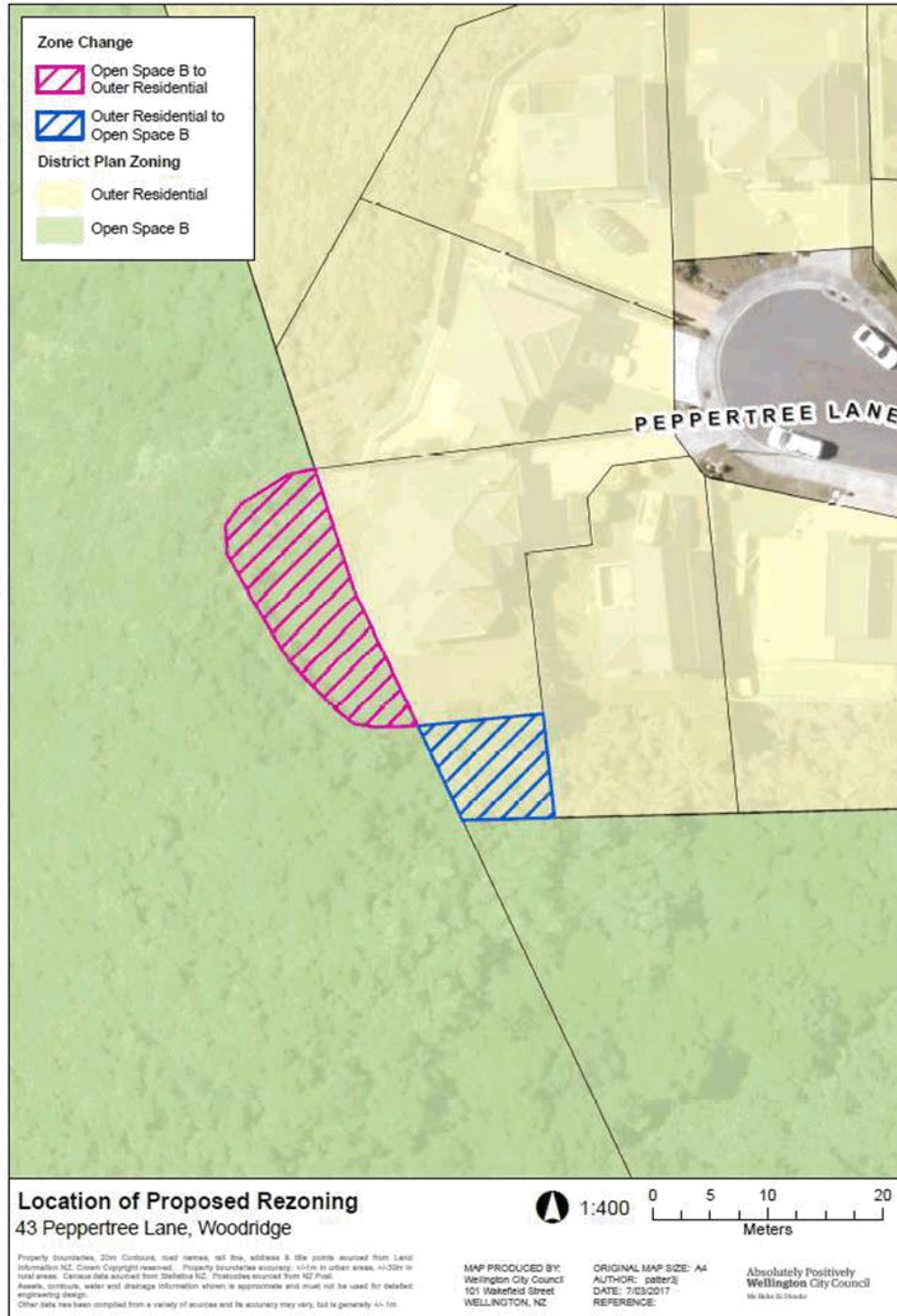
DPC82 – Minor Zone Changes and Associated Text Changes

Zone Change – 7C Melksham Drive, Churton Park



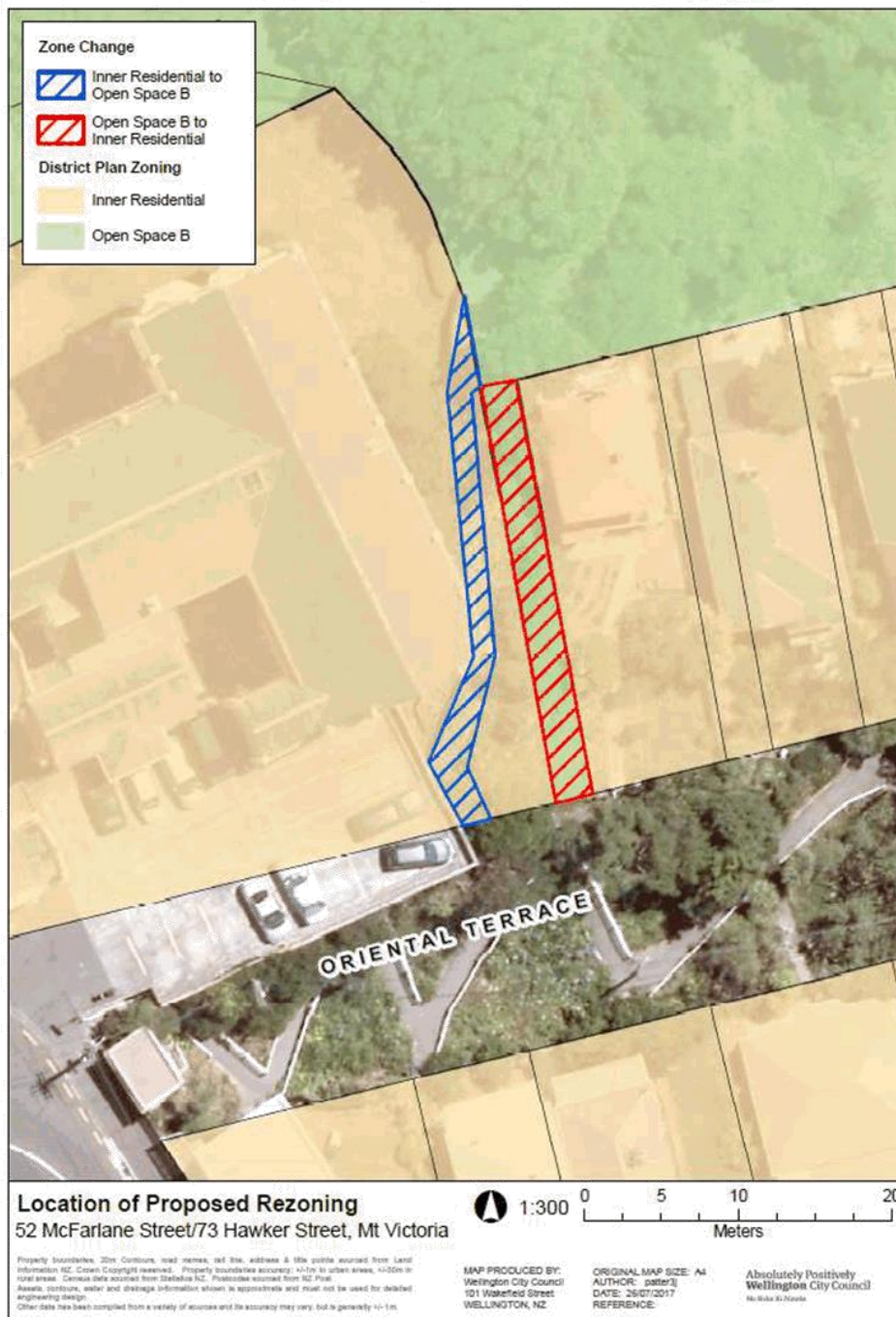
DPC82 – Minor Zone Changes and Associated Text Changes

Zone Change - 43 Peppertree Lane, Woodridge



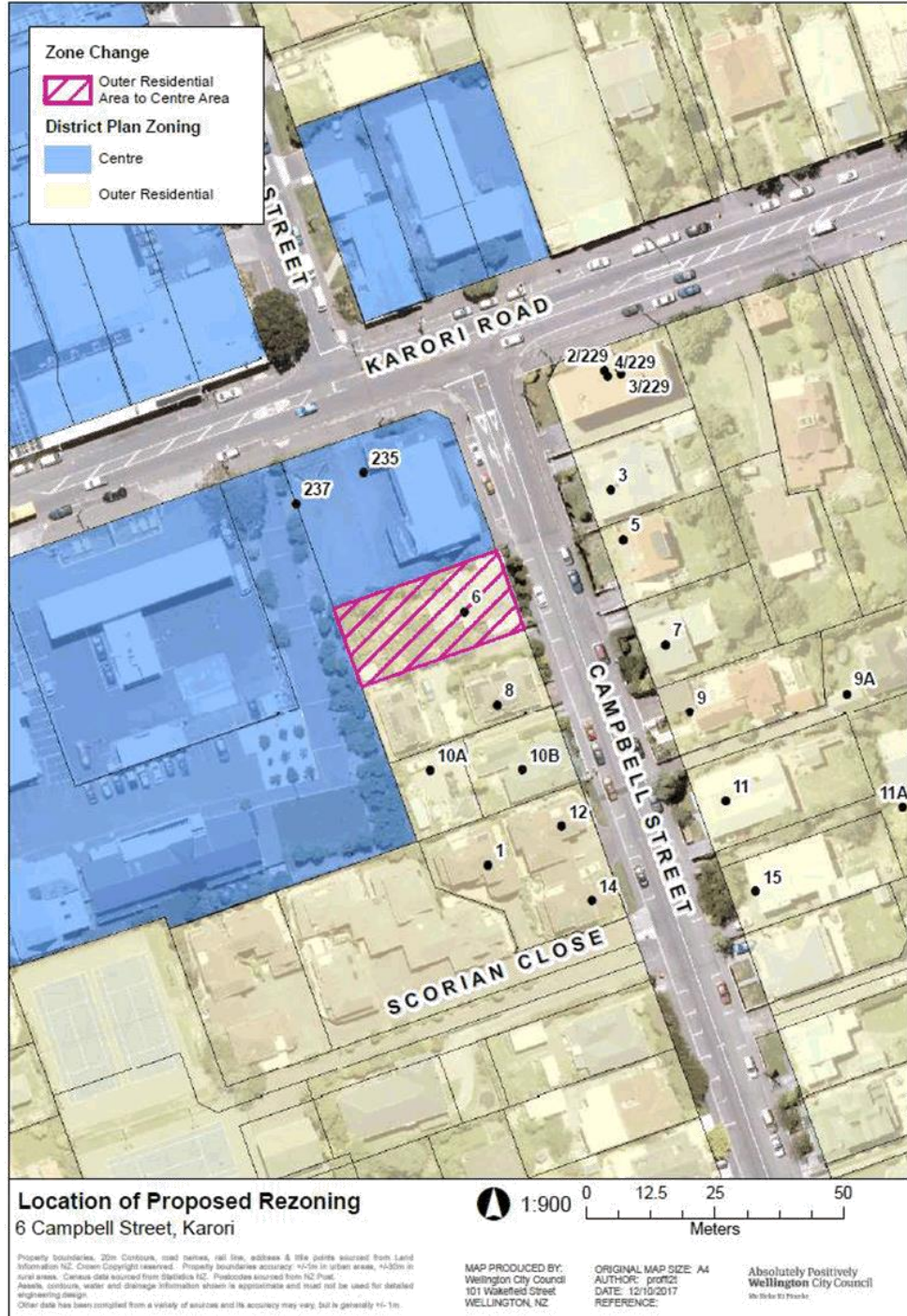
DPC82 – Minor Zone Changes and Associated Text Changes

Zone Change – St Gerard’s Monastery, Mt Victoria



DPC82 – Minor Zone Changes and Associated Text Changes

Zone Change – 6 Campbell Street, Karori



DPC82 – Minor Zone Changes and Associated Text Changes

Zone Change – 2A Myrtle Crescent, Mt Cook



DPC82 – Minor Zone Changes and Associated Text Changes

Secondary Frontage Change

Amend Planning Map 48 to show a secondary frontage across 6 Campbell Street, Karori (Lot 3 DP 4528, WN 269/298).

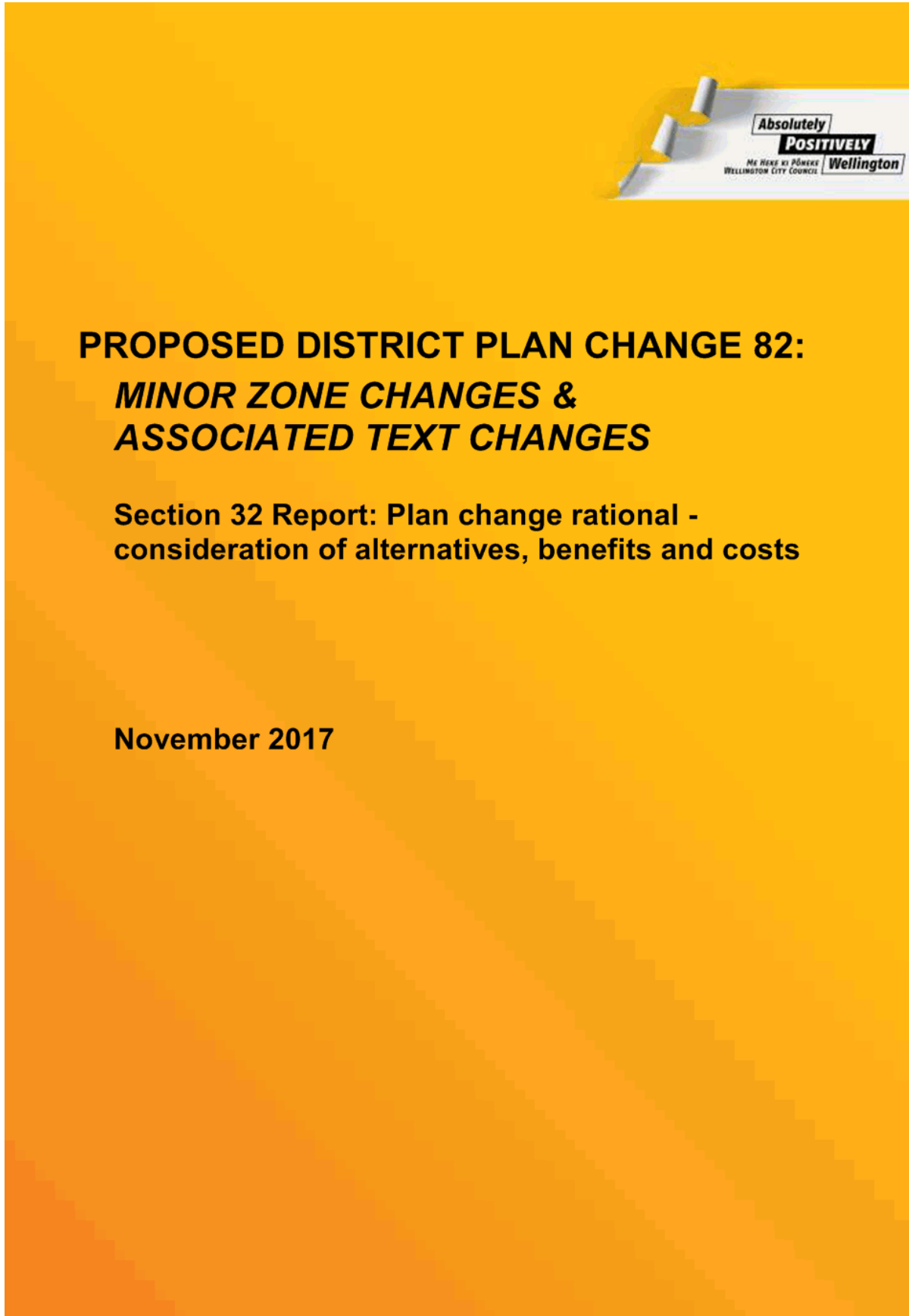


Table of Contents

PROPOSED DISTRICT PLAN CHANGE 82:	1
Table of Contents	2
1. Introduction: Purpose of Section 32 Report	3
2. Statutory Context.....	4
2.1. Purpose and Principles of the RMA	4
2.2. Consultation.....	4
3. Description of the Plan Change	4
4. Proposed Changes to Volume 1: Objectives, Policies and Rules.....	5
4.1. References to design guides for the Mt Victoria and Thorndon Character Areas	5
4.1.1 Chapter 4 – Residential Area Objectives and Policies	5
4.1.2 Chapter 5 – Residential Area Rules, Standards and Appendices	5
4.2. Section 32 Considerations	6
5. Volume 3 – District Plan Maps	7
5.1. Zone Change - 142 Tauhinu Road, Miramar	7
5.1.1 Section 32 conclusions	8
5.2. Zone Change - 16 Terrace Gardens (Flagstaff Hill), Te Aro	9
5.2.1 Section 32 conclusions	10
5.3. Zone Change - 7C Melksham Drive, Churton Park	11
5.3.1 Section 32 conclusions	11
5.4. Zone Change - 43 Peppertree Lane land exchange, Woodridge.....	12
5.4.1 Consultation	13
5.4.2 Section 32 conclusions	13
5.5. Zone Change - St Gerard’s Monastery land exchange, Mt Victoria	15
5.5.1 District Plan Context	17
5.5.2 Consultation	19
5.5.3 Section 32 conclusions	20
5.6. Zone Change – 6 Campbell Street, Karori	21
5.6.1 Consultation	22
5.6.2 Section 32 conclusions	23
5.7. Zone Change - 2A Myrtle Crescent, Mt Cook.....	24
5.7.1 Section 32 conclusions	25
6. Overall Section 32 Conclusions.....	26
Attachments	27
Attachment 1: Zone Change – 142 Tauhinu Road, Miramar	28
Attachment 2: Zone Change – 16 Terrace Gardens (Flagstaff Hill)	29
Attachment 3: Zone Change – 7C Melksham Drive, Churton Park	30
Attachment 4: Zone Change – 43 Peppertree Lane, Woodridge	31
Attachment 5: Zone Change – St Gerard’s Monastery, Mt Victoria	32
Attachment 6: Zone Change – 6 Campbell Street, Karori.....	33
Attachment 7: Zone Change – 2A Myrtle Crescent, Mt Cook	34

1. Introduction: Purpose of Section 32 Report

This plan change proposal is the result of ongoing monitoring of the Wellington City District Plan (the District Plan). It does not involve any major changes to existing objectives and policies. Instead, the plan change makes minor zone changes and associated text changes to ensure the District Plan functions in a way that most effectively and efficiently achieves the purposes of the Resource Management Act 1991 (RMA).

The Council is required to undertake an evaluation of the proposed Plan Change before the Plan Change can be publicly notified. This duty is conferred by Section 32 of the RMA, which sets out what an evaluation report must cover:

(1) An evaluation report required under this Act must -

- (a) examine the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of this Act; and
- (b) examine whether the provisions in the proposal are the most appropriate way to achieve the objectives by—
 - (i) identifying other reasonably practicable options for achieving the objectives; and
 - (ii) assessing the efficiency and effectiveness of the provisions in achieving the objectives; and
 - (iii) summarising the reasons for deciding on the provisions; and
- (c) contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.

(2) An assessment under subsection (1)(b)(ii) must :

- (a) identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for—
 - (i) economic growth that are anticipated to be provided or reduced; and
 - (ii) employment that are anticipated to be provided or reduced; and
- (b) if practicable, quantify the benefits and costs referred to in paragraph (a); and
- (c) assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.

Best practice advice from the Ministry for the Environment encourages an iterative evaluation process with the main goals being that:

- Objectives, policies and methods are well tested against the purpose of the RMA; and
- The anticipated benefits of introducing new regulation outweigh the anticipated costs and risks.

This report is Wellington City Council's response to this statutory requirement. It documents the analysis that has taken place so that stake-holders and decision-makers can understand the rationale for the proposed plan change.

2. Statutory Context

2.1. Purpose and Principles of the RMA

The purpose and principles of the RMA are set out in Part II of the Act.

The purpose of the RMA is to promote the sustainable management of natural and physical resources. Section 5 of the RMA describes this purpose as the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while:

- (a) *sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) *safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
- (c) *avoiding, remedying and mitigating any adverse effects of activities on the environment.*

Part II also includes other sections, with the most pertinent provisions in this case being the requirement of Section 7 to give particular regard to:

- (b) *the efficient use and development of natural and physical resources*
- (c) *the maintenance and enhancement of amenity values*
- (f) *maintenance and enhancement of the quality of the environment*

Section 8 of the Act requires the principles of the Treaty of Waitangi to be taken into account.

2.2. Consultation

The proposed amendments to the District Plan have been discussed with potentially interested parties. Details of this consultation are provided in later sections of this report.

Consultation on the entire proposed plan change will also be undertaken with parties identified in the First Schedule of the RMA, specifically:

- Ministry for the Environment
- Port Nicholson Block Settlement Trust
- Te Runanga O Toa Rangatira Inc.
- Greater Wellington Regional Council
- Department of Conservation
- Heritage New Zealand

3. Description of the Plan Change

This plan change comprises seven minor zone changes across the City. They have been identified as necessary by various users of the District Plan, including Council staff. Two minor text changes are also proposed to support one of the zone changes.

As noted above, the overall Plan Change does not involve significant changes to existing objectives and policies. Instead, minor zone changes are proposed to ensure the effective and efficient functioning of the District Plan.

The proposed changes include:

- Volume 1: Objectives, Policies and Rules - Two minor changes
- Volume 3: Maps - Seven minor zone changes

4. Proposed Changes to Volume 1: Objectives, Policies and Rules

4.1. References to design guides for the Mt Victoria and Thorndon Character Areas

These changes support the zone change described in Section 5.5 below.

4.1.1 Chapter 4 – Residential Area Objectives and Policies

It is proposed that the list of methods and explanatory text under Policy 4.2.2.1 be amended to ensure that the design guides for the Thorndon and the Mt Victoria North Character Areas are taken into account when assessing resource consent applications in these Areas.

The Residential Design Guide was introduced via District Plan Change 72 (DPC72) (Residential review). The Design Guide applies to development in all Residential Areas of the City and provides appendices for specific parts of the City (including Thorndon and Mt Victoria). However, this did not replace the existing design guides for the Mt Victoria North Character Area and the Thorndon Character Area which provide additional guidance for the consideration of resource consent applications in these Areas.

Proposed Changes - Amend the methods and explanatory text for Policy 4.2.2.1 as follows:

Policy 4.2.2.1 Maintain the character of Wellington's inner city suburbs.

...

METHODS

- Rules
- Residential Design Guides

...

Building proposals will be assessed against the Residential Design Guide (including the Thorndon and Mt Victoria appendices), the Thorndon Character Area Design Guide and the Mt Victoria North Character Area Design Guide, as relevant to the proposal.

4.1.2 Chapter 5 – Residential Area Rules, Standards and Appendices

Under Rule 5.3.5, the construction, alteration of, and addition to residential buildings, accessory buildings and residential structures in the Thorndon and Mt Victoria North Character Areas requires a resource consent as a Discretionary Activity (Restricted) in respect of:

- *design (including building bulk, height, and scale), external appearance, and siting (including landscaping, parking areas, vehicle manoeuvring and site access)*
- *provision of parking and site access*

It is proposed that the side note associated with Rule 5.3.5 be amended to make it clear the design guides for the Thorndon and Mt Victoria North Character Areas are relevant to the consideration of resource consent applications under this rule. This change supports the amendments outlined in section 4.3.1 of this report.

DPC82 – Minor Zone Changes and Associated Text Changes

Proposed Changes - Amend the side note for Rule 5.3.5 as follows:

Rule 5.3.5

...

Note, section 3.2.4 requires a Design Statement to accompany any application for resource consent that is to be assessed against the Residential Design Guide, the Thorndon Character Area Design Guide or the Mt Victoria North Design Guide, as relevant to the proposal.

4.2. Section 32 Considerations

It is considered that the proposed amendments described above are appropriate to achieve the goals of the District Plan and the purpose of the RMA. The benefits are considered to outweigh the potential costs, as summarised below. This analysis is relevant to considering the efficiency, effectiveness and appropriateness of the proposed plan change, as required under Section 32 of the RMA:

- The costs (or disadvantages) of the amendments are considered to be low given that they clarify the intention that the design guides for the Mt Victoria North and Thorndon Character Areas be taken into account when resource consents are required for sites in these Character Areas. This is consistent with current practice.
- The benefits of the amendments include greater clarity as to how the relevant objectives and policies of the District Plan are to be given effect to through District Plan rules, standards and other methods. In particular, the changes will reduce ambiguity in the assessment of resource consent applications. If these changes are not made, the possibility of misinterpretation and unintended environmental outcomes will be an ongoing risk.

5. Volume 3 – District Plan Maps

5.1. Zone Change - 142 Tauhinu Road, Miramar

A zone change is proposed to address the split zoning of a Council-owned property in Miramar. Details of the zone change are shown in Attachment 1 of this report.

The house at 142 Tauhinu Road, Miramar straddles the boundary between Open Space B (shaded green) and Outer Residential Area (shaded yellow), as shown in Figure 1.



Figure 1: Location (circled) and District Plan zoning of 142 Tauhinu Road, Miramar

- The houses numbered 130-144 Tauhinu Road are all owned by the Council, as part of its social housing portfolio
- These houses and the adjoining reserve are all on the same title. The title does not have reserve status
- The houses are managed by City Housing and the Open Space portion is managed by Parks, Sport and Recreation
- The split zoning was identified through a routine check by Council's Property Team.

Residential activities are inconsistent with the provisions of the Open Space B zone. Future additions and alterations to the existing house could trigger the need for resource consent, even though the Open Space land involved is not considered to have open space or conservation values. It is therefore considered appropriate to rezone this portion to Outer Residential. This would be consistent with how the site is used and allow it to be appropriately managed as part of the Council's housing portfolio.

DPC82 – Minor Zone Changes and Associated Text Changes

5.1.1 Section 32 conclusions

The proposed zone change is considered to be appropriate to achieve the goals of the District Plan and the purpose of the RMA. The benefits are considered to outweigh the potential costs, as summarised below:

- The costs (or disadvantages) of the zone change are considered to be low given that the site is already developed and used for residential purposes (with associated existing use rights). Due to its topography and adjoining development, the site is not readily available for open space use. The area involved is small, compared to the size of the wider area of the adjoining portion of Open Space B (natural environment) land.
- The benefits of the zone change include enabling the housing stock to be efficiently managed. It also provides a logical boundary between the areas of Open Space B and the Outer Residential Area and creates an accurate expectation regarding future development of this site. Not proceeding with the zone change would expose the site to the risk of unnecessary resource consents and associated costs.

5.2. Zone Change - 16 Terrace Gardens (Flagstaff Hill), Te Aro

A zone change is proposed to reflect the current and intended future use of an inner city park at 16 Terrace Gardens (see photograph in Figure 2 below). Details of the zone change are shown in Attachment 2 of this report.



Figure 2: Photograph of Flagstaff Hill Park

Figure 3 shows the location and zoning of a Council-owned property known as Flagstaff Hill (16 Terrace Gardens). It is accessed via Flagstaff Lane, from the western side of Willis Street in the vicinity of Willis Street Village. The site has been used as a park since 1972, but was only acquired by Council in 2015.

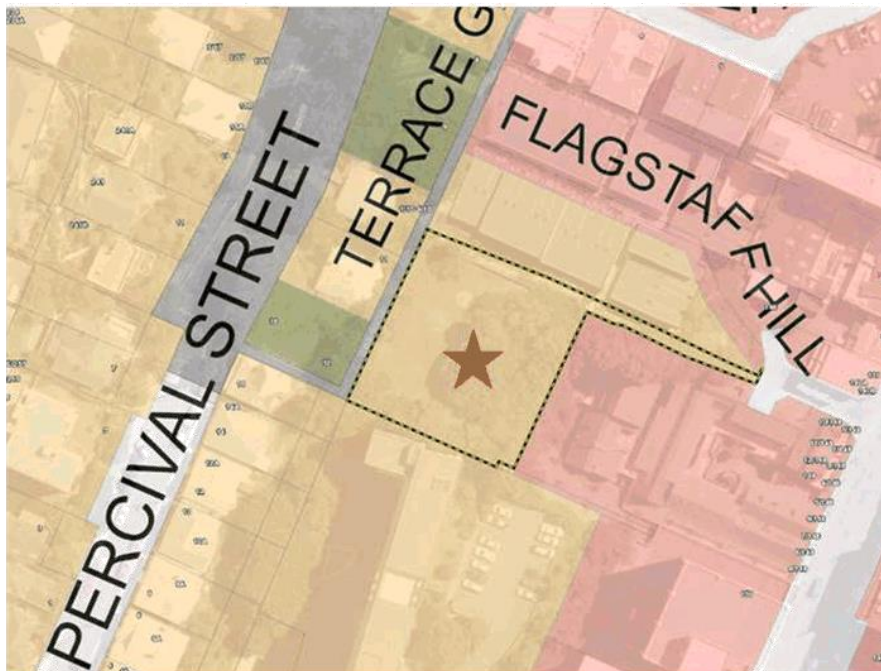


Figure 3: Location (star symbol) and current zoning of 16 Terrace Gardens

The property is currently zoned Inner Residential (shaded orange), reflecting the adjoining residential land use and zoning to the north, west and south. It also reflects the earlier private ownership of the site. Now that the site has been secured by the Council for long term use as an

DPC82 – Minor Zone Changes and Associated Text Changes

inner city park, it is appropriate to change the zoning to Open Space A (Recreational Facilities). A zoning of Open Space A is consistent with the zoning of other Council-owned green spaces in the vicinity, such as 8, 9 and 12 Terrace Gardens (shaded green in Figure 3).

5.2.1 Section 32 conclusions

The proposed zone change is considered to be appropriate to achieve the goals of the District Plan and the purpose of the RMA. The benefits are considered to outweigh the potential costs, as summarised below:

- The costs (or disadvantages) of changing the zone from residential to open space are considered to be low given that the site is already being used for open space purposes and will remain as such. .
- The benefits of the zone change include greater clarity regarding the current use of the site and expectations regarding its future use and development. The proposed Open Space A (Recreational Facilities) zoning is in keeping with similar Council-owned land in the vicinity.

5.3. Zone Change - 7C Melksham Drive, Churton Park

A zone change is proposed to reflect current and intended future use of an reserve lot in Churton Park. Details of the zone change are shown in Attachment 3 of this report.

Figure 4 shows an area of Churton Park to the north of the shopping centre including a 1,436m² land-locked, Council-owned lot with a street address of 7C Melksham Drive. The lot is part of a wider bush-covered gully that Council holds as a recreation reserve. This lot is zoned Outer Residential (shaded yellow), whereas the wider reserve is zoned Open Space A (shaded green). This zoning anomaly stems from the timing of subdivisions and plan changes in the area.



Figure 4: Aerial photographs showing location (star symbol) and District Plan zoning of 7C Melksham Drive, Churton Park

The Outer Residential zoning of 7C Melksham Drive creates an inaccurate expectation of its future use and development. Accordingly, it is proposed that the zoning of this property be changed from Outer Residential to Open Space A (Recreational Facilities). The proposed zoning is in keeping with the intended use of the property and the zoning of the wider recreation reserve.

5.3.1 Section 32 conclusions

The proposed zone change is considered to be appropriate to achieve the goals of the District Plan and the purpose of the RMA. The benefits are considered to outweigh the potential costs, as summarised below:

- The costs (or disadvantages) of changing the zone from residential to open space are considered to be low given that the site is already being used for open space purposes and the intention is to keep it that way.
- The benefits of the zone change include greater clarity regarding the anticipated use and development of this site. The change will also provide a logical boundary between the areas of Open Space A (Recreational Facilities) and the Outer Residential Area.

5.4. Zone Change - 43 Peppertree Lane land exchange, Woodridge

A zone change is proposed to facilitate a land exchange to resolve a private residential encroachment on to an adjoining Council reserve. Details of the zone change are shown in Attachment 4 of this report.

Figure 5 shows a residential property at 43 Peppertree Lane, Woodridge. This property is zoned Outer Residential. The owners of the property have informally (and mistakenly) encroached on to an adjoining Council-owned scenic reserve (see star symbol). The reserve is zoned Open Space B (Natural Environment) and extends from Colchester Lane (to the south) to Mark Avenue (to the north).



Figure 5: Aerial photographs showing the encroachment (star symbol) of 43 Peppertree Lane, Woodridge, onto the adjoining Council reserve

It is likely that bulk earthworks associated with an earlier subdivision inadvertently extended beyond the boundary for 43 Peppertree Lane onto the adjoining reserve. Over the years, the owners have fenced the informal encroachment and landscaped it with lawns and gardens. The following photograph in Figure 6, taken from the street frontage, shows that the encroachment is not readily visible beyond the site.



Figure 6: Photograph showing street frontage of 43 Peppertree Lane, Woodridge

DPC82 – Minor Zone Changes and Associated Text Changes

In September 2016, the Council agreed in principle for the informal encroachment to be exchanged for an area of bush in the rear yard of 43 Peppertree Lane. This exchange will also include a financial contribution from the private owner to cover the different land areas involved. To facilitate this land exchange, it is proposed that the areas be re-zoned accordingly, as shown in Figure 7.

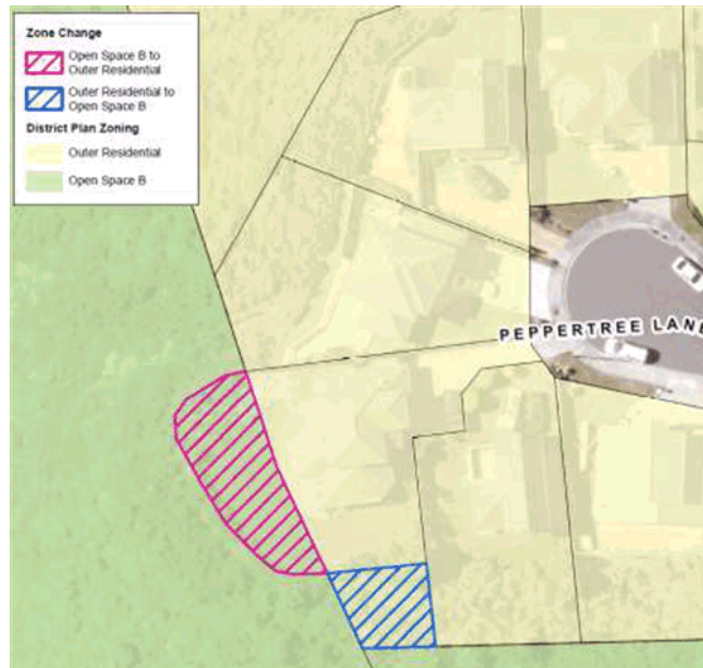


Figure 7: Proposed rezoning of the land exchange at 43 Peppertree Lane, Woodridge

5.4.1 Consultation

In March 2017, Council's Property team sent letters to the following parties to explain the proposed land exchange:

- 24 Peppertree Lane
- 41 Peppertree Lane
- Newlands Paparangi Progressive Association
- Seton Nossiter Park Working Group

No responses were received and the proposal was formally notified under the Reserves Act 1977. Submissions closed 12 June 2017, with no substantive issues being raised.

Further interest is considered to be unlikely. However, members of the public will have further opportunities to formally submit on the zone change when this proposed plan change is publicly notified under the RMA.

5.4.2 Section 32 conclusions

The proposed zone change is considered to be appropriate to achieve the goals of the District Plan and the purpose of the RMA. The benefits are considered to outweigh the potential costs, as summarised below:

- The costs (or disadvantages) of the zone change are considered to be low given that the area of recreation reserve involved is small and relatively inaccessible. Also, it is

DPC82 – Minor Zone Changes and Associated Text Changes

considered that any future development of 43 Peppertree Lane will still be in keeping with the scale of neighbouring development, even though it will be slightly larger.

- The benefits of the zone change include greater clarity to District Plan users regarding the anticipated use and development of the land areas involved. The zone change will also provide a logical boundary between the areas of Open Space B (Natural Environment) and Outer Residential Area.

5.5. Zone Change - St Gerard’s Monastery land exchange, Mt Victoria

A zone change is proposed to facilitate a land exchange to secure ownership of an existing access path to a council-owned reserve adjoining St Gerard’s Monastery. Details of the zone change are shown in Attachment 5 of this report.

Figure 8 shows the land involved in the proposed land exchange, including the current land parcels and their ownership. The existing access path crosses the land that contains the St Gerard’s Monastery building; this property is owned by the Institute for World Evangelisation (ICPE). An unformed access leg extends between the Council reserve and the Oriental Terrace zig-zag pathway that provides pedestrian only access between the top of Hawker Street and Oriental Parade. The unformed access leg sits between the eastern side of the St Gerard’s property and a ICPE-owned residential property at 1 Oriental Terrace.



Figure 8: Showing the land involved in the proposed St Gerard’s land exchange

In early 2016, the Council resolved to undertake the land exchange under the Reserves Act 1977. The formed path is to become part of the Council reserve. In return, the unformed access leg will become part of the residential property at 1 Oriental Terrace. The ICPE intends to sell 1 Oriental Terrace to help fund seismic strengthening of St Gerard’s. The triangular piece of land between the formed path and the unformed access leg will also become part of 1 Oriental Terrace given that it is separated from St Gerard’s by the formed path.

DPC82 – Minor Zone Changes and Associated Text Changes

Rearrangement of the boundaries will be carried out through a subdivision under the Reserves Act 1977, as shown in Figure 9, which also shows existing and proposed easements:

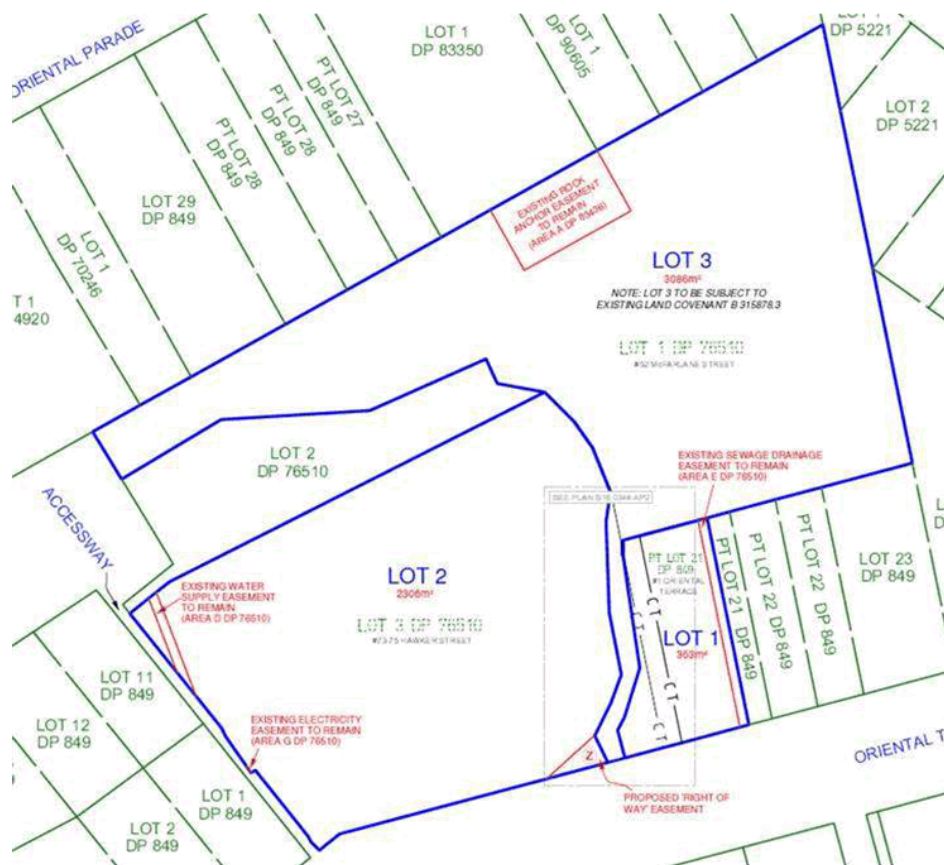


Figure 9: Proposed subdivision to facilitate St Gerard's land exchange

The Council's resolution to proceed with the land exchange is subject to a District Plan change under the RMA to rezone the land involved (as shown in Figure 10):

- The formed access path will be changed from Inner Residential to Open Space, in keeping with the Open Space B zoning of the wider reserve, and
- The unformed access leg will be changed from Open Space B to Inner Residential, in keeping with the zoning of 1 Oriental Terrace and the triangle of land from the St Gerard's lot.

DPC82 – Minor Zone Changes and Associated Text Changes

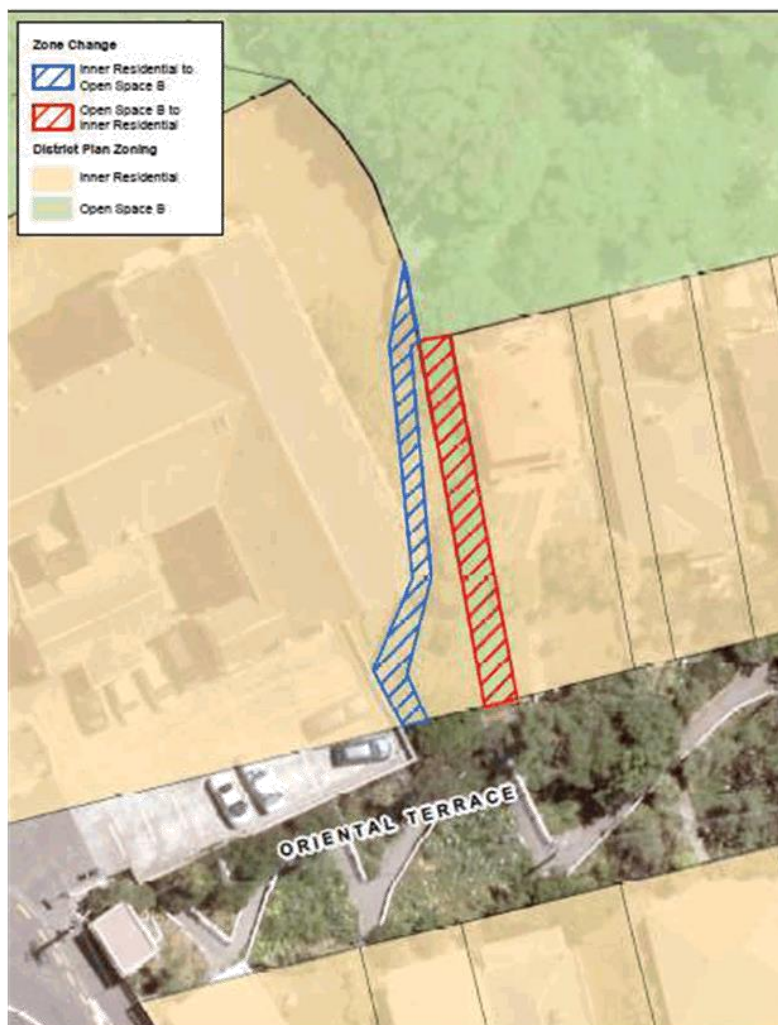


Figure 10: showing zone change proposal

5.5.1 District Plan Context

In considering the appropriateness of the proposed zone change, the following comments on the wider District Plan context are provided:

- St Gerard's Monastery & Church buildings are Category 1 Historic Places on the New Zealand Heritage List/Rārangi Kōrero. They are also on the District Plan Heritage List. The District Plan listing will stay with the new Lot 2 and therefore does not need to be amended (apart from noting the new legal description once the subdivision is finalised).
- 1 Oriental Terrace is not listed on the New Zealand Heritage List/Rārangi Kōrero or the District Plan Heritage List.
- The main concerns that have been expressed by various stakeholders have focussed on the effects that future development of an enlarged 1 Oriental Terrace could have on the views of St Gerard's and the character of the Oriental Terrace zigzag path. It is therefore useful to examine the District Plan

DPC82 – Minor Zone Changes and Associated Text Changes

standards that would apply to any redevelopment of 1 Oriental Terrace through the Inner Residential zoning :

- 1 metre front yard requirement.
 - 50% maximum site coverage
 - 35m² ground level open space requirement.
 - Maximum building height of 10 metres, plus Building Recession Planes in relation to the external boundaries of the site (an extra 1 metre is also allowed for gables)
 - One onsite parking space per household unit (although the ICPE has indicated that it could make vehicle spaces available on its existing vehicle deck to any future development of 1 Oriental Terrace).
- There are a number of viewshafts in relation to St Gerard's that are protected through Central Area provisions. However, these provisions only relate to the city-facing façade of the monastery.
 - Maximum height limits also apply to Oriental Bay sites to protect views of St Gerard's from Oriental Bay. However, 1 Oriental Terrace sits outside the areas to which these height limits apply.
 - The St Gerard's site and the properties along the Oriental Terrace zig-zag path are within the Mt Victoria North Character Area (as shown in Figure 11). Rule 5.3.5 of the District Plan, requires a resource consent for 'the construction, alteration of, and addition to residential buildings, accessory buildings and residential structures' within the Mt Victoria North Character Area. This rule applies even if a proposal complies with the Permitted Activity standards of the Inner Residential Area. Any future redevelopment of an enlarged 1 Oriental Terrace would require a resource consent under this rule. The application would be assessed in relation to the Design Guide for the Mt Victoria North Character Area (noting the minor amendments proposed under sections 4.1.1 and 4.1.2 of this report). The Design Guide includes a clear expectation that any work will complement the form and character of St Gerard's and the surrounding neighbourhood.



Figure 11: Mt Victoria North Character Area (1 Oriental Terrace – see star symbol)

DPC82 – Minor Zone Changes and Associated Text Changes

- While the properties in Oriental Terrace are in the Mt Victoria North Character Area, they are not in the Mt Victoria North/St Gerard's sub area (see Figure 12), of the Mt Victoria appendix of the Residential Design Guide. As a result, these properties are not subject to the rules requiring a resource consent to demolish a pre-1930 building (or remove architectural features etc). However, as discussed above, it is considered that any future development of an enlarged 1 Oriental Terrace would still be well-controlled under Rule 5.3.5.



Figure 12: The Mt Victoria area covered by the Mt Victoria North/St Gerard's sub area of the Residential Design Guide (1 Oriental Terrace – see star symbol)

- An alternative option to specifically manage the development of an enlarged 1 Oriental Terrace would be tailored 'spot provisions' within the rules of the Inner Residential Area. However, site-specific provisions are not considered to be best planning practice. Specific provisions for this site could have the effect of making the plan more complicated. Such an approach does not support efficient and effective plan provisions. The effects of future development of 1 Oriental Terrace can be sufficiently managed through existing plan provisions.

5.5.2 Consultation

As noted above, community consultation has already occurred under the Reserves Act 1977, including the involvement of the following WCC Business Units:

- Parks, Sport and Recreation – Open Space and Recreation Planning
- Property

Representatives from these business units agree with the proposed plan change for the reasons outlined above.

DPC82 – Minor Zone Changes and Associated Text Changes

Individual discussions and correspondence about the proposed zone change have taken place with parties that demonstrated interest in the earlier Reserves Act 1977 process:

- Marion Evans – an Oriental Terrace resident who is interested in the character and heritage values of the Oriental Terrace zig-zag and the house at 1 Oriental Terrace
- Heritage New Zealand staff
- Mt Victoria Residents' Association representatives
- Oriental Bay Residents' Association – no response
- Redemptorist Fathers Trust Board – no response

Overall, these parties are:

- Concerned about effects on the heritage value of St Gerard's Monastery site
- Concerned about effects on the character and amenity values of Oriental Terrace properties and the zig-zag pathway.

Heritage New Zealand notes that the District Plan provisions will require consideration of St Gerard's in the assessment of any future development of 1 Oriental Terrace. Marion Evans and the Mt Victoria Residents Association, remain concerned that the administration of Rule 5.3.5 and the assessment of final building designs would be subject to the discretion of the Council's resource consent planners and urban designers. They are concerned that there are few rights for adjoining owners or the wider public to have a say on the future development of an enlarged 1 Oriental Terrace.

5.5.3 Section 32 conclusions

The proposed zone change is considered to be appropriate to achieve the goals of the District Plan and the purpose of the RMA. The benefits are considered to outweigh the potential costs, as summarised below:

- The costs of the zone change are considered to be low given that the area involved is small and that any future development of 1 Oriental Terrace will be sufficiently managed through the existing provisions of the Inner Residential Area and the Mt Victoria North Character Area.
- The benefits of the zone change include accurately reflecting the existing use of the land involved and providing a sensible zone for the future use and development of an enlarged 1 Oriental Terrace. The zone change also supports a land exchange that will secure future access to the Council reserve while at the same time protecting the heritage values of St Gerard's monastery and church.

5.6. Zone Change – 6 Campbell Street, Karori

A zone change is proposed to support the Council's recent purchase of a 541m² residential property at 6 Campbell Street, Karori. Details of the zone change are shown in Attachment 6 of this report.

As shown in Figure 13, the property adjoins the former St John's Church site (1,020m²) on the corner of Karori Road and Campbell Street. Residential properties adjoin the site to the south, with commercial and community activities to the west, including the Mobil Station and the Karori Event Centre (under construction).



Figure 13: Aerial photograph showing the location and District Plan zoning of 6 Campbell Street, and neighbouring land uses

The Council acquired the St John's site some time ago and it was rezoned from Outer Residential to Centres through DPC 73 (Suburban Centre Review) to help address a recognised shortage of commercially zoned land in the Karori Town Centre vicinity. The Council's intention is that the St John's site be commercially developed in a way that complements the character and vitality of the Karori Town Centre. More recently, Council purchased the adjoining property at 6 Campbell Street recently to improve options for the future development of this corner site.

It is therefore considered appropriate to rezone 6 Campbell Street from Outer Residential to Centres so that future development of the combined site can be managed in an integrated way under the District Plan.

Any new buildings will require a resource consent application under the provisions of the Centres Area. The application will be assessed against the Centres Design Guide and standards aimed at the protection of the amenity of residential neighbours. For example, while the maximum building height is 12 metres in the Centres Area (compared to 8 metres under the current Outer Residential Area), the following standards apply when a site adjoins a Residential Area:

- Buildings and structures must comply with the building recession plane requirements at any point along a boundary adjoining a Residential Area and must be no higher than 3 metres within 5 metres of a Residential Area boundary (Standard 7.6.2.3.1)
- All windows above ground floor level and within 5 metres of and facing a Residential Area boundary shall have privacy glazing (Standard 7.6.2.6.1)
- Any deck, terrace or balcony with a finished level that is 1.5m or more above ground level measured at the boundary shall be no closer than 5 metres to an adjoining Residential Area boundary (Standard 7.6.2.6.2)

DPC82 – Minor Zone Changes and Associated Text Changes

- The Centres rules also set standards for noise emitted on the site and received at residential boundaries (Standards 7.6.1.1.5) and for fixed plant noise (Standard 7.6.1.2)

The photograph in Figure 14 shows the existing development at 6 Campbell Street and the neighbouring properties. The above standards will apply along the common boundary with the residential properties at 8 and 8a Campbell Street. It is noted that there is a driveway running along this boundary. As this driveway cannot be built over, it will provide an additional buffer from future development at 6 Campbell Street.



Figure 14: Photograph showing 6 Campbell Street and adjoining properties

The Campbell Street frontage of the St John's site is subject to secondary frontage provisions that control vehicle parking areas and ground level activities to maintain an active building edge. It is proposed that the secondary frontage be extended across the 6 Campbell Street frontage.

5.6.1 Consultation

The Council's purchase of 6 Campbell Street has been reported in local media, including social media channels such as the 'I Love Karori' Facebook group.

Individual letters have been sent to residential neighbours in the vicinity. An onsite meeting took place with the adjoining neighbour at 8a Campbell Street, to fully explain the rules and standards that apply in the Centres Area.

The key concerns of residential neighbours relate to any adverse effects that development of 6 Campbell Street under the Centres Area would have on their amenities compared to the current zoning. Potential adverse effects include:

- Noise from vehicle servicing – especially if it was a supermarket with frequent, large deliveries
- Visual appearance
- Shading and visual dominance – especially for immediately adjoining properties

However, as discussed above, it is considered that the provision of the Centres Area will ensure that these concerns are well controlled.

DPC82 – Minor Zone Changes and Associated Text Changes

5.6.2 Section 32 conclusions

The proposed zone change is considered to be appropriate to achieve the goals of the District Plan and the purpose of the RMA. The benefits are considered to outweigh the potential costs, as summarised below:

- The main cost (or disadvantage) is the loss of residential-zoned property. However, this cost is considered to be low as the proposed Centres zoning provides for mixed use development, including residential use above ground level. Potential effects for residential neighbours from future development of the corner site are considered to be well provided for in the rules and standards of the Centres Area.
- A key benefit of the zone change is that it will help fill a shortage of commercially zoned land in the Karori Town Centre. The proposed zoning will clarify the anticipated use and development of 6 Campbell Street and is in keeping with adjoining commercially zoned properties.

5.7. Zone Change - 2A Myrtle Crescent, Mt Cook

A zone change is proposed to address the split zoning of a privately-owned property in Mt Cook. Details of the zone change are shown in Attachment 7 of this report.

The property concerned is shown in the following aerial photographs (Figure 15). It has frontages to Myrtle Crescent and Douglas Street (2A Myrtle Crescent and 9 Douglas Street respectively).

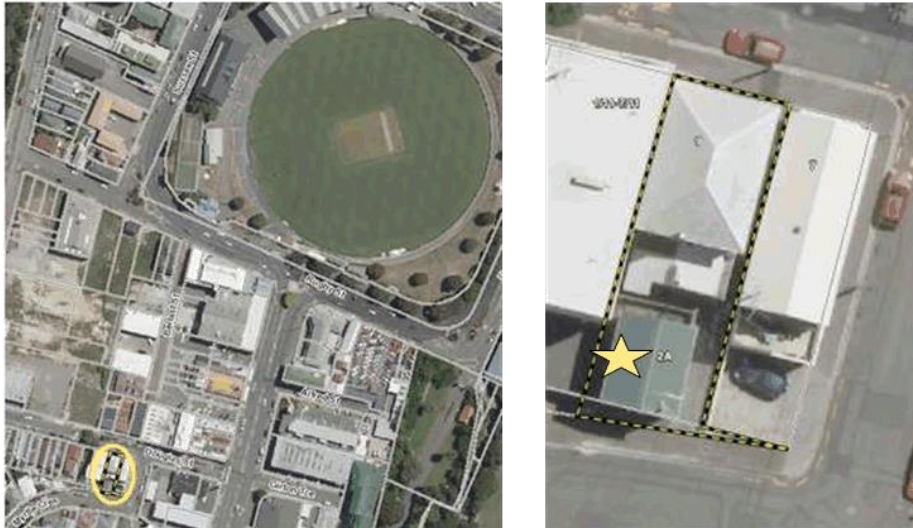


Figure 15: Aerial photographs showing the location of 2A Myrtle Cres (star symbol), also known as 9 Douglas St

Figure 16 shows that most of the property is zoned Centres (shaded blue). However, a small triangle along the Myrtle Crescent frontage of the site is zoned Inner Residential (shaded light orange).



Figure 16: District Plan zoning of 2A Myrtle Cres (9 Douglas St)

DPC82 – Minor Zone Changes and Associated Text Changes

This split zone stems from a subdivision of the adjoining property at 4A/4B Myrtle Crescent around 2002, when the triangular portion was incorporated into 2A Myrtle Crescent. The purpose of the subdivision was to provide vehicle access from Myrtle Street to a garage on the ground floor of a building constructed on the site in 2002, as shown in Figure 17.

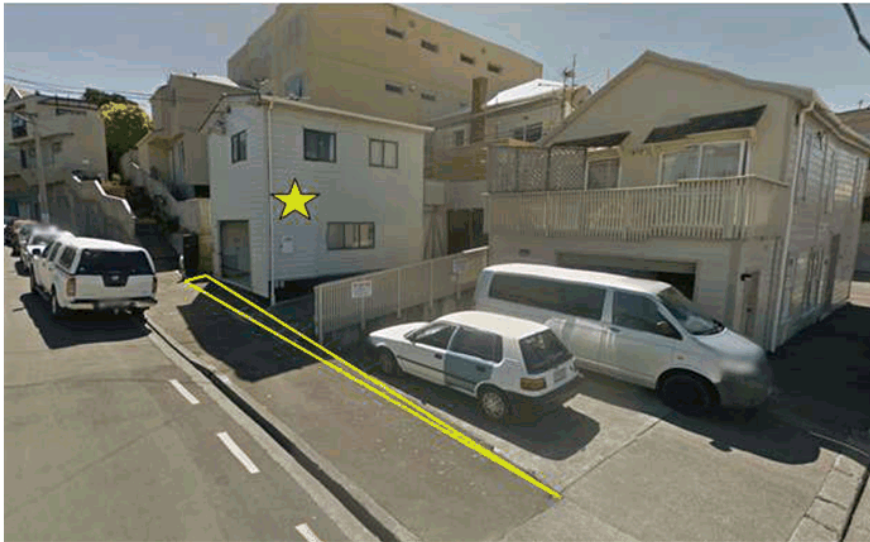


Figure 17: Photograph showing the existing building at 2A Myrtle Crescent and triangle of land zoned Inner Residential

An Inner Residential zoning is not considered appropriate for this triangular portion of the property given the existing use and zoning of both the property itself and neighbouring sites. It is not clear why a zone change was not considered at the time of the 2002 subdivision. Unless a zone change takes place, the Inner Residential rules will trigger the need for resource consent for any future development of the wider property, even if this development is provided for in the Centres Area.

Accordingly, it is proposed that the zoning of the triangular portion be changed from Inner Residential Area to Centres.

5.7.1 Section 32 conclusions

The proposed zone change is considered to be appropriate to achieve the goals of the District Plan and the purpose of the RMA. The benefits are considered to outweigh the potential costs, as summarised below:

- The costs (or disadvantages) of the zone change are considered to be low given that the area involved is small. Also, any future development of the overall property will be appropriately managed under the Centres provisions.
- The benefits of the zone change include conveying a clear expectation regarding the anticipated use and development. The zone change will also provide a logical boundary between the zones involved. The current zoning does not make sense in relation to the current use of the site and places unnecessary restrictions on the use of a property that is largely zoned commercial.

6. Overall Section 32 Conclusions

The purpose of proposed Plan Change 83 is to enable the efficient and effective functioning of the District Plan under the RMA. This approach is considered to be the most appropriate way to achieve the purpose of the RMA for the following reasons:

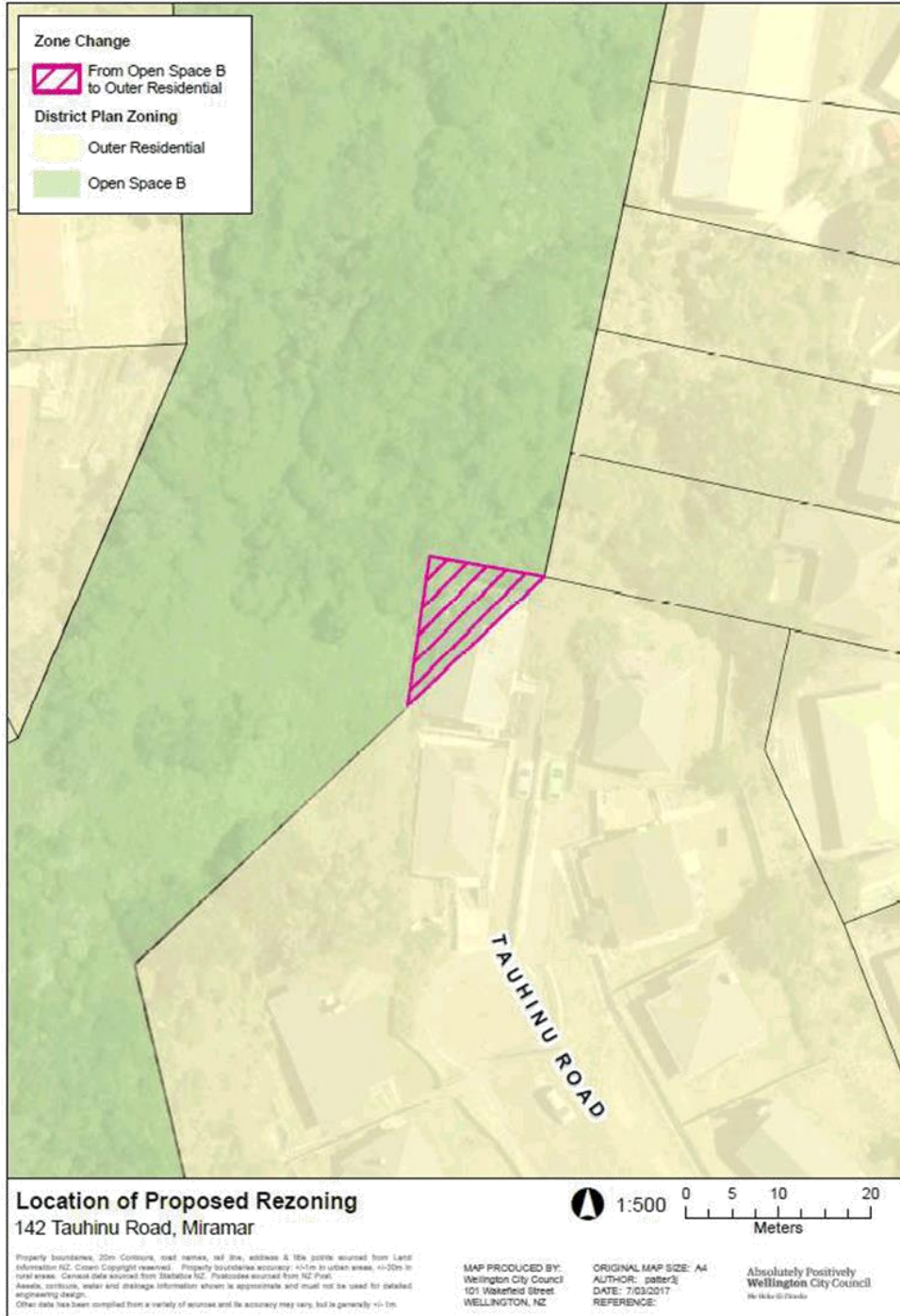
- The proposed amendments are designed to effectively and efficiently address targeted issues in ways that are consistent with the objectives and policies of the District Plan while avoiding major disruption to the overall approach of the District Plan
- The minor zone changes will accurately reflect the purpose the land involved. This provides clarity around current and future land uses and provides for the efficient use of the land
- The proposed amendments avoid unnecessary effort and associated costs until a major District Plan review is carried out
- Overall, it is considered that the benefits of these amendments outweigh their costs.

DPC82 – Minor Zone Changes and Associated Text Changes

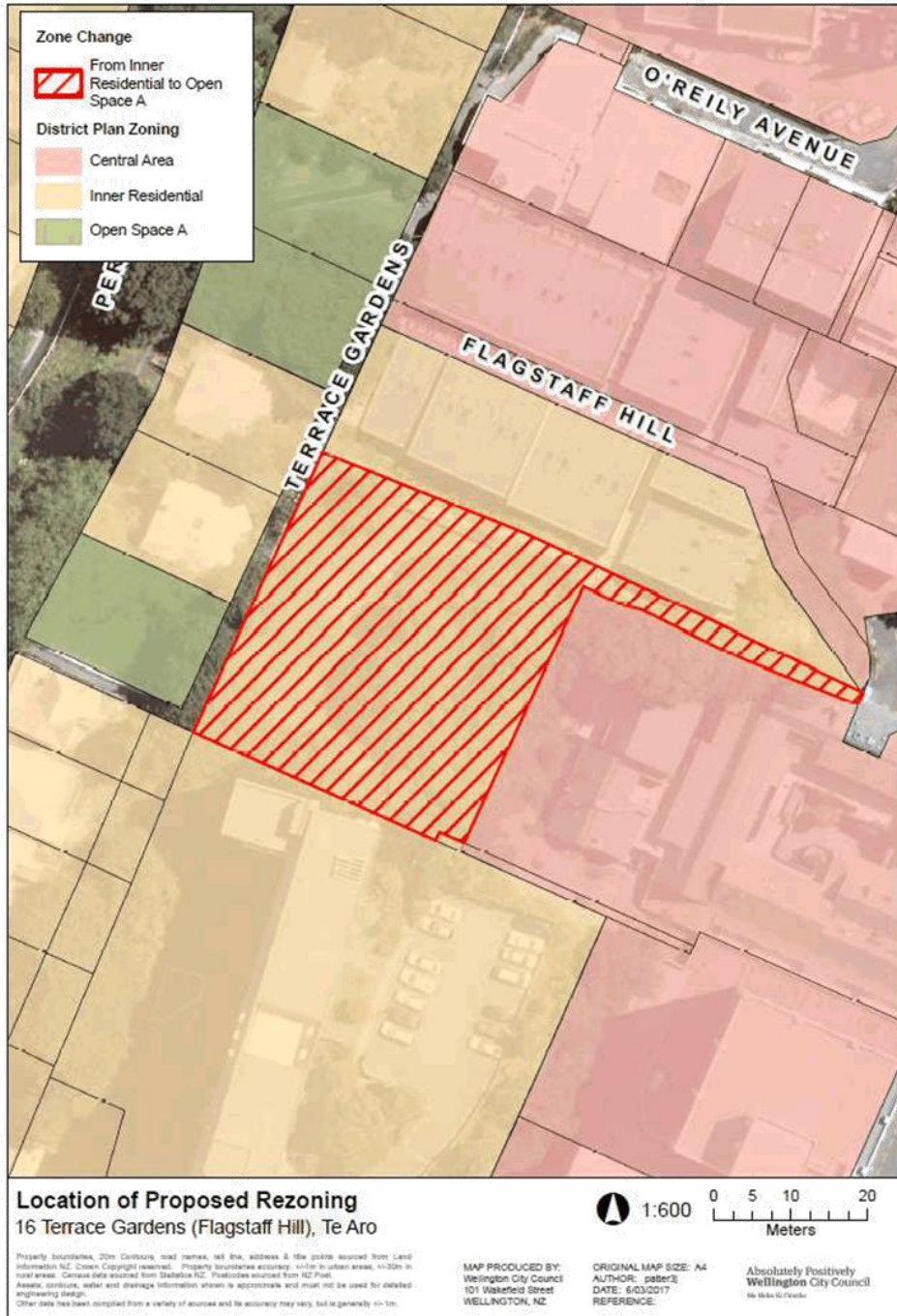
Attachments

DPC82 – Minor Zone Changes and Associated Text Changes

Attachment 1: Zone Change – 142 Tauhinu Road, Miramar



Attachment 2: Zone Change – 16 Terrace Gardens (Flagstaff Hill)



DPC82 – Minor Zone Changes and Associated Text Changes

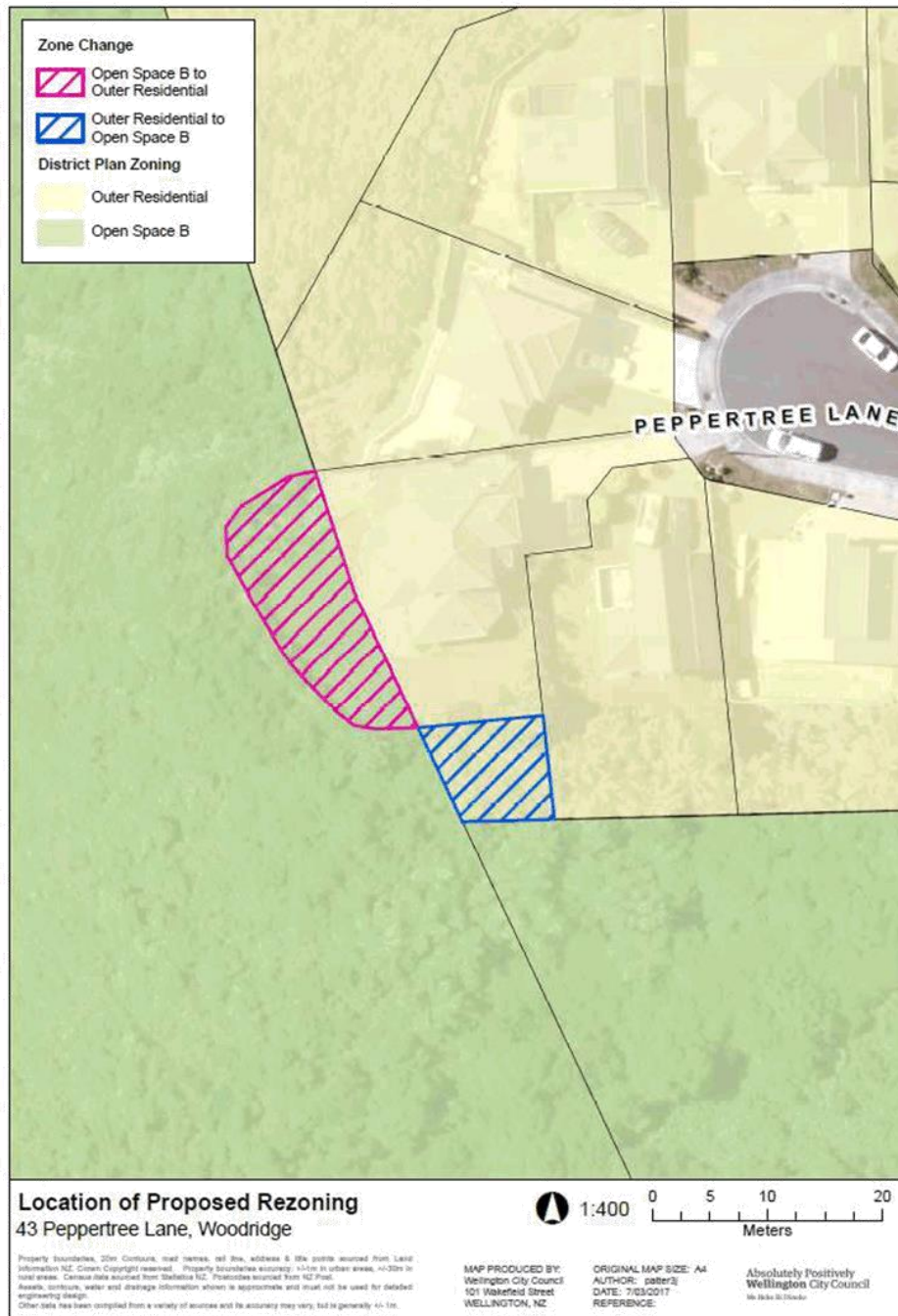
Attachment 3: Zone Change – 7C Melksham Drive, Churton Park

Item 2.2 Attachment 3

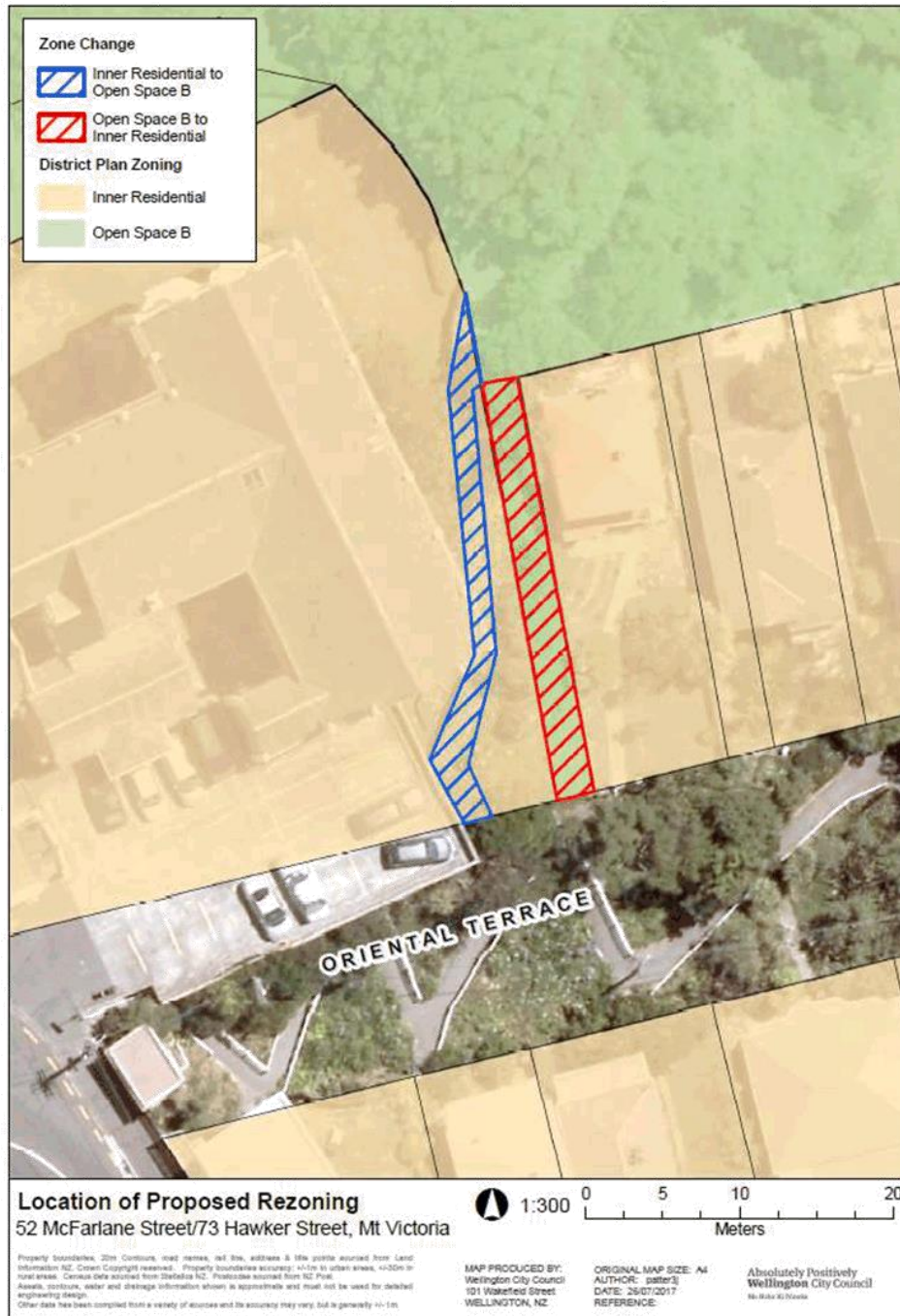


DPC82 – Minor Zone Changes and Associated Text Changes

Attachment 4: Zone Change – 43 Peppertree Lane, Woodridge



Attachment 5: Zone Change – St Gerard’s Monastery, Mt Victoria



DPC82 – Minor Zone Changes and Associated Text Changes

Attachment 6: Zone Change – 6 Campbell Street, Karori



Attachment 7: Zone Change – 2A Myrtle Crescent, Mt Cook



3. Operational

PRINCE OF WALES/OMĀRORO RESERVOIR - COMMUNITY REFERENCE GROUP TERMS OF REFERENCE

Purpose

1. For the City Strategy Committee to approve the community reference group terms of reference (TOR) for the Prince of Wales Omāroro Reservoir project.

Summary

2. On August 24th this year the City Strategy Committee approved a licence and easement application for a Wellington Water Ltd (WWL) reservoir construction project at Prince of Wales Park in the Wellington Town Belt.
3. The committee required officers to draft TOR for a community reference group for the Prince of Wales/ Omāroro project to bring back to the Committee for approval.
4. The TOR document is attached at Appendix 1.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Approve the community reference group terms of reference (Appendix 1)

Background

5. WWL have been granted a licence and easement for the construction and operation of a large water reservoir at Prince of Wales Park on the Wellington Town Belt. The terms and conditions of the licence and easement have not yet been finalised, with officers awaiting the outcome of the Resource Consent process. That process is carried out as per the requirements of the Resource Management Act as separate from the Wellington Town Belt Act under which the licence and easement were approved.
6. The City Strategy Committee approved the licence and easement with a requirement for a community reference group to be established and supported for the duration of the project. The reservoir project is expected to take up to three years to complete with a five year maintenance period for landscaping. The reference group will provide a forum for community groups and neighbours to have ongoing communication with the project group as the detailed design is developed and the work progresses on the ground.

Discussion

7. Since approval of the licence and easement in August officers developed a draft TOR document and circulated the draft to everyone who made a submission on the licence and easement proposal. Submitters were invited to comment and attend a Friends of the Town Belt meeting on the 26th of September to discuss the draft.

8. The Friends of the Town Belt agreed that they were happy for their meeting to provide a forum for discussing the draft TOR and that future reference group meetings could be held in conjunction with their regular meetings. Other key interest groups such as the Papawai Reseve Group and Mount Cook Mobilised were also comfortable with this arrangement.
9. The attached TOR were finalised in response to email correspondence and feedback from the Friends of the Town Belt meeting of 26th of September.

Next Actions

10. Officers will email all submitters a copy of the approved TOR. The WWL project web page will be updated to include the TOR. All submitters will be advised when we have a date for the first reference group meeting.

Attachments

- | | | |
|---------------|---|---------|
| Attachment 1. | Community Reference Group - Terms of Reference | Page 81 |
| Attachment 2. | 24th August Committee Report - Licence and Easement application for the Prince of Wales/Omāroro Reservoir | Page 85 |

Author	Rebecca Ramsay, Reserves Planner
Authoriser	Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

Please refer to the licence and easement committee paper (Attachment 2). The Friends of the Town Belt group will continue to host regular meetings and provide a forum for further discussion about the reservoir project until the project reference group start to regularly meet.

Treaty of Waitangi considerations

Both Ngati Toa and Port Nicolson Block Settlement Trust have been advised of the reservoir proposal by Wellington Water and do not wish to be further involved in the process but would like to be kept informed. Council officers will continue to include Iwi as key stakeholders. Iwi will be contacted to advise of the first meeting for the reference group.

Financial implications

The reference group has no financial implications. WWL and Council officers will take minutes and circulate as outlined in the TOR. WWL and their project group/consultants will attend reference group meetings as described and appropriately address any matters raised as part of their business as usual in relation to the reservoir project. There is no specific payment or rate applied to attendance at the meetings or follow up actions.

Policy and legislative implications

Council will use its solicitors to prepare and finalise the licence and the easement instrument and agreement.

Risks / legal

The reference group will enable community input into the project as detailed design and development on the ground progresses. This aligns with the principles in the Wellington Town Belt Management Plan in supporting community participation in the management of the Wellington Town Belt.

Climate Change impact and considerations

None.

Communications Plan

Wellington Water Ltd have a detailed communications plan for this project that they have been working through since last year. Parks, Sport and Recreation have worked to a communications plan to ensure all of the interested groups, clubs, park users and the general public have had access to the proposed development information and have their views heard by the Council as required by the Act and the Management Plan. Officers have met with all of the clubs and groups who make formal bookings for the sports fields and will continue to work with them on finding alternative locations for their activities during the construction period. The final terms and conditions of the licence will include requirements for ongoing communication with park users, neighbours and the community during the construction period and via the community reference group.

Health and Safety Impact considered

Any approval under both the Town Belt Act and the RMA will be subject to suitable conditions to address public health and safety. The reference group will provide a forum for health and safety concerns to be raised and addressed.

Community Reference Group terms of reference for Omāroro Reservoir development project on the Wellington Town Belt

29th September 2017

- a) The Wellington City Council will establish a Prince of Wales/Omāroro Community Reference Group (CRG) once the Designation has been confirmed for the project and prior to the appointment of contractors.
- b) The purpose of the CRG is to provide a mechanism for monitoring the effects of the Project's construction on the community and a platform for information to be shared with the community. The CRG will also enable concerns and issues to be managed by Wellington City Council, Wellington Water and the Contractor. Where appropriate, the recommendations of the CRG shall be taken into account in project monitoring and compliance and the development of the managements plans required under the licence, easement and RMA conditions.
- c) Membership of the CRG shall be open to all interested people and organisations within the project area including, but not limited to representatives from the following groups:
 - i) Port Nicholson Block Trust
 - ii) Friends of the Town Belt
 - iii) Mt Cook Mobilised
 - iv) Residents of the affected streets and properties overlooking or in proximity to the development, including Rolleston Street, Hargreaves Street, Westland Road, Dorking Road, Wright Street, and Salisbury Terrace and Avenue
 - v) Sporting and recreational users of the area, including users of Scottish Harriers building
 - vi) Papawai Reserve Group
- d) The CRG shall hold meetings at least once every three months throughout the development and construction of the project so that on-going information can continue to be disseminated. There will be the opportunity for the group to call 'special meetings' as a result of significant issues arising or at key project milestones where the issues cannot wait until the next scheduled meeting.
- e) The first meeting will be held at least one month prior to the commencement of any construction enabling works. The Friends of the Town Belt meeting will provide the forum for the CRG meetings. The Friends of the Town Belt meet on the last Tuesday of each month at the Wellington Council office on Wakefield Street, in Committee Room 2. The CRG may agree to alternative meeting locations from time to time as the need arises (such as on site for example).
- e) The CRG shall continue for the duration of the construction phase of the project and for 12 months following the reservoir becoming operational. There will be a calendar of the meeting dates on the POW project page of the Wellington Water and WCC websites. The minutes will be made available on the respective websites too, in case there are people who can't make it along.

- f) Matters to be addressed by the CRG may include the following matters:
- impact on the Town Belt, including Scottish Harriers
 - site access, transport and parking
 - landscape and ecology
 - construction issues including noise, dust and vibration
 - communication with residents, including monitoring management of and responses to complaints
- g) The Wellington City Council shall arrange for the Chairperson of the CRG (or other person appointed by the CRG) to prepare minutes for Wellington City Council, summarising the main points arising from each meeting of the CRG, reporting on any issues raised on the project, along with any agreed recommendations on the measures to mitigate those issues. The Wellington City Council shall ensure that a copy of the minutes is provided to meeting attendees within 10 working days of the meeting and that they are available on the Wellington Water and WCC websites.
- h) The Wellington City Council shall be responsible for meeting all reasonable costs associated with the resourcing of the CRG with the exception of attendance as described below and provision of further suitable expertise and advice on any issues raised by the group. For example, in a meeting where birds are to be discussed, the author of reports included in the application on this subject would be expected to attend part or all of the meeting. This would be at Wellington Waters cost.
- i) The Wellington City Council shall consider the recommendations in consultation with Wellington Water and take reasonable steps, where practicable, to implement any recommendations that are within its statutory powers to execute under this designation. Where matters are not taken into account in preparing the management plans, the Wellington City Council shall convey to the CRG the reasons why.
- j) The Wellington City Council shall provide (with the assistance of Wellington Water as project managers) the attendees of the CRG, at least five working days before their first meeting, the project programme, which shall include the design, management plans, details on the construction programme and other facets that may impact on residents and community facilities.
- k) The Wellington City Council, Wellington Water and the contractor shall ensure that appropriate personnel attend meetings of the CRG to explain how the effects of construction are proposed to be managed and to respond to any questions. At every meeting the following (or their representatives) must attend:
- i) Wellington Water project director
 - ii) Wellington City Council Open Space and Recreation Planning Manager or Open Space and Specialist Parks Manager
 - iii) Wellington City Council compliance officer

- iv) Construction project manager
- v) Greater Wellington Regional Council compliance officer (as appropriate)
- l) At the first CRG meeting, key points of contact will be discussed and agreed.

PRINCE OF WALES/OMĀRORO RESERVOIR LICENCE AND EASEMENT APPLICATION AT PRINCE OF WALES PARK, WELLINGTON TOWN BELT

Purpose

1. This report includes a summary of submissions received in response to the consultation process. The Committee is required to decide if they will approve the proposed easement for a new reservoir at Prince of Wales Park and licence for the construction period.

Summary

2. Wellington Water (WWL) is planning to construct a new 35,000m³ concrete water reservoir at Prince of Wales Park on the Wellington Town Belt. They have applied to Council for the required approvals (an easement and a three year construction licence) under the Wellington Town Belt Act.
3. The City Strategy Committee (CSC) provided 'in principle' approval of the proposal on the 8th of June 2017. The CSC paper included a summary of the proposal and the requirements of the Wellington Town Belt Act and Wellington Town Belt Management Plan. An assessment of the application under those documents concluded with a set of officer recommendations. The committee approved the proposed reservoir project 'in principle' subject to a number of matters, including the requirement for public consultation.
4. Officers have now completed the required consultation process and oral submissions were heard by CSC on the 3rd of August. There were 38 submissions received in total. Nine of the submitters spoke to their submissions.
5. Analysis of the submissions showed that 11 are in support, 12 in opposition & 11 with conditional support. Two did not say and two were neutral. The submissions form included a further two questions asking submitters what their key concerns or issues with the project are and what they see as the main benefits of the proposal. These issues are discussed below.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Having considered and applied the principles in section 4 of the Act, approves the granting of:
 - a. an easement relating to a water reservoir and associated infrastructure in perpetuity over parts of the Wellington Town Belt (subject to final survey) at Prince of Wales Park (part of Part Lot 2 DP 10337 on CFR 742981) pursuant to the Wellington Town Belt Act 2016 and to the Wellington Town Belt Management Plan 2017.
 - b. a licence to accommodate the use of land necessary for the construction of the project.
3. Instructs officers to negotiate the terms and conditions for the easement and licence.

CITY STRATEGY COMMITTEE
24 AUGUST 2017

4. Notes that the construction of the reservoir is subject to any necessary resource consents under the Resource Management Act 1991 being obtained.
5. Notes that the Committee's approval is subject to Wellington Water Ltd agreeing to meet the Council's costs in association with the proposal.

Background

6. The City Strategy Committee (CSC) provided 'in principle' approval of the proposed reservoir on the 8th of June 2017. The CSC paper included a summary of the proposal and the requirements of the Wellington Town Belt Act and Wellington Town Belt Management Plan. An assessment of the application under those documents concluded with a set of officer recommendations. The committee approved the proposed reservoir project 'in principle' subject to a number of matters, including the requirement for public consultation.
7. Attachment 1 outlines the proposed licence and easement areas. The exact extent of these areas will be subject to modification as per terms and conditions of the licence and easement and subject to final survey.

Discussion

8. Officers have completed the required consultation process and oral submissions were heard by CSC on the 3rd of August. There were 38 submissions received in total. Nine of the submitters spoke to their submissions.
9. The Council must, as outlined in Section 16 of the Town Belt Act, take into account all submissions made on the proposed licence and easement application prior to making their decision. This does not mean that the Council will agree with them all but must take account of them and arrive at a decision.
10. The following table summarises the response to the question "What is your overall level of support for this proposal?"

'Not supportive at all' or 'Unsupportive'	31% (12 respondents)
'Neutral'	6% (2 respondents)
'Supportive' or 'Very supportive'	63% (22 respondents)
Did not answer	2 submitters

11. Further analysis of the submissions found that 11 are in support, 12 in opposition & 11 with conditional support. Two did not say and two were neutral. The submissions form included a further two questions asking submitters what their key concerns or issues with the project are and what they see as the main benefits of the proposal.
12. A number of organisations submitted on behalf of a group of people. The groups include; Mount Cook Mobilised, Friends of the Town Belt, Newtown Residents Association, Wellington Rugby Football Union, Scottish Athletics Club, Poneke Karate Club, the Wellington Chamber Of Commerce, Capital and Coast DHB and Brooklyn School. While

- 38 submissions were received, it is important to note the wider groups represented by the submissions.
13. Resilience of the water supply network was the main reason for support or conditional support for the reservoir. Alongside that however, were a number of objections/concerns that fall broadly under the headings below.
 14. ***This is the wrong solution/wrong site***
 15. Thirteen submissions were concerned that the proposal is the wrong solution. There were questions around the validity of the assessment that led to the proposal for a reservoir of the proposed size at this particular site. The need for independent review of reports and/or reconsidering site selection again was raised. There was concern that the proposed reservoir is too big for this site.
 16. As part of its Town Belt Act application development process WWL engaged reputable specialist experts to assess the landscape, ecology, traffic, noise and recreational impacts associated with the proposed development.
 17. WWL note that these assessments have provided a more in-depth assessment of the effects of the proposal, than any of the assessments undertaken as part of the 2011 site selection study. Having reviewed these studies, Wellington Water considers that the outcome of these in-depth assessments has not resulted in the identification of any new or altered adverse effects that were significant enough or not otherwise broadly contemplated in the 2011 reports.
 18. WWL have put forward a proposal that forms part of a suite of responses to water supply resilience addressing both operational requirements of the network and response to disaster management. The notion of alternative solutions to a large reservoir at this site (for example a series of smaller reservoirs) needs to be considered in the context of there being a range of responses to the issues of operational and disaster resilience, part of which is a large reservoir at this site. To consider an alternative to a large reservoir at this site would require a comprehensive reconsideration of the entire water supply network.
 19. The Town Belt Act requires Council as trustee for the Town Belt to consider alternative sites and the effects of the proposal. The application outlined the need for this reservoir and the reasons for the size and location.
 20. Officers considered the impacts of the proposed reservoir can be suitably mitigated through terms and conditions of a licence for the construction period and easement.
 21. The resource consent process will require a second round of assessment by officers and subject matter specialists as required by the Resource Management Act. The decision on the application for resource consent will be made by independent commissioner/s.
 22. Closely related to the question of the need for a reservoir of the proposed size and validity of reports in the application, is submitters questioning the use of having a very large water storage capacity at the site when WWL anticipate that in a significant disaster event the pipe network will not function. This is the issue of 'supply' versus 'storage'.
 23. WWL have confirmed that this comes back to having a suite of water supply and resilience options. Again, there is also an operational need and a disaster response need. Operationally the reservoir provides for the ability to maintain other reservoirs in the network through storage at this site while another reservoir is empty. Public health issues around being able to isolate the main supply line from the tanks network can also be addressed (there is currently no ability to do this). In a disaster, the idea is that the storage is intended to provide supply via repaired or temporary pipe networks that are

- not necessarily in place immediately after an event but that will be needed while main supply is likely to still be compromised.
24. It is outside the scope of the application for this reservoir on the Town Belt to reconsider the entire water supply network approach and planning.
25. **Recommendation**
- Officers consider there is sufficient evidence to suggest there is both a need for this proposal as an essential “public service” and that there is no alternative location for the proposed reservoir. Technical reports will be subject to a further round of assessment through the RMA process.
26. **The length of time the development could take (including consenting) and the impact on neighbours during construction.**
27. Twenty one of the submissions raised concerns over the 3 year construction period and the impact that would have on surrounding residents and homeowners. The effects included visual effects, amenity, shading, safety of residents and the public, traffic, noise, ability to continue to rent their property or sell if they wanted to and feasibility of properly controlling dust, sediment and stormwater run-off from the site. There were also concerns about ensuring monitoring was properly carried out and requesting assurance that there would be a person to respond to issues raised by residents or the public 24/7.
28. Neighbouring property owners are also concerned that the decision making process will take a long time adding to the impact on them associated with the uncertainty. The issue of compensation was raised.
29. The Town Belt Act process requires assessment of effects on the Town Belt and users. While there will be effects on neighbouring property owners, these issues will be considered in detail under the RMA process. In particular traffic, noise and hours of operation will be considered in detail in terms of the effects on neighbours and the wider environment. A key issue will be balancing work hours with the total time the project will take to complete.
30. One submitter raised a series of alternative site access options and another submitter requested no access from Coolidge Street for construction workers. These will all be considered in the detailed traffic management planning.
31. Seven submitters were concerned about geotechnical issues both during construction and on completion. The detailed design and construction methodology will be carried out in accordance with relevant standards and by suitably qualified subject matter experts. These will be assessed through the RMA process and monitoring will be included as conditions of consent. WWL will consider all of the geotechnical, earthquake and stormwater related issues raised by residents and assess risk to people and property through all stages of the project.
32. **Recommendation**
- The RMA process will consider in more depth the potential impact on neighbours, in particular the issues of traffic, noise and dust or sediment runoff. The terms and conditions of the licence and easement will include requirements for detailed traffic management plans and sediment and erosion control plans.
- The final landscape plans will require planting to address amenity and privacy concerns associated with field raising (if field raising is approved).
- Officers agree that any conditions set to manage effects will need to be very carefully monitored with clear points of contact and availability of project leads to respond to any issues that arise. A project liaison group will be established.

33. ***Suitable protection of the stream, bush and natural environment during construction***
34. This was the second biggest issue for submitters with fifteen submissions specifically concerned about appropriate protection of the natural environment.
35. Officers believe that conditions of any approval can adequately address the need to properly protect the streams and wider natural environment. The applicant is not proposing any work within the actual streams. Some key issues that will require consideration during construction are:
- Control of any sediment runoff
 - Stability of any disturbed land and ensuring material does not get into the stream environment
 - Understanding and controlling/managing any changes in natural stormwater runoff and sediment erosion patterns associated with vegetation removal and earthworks around the streams
 - Cordoning off the streams and a suitable buffer area at the beginning of the project and ensuring there is no physical access or disturbance to those areas for the duration of the project
 - Protection of vegetation that has been highlighted for retention and refining areas of vegetation clearance to a minimum as detailed design progresses.
 - Temporary diversion of any stormwater and detention pond discharge being controlled and managed so that it does not impact the ecology of the streams.
 - The potential for contaminated soil or flocculent used in stormwater detention ponds to adversely affect stream health.
36. Four submitters were specifically concerned about effects on birdlife associated with removal of large mature trees, 3 years of site work and the time for new planting to re-establish. The ecological assessment included in the application considers effects on birds and concludes that tree felling conditions (requiring timing of felling outside of nesting periods) and planting plans (particularly plant species selection) will suitably mitigate potential effects on native birdlife. Threatened species such as Kaka, Pied shag, New Zealand Falcon and Red crowned parakeet were specifically considered.
37. The ecological assessment report contained in the application includes recommendations to avoid, remedy or mitigate any potential adverse effects on habitats, flora and fauna. These will be incorporated into any conditions of approval.
38. Suggestions from submitters will also be considered when drafting conditions, such as the type, location and extent of silt fences and methods of draining any stormwater detention ponds. Each of the issues listed above will be considered in detailed sediment and erosion control plan approvals. Regular monitoring of control measures will be required and reporting to the project liaison group on findings of monitoring and resultant improvements. Contingency for any necessary modifications or improvements to sediment and erosion controls measures as the project progresses will be required.
39. Vegetation clearance will be limited with requirements for contractors to assess in further detail the need for and extent of clearance as construction planning is developed. Installation of vegetation protection fencing in consultation with the Reserves Planner and Ranger will be required with regular monitoring and site meetings with contractors to reiterate vegetation protection requirements.
40. ***Recommendation***

Officers believe that terms and conditions of any approval can adequately address the need to properly protect the streams and wider natural environment.

41. ***Effects of raising the sports fields***

42. The application includes the option of raising the two sports fields. This will result in less traffic associated with the proposal because some of the excess material excavated to make way for the reservoir can be retained at the site. There is also the potential to incorporate stormwater detention in the lower field to address ongoing flooding issues.

43. Raising the fields does however require stockpiling on the site during construction that some submitters believe is a risk to the environment, in particular the streams. There is concern over management of the stockpiles during rain events and the ability of the site to withstand the weight of the stockpiles (causing slips adjacent to Papawai Stream). There is also concern that the proposed levels of the sportsfields will result in shading and overlooking to adjacent property.

44. The primary driver for raising the fields is the potential to mitigate traffic effects associated with taking excess material off site. Traffic effects are not considered in the Town Belt application but will be considered in detail during the Resource Consent process.

45. The fields will continue to offer formal and informal recreation activities as they currently do (with improved drainage) whether they are raised or not. Fencing will be re-established and planting to screen neighbours to the east of the lower field. Careful consideration will be given to the interface between the new levels and existing ground in terms of function and management and maintenance of the various parts of the park. There will also be a requirement that the raised fields will be designed so as to ensure there is no impact on stream ecology and health or stormwater flows across the wider site.

46. There are benefits in raising the lower field associated with improved stormwater management. Raising the upper field will enable development of a better parking and manoeuvring area at the top of Rolleston Street.

47. ***Recommendation***

The detailed design of the fields and the interface with the surrounding areas will be addressed in the final terms and conditions of the licence and easement on completion of the RMA process. The RMA process will determine how much, if at all, the fields will be raised based on consideration of the full range of potential effects both on the site and wider environment. The maximum levels as outlined in the Town Belt Act application will not be exceeded.

48. ***Conversion of the lower field into a wetland***

49. Four submissions suggested that the lower sportsfield should be either completely or partially retired and converted into a wetland. They cited environmental/ecological benefits, improved stormwater management, educational opportunities, improved amenity and recreation as reasons to support the proposal. They also believe the fields are underutilised for formal sport.

50. Officers do not support the proposal for a wetland. In summary:

- The Wellington Regional Sportsfield Strategy concludes that there is a projected shortfall in sportsfield provision in the south western part of the city by 2021. The

city will need this field in the future to adequately supply fields to the sporting codes even with fluctuations in the popularity of the various sports over time.

- The lower field is one of only four full sized rugby fields in Wellington.
- There are no plans to retire any fields in the sportsfield network in Wellington due to current and future demand. If any were retired, this one would not be one of them.
- Currently only junior sport is played on the lower field in winter because of the quality of the field. Once improved, the field will be at full capacity and able to host junior sport in the mornings and two senior games in the afternoon. This is in addition to summer sport and training bookings. This would make it a high performing field in the context of the full network of fields available across Wellington.
- Having two fields at this site means there is the ability to host tournaments. There is a changing room/toilet block at the site supporting the two fields.
- The fields have significant value for informal active recreation for city residents. This is particularly important in this part of the city where there is relatively intensive residential housing, a high school and primary school with limited field space, a university campus and two city housing complexes. This is also an area experiencing high population growth relative to the rest of the city.
- Across the Town Belt there are a range of spaces with varied values and qualities. Reinstatement of 'status quo' at this site allows reinstatement of both formal and informal recreation space and the more formal and 'wild' landscapes.

51. Furthermore, one of the issues with stormwater management at this site is the quantity and velocity of water that comes out of the upper reaches of the catchment in a rain event and the effects on the stream ecology and environment when the water and associated sediment hit the bottom sportsfield. The water floods the sportsfield and surrounding residential property. This issue has been considered with a resultant sportsfield design proposal that will also perform a stormwater detention function in significant rain events (when the field will not be being used anyway), draining to the piped network and avoiding the more sensitive and confined stream environment.

52. While the field will not have the ecological function of a wetland, it will help protect the ecological values of the stream by contributing to stormwater management and avoiding very high quantity, fast flow of water events through the confined natural stream corridor. The final design of any sportsfield and/or stormwater detention regime will be carried out in consultation with a suitably qualified ecologist to ensure there are no indirect or unintended adverse effects on the streams.

53. **Recommendation**

Officers do not support the conversion of the lower field into a wetland.

54. **Minimising disruption and ensuring safety for walking track users and people using the wider site and the Scottish Harriers building and surrounds during construction**

55. Five submissions considered effects on people who will continue to use the immediate areas of the Town Belt throughout the construction period. Both the Town Belt licence for the construction period and the Resource Consent will require a health and safety plan to be developed and approved as part of the construction management planning.

56. Assurance has been given that it is feasible to have the access driveway to the Scottish Harriers site remain open for the duration of the project. WWL will be required to assess

the current tracks and pedestrian routes in consultation with Parks, Sport & Recreation officers to check that they are fit for purpose and maintain them as such throughout the project. Minor improvements to the walkway access to the site off Westland Road to facilitate more use of that walkway for pedestrians will be required. There may also be a need for minor improvements to the wider track network to facilitate alternative pedestrian routes that avoid the construction site for the three year construction period. Contingency for time and budget to carry out this work will be made in the project.

57. Traffic management will include management of safe pedestrian walkways and appropriate wayfinding of alternative routes.
58. The Scottish Harriers would like consideration to be given to WWL improving the area around their building to make it a flat, useable gathering space while the fields (that they currently use) are closed. This will be investigated further.
59. The establishment of a project liaison group will provide a forum for the community to stay involved in the project during the three year period and share local knowledge and advice. There are a number of community groups associated with this site, the continuity of which relies in them being able to continue to meet at the site and stay involved and connected with the local environment. Conditions of any approval will require ongoing liaison with these groups and provide for them to be able to continue their activities around (outside) the work site.
60. **Recommendation**
Officers believe impacts on park users during the construction period can be addressed through terms and conditions of any approval.
61. **Alternative locations for current users of the fields during construction (3yrs)**
62. Submissions received and discussions with a range of current users of the sportsfields outline the need to continue to work alongside affected sports codes and the two schools (Wellington High School and Brooklyn Primary School).
63. **Recommendation**
Officers will have alternative sites for all formal sports codes (Rugby, Rugby League, Gaelic Football, Football and Cricket) and will continue to work with Brooklyn school to help them find alternative sites for their activities.
64. **The need for further community involvement in the project as WWL go through the RMA process and terms and conditions of the licence are finalised with officers.**
65. Nine submissions included discussion about ongoing involvement in the process and highlighted the importance of ongoing community engagement.
66. The Friends of the Town Belt have requested the establishment of a working group prior to any resource consent application being lodged. They suggest the group should have representation from Council (Councillors and officers), WWL and the community. They note that the group should *'undertake a systematic review of all elements contained in the application lodged by WWL and that they should identify issues that could have any effect on the proposed project that should be the focus of additional consideration before the Council proceeds with the notified application and subsequent Resource Management Action'*.
67. WWL and officers agree that there will be a liaison group established for the duration of the project. The terms of reference for this group would need to be very clear. This type of group would ordinarily be set up to provide comments and input into project details (such as landscaping for example) and a forum to raise issues but it cannot be the ultimate decision making mechanism.

68. **Recommendation**

Officers will prepare draft terms of reference for a project liaison group and finalise this with interested submitters. The liaison group will meet as agreed for the duration of the project (including the monitoring period).

69. **Education opportunities during construction**

70. Five submissions proposed using the project to provide educational opportunities for local schools. WWL supports this idea and have discussed this with Brooklyn School already. They will continue to work with the school.

71. **Recommendation**

Include this as a condition of approval.

72. **Opportunities and ideas for alternative use and/or wider site improvements**

73. The application proposes a return of the site on completion of the project and establishment of new planting, to the same type of character and use as currently exists on site. The 'wilder' more informal part of the site will be re-established around the reservoir, there would be a flat area at the top of the reservoir (albeit wider or broader than the current spur), walking tracks through the site (with improved surface and gradient) and two sportsfields.

74. A number of submitters discussed what the site would look like and how it would function on completion of the project. Ensuring there is a full reinstatement programme and that it was closely monitored was a recurring theme. There is support for the various parts of the site to be returned to their current state to support valued experiences. For example, the 'wild' character of the spur was particularly valued by some.

75. Submitters mentioned not just protecting ecological values of the wider site but enhancing them. The importance of habitat and food source for birds was raised. Other ideas for changes or improvements were:

- A wider programme of proactive pine tree removal (currently reactive management regime)
- A new 'natural play' area similar to Mount Victoria
- Improved path condition and gradients
- Path lighting
- An all-weather path from Dorking Road to Rolleston Street
- Better weed control

76. Suggestions for long term improvement to the site and wider environment will either be incorporated into conditions of approval (such as improved paths) or are levels of service or park management issues that can be considered outside of this project (such as weed control and pine tree removal). The recently completed Wellington Play Spaces Policy does not include any requirement for development of a new formal play space in this area. The site has play value for informal wilderness type play experiences and formal and informal play on the fields. Both environments will be re-established on completion of the project.

77. **Recommendation**

The final landscape and reinstatement plans will be approved by officers in consultation with the liaison group. There will be stringent requirements for maintenance and monitoring of all landscaping (including the fields) for a five year period after completion. The outcomes of landscaping and site finishing treatment generally will be clearly articulated in conditions of approval with WWL responsible for achieving the outcomes

CITY STRATEGY COMMITTEE
24 AUGUST 2017

prior to handing the site back to Parks, Sport and Recreation for ongoing management and maintenance.

Next Actions

78. Officers will prepare terms of reference for the proposed project liaison group and meet with interested submitters to discuss how this group will work.
79. Officers will commence negotiation of terms and conditions for the licence and easement.

Attachments

Attachment 1. Easement and Licence Area Plans

Author	Rebecca Ramsay, Reserves Planner
Authoriser	Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

The formal engagement and consultation process is determined by the Wellington Town Belt Act as outlined in the Committee resolution of the 8th of June. Wellington Water Ltd and Wellington City Council officers will continue to engage with the community and representative groups (for example Mount Cook Mobilised, the Friends of the Town Belt, Brooklyn School and sports clubs) as the project progresses.

Treaty of Waitangi considerations

Both Ngati Toa and Port Nicolson Block Settlement Trust have been advised of the reservoir proposal by Wellington Water and do not wish to be further involved in the process but would like to be kept informed. Council officers will continue to include Iwi as key stakeholders.

Financial implications

This report considers costs associated with the land owner approval process only. Wellington Water will pay for all costs (legal and survey) associated with the granting of the licence and easement and its registration on the title. All costs associated with the reservoir construction and remedial works and compliance with the terms and conditions of the licence and easement will be met by Wellington Water.

Policy and legislative implications

Council will use its solicitors to prepare and finalise the licence and the easement instrument and agreement.

Risks / legal

The process is being run as required by the Town Belt Act 2016.

Climate Change impact and considerations

None

Communications Plan

Wellington Water has a detailed communications plan for this project that they have been working through since last year. Parks, Sport and Recreation have worked to a communications plan to ensure all of the interested groups, clubs, park users and the general public have had access to the proposed development information and have their views heard by the Council as required by the Act and the Management Plan. Officers have met with all of the clubs and groups who make formal bookings for the sports fields and will continue to work with them on finding alternative locations for their activities during the construction period. Officers will work on a plan with WWL and WCC communications and engagement staff as the project progresses through the RMA process. It is anticipated that there will be a project liaison group set up for the entire duration of the project. The final terms and conditions of the licence will include requirements for ongoing communication with park users, neighbours and the community during the construction period.

Health and Safety Impact considered

Any approval under both the Town Belt Act and the RMA will be subject to suitable conditions to address public health and safety.

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. Thirty three proposed resolutions were advertised during September and October 2017, and the public were given 18 days to provide feedback. Six were initiated by Officers/Council, twenty initiated by residents, and seven were initiated by other stakeholders (Greater Wellington Regional Council).
3. All feedback received during the Consultation periods has been included in the attachments of this report and, where appropriate, officer's responses have been included.
4. After reviewing the feedback received:
 - 25 proposals are being recommended for approval as advertised
 - 4 have been amended:
 - TR 125-17 Nevay Road – Reduced length of no stopping restriction
 - TR 134-17 Onslow Road - Reduced length of no stopping restriction
 - TR 135-17 Salamanca Road – Reduced length of time on parking restriction
 - TR 136-17 Garden Road - Reduced length of no stopping restriction
 - 4 have been withdrawn/deferred:
 - TR 124-17 Nevay Road – Further consultation required
 - TR 127-17 Ohiro/Todman/Cleveland Street – Further consultation required
 - TR 150-17 Sugarloaf Road – Withdrawn due to objections
 - TR 159-17 Kanpur Street – Further consultation required
5. In addition, three previously proposed Car Share parking spaces were re-consulted on in October 2017 and have been included in this report for approval.
 - TR 109-17 Tennyson Street
 - TR 113-17 Tinakori Road
 - TR 115-17 Aro Street
6. Information regarding progress toward the implementation of the new Wellington Bus Network and future traffic resolutions relating to these has been supplied in Attachment 33.

Recommendation/s

That the City Strategy 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.

(Unshaded sections of the table indicate a deletion to the Traffic Restrictions and the shaded sections indicate an addition to the Traffic Restrictions)

a.	Whitmore Street, Central Wellington (TR 122 – 17) Road safety and intersection improvements		
	Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Whitmore Street	P120 maximum, Monday to Thursday 9am–4pm, Friday 9am–4pm, 6pm– 8pm, Saturday and Sunday 8am-- 6pm.	Southwest side, commencing 50 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748917.6 m, y= 5428512.7 m), and extending in a north-westerly direction following the kerbline for 11 metres. (3 parallel car parks)
	Whitmore Street	P120 maximum, Monday to Thursday 9am–4pm, Friday 9am–4pm, 6pm– 8pm, Saturday and Sunday 8am– 6pm.	Southwest side, commencing 8.5 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748917.6 m, y= 5428512.7 m), and extending in a north-westerly direction following the kerbline for 23 metres. (4 parallel car parks)
b.	Nevay Street, Karaka Bays (TR 125 – 17) No stopping at all times		
	Add to Schedule B (class restricted parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Nevay Road	Bus Stop, at all times	South west side, commencing 18m from its intersection with Totara Road(grid coordinates x= 1,753,144.01m, y= 5,425,925.5m), and extending in a south westerly direction following the western kerbline for 15 metres.
	Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Nevay Road	No stopping at all times	South west side, commencing 33m from its intersection with Totara Road(grid coordinates

			x= 1,753,144.01m, y= 5,425,925.5m),and extending in a south westerly direction following the western kerbline for 7 metres.
c.	Lipman Street, Mount Victoria (TR 126 – 17) Car Share Vehicle Parking Space		
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Lipman Street	Car Share, At All Times	East side, commencing 5 metres south of its intersection with Majoribanks Street (Grid coordinates x= 1,749,472.0104 m, y= 5,427,019.38 m), and extending in a southerly direction following the kerbline for 6 metres.
d.	Tarawera Road – Tawa (TR 127-17) Removal of bus stop		
	Delete from Schedule B (Restricted Parking) from the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tarawera Road	Bus stop	West side, commencing 19.5 metres south of its intersection with Pollen Street and extending in a northerly direction following the western kerb line for 12 metres.
e.	Haumia Street, Raroa – (TR 128-17) Removal of bus stop		
	Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Haumia Street	Bus stop	South side, commencing 60.5 metres east of its intersection with Fraser Avenue and extending in an easterly direction following the southern kerb line for 12 metres.
f.	McFarlane Street, Mt Victoria (TR 130 – 17) No stopping, at all times		
	Add to Schedule B (Loading Zone) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	McFarlane Street	No stopping, at all times.	Lower part, east side, commencing 119 metres east of its intersection with Roxburgh Street and extending

			in a northerly direction following the eastern kerbline for 14 metres.
g.	Harbour View Road - Northland (TR 133 – 17) No stopping, at all times		
	Add to from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Harbour View Road	No stopping, at all times.	West side, commencing 134.5 metres from its intersection with Northland Road (Grid coordinates x= 1,747,362.5113 m, y= 5,428,685.4693 m), and extending in a southerly direction following the western kerbline for 55 metres.
h.	Onslow Road - Khandallah (TR 134 - 17) No stopping at all times		
	Add to from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Onslow Road	No stopping, at all times.	West side, commencing 49.5 metres south its intersection with Cashmere Avenue (Grid coordinates x= 1,750,882.9849 m, y= 5,432,083.298 m), and extending in a southerly direction following the western kerbline for 76.5 metres.
i.	Salamanca Road, Kelburn (TR 135-17) P5, Mon-Sun, 8am – 6pm		
	Add to Schedule A (Time Limited Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Salamanca Road	P5, Mon-Sun, 8am – 6pm	South side, commencing 48.5 metres west of its intersection with The Terrace (Grid coordinates x= 1,748,370.7498m, y= 5,427,667.3166 m), and extending in a westerly direction following the southern kerb line for 8 metres.
j.	Garden Road - Northland (TR 136 – 17) No stopping at all times		

	Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Garden Road	No stopping, at all times	East side, commencing 98 metres south a point opposite of its intersection with Orangi Kaupapa Road (Grid coordinates x= 1,747,522.7 m y= 5,428,414.7 m), and extending in a southerly direction following the eastern kerbline for 25 metres.
	Garden Road	No stopping, at all times	East side, commencing 618.5 metres south of its intersection with Glenmore Street and extending in a southerly direction following the southern kerbline for 69 metres.
	Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Garden Road	No stopping, at all Times	South side, commencing 370 metres north of its intersection with Glenmore Street (Grid coordinates x= 1,747,670.9313 m y= 5,428,402.904 m), and extending in a westerly direction following the southern kerbline for 99 metres.
	Garden Road	No stopping, at all times	East side, commencing 491 metres north of its intersection with Glenmore Street (Grid coordinates x= 1,747,670.9313 m y= 5,428,402.904 m), and extending in a southerly direction following the eastern kerbline for 51.5 metres.
	Garden Road	No stopping, at all times	South side, commencing 552.5 metres north of its intersection with Glenmore Street (Grid coordinates x= 1,747,670.9313 m y= 5,428,402.904 m), and extending in a westerly direction following the southern kerbline for 133 metres.
k.	Lincoln Avenue, Tawa – (TR 137-17) Change existing P5 & P30 to P60, Mon-Sat , 8am-6pm		

	Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Lincoln Avenue	P5, at all times.	South side, commencing 32.5 metres west of its intersection with Main Road (Grid Coordinate) X= 2663111.566491 m, Y= 6002643.924526m and extending in a westerly direction following the southern kerbline for 7 metres.
	Lincoln Avenue	P30	South side, commencing 10 metres west of its intersection with Main Road (Grid Coordinate) X= 2663111.566491 m, Y= 6002643.924526m and extending in a westerly direction following the southern kerbline for 14.5 metres.
	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Lincoln Avenue	P60, Mon-Sat 8am-6pm	South side, commencing 32.5 metres west of its intersection with Main Road (Grid Coordinate) X= 1,753,091.4663 m, Y= 5,440,930.403 m and extending in a westerly direction following the southern kerbline for 7 metres.
	Lincoln Avenue	P60, Mon-Sat 8am-6pm	South side, commencing 10 metres west of its intersection with Main Road (Grid Coordinate) X= 1,753,091.4663 m, Y= 5,440,930.403 m and extending in a westerly direction following the southern kerbline for 14.5 metres.
I.	Fore Street - Kaiwharawhara – (TR 138-17) No stopping at all times		
	Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Fore Street	No stopping at all times	East side, commencing from its intersection with Cameron Street

			(grid coordinates x= 1,749,921.7244 m, y= 5,430,957.2213 m), and extending in a northerly direction following the eastern kerbline for 33 metres.
m.	Cobham Drive, Miramar (TR 139 – 17) Removal of bus stop		
	Delete from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Cobham Drive	Bus stop	South side, commencing 310 metres west of its intersection with Calabar Road and extending in a westerly direction following the southern kerb alignment for 12 metres.
n.	Holloway Road, Aro Valley - (141-17) No stopping at all times		
	Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Holloway Road	No stopping at all times	North side, commencing at its intersection with Old Bullock Road and extending in an easterly direction following the northern kerbline for 75 metres.
	Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Holloway Road	No stopping at all times	Northwest side, commencing at the intersection with Old Bullock Road (Grid Coordinates X= 1,747,285.2 m, Y= 5,427,083.1m) and extending in a south westerly direction following the north western kerbline for 17 metres.
	Holloway Road	No stopping at all times	West side, commencing 35 metres south of its intersection with Old Bullock Road (Grid Coordinates X= 1,747,285.2m, Y= 5,427,083.1m) and extending in a southerly direction following the western kerbline for 37 metres.

	Holloway Road	No stopping at all times	West side, commencing 123 metres south of its intersection with Old Bullock Road (Grid Coordinates X= 1,747,285.2m, Y= 5,427,083.1m) and extending in a southerly direction following the western kerbline for 17 metres.
	Holloway Road	No stopping at all times	West side, commencing 294 metres south of its intersection with Old Bullock Road (Grid Coordinates X= 1,747,285.2m, Y= 5,427,083.1m) and extending in a south westerly direction following the north western kerbline for 9 metres to its intersection with Brosnahan Terrace.
	Holloway Road	No stopping at all times	West side, commencing at its intersection with Brosnahan Terrace. (Grid Coordinates X= 1,747,101.9577m, Y= 5,426,859.0263m) and extending in a southerly direction following the western kerbline for 4 metres.
	Holloway Road	No stopping at all times	West side, commencing 58 metres from its intersection with Brosnahan Terrace. (Grid Coordinates X= 1,747,101.9m, Y= 5,426,859.02m) and extending in a southerly direction following the western kerbline for 10 metres.
	Holloway Road	No stopping at all times	South east side, commencing 191 metres west from its intersection with Aro Street. (Grid Coordinates X= 1,747,436.4m, Y= 5,427,164.2m) and extending in a south westerly direction following the south eastern kerbline for 6.5 metres.
	Holloway Road	No stopping at all times	East side, commencing 221.5 metres west from its intersection with Aro Street. (Grid Coordinates X= 1,747,436.4m, Y= 5,427,164.2m) and extending in a southerly direction following the eastern kerbline for 5 metres.
	Holloway Road	No stopping at all times	East side, commencing 470.5 metres west from its intersection

			with Aro Street. (Grid Coordinates X= 1,747,436.4512m, Y= 5,427,164.2582m) and extending in a southerly direction following the eastern kerbline for 7 metres.
	Holloway Road	No stopping at all times	East side, commencing 532.5 metres west from its intersection with Aro Street. (Grid Coordinates X= 1,747,436.4512m, Y= 5,427,164.2582m) and extending in a southerly direction following the eastern kerbline for 7 metres to its intersection with Carey Street.
	Holloway Road	No stopping at all times	East side, commencing at its intersection with Carey Street. (Grid Coordinates X= 1,747,094.3721m, Y= 5,426,788.2883m) and extending in a southerly direction following the eastern kerbline for 5 metres.
o.	Salamanca Road (Kelburn Park), Kelburn Park (TR 142 – 17) Convert P120 park to a mobility park at all times, P120 mobility park Monday to Friday 8am-6pm, No time restriction Saturday and Sunday		
	Remove from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Salamanca Road (Kelburn Park)	P120, Monday to Friday, 8:00am – 6:00pm	Kelburn Park, commencing 128 metres north of its intersection with Kelburn Parade, (Grid Coordinates X= 748147.4m, Y= 5427901.2m) and extending in a northerly direction for 50 metres (14 angled parking spaces).
	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Salamanca Road (Kelburn Park carpark)	P120, Monday to Friday, 8:00am – 6:00pm	Kelburn Park carpark, commencing at a point 13 metres from the northern intersection point with Salamanca Road at the park driveway entrance, (Grid Coordinates X= 1,748,161.1881 m, Y= 5,428,032.6451 m) and extending in a northerly direction for 45 metres (13 angled parking spaces).

	Add to Schedule B (Class Restricted Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Salamanca Road (Kelburn Park carpark)	No stopping except for vehicles displaying an operation mobility card at all times, P120 Monday to Friday, 8:00am-6:00pm only.	Kelburn Park carpark, commencing at a point 13 metres from the northern intersection point with Salamanca Road at the park driveway entrance, (Grid Coordinates X= 1,748,161.1881 m, Y= 5,428,032.6451 m) and extending in a northerly direction for 3 metres (1 mobility angled parking space).
p.	Hanson Street, Newtown (TR 143 – 17) No stopping at all times		
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Hanson Street	No Stopping, At All Times	East side, commencing at its intersection with John Street (Grid coordinates, x= 1,748,740.9m, y= 5,425,623.5 m) and extending in a southerly direction following the eastern kerbline for 92 metres.
	Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule 1.		
	Column One	Column Two	Column Three
	Hanson Street	No Stopping, At All Times	East side, commencing at its intersection with John Street (Grid coordinates, x= 1,748,740.9m, y= 5,425,623.5m) and extending in a southerly direction following the eastern kerbline for 96 metres.
q.	Mornington Road, Brooklyn (TR 98 – 17) Time-limited parking P2, (8:30am – 9am, 3pm – 3:30pm, Mon – Fri, During School Terms Only)		
	Delete from the Schedule B (Restricted parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Mornington Road	Bus stop (9am – 3pm, Mon – Fri, During School Terms Only)	South side, commencing 62 metres west of its intersection with The Ridgeway (Grid coordinates x=1747754.8m, y=5424685.2m), and extending in a westerly direction following the southern kerb line for

			20 metres.
Add to Schedule A (Time-limited Parking) of the Traffic Restrictions Schedule			
Mornington Road	Time-limited parking (P2, 8:30am – 9am 3pm – 3:30pm, Mon – Fri, During School Terms Only)		South side, commencing 62 metres west of its intersection with The Ridgeway (Grid coordinates x=1747754.8m, y=5424685.2m), and extending in a westerly direction following the southern kerb line for 20 metres.
Add to Schedule B (Restricted parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Mornington Road	Bus stop (9am – 3pm, Mon – Fri, During School Terms Only)		South side, commencing 62 metres west of its intersection with The Ridgeway (Grid coordinates x=1747754.8m, y=5424685.2m), and extending in a westerly direction following the southern kerb line for 20 metres.
r.	Mortimer Terrace, Brooklyn (TR 146-17) No stopping at all times		
Add to Schedule D (No stopping restriction) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Mortimer Terrace	No stopping at all times		West side, commencing 87 metres south of its intersection with Mortimer Terrace (Grid coordinates x= 1,747,655.2m, y= 5,426,735.0458m), and extending in a northerly direction following the western kerblines for 18 metres.
s.	Ohiro Road, Brooklyn (TR 147-17) No stopping at all times		
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
Ohiro Road	No stopping at all times		West side, commencing 44 metres north of its intersection with Tanera Crescent (grid coordinates x= 1,747,644.5m, y= 5,426,035.3 m), and extending in a northerly direction following the eastern kerblines for 34 metres.
t.	Rata Road at intersection with Evans Bay Parade (TR148 – 17) Stop Control		
Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.			

	Column One	Column Two	Column Three
	Rata Road	Stop Control	Eastbound at its intersection with Evans Bay Parade.
u.	Rotherham Terrace, Miramar (TR 149-17) P10 (Monday to Friday 7:30am-9:30am, 2:30pm-4:00pm)		
	Delete from Schedule A (Time Restriction) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Rotherham Terrace	P10, Monday to Friday, 8:00am-10:00am, 4:00pm-6:00pm	East side, following the kerbline 6.5 metres from its intersection with Park Road (Grid Coordinates X=2662355.9476 m, Y=5986778.34324 m) and extending in a westerly direction for 6 metres.(1 carpark)
	Add to Schedule A (Time Restriction) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Rotherham Terrace	P10, Monday to Friday, 7:30am-9:00am, 2:30pm-4:00pm	South side, commencing 8.5 metres from its intersection with Park Road (Grid Coordinates X=1,752,333.9m,Y=5,425,066.04m) and extending in a north westerly direction following the southern kerb-line for 18 metres.(3 carparks)
v.	Tanera Crescent, Brooklyn (TR 151-17) No stopping at all times		
	Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tanera Crescent	No stopping at all times	East side, commencing south of its intersection with Ohiro Road (grid coordinates x=1,747,645.3094 m, y= 5,426,036.4946 m), and extending in a northerly direction following the eastern kerbline for 109 metres.
w.	Ranui Crescent, Khandallah (TR 152-17) Remove mobility park		
	Remove from Schedule B (Class Restricted Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three

	Ranui Crescent	No stopping except for vehicles displaying an operation mobility card, Monday to Saturday 8:00am-6:00pm.	North side, commencing 249 metres from its intersection with Cashmere Avenue and extending in a westerly direction for 6.5 metres
x.	Cuba Street, Central Wellington (TR153 – 17) P90 Time Limited Parking		
	Remove from Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	East side, commencing 15 metres south of its intersection with Arthur Street (Grid Coordinates X=2658515.640413 m, Y=5988446.647909 m) and extending in a southerly direction following the kerbline for 25.5 metres.
	Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Cuba Street	P90 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 15 metres south of its intersection with Arthur Street (Grid Coordinates X=2658515.640413 m, Y=5988446.647909 m) and extending in a southerly direction following the kerbline for 25.5 metres.
y.	Harris Street, Central Wellington (TR154 – 17) P10 Time Limited Parking Metered Parking Other Times		
	Remove from Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Harris Street	P10, Monday to Saturday 8:00am - 6:00pm.	Southwest side, commencing 48 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658926.244986 m, Y=5989426.747924 m) and extending in a north-westerly direction following the kerbline for 20.5 metres. (7 angle carparks)
	Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three

	Harris Street	P10, Monday to Friday 8:00am - 6:00pm. Metered Parking, P120 Maximum, Friday 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southwest side, commencing 48 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658926.244986 m, Y=5989426.747924 m) and extending in a north-westerly direction following the kerbline for 20.5 metres. (7 angle carparks)
z.	Marion Street, Central Wellington (TR 155-17) Reallocation of P5 Time Limited Parking and Metered Parking		
	Remove from Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Marion Street	P5, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 93 metres north of its intersection with Vivian Street (Grid Coordinates X=2658711.653352 m, Y=5988679.857279 m) and extending in a northerly direction following the kerbline for 24.5 metres.
	Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Marion Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 117.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerbline for 17.5 metres. (3 parallel carparks)
	Marion Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 52 metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerbline for 41 metres. (7 parallel carparks)
	Marion Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 4.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerbline for 30 metres. (5 parallel carparks)
	Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule		

	Marion Street	P5, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 4.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerbline for 18 metres. (3 parallel carparks)
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Marion Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 52 metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerbline for 83 metres. (14 parallel carparks)
	Marion Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 22.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerbline for 12 metres. (2 parallel carparks)
aa.	The Terrace, Central Wellington (TR157-17) Class Restricted (Loading Zone, P5, At All Times)		
Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	The Terrace	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 406.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 10 metres. (2 parallel carparks)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	The Terrace	Loading Zone, P5, At All Times	East side, commencing 406.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 10 metres.
bb.	Fitzherbert Terrace, Thorndon (TR 158-17) P10 & P2 - 8:00am-8:45am, 2:45pm-		

	4:00pm, Monday to Friday, School Days P120 At Other Times Except for Authorised Vehicles		
	Remove from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Fitzherbert Terrace	P120, At Other Times, except for authorised vehicles.	South side, commencing 13.5 metres from the intersection of Hobson Street (Grid coordinates x= 1749101.7 m, y= 5429578.4 m), and extending in a westerly direction following the southern kerbline for 76.5 metres.
	Fitzherbert Terrace	P120, Monday to Friday 4:00pm - 9:00pm, Saturday to Sunday 8:00am - 9:00pm, except for authorised vehicles.	South side, commencing 13.5 metres from the intersection of Hobson Street (Grid coordinates x= 1749101.7 m, y= 5429578.4 m), and extending in a westerly direction following the southern kerbline for 76.5 metres.
	Fitzherbert Terrace	P120, Monday to Friday 8:30am - 2:30pm, during school terms	South side, commencing 13.5 metres from the intersection of Hobson Street (Grid coordinates x= 1749101.7 m, y= 5429578.4 m), and extending in a westerly direction following the southern kerbline for 76.5 metres.
	Fitzherbert Terrace	P15, Monday to Friday 8:00am - 8:30am, 2.30pm - 4:00pm, during school terms	South side, commencing 13.5 metres from the intersection of Hobson Street (Grid coordinates x= 1749101.7 m, y= 5429578.4 m), and extending in a westerly direction following the southern kerbline for 47.5 metres.
	Remove from Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Fitzherbert Terrace	No parking - except for drop off or pick up, Monday to Friday 8:00am - 8:30am, 2:30pm - 4:00pm, during school terms	South side, commencing 61 metres from the intersection of Hobson Street (Grid coordinates x= 1749101.7 m, y= 5429578.4 m), and extending in a westerly direction following the southern kerbline for 29 metres.
	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three

	Fitzherbert Terrace	P2, Monday to Friday, 8:00am-8:45am, 2:45pm-4:00pm, school days	South side, commencing 13.5 metres from the intersection of Hobson Street (Grid coordinates x= 1,749,101.36 m, y= 5,429,576.58 m), and extending in a westerly direction following the southern kerbline for 35 metres.(6 parallel parks)
	Fitzherbert Terrace	P10, Monday to Friday, 8:00am-8:45am, 2:45pm-4:00pm, school days	South side, commencing 48.5 metres from the intersection of Hobson Street (Grid coordinates x= 1,749,101.36 m, y= 5,429,576.58 m), and extending in a westerly direction following the southern kerbline for 41 metres. (7 parallel parks)
	Fitzherbert Terrace	P120, at other times, except for authorised vehicles	South side, commencing 13.5 metres from the intersection of Hobson Street (Grid coordinates x= 1,749,101.36 m, y= 5,429,576.58 m), and extending in a westerly direction following the southern kerbline for 76 metres.
cc.	Wanaka Street, Dr Taylor Terrace and Frankmoore Avenue, Johnsonville (TR 160-17) Johnsonville Hub Parking Changes		
	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Wanaka Street	P15, Monday to Sunday 8:00am - 6:00pm.	South side, commencing 8 metres west of its intersection with Moorefield Road (Grid Coordinates X= 1,751,258.3568 m, Y= 5,434,897.9036m) and extending in a westerly direction following the southern kerbline for 44 metres.
	Wanaka Street	P180, Monday to Sunday 8:00am - 6:00pm.	South side, commencing 58 metres west of its intersection with Moorefield Road (Grid Coordinates X= 1,751,258.3568 m, Y= 5,434,897.9036m) and extending in a westerly direction following the southern kerbline for 7.5 metres.
	Wanaka Street	P180, Monday to Sunday 8:00am - 6:00pm.	South side, commencing 76.5 metres west of its intersection with

			Moorefield Road (Grid Coordinates X= 1,751,258.3568 m, Y= 5,434,897.9036m) and extending in a westerly direction following the southern kerbline for 6.5 metres.
	Wanaka Street	P180, Monday to Sunday 8:00am - 6:00pm.	North side, commencing 6 metres east of its intersection with Dr Taylor Terrace (Grid Coordinates X= 1,751,172.5614 m, Y= 5,434,924.5516 m) and extending in an easterly direction following the northern kerbline for 32 metres.
	Dr Taylor Terrace	P180, Monday to Sunday 8:00am - 6:00pm.	East side, commencing 14 metres south of its intersection with Frankmoore Avenue (Grid Coordinates X= 1,751,195.8239 m, Y= 5,435,034.2011 m) and extending in a southerly direction following the eastern kerbline for 35 metres.
	Dr Taylor Terrace	P180, Monday to Sunday 8:00am - 6:00pm.	East side, commencing 62 metres south of its intersection with Frankmoore Avenue (Grid Coordinates X= 1,751,195.8239 m, Y= 5,435,034.2011 m) and extending in a southerly direction following the eastern kerbline for 47 metres.
	Frankmoore Avenue	P180, Monday to Sunday 8:00am - 6:00pm.	South side, commencing 119 metres west of its intersection with Moorefield Road (Grid Coordinates X= 1,751,367.5565 m, Y= 5,434,997.7412 m) and extending in a westerly direction following the southern kerbline for 39 metres.
dd.	Tennyson Street (TR109-17) Car Share Vehicle Parking Space		
	Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tennyson Street	Metered parking; P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 158.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749266.3 m, y= 5426907.1 m), and extending in a north-westerly direction for 41.0 metres.

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Tennyson Street	Car share, at all times	Southwest side, following the kerbline 190.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X= 1749266.3 m, Y= 5426907.1 m), and extending in a north-westerly direction for 8.9 metres.
Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule		
Tennyson Street	Metered parking; P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 158.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X= 1749266.3 m, Y= 5426907.1 m), and extending in a north-westerly direction for 32 metres.
ee.	Tinakori Road, Thorndon (TR113-17) Car Share Vehicle Parking Space	
Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Tinakori Road	P120 Monday to Friday, 9:00am - 4:00pm, Saturday 8:00am – 6:00pm.	West side, commencing 4 metres north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 70.5 metres.
Tinakori Road	P120 Except for Authorised Vehicles; Monday to Saturday 6:00pm - 9:00pm, Sunday, 8:00am – 9:00pm.	West side, commencing 4 meters north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 70.5 meters.
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Tinakori Road	P120 Monday to Friday, 9:00am - 4:00pm, Saturday 8:00am – 6:00pm.	West side, commencing 4 meters north of its intersection with Upton Terrace (Grid coordinates X= 1748291.5107 m, Y= 5428920.6396 m) and extending in a northerly direction following the western kerbline for 52.5 meters.

	Tinakori Road	P120 Except for Authorised Vehicles; Monday to Saturday 6:00pm - 9:00pm, Sunday, 8:00am – 9:00pm.	West side, commencing 4 meters north of its intersection with Upton Terrace (Grid coordinates X= 1748291.5107 m, Y= 5428920.6396 m) and extending in a northerly direction following the western kerbline for 52.5 meters.
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tinakori Road	Car share, at all times	West side, commencing 56.5 meters north of its intersection with Upton Terrace (Grid coordinates X= 1748291.5107 m, Y= 5428920.6396 m) and extending in a northerly direction following the western kerbline for 18 meters.
ff.	Aro Street, Aro Valley (TR 115 – 17) Car Share Vehicle Parking Space		
	Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Aro Street	P20, Monday to Saturday 8:00am - 6:00pm.	North side, commencing 214 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 26 meters.
	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Aro Street	P20, Monday to Saturday 8:00am - 6:00pm.	North side, commencing 214 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 17.7 meters.
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Aro Street	Car share, at all times	North side, commencing 231.7 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 18.0 meters.

Background

7. 33 proposed traffic resolutions were publicly advertised in the Dominion Post during September and October 2017. 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.
8. A summary report for each traffic resolution can be found in the attachments. Each summary contains:
 - a. the proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback
 - b. any feedback received
 - c. where appropriate, Council Officers responses to the feedback.
9. In addition, 3 previously proposed Car Share locations were re-consulted on in October 2017 following Councillors' recommendation at the City Strategy Committee on 7 August 2017. The spaces have been relocated in the three locations. These have been added to this report for approval.
10. Officers have supplied information regarding progress toward the implementation of the new Wellington Bus Network and future traffic resolutions relating to these has been supplied in Attachment 33. This is for information purposes only.

Attachments

Attachment 1.	TR 122-17 Whitmore Street	Page 120
Attachment 2.	TR 125-17 Nevay Road	Page 130
Attachment 3.	TR 126-17 Lipman Street	Page 141
Attachment 4.	TR 128-17 Tawawera Road	Page 146
Attachment 5.	TR 129-17 Haumia Street	Page 148
Attachment 6.	TR 130-17 McFarlane Street	Page 150
Attachment 7.	TR 133-17 Harbour View Road	Page 156
Attachment 8.	TR 134-17 Onslow Rd	Page 162
Attachment 9.	TR 135-17 Salamanca Road	Page 168
Attachment 10.	TR 136-17 Garden Road	Page 172
Attachment 11.	TR 137-17 Lincoln Avenue	Page 190
Attachment 12.	TR 138-17 Fore Street	Page 194
Attachment 13.	TR 139-17 Cobham Drive	Page 200
Attachment 14.	TR 141-17 Holloway Road	Page 203
Attachment 15.	TR 142-17 Kelburn Park	Page 212
Attachment 16.	TR 143-17 Hanson Street	Page 216
Attachment 17.	TR 145-17 Mornington Road	Page 219
Attachment 18.	TR 146-17 Mortimer Terrace	Page 223
Attachment 19.	TR 147-17 Ohiro Road	Page 227
Attachment 20.	TR 148-17 Rata Road	Page 234
Attachment 21.	TR 149-17 Rotherham Terrace	Page 238
Attachment 22.	TR 151-17 Tanera Crescent	Page 241
Attachment 23.	TR 152-17 Ranui Crescent	Page 245
Attachment 24.	TR 153-17 Cuba Street	Page 248
Attachment 25.	TR 154-17 Harris Street	Page 251
Attachment 26.	TR 155-17 Marion Street	Page 254

Attachment 27.	TR 157-17 The Terrace	Page 258
Attachment 28.	TR 158-17 Fitzherbert Terrace	Page 262
Attachment 29.	TR 160-17 Johnsonville Hub	Page 270
Attachment 30.	TR 109-17 Tennyson Street	Page 277
Attachment 31.	TR 113-17 Tinakori Road	Page 283
Attachment 32.	TR 115-17 Aro Street	Page 293
Attachment 33.	Information - Proposed Bus Stop Changes as Part of New Public Transport Network	Page 300

Author	Lindsey Hill, Project Coordinator
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly 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

None identified.

Climate Change impact and considerations

Not applicable.

Communications Plan

Not required.

Health and Safety Impact considered

Not applicable.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 122 – 17

Location: Whitmore Street – Lambton Quay to Waterloo Quay/Customhouse Quay

Proposal: Road safety and intersection improvements

Information: Wellington City Council is continuously looking at how the city's roading network operates with regards to both efficiency and safety. For some time, we have been looking closely at the way Whitmore Street operates because it is an important link in our roading network and could be safer and working more efficiently. The street is a key route along the edge of the Wellington CBD area and classified as one of the city's principal routes. To the north-west, it connects to the Golden Mile at Lambton Quay and the western suburbs through Bowen Street, Molesworth Street and beyond. To the south-east, it connects to the waterfront area and Waterloo Quay and Customhouse Quay. Whitmore Street also intersects with Featherston Street, which is also a principal road, linking Thorndon Quay with the inner city.

The average daily traffic volume along Whitmore Street is approximately 17,800 vehicles per day. The speed limit on all sections of the street is 50 km/h.

Over the last five years, there have been 25 crashes along the length of the street.

There is an existing peak-hour clearway on the south side of the street between Featherston and Stout streets, which provides an additional traffic lane at busy times (7am to 9am, and 4pm to 6pm, Monday to Friday).

The proposed changes outlined in this report aim to improve connectivity and safety for all traffic moving through Whitmore Street by improving how three intersections operate, which in turn will increase efficiency and improve on safety.

What's proposed

We propose several changes to improve general traffic flow through this area and make the three intersections safer where Whitmore Street meets Customhouse Quay/Waterloo Quay, Featherston Street and Stout Street. The proposed lane arrangements will smooth traffic flow as through-traffic will no longer share with turning traffic. This will require the removal all of the parking on the south side of Whitmore Street between Featherston Street and Stout Street, which currently operates as a clearway during peak times.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Proposed changes include:

- removing seven car parks on the southern side of Whitmore Street between Stout Street and Featherston Street.
- creating a wider left-hand through-lane on the southern side of Whitmore Street between Stout Street and Featherston Street, providing more room for general traffic and those on bikes traveling west.
- creating two new dedicated right-turn bays for vehicles turning from Whitmore Street into Stout Street, and from Whitmore Street into Featherston Street. This will improve the way these intersections work, make them safer, and mean less congestion and hold-ups for through-traffic.
- creating a short left-turn lane on the section of Whitmore Street between Featherston Street and Waterloo Quay to make it easier for people in vehicles to turn left into Waterloo Quay. This will reduce waiting times for people turning, and help improve the way the intersection works.

No parking will be affected along the northern side of Whitmore Street and the southern side between Lambton Quay and Stout Street. The three P120 pay-and-display car parks will be retained, as well as the entire taxi bay.

In the area immediately adjacent to the project site, there will still be approximately 100 on-street P120 car parks available on Stout Street and 55 on Ballance Street. A multi-storey car park building is located on Stout Street, 20m south of Whitmore Street.

Key dates:

- | | |
|--|-------------------|
| 1) Advertisement in the Dominion Post newspaper | 26 September 2017 |
| 2) Feedback period closes | 13 October 2017 |
| 3) If no objections received, report sent to City Strategy Committee for approval | 16 November 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal description:

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

Column One	Column Two	Column Three
Whitmore Street	<i>P120 maximum, Monday to Thursday 9am–4pm, Friday 9am–4pm, 6pm–8pm, Saturday and Sunday 8am–6pm.</i>	<i>Southwest side, commencing 50 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748917.6 m, y= 5428512.7 m), and extending in a north-westerly direction following the kerbline for 11 metres. (3 parallel car parks)</i>
Whitmore Street	<i>P120 maximum, Monday to Thursday 9am–4pm, Friday 9am–4pm, 6pm–8pm, Saturday and Sunday 8am–6pm.</i>	<i>Southwest side, commencing 8.5 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748917.6 m, y= 5428512.7 m), and extending in a north-westerly direction following the kerbline for 23 metres. (4 parallel car parks)</i>

Prepared By: Luke Benner

(Transport Projects Engineer)

Approved By: Paul Barker

(Planning Manager Network Improvement)

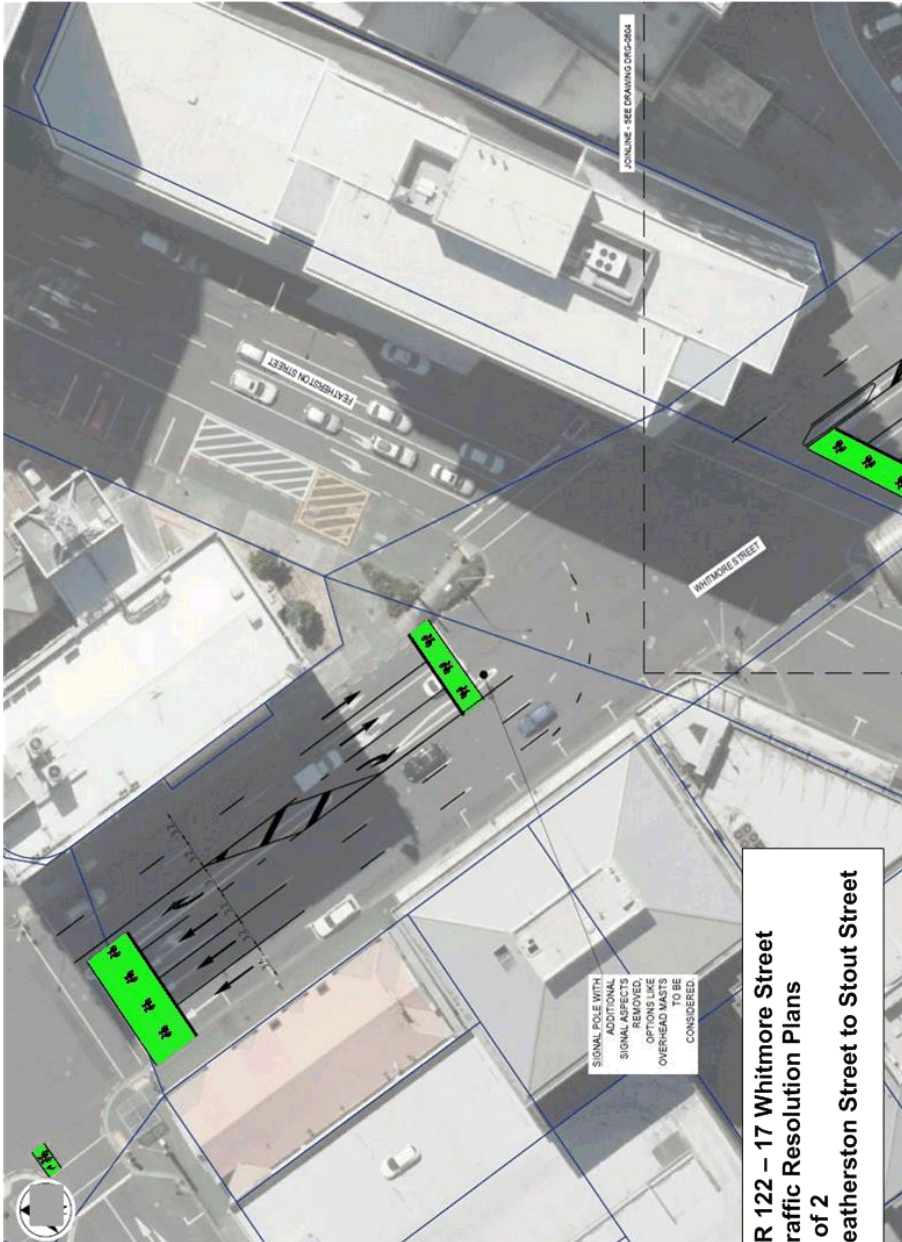
Date: 6/11/17

WCC Contact:

Luke Benner
Transport Projects Engineer
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 21 270 8148
Email: Luke.Benner@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Item 3.2 Attachment 1

PROPOSED TRAFFIC RESOLUTION

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

Feedback Received:

Submitter: David Benson-Pope & Jan Flood
Address: Owners of Whitmore Apartment Unit B
Agree: Yes with condition

Thank you for the information in respect of the above, which we received this week. We are the owners of one of the apartments in the Mission to Seamen Building.

As you are aware, Whitmore is already a busy street and generates much traffic noise, especially at peak times.

The proposal will clearly increase that further through the removal of the parking and the consequent extra lane at all times much closer to our building (not just during the peak when the clearway is operating).

We would therefore ask the Council to give consideration to contributing to the installation of double glazing to the Whitmore frontage of the building, to assist in mitigating the noise nuisance.

As you know, the building is a Listed Historic Place, and appears to be the only residential accommodation on the street. Owners are collectively proud of their part in preserving this heritage building for the future. We therefore believe such consideration would be appropriate in the circumstances.

Officer's Response:

Thank you for your recent submission with regards to the traffic resolution as above.

I have taken on board your request for the contribution of costs towards double glazing the frontage of your building. The proposed improvements we feel will have no more of a negative impact in regards to road noise to the residential apartments in the Mission to Seamen Building to what currently exists.

As detailed within the Traffic Resolution Report, approximately 17,800 vehicles use the Street each day and this is not projected to increase beyond that which is seen from population growth. These improvements will however improve travel times and reduce queuing on this street which is important as it is a key route connecting the city with Karori and Thorndon etc.

Submitter: David Harkness
Address: Not given
Agree: Yes

Regular user on morning commute, to cross waterloo quay to waterfront to get to meridian building. great to separate straight on traffic from left turning traffic at the Post building, as left turn often delayed by pedestrians crossing waterloo quay. Strongly support these proposals.

Submitter: Alastair Smith
Address: 5 Durham Crescent, Aro Valley
Agree: Not stated

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

*Wider lane on south side of Whitmore between Waterloo and Featherston is dangerous for bikes trying to travel straight through. The wider lane will make it harder for straight ahead cyclists to take the lane, and tempt left turning cars to pass bikes, then cut the cyclist off as the car makes the turn. It would be better to keep the lane narrow, or create a separate straight ahead cycle lane, with education/enforcement to keep the lane clear of cars. * Left turn lane from Whitmore into Waterloo Quay creates an ambiguity as to which lane a bike heading for waterfront should be in. There should be a feeder lane to the right of the left turn lane, to allow bikes to reach the advance stop box. This would be similar to the arrangement for bikes at Bunny St turning into Waterloo Quay. Alternatively there could be a protected bike lane on the north side of Whitmore between Featherston and Waterloo, with a bike sequence in the signal cycle at the Whitmore/Waterloo intersection. * hook turn zone at Whitmore/Stout intersection is a good idea, making it easier for bikes to turn right from Whitmore into Stout.

Officer's Response:

Thank you for your recent submission with regards to the proposed road safety improvements on Whitmore Street (TR 122-17). As a result of the proposed improvements the left hand lane of Whitmore Street between Waterloo Quay and Whitmore Street will be significantly wider. The left hand lane of Whitmore Street between Whitmore St and Stout St will also be slightly wider. We believe this will improve safety for both those on bikes and in vehicles as there will be more room and the potential for close encounters and potential accidents between the users will be drastically reduced. As shown on the plans, advanced stop boxes will be provided at the intersections along Whitmore St so this extra width will give room for cyclists to make their way into the advanced stop box if they are a fair distance back in the queue.

I note in your submission that you have concerns about the dedicated left hand turn lane from Whitmore St onto Waterloo Quay and how cyclists are expected to know which lane to be in, in order to reach the waterfront. Sufficient road markings will be applied further back in the lane to indicate to road users which lane they should be in dependant on where they are travelling. When cyclists are travelling through here and there is queuing at the intersection, an allowance has been made in the design to ensure that this lane is sufficiently wider than the two others, whereby allowing room for cyclists to make their way to the front of the queue and wait in the advanced stop box.

Submitter: John Milford on behalf of Wellington Chamber of Commerce
Address: Level 7 JacksonStone House, 3-11 Hunter Street
Agree: No

The Chamber writes to **oppose** this proposed traffic resolution TR 122-17.

The proposal removes all seven car parks on the south side of Whitmore Street between Featherston Street and Stout Street, aiming to "improve connectivity and safety for all traffic moving through Whitmore Street by improving how three intersections operate, which in turn will increase efficiency and improve on safety" citing that there have been 25 crashes along the length of the street over the past five years. Council mitigation of the loss of seven car parks is that "In the area immediately adjacent to the project site, there will still be approximately 100 on-street P120 car parks available on Stout Street and 55 on Ballance Street. A multi-storey car park building is located on Stout Street, 20m south of Whitmore Street".

The Chamber does not accept that to "improve connectivity and safety for all traffic" that these seven car parks need to be removed, losing their use in off peak times. The rationale provided in

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

the proposal does not make clear why the status quo arrangement, whereby there is a clearway at peak times and use of parking outside these times, does not satisfy the stated goal. The Chamber believes that further explanation and evidence is required to support the stated aim of the proposal. Furthermore, little detail is provided about the full safety concerns the Council has beyond that there were "twenty five crashes" along the length of Whitmore Street, or, given there are several intersections on this stretch of road, how many of these crashes were at or around this particular intersection or the nature of them. Nor does the proposal explain how the removal of these car parks will reduce or is likely to reduce the number of crashes. The Chamber was also surprised that given the new parking technology adopted by council the proposal did not provide the 'smart' parking information about how often the seven car parks are used, and the general demand there is for parking in this particular zone of the city.

We appreciate that the proposed change introduces a turning lane to allow traffic to turn onto Featherston Street and turning onto Stout Street at the respective ends of this middle intersection. This seems sensible. However, it appears from the maps provided that the creation of the turning lane impacts the north side of Whitmore Street, compressing those lanes, rather than the opposite side of the street currently occupied by these seven parks. It is also not clear why the parks need to be removed in order to create this turning lane, given the width that appears on the supporting documentation. Regardless, the Chamber does not support the removal of these parks and supports the status quo which features a clearway during peak hours that will accommodate this new turning lane.

This submission serves to highlight a broader concern of the Chamber and its members. Parking in the CBD has been an issue for some time, the lack of availability has only been compounded with the loss of three major carparking buildings due to the earthquakes. Chamber members regularly voice their concern to us through our quarterly business confidence surveys and in our most recent

June survey one member commented "the significant loss of parking facilities, is making the city a very unfriendly place to meet in." Regular meetings held with Council, of CBD retailers and hospitality representatives, regularly canvass this as a growing unresolved issue and a turn off for customer attraction. The Mayor's own summit report lists "transport and parking as a challenge."

In short, the Chamber will not support the removal of any more carparks until the council has a CBD-wide strategy to mitigate the concerns and also takes satisfactory steps to address the current parking shortage.

Officer's Response:

Thank you for your submission on behalf of the Wellington Chamber of Commerce with regards to the proposed road safety improvements on Whitmore Street (TR 122-17). As you are aware the proposed improvements aim to improve traffic flow through Whitmore Street whilst delivering significant improvements and ultimately reducing the potential for further accidents. Of the 25 accidents recorded along Whitmore St over the past 5 years, 65 % or 16 of these accidents occurred at the intersections with the remainder occurring in between these. There were 3 accidents at the intersection of Stout St/ Whitmore St and a further 10 at the Featherston/Whitmore intersection over the five year period between 2012-2016.

As a result of the sheer number of accidents at these two intersections, the safety improvements proposed within the traffic resolution will make safer the right turn movements into both Stout St and Featherston St from Whitmore St. By creating dedicated right turn lanes here, the effects on queuing, whereby current through traffic and right turners are having to share the same lane will be drastically reduced. Further to this the removal of the seven carparks is required to deliver three

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

dedicated through traffic lanes and therefore reduce the amount of queuing currently occurring which will ultimately deliver further capacity within this section of the network.

Extensive modelling has shown that the proposed changes will not only deliver improved traffic flow during peak times but also during the midday period between midday and 2pm and during weekends.

Prior to commencing design work, we undertook parking utilisation and turnover surveys in February and again in June this year. Key observations from this data were:

- The target occupancy of 85% from 8am-6pm is only neared or exceeded for around 3 hours near midday.
- Relatively high parking turnover of 4-8 vehicles

We therefore feel that the removal of these seven carparks will not have a significant impact as there is an abundance of other accessible parking nearby.

Submitter: Paula Warren on behalf of Living Streets
Address: Not given
Agree: No

We note that no analysis of improvements for pedestrians is presented with this TR. Pedestrian movements are significant in this area and there are many safety issues related to crossing these

roads. The impact of the proposals will be to effectively widen the street for pedestrian crossing purposes and speed the vehicle traffic through while removing any buffer effect from parked cars, all less safe for pedestrians. We would like to see the traffic signals changed along this entire route so that turning vehicles do not proceed when the green-signal pedestrian crossing phase is active. This leads to an unsafe situation on the very wide Waterloo Quay crossing, and to unsafe driver behaviour on the very busy Featherston Street pedestrian crossing.

In addition Waterloo Quay traffic signals need to provide sufficient time for cyclists to exit the waterfront so that they do not use the pedestrian crossing. We would like to see in addition the inclusion of the missing pedestrian crossing on the southern side of the Whitmore-Featherston Street intersection to improve pedestrian flow and amenity. As part of the Thorndon transport work, our representative and a cycling representative presented plans to divert bikes from Bunny to Whitmore St, in terms of accessing the waterfront. We consider that to be essential. We note that there has been no discussion of how to help cyclists go from Featherston to Whitmore Street and vice versa in these plans.

Officer's Response:

Thank you for your recent submission with regards to the proposed road safety improvements on Whitmore Street (TR 122-17).

The proposed improvements as part of this project are aimed at improving general traffic flow and safety along Whitmore Street by reconfiguring the traffic lanes. The improvements do not involve making the street wider and all improvements do fit within the existing kerb lines. There will be no degradation of the level of service currently experienced by pedestrians with pedestrian phasing times remaining the same as what currently exists.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

There will be some changes carried out to improve the pedestrian crossing located at the southern end of Waterloo Quay. This will involve making the pedestrian waiting area and the on road crossing larger. These improvements whilst not part of this project will deliver improvements for pedestrians wanting to access the waterfront as well as for workers accessing the new PWC building currently being built.

Creating an additional pedestrian crossing across the south side of Whitmore/Featherston St intersection is not possible as this will cause major issues for other road users within this section of road including excessive vehicle queuing on other approaches which has been deemed to be unacceptable. I will also note that the predominant pedestrian movement is to cross at the signalised crossing directly on the other side of the intersection, whereby there is a direct line of sight from Bunny St and down along Featherston St.

The existing traffic signal phasing has been deemed to be sufficient to allow bikes to exit the Waterfront and continue across to Featherston Street. Although further discussions will continue to see if the phase here can be given more time as we are seeing more cyclists use this leg.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 125 – 17

Location: Nevay Road - Karaka Bays

Proposal: No stopping at all times

Information: Concerns have been raised by the On Road Manager of NZ BUS regarding difficulties on Nevay road, as they have faced cars parked on both sides thereby preventing the access to move forward on number of occasions. Sometimes buses have to reverse back to allow other vehicles to pass through and difficulty arises when trying to negotiate a bend with cars parked on both sides. They have also experienced delays up to 30 minutes. It has also been identified a safety issue as there is not enough road width for a bus to manoeuvre on the bend with cars parked on both sides.

There are currently no stopping restrictions along Nevay Road and a site visit was undertaken with the On Road Manager and Council officers to agree on a solution to improve bus access. Therefore, Council officers propose to install 56m of broken yellow lines on Nevay Road to ensure better accessibility and improve safety.

Furthermore, there is a bus stop outside #123A which the officer's have been requested to mark out and extend for a further 3 metres followed by broken yellow lines to the south ensuring clear access for the buses.

It is also noted that this is a regular bus service to the area and it is important that buses are not impeded.

This resolution also updates the resolutions database to match the actual on-street markings in the area of the bus stop.

Net parking loss: 3 car spaces

**Amended
after
feedback
received**

The No Stopping Restriction has been reduced to 7 metres instead of the earlier advertised 56 metres to minimise the loss of parking. The Bus Stop, currently in place, is confirmed by this traffic resolution.

PROPOSED TRAFFIC RESOLUTION

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

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 September 2017 |
| 2) Feedback period closes. | 13 October 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 16 November 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Add to Schedule B (class restricted parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Nevay Road	<i>Bus Stop, at all times</i>	<i>South west side, commencing 18m from its intersection with Totara Road(grid coordinates x= 1,753,144.01m, y= 5,425,925.5m), and extending in a south westerly direction following the western kerbline for 15 metres.</i>

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

Column One	Column Two	Column Three
Nevay Road	<i>No stopping at all times</i>	<i>South west side, commencing 33m from its intersection with Totara Road(grid coordinates x= 1,753,144.01m, y= 5,425,925.5m),and extending in a south westerly direction following the western kerbline for 7 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Gagandeep Singh

(Area Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 6/11/17

WCC Contact:

Gagandeep Singh
Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8641
Fax: +64 4 801 3009
Email: gagan.singh@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

AMENDED PLAN



Nevey Road, Karaka Bays - TR-125-17
No Stopping At All Times

1:450
0 5 10 20

MAP PRODUCED BY:
Wellington City Council
100 RANGITOTO STREET
WELLINGTON, NZ

ABSOLUTELY
POSITIVELY
Wellington
Me Heke Ki Pōneke
Wellington City Council

ORIGINAL MAP SIZE: A3
DATE: 31/1/2017
APPROVED BY: [Signature]
REFERENCE:

Item 3.2 Attachment 2

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Michael Weaver
Address: 118 Nevay Road, Miramar
Agree: No

The proposal takes away more on street parking than is necessary. The tabled submission states net loss of 3 car spaces. I wish to present another option whereby the bus stop is relocated 30meters back between 117 & 119 Nevay Road. This will include broken yellow lines up to 123 Nevay Road driveway. In total giving about 40meters of bus stop passing bay on the bend in the road. Buses use the stop for very short periods of time. For all other times the street will have full width for two way passing at this point. This area is rarely used at best one car can park here Three car parks are created outside 123A Nevay Road as shown. Plus the three car parks outside 115-117 Nevay Road are saved. That is a net gain of six parking spaces plus provided the passing zone/bus stop mentioned earlier. The parking outside 115 Nevay Road is currently well utilised regularly with 4-6 cars parked here. These parks should stay. It is in a straight line of sight. Broken yellow line is already on the opposite side of the road. Plus a short restricted parking can be added opposite 114-116 Nevay Road removing a problem area for buses currently. The above would cater for all parties freeing up vehicle movement, catering for bus movement plus minimising the negative impact on street parking.

Officer's response:

Please refer to the response at the end of the feedback.

Submitter: Alana Wilson
Address: 113 Nevay Road, Miramar
Agree: No

It is a narrow, winding road with a number of blind spots. Use small buses and put yellow lines on the side of the road opposite the footpath.

Officer's response:

Please refer to the response at the end of the feedback.

Submitter: Alan Wilson
Address: 113 Nevay Road, Miramar
Agree: No

I do not agree with the proposed changes. The reasons given for the change is the difficulty buses encounter in getting stuck on this section of Nevay due to cars parking on the road. In fact the area where the buses get stuck is not the section where the proposed yellow lines are going. The section where buses get stuck is from the corner by 118 through to the corner by 112 Nevay. This is because in this section of the road there are no yellow lines and technically cars could park on either side of the road. In practice local residents will only park on one side of the road to allow large vehicles to travel through freely. The problem occurs when a vehicle (usually a trade or visitors vehicle) parks on the opposite side of the road. This then means buses or large vehicles will then have difficulty in passing through this section of road. On numerous occasions over the 30 years we have been in our house we have had to come up and assist in finding owners of cars who have parked like this and caused a bus or large vehicle to become stuck. I have significant concerns that the section where the proposed yellow lines are going will remove the only section of this section of Nevay road where residents and visitors can park cars. It is also the only section where parked cars can be accessed from a footpath. This a significant safety consideration

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

especially when having young children to get into a car. Currently up to 8 cars park on this section of the road and they have never caused buses or large vehicles to be stuck. As already mentioned the problem area is from the corner of 118 to the 112 corner. The current proposal does not address this area at all. This I find a little surprising and concerning. A very simple solution would be to extend the current existing yellow lines on the eastern side of Nevay road from the corner of 118 Nevay road to the corner of 112 Nevay road. This would then allow cars to be parked on the Western side of Nevay Road only from opposite 112 to opposite 120 by the Totara Road/Nevay

Road intersection (excluding the bus stop). Importantly parked cars would then be able to be safely accessed from the only footpath in this section of Nevay road. Importantly it would also mean that buses and large vehicles would be able to travel without obstruction through this section of the road. An added bonus is that permitting cars to park on the western aspect of this section of the road would mean that more cars can park on this section of the road than the eastern side.

Officer's response:

Please refer to the response at the end of the feedback.

Submitter: Barney Scully
Address: 126 Nevay Road, Miramar
Agree: Yes

I fully support Proposed Traffic Resolution TR 125-17.

Submitter: Tracey Ramanathan
Address: 126 Nevay Road, Miramar
Agree: Not stated

Please confirm what statistical analysis you have done on this 'important bus route'. The no 24 bus used to serve the prison community which no longer exists. The bus stop on your proposal serves no more than about 5 people in the morning and maybe three during the day. It also does not operate on a weekend. The current problem as experienced by myself this morning is that the bus is too large for this bend. Putting lines on will not resolve this. The road is simply not wide enough I met the bus this morning (where you are proposing to put the lines on) with no cars parked there and there was not room for both of us. I had to reverse and then fully mount the pavement just to let him past. I have never seen a 30 minute delay, however, do see most days 2 buses meeting at the said traffic site. This could easily be resolved by Metlink changing the no. 24 timetable so that the buses going in opposite directions do not crossover on Nevay Road. They should be able to coordinate so that they cross over at the Prison. My suggestions are: 1) Metlink to use smaller buses (like they do in Seatoun Heights Road) suitable for the road. 2) Metlink to change the timetable to ensure buses wait and crossover at the Prison and never on Nevay Road 3) If parking restrictions are to apply they should be limited only to when the buses run. There are generally only cars parked in the said area after work and at the weekend. Why penalise residents at the weekend when there is no problem? 4) If parking restrictions apply, then the remaining parks should have a time limit on them. This will allow fairness between residents and stop residents parking a vehicle such as a non-car in the spaces all year round (which currently happens). 5) Not put in place a marked bus stop. The bus frequency and usage does not warrant sacrificing at least 3 resident carparks. The lines extend so far that some residents may need to walk several hundred metres from their house to their car. Many of the residents have young children. An alternative would be to move the bus stop further up Nevay Road past the junction.

Officer's response:

Please refer to the response at the end of the feedback.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Submitter: Dana Franklin
Address: Not given
Agree: Yes

I have full support for these changes being made along the road, as there have been many occasions where even driving in a small car has even been an issue- let alone the bus!

Reference: TR-125-17 has been a particular bad case since when there is a sharp corner, and when people park on this corner required those driving to be on the other side of the road (again, on a blind corner) which has in the last few years led to frequent near misses.

As a resident on this road you have my full support and I look forward to hearing this being potentially resolved.

Submitter: Chris Cullinane
Address: 117 Nevay Road, Miramar
Agree: No

The basis of my objection to this resolution is as follows - There is an existing broken yellow line (BYL) on the eastern side of Nevay Road which extends from the Totara Road / Napier St intersection to Number 116 Nevay. The resolution suggests that buses have difficulty with cars parked on both sides of the road but that is not the case along this section - there is plenty of room and I have never witnessed a bus being held up here. I have no issue with the bus stop outside #123A being marked out and a reasonable length of BYL to the south of it to enable buses to pull in, but 56m is excessive and an onerous restriction on resident and visitor parking. The proposed BYL's will not, in fact, solve the issue for the buses as it occurs to the south (the bend/corner which is between #112 and #113) where cars can indeed park on both sides. If this proposed resolution goes ahead, it will intensify the issue as the now limited parking further to the north will result in cars being parked on both sides of this corner. I suggest that the BYL on the eastern side which currently stops outside #116 be extended south to join the BYL outside #110 and perhaps a small section of BYL outside #107 / #109. This will solve the problem for the buses on the corner.

Officer's response:

Please refer to the response at the end of the feedback.

Submitter: Jeanne Pauling
Address: 117 Nevay Road, Miramar
Agree: No

It is difficult understanding a site visit was actually held re this proposal, having lived here for over the past 10yrs. I, and other residents I have spoken to, would welcome the opportunity for consultation with the Council here on site to discuss. Objection to proposal re the following: 1) It is NOT possible to Park on Both sides of road at present from 113-123 Nevay as THERE ARE BYLs on the opposite (Eastern) side of the road over this section: Eastern side of road - BYLs exist at present from 122-116 and then from 112 round the corner toward 110 driveway. Resolution Option: Connect up the current BYLs over this area from 112-116 thereby making one side of the road 'No Parking' and ONLY affecting 3-4 car spaces, including the caravan. 2) Does NOT address the Actual 'problem bend' where issues have arisen in past - at 112-116 (Caravan parked on road at present) and place where parking Can be made on both sides of road! 3) This proposal affects MORE than 3 car spaces and does, in fact, impact on approx 8-10 rate-paying residences. 4) This will encourage an increase in speed along the stretch proposed for BYLs, by having No Parking on Both sides of road. At present, having vehicles parked on the Western side encourages a speed reduction around the bends, from both directions. 5) Some street parking surely is required to be provided for residential properties: This proposal would have approx 4 car spaces available

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

ALONG THE ACTUAL PROBLEM BEND (with caravan on road) for All families residents/guests and visitors for approx 8-10 homes. Some then having minutes added to a walk back to home before the walk down a path or steps to residence - Not pleasant to contemplate being in one's 60's and needing to get the grocery shopping home, or garden purchases etc. 6) Proposal is biased toward NZ Bus: I recognise the bus service is regular(at present time and under present regime only) BUT, this service is only 5 Day week service with limited timetable and, it appears up here, has very little patronage along Nevay. Options for Bus: Mirrors on various bends, as is done elsewhere in Wgtn. SMALLER buses run along the hill route and transfer to large bus down on the flat. Perhaps a reduction in proposed Western side BYLs from Totara Rd Bus Stop to

North side of road up to 119 Nevay. In addition: 1) Could Signage be posted to allow the Bus Stop be used for parking on the weekend. 2) This proposal would cause undue hardship re elderly/handicapped family. (83yr old blind & suffering from Parkinsons mother, 90yr old frail mother-in-law, relative with motor-control issues re brain injury) etc to come visiting as well as the younger families with babies and toddlers. Further, I also have videos showing there DOES NOT appear to be any great issues coming round the bend at 117/119 Nevay Rd. Finally, once again, it is hard to believe the bend in road which has caused issues for the buses in past and STILL ALLOWS PARKING ON BOTH SIDES of road, IS completely left out of this proposal. Eastern side of road outside 112-116.

Officer's response:

Please refer to the response at the end of the feedback.

Submitter: Andreas Bystrom
Address: 121 Nevay Road, Miramar
Agree: No

Hi I live at 121 Nevay Road and the proposed yellow lines near my property is going to make my daily life more difficult as well as lower the value of my property. As my house doesn't have a proper driveway for me to park in I have to park on the street, and the only spaces left are the ones where you propose to add the yellow lines at. Given that I have no other options than to park on the street this seems rather unfair. Outside my house you're not allowed to park on both sides, and I have never seen buses having to reverse right there, I do know that a bit further up the road where you ARE allowed to park on both sides it can be difficult for buses to get through sometimes. I usually tend to park on the street around 119 Nevay road, so for this reason I would not like to have the yellow lines added there. There are also quite a lot of other people that park on the street in that area, who I assume also don't have a private space to park.

Officer's response:

Please refer to the response at the end of the feedback.

Submitter: Gareth Hutton
Address: 115 Nevay Road, Miramar
Agree: No

Most residence on the street would agree that changes are needed to make it easier for buses to navigate this section of the street, but the proposed changes do not address the area that is causing the issue. Buses are getting stuck on the corner between 116 and 115 when people unfamiliar with the area are parking on either side of the road, making it impossible for buses. The suggested changes do not address this key area. In our opinion the issue would be best addressed continuing the yellow line from 118, around the corner past 116. On the other side of the road yellow lines between either 111 or 113, to the corner of 115 would allow for buses to

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

easily pass, while keeping adequate parking for residents on the straight part of the road between 115 and 117 (which doesn't impact the flow of traffic). As residents who don't have off street parking, and with a young family, the proposed changes if followed through would have a large impact on our household, with alternative parking being a significant distance away. I trust this feedback and solution will be given due consideration. The collective knowledge of residences who have lived in this area for many years should have bearing on what solution is decided.

Officer's response:

Please refer to the response at the end of the feedback

Submitter: Reuben & Alice Blackwell
Address: 119 Nevay Road, Miramar
Agree: No

The loss of parking in front of our property will significantly impact us in terms of available parking and safety. We currently have 1 off street carpark for a household of 5 people (and are a single car household). Any visitors will have little if any parking options in the area, we would be left to park on the upper reaches of Totara Road, effectively reducing the road at what is a busy intersection (and in the future may have an greater volume of traffic if development of the Mt

Crawford Prison site was to occur). If the currently proposed spaces were taken where else would parking be available? There is clearly demand for these, and the proposal states a loss of 3 carparks, by my estimate this is more like 6 spaces. The clearance for buses on this corner is obviously adequate the majority of the time. Any greater margin to address the few occasions of people parking too far from the kerb could be addressed by widening the foot path (say half a metre) and having a mountable kerb along this section which would effectively widen the road or shaving a small amount from the inside bluff on the eastern side of this corner. Isn't this what the generous road reserve provisions are for? If the proposed spaces were to be taken, the speed of traffic will significantly increase around the corner near our driveway onto Nevay Road, making reversing from our kerb crossing onto the road more dangerous. What measures will be taken to ensure vehicle speeds will remain as low as they currently are?

Officer's response:

Please refer to the response at the end of the feedback.

Submitter: Paula Warren on behalf of Living Streets
Address: Not given
Agree: Yes

In relation to 124-17 and 125-17, we note that ease of movements for buses should always be the priority traffic use of road space, well ahead of parking spaces.

Officer's response to all feedback:

After a further review and site visit, we have decided to reduce the length of broken yellow lines to 7 metres instead of 56 metres, which will allow parking in this area for residents. We will be consulting early next year on a new location for the no stopping restrictions based on the feedback received and a re-visit with the officers and bus operatives.

In consultation with Greater Wellington Regional Council (GWRC) their responses are summarised below:-

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Mon-Fri only parking restrictions

While currently the Route 24 service only runs Monday-Friday, from mid July 2018 this bus route will have a full 7 day a week service. Your request for a no stopping for Mon-Fri is therefore not an option.

Bus Size, feeder buses and bus route

During the consultation on the planned new Wellington city bus network (2011-14) bus options were consulted on with residents and their representatives for the Miramar Heights area (Maupuia and Nevay Road). A proposal to operate a feeder bus with smaller buses to a local hub was not supported at that time with the preference being to maintain a bus route that continues to travel through to Wellington city. As the buses will continue running through to the city, larger buses are required to ensure sufficient capacity between Miramar and the city. Planning and contracting has been undertaken on this basis for the new bus services planned to commence from mid 2018.

When new contracts commence shorter buses will be operated with a maximum length of 12.8 metres compared with the current 13.5 metres now. Most buses outside of peak times are likely to be only 10.8 metres long which may assist with manoeuvring in local streets.

It is important to note that Nevay Road is at the very start/end of the Route 24 meaning that patronage is relatively low along Nevay Road.

There are no alternative routes that would serve the same catchment area.

Bus stop location

The problem is related to the parked cars blocking the street. Relocating the bus stop will therefore not solve the problem, in this case.

After a further review and site visit, we have decided to reduce the length of broken yellow lines to 7 metres instead of 56 metres, which will allow parking in this area for residents. We will be consulting early next year on a new location for the no stopping restrictions based on the feedback received and a re-visit with the officers and bus operatives.

Therefore, Officers are recommending the proposal goes ahead and be presented to the City Strategy Committee meeting for approval.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR126 – 17
Location: Lipman Street, Mount Victoria
Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse gas emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available to car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. In addition to the spaces approved by Council's City Strategy Committee in June and September this year, it is proposed that 2 more spaces be allocated being:

- 2 parking spaces will be for traditional car sharing.

By introducing these car sharing spaces – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Background

In June 2016, Wellington City Council adopted the Low Carbon Capital Plan which outlined a pathway to reduce carbon emissions by 80% by 2050.

The Low Carbon Capital Plan focuses on three pillars of climate change action: greening Wellington's growth, transforming the Capital's transport use and for Council to lead by example, partnering with organisations to fund more sustainable and environmentally-responsive ways of operating.

In an effort to change the way we move, WCC is committed to making it easier for Wellington City residents to either not own a personal vehicle, or to own personal vehicles which operate on sustainable alternatives to fossil fuels.

Mobile emissions make up the largest segment of Wellington City's emissions profile. Having a high-quality diverse transport system is key to Wellington's economic, environmental and social success as well as meeting the city's climate change targets.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

In order to make sure the city is on track to achieve this, the following measures have been outlined in the 2016-2018 implementation plan:

- Support car-share schemes
- Promote electric vehicle uptake, including providing electric vehicle charging stations
- Invest in walking, cycling, and public transport modes
- Advocating for lower fares and a fully electric public transport fleet
- Advocate for greater support for the development of biofuels

As part of the commitment to supporting car sharing and electric vehicle charging, WCC is investigating up to 100 car parks citywide over the three year period between 2016 and 2018. This includes 30 car parks in the CBD and 70 in the suburbs. These parks will be available based on demand for car-share operations, electric vehicle (EV) charging infrastructure, or any other service which reduces the need to own a car or makes it easier to shift to sustainable transport fuels. This kind of support is in line with support WCC already offers to other providers of valuable transport options with public transport and taxis enjoying substantial road space across the city, including in high-value areas. This will also be done in an integrated way being cognisant of the impact on other important sustainable transport modes such as walking, cycling, and public transport.

Site Selection

In accordance with Wellington City Council's car sharing policy, this car-share space was provided when demand could be demonstrated. Similar to the selection of the EV car sharing sites, the traditional car-share space was selected in conjunction with the car sharing provider. The provider demonstrated the demand was high for their service. The spot was also selected to maximise visibility, ease of access, and viability for car sharing.

Adding car-share vehicles in the city could potentially free up parking space given recent research from Australia showing that for every car-share vehicle in operation an average of 10 private vehicles are removed from city streets. Research out of the USA shows as many as 15 can be removed.

Based on the above analysis, Wellington City Council officers propose to introduce a mix of EV car-share and traditional car-share spaces by replacing existing parking bays.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Proposal For This Particular Site

This traffic resolution report seeks to convert an 6.0m long section of coupon parking bay at the corner of Lipman Street and Majoribanks St into a parking space dedicated to car-share vehicles.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 13 October 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 16 November 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

Legal Description:

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

Lipman Street	<i>Car Share, At All Times</i>	<i>East side, commencing 5 metres south of its intersection with Majoribanks Street (Grid coordinates x= 1,749,472.0104 m, y= 5,427,019.38 m), and extending in a southerly direction following the kerbline for 6 metres.</i>
----------------------	--------------------------------	--

Prepared By: Charles Kingsford (Principal Traffic Engineer T/L)

Approved By: Steve Spence (Chief Transport Advisor)

Date: 6/11/17

WCC Contact:

Tom Pettit
Senior Analyst - Strategy
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone:+64 4 803 8697
Email: tom.pettit@wcc.govt.nz

Item 3.2 Attachment 3



Lipman Street
Proposed Car Share Space
September 2017

MAP PRODUCED BY: ORIGINAL MAPS & AS
DIGITAL SERVICES
100 RIVERVIEW DRIVE
WELLINGTON, NZ
AERIALS ©
AERIALS ©
AERIALS ©

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitters: Denielle Boulieres
Address: 3B Lipman Street, Mt Victoria
Agree: No

As private residents on Lipman Street, parking is already extremely difficult and limited. There are only a handful of parking spaces available for each of the residents on this side of the street and removing 2x of these spaces for car sharing parks will only create a flow on effect of chaos in the street. These changes, if imposed, would result in some residents having no off-street parking available despite possessing resident parking permits for the left side of Lipman Street only. Losing the existing 2 parking spaces would mean having to potentially relocate as I need a vehicle for my job and would not be able to park the my car near my home. Residents of Mount Victoria already struggle to park their vehicles due to city workers and visitors to the CBD parking often without a permit in the allocated residents parking spaces or coupon parking zones. My partner and I thank you in advance for your consideration and review of this feedback and trust you will not proceed with the proposed car share spaces on Lipman Street.

Officer's Response:

The submitter correctly notes that this is a very high demand area for parking – as all of the city fringe is. The advantage of providing car sharing vehicles in such situations is that car sharing is proven to help take 10+ vehicles off the road for each car sharing vehicle put in place. By converting this space to car sharing use we will be able to facilitate mobility for residents who either have no options, or are able to exercise the option of getting rid of a car. This will help alleviate the parking problems the submitter notes, and enhance the likelihood of a positive experience with parking for all users of the space.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference Number: TR128-17

Location: Tarawera Road - Tawa

Proposal: Removal of bus stop

Information: GWRC is reviewing the Northern Suburbs School Bus Routes. The review has recommended the following changes:

- Route 645 (Johnsonville (Haumia Street) - West Park and St Brigid's Schools) to be discontinued due to extremely low patronage,
- Route 656 (St Brigid's, West Park, Onslow College and Johnsonville Schools – Churton Park) to be re-routed to not include the Raroa section of the route due to extremely low patronage on this section of the route.

As a result of the above changes, bus stops #3841 (Tarawera Road (near 22) (<https://www.metlink.org.nz/stop/3841>)) and #3835 (Haumia Street at Fraser Avenue (near 10) (<https://www.metlink.org.nz/stop/3835>)) are no longer required in the Metlink website as they serve no other bus routes.

Key dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 13 October 2017
- 3) Report sent to City Strategy Committee for approval. 16 November 2017
- 4) Feedback may result in further consultation or amendment as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Tarawera Road	<i>Bus stop</i>	<i>West side, commencing 19.5 metres south of its intersection with Pollen Street and extending in a northerly direction following the western kerb line for 12 metres</i>

Prepared By : Lubna Abdullah (Traffic Engineer)
Approved By : Steve Spence (Chief Transport Advisor)
Date: 6/11/17

No feedback was received for this traffic resolution.

WCC Contact:

Lubna Abdullah
Northern Area Traffic Engineer
Transport Group – Network Operations
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

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference Number: TR 129-17

Location: Haumia Street - Raroa

Proposal: Removal of bus stop

Information: GWRC is reviewing the Northern Suburbs School Bus Routes. The review has recommended the following changes:

- Route 645 (Johnsonville (Haumia Street) - West Park and St Brigid's Schools) to be discontinued due to extremely low patronage,
- Route 656 (St Brigid's, West Park, Onslow College and Johnsonville Schools – Churton Park) to be re-routed to not include the Raroa section of the route due to extremely low patronage on this section of the route.

As a result of the above changes, bus stops #3841 (Tarawera Road (near 22) (<https://www.metlink.org.nz/stop/3841>) and #3835 (Huamia Street at Fraser Avenue (near 10) (<https://www.metlink.org.nz/stop/3835>) are no longer required in the Metlink website as they serve no other bus routes.

Key dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 13 October 2017
- 3) Report sent to City Strategy Committee for approval. 16 November 2017
- 4) Feedback may result in further consultation or amendment as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Haumia Street	<i>Bus stop</i>	<i>South side, commencing 60.5 metres east of its intersection with Fraser Avenue and extending in an easterly direction following the southern kerb line for 12 metres.</i>

Prepared By : Lubna Abdullah (Traffic Engineer)
Approved By : Steve Spence (Chief Transport Advisor)
Date: 6/11/17

WCC Contact:

Lubna Abdullah
Northern Area Traffic Engineer
Transport Group – Network Operations
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

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 130 – 17

Location: McFarlane Street - Mt Victoria

Proposal: No stopping, at all times

Information: Officers have received a request to extend the No Stopping Parking Restrictions on the lower section of McFarlane Street opposite number 21.

This has arisen due to the requirement to provide vehicle access to a new townhouse development. This parking restriction is a condition of the Resource Consent.

The proposed 14m of No Stopping Restriction will enable vehicles to safely manoeuvre when entering/exiting the new driveway.

Net parking loss: 2 parking spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 13 October 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 16 November 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
McFarlane Street	<i>No stopping, at all times.</i>	<i>Lower part, East side, commencing 119 metres east of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 14 metres.</i>

Prepared By: Gagandeep Singh

(Area Traffic Engineer)

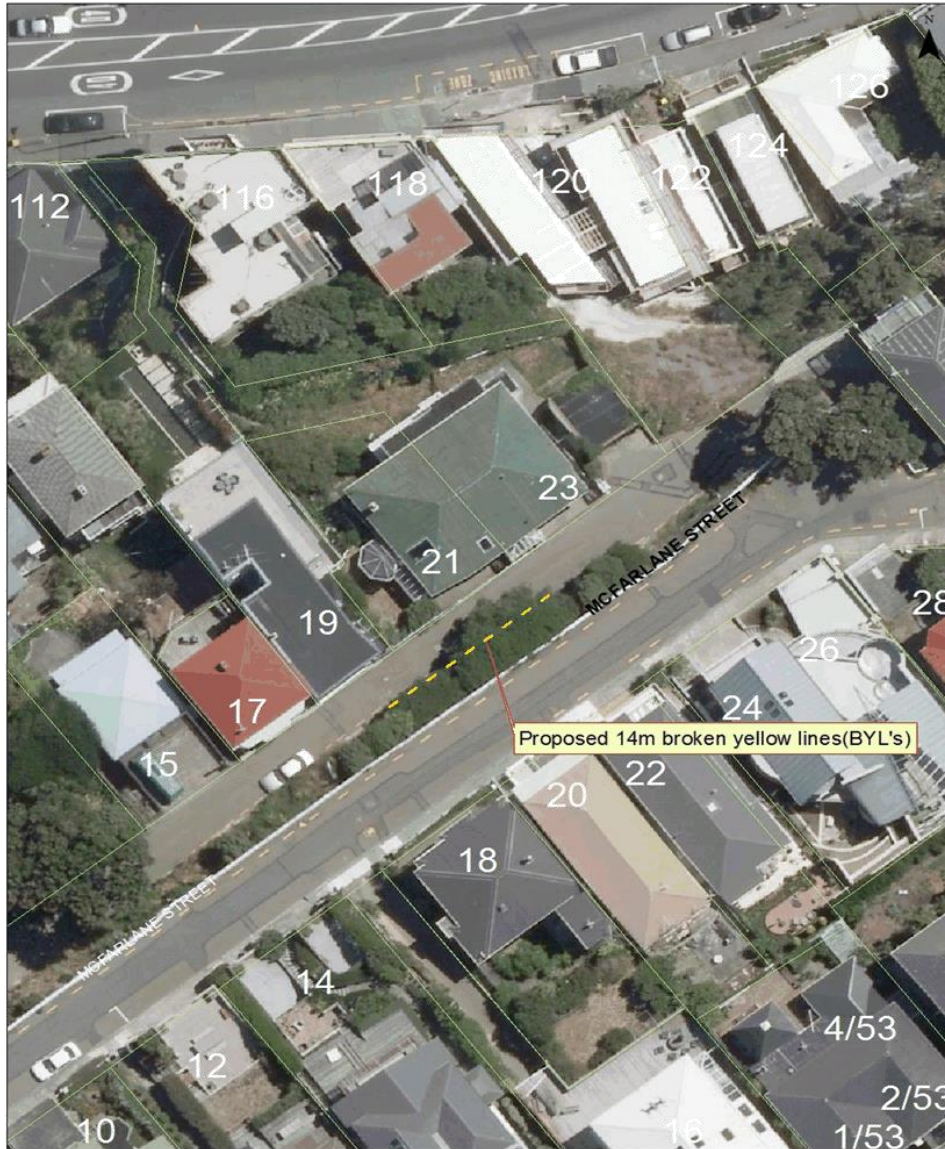
Approved By: Steve Spence

(Chief Transport Advisor)

Date: 6/11/17

WCC Contact:

Gagandeep Singh
Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8641
Fax: +64 4 801 3009
Email: gagan.singh@wcc.govt.nz



McFarlane Street, Mt Victoria, TR-130-17
No Stopping At All Times(opposite #19 - #21)

MAP PRODUCED BY:
Wellington City Council
151 MANUREWA STREET
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
AUTHOR: smp102
DATE: 16/11/2017
REFERENCE:

Scale 1:300
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

FEEDBACK RECEIVED:

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitters: Juliana Radaich
Address: 81 Roxburgh Street, Wellington
Agree: No

I live at 81 Roxburgh St just around the corner of McFarlane St and have a Residents Parking coupon. Unfortunately I rarely get parking near my house as it is a coupon parking zone which is filled up with commuters during the week and then from Friday evening until Monday morning cars are parked there and don't move for the whole weekend as it is free parking then. This means I have to try and get a park in McFarlane Street and the first 5 parks there are Residents only (which if I am lucky I can get into) and from then on, open parking and so people who don't live in McFarlane St get free parking all the time so they don't move. Please don't take away the spaces outside 21 McFarlane St else I don't know where I will get a park for my car. The residents outside 21 have plenty of room to get out of their garage and I think a request to take away anymore parking spaces is most unreasonable. Perhaps you might think of making all of lower McFarlane St residents parking and then I have a good chance of being able to park near my residence.

Officer's response:

The proposal is to implement a no parking restriction to ensure clear access/egress manoeuvre to the new townhouses. This is a condition of the resource consent approval. McFarlane Street falls under the coupon parking zone and you are able to park in coupon parking as long as parking is available. The parking space opposite no.17 will be signed as Coupon parking. Those holding a residents parking permit can park in this space and are exempt of the parking fee.

We will look at the Coupon Parking and the Residents Parking in this street and the adjacent area to see if we have the appropriate mix of parking restrictions.

Submitters: Helen Hibma
Address: Not given
Agree: No

In response to the request re; the loss of two parks this is of some concerns it appears lately there is difficulty finding an short term park people visiting lower McFarlane street are now trying to find parking in upper Farlane --which is becoming more difficult property owners are unable to find an park near there own property as we now have tenanted properties with more than three cars occupying the street in front of ratepayers owners for up to an week at times

It appears the owners of 21 Mc Farlane have a lot of space in front of their property in order to drive in and out as there is no parking at the end of the street.

Officer's response:

The proposal is to implement a no parking restrictions to ensure clear access/egress to the new townhouses, having cars parked opposite #21 &23 will cause difficulty in manoeuvring to and from the garages. This is a condition of the resource consent approval. Furthermore McFarlane Street falls under the coupon parking zone and you are able to park in coupon parking as long as parking

FEEDBACK RECEIVED:

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

is available. The parking space opposite no.17 will be signed as Coupon parking. Those holding a residents parking permit can park in this space and are exempt of the parking fee.

We will look at the Coupon Parking and the Residents Parking in this street and the adjacent area to see if we have the appropriate mix of parking restrictions.

Submitters: Alison Franks
Address: Not given
Agree: No

I do not think it is necessary to further extend the no parking zone in Macfarlane Street and object to it being done. It is a narrow street and parking has always been limited and residents and visitors have always managed with goodwill and mostly courtesy to move in and out as necessary. That is what inner city living involves. Restricting parking unnecessarily just means other parts of the street will be adversely affected, including the top part. Some residents do not have any off street parking available, why would their daily lives be disadvantaged to assist others. Residents of the street managed throughout the lengthy construction of the townhouses, which involved many extra vehicles and disruption for the whole street. Parking was not restricted through that period.

The new town houses allowance to build right to the street edge of their property, despite objections from residents, thereby severely limiting the long-established turning space at the end of the street, is much more of an irritation for all vehicles, taxis, couriers, visitors and residents. There are no safety issues involved here, and no risk abatement offered by any such change as proposed.

If it were a condition of a resource consent as seems to be indicated on your information sheet, then how does this apply retrospectively? There has not been any prior information about this. I have lived in Macfarlane Street for a long time and the average size of the cars in the street is probably reducing, rather than expanding, and there is unlikely to be any growing problem.

Officer's response:

The proposal is to implement a no parking restrictions to ensure clear access/egress to the new townhouses, having cars parked opposite #21 & 23 will cause difficulty in manoeuvring to and from the garages. This is a condition of the resource consent approval. Furthermore McFarlane Street falls under the coupon parking zone and you are able to park in coupon parking as long as parking is available. The parking space opposite no.17 will be signed as Coupon parking. Those holding a residents parking permit can park in this space and are exempt of the parking fee.

We will look at the Coupon Parking and the Residents Parking in this street and the adjacent area to see if we have the appropriate mix of parking restrictions.

Submitters: Christine & Malcolm Small
Address: 19 McFarlane Street, Mt Victoria
Agree: Yes with condition

1. We have no objection to installing the yellow no stopping lines opposite 21 McFarlane St.
2. We would suggest that the no stopping line also be extended to the area opposite number 17 and link up with that opposite number 15. As is clear from your own photograph supplied with the notice, any vehicle parked outside 17 McFarlane St can restrict access to the northern end

FEEDBACK RECEIVED:

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

of the street. Certainly there is insufficient space for emergency vehicles to access these dwellings.

3. We would like to see some form of "Resident only" parking imposed in lower McFarlane St. North of number 7 there are no parking restrictions and this section of the street is used by

4. non residents who take advantage of free day time parking – perhaps making it the only street in Mt Victoria where such free parking is available.

We would be happy to meet with council officers to discuss these matters should you so wish.

Officer's response:

The current proposal is to implement parking restrictions to ensure clear access/egress to the new townhouses. The matter you have raised is not directly related to the current proposal. A traffic engineer will however investigate the concern you have raised.

We will look at the Coupon Parking and the Residents Parking in this street and the adjacent area to see if we have the appropriate mix of parking restrictions.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR133 – 17
- Location:** Harbour View Road - Northland
- Proposal:** No stopping, at all times
- Information:** Ongoing requests have been received from concerned residents living in the upper part of Harbour View Road to install “No stopping” restrictions on the narrow section of the street to the south of Northland School. This street is relatively narrow but on the whole, drivers are aware of this and park accordingly. However, parents/caregivers picking up their children in the afternoon where there are high demands for on-street parking, frequently park their vehicles alongside the bank on the western side of the road on the narrow curved section of Harbour View Road. Parking on both sides of the street on this narrow curved section blocks access for moving traffic. This compromises safety and convenience for those who are endeavouring to enter or leave this section of Harbour View Road. Therefore, Officers propose a section of “No stopping” restriction to avoid future obstructions, unsafe situations, and concerns over emergency vehicle access.

Net parking loss: None as parked vehicles are blocking the road.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 13 October 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 16 November 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Harbour View Road	<i>No stopping, at all times.</i>	<i>West side, commencing 134.5 metres from its intersection with Northland Road (Grid coordinates x= 1,747,362.5113 m, y= 5,428,685.4693 m), and extending in a southerly direction following the western kerbline for 55 metres.</i>

Prepared By: Lubna Abdullah

(Northern Area Traffic Engineer)

Approved By: Steve Spence

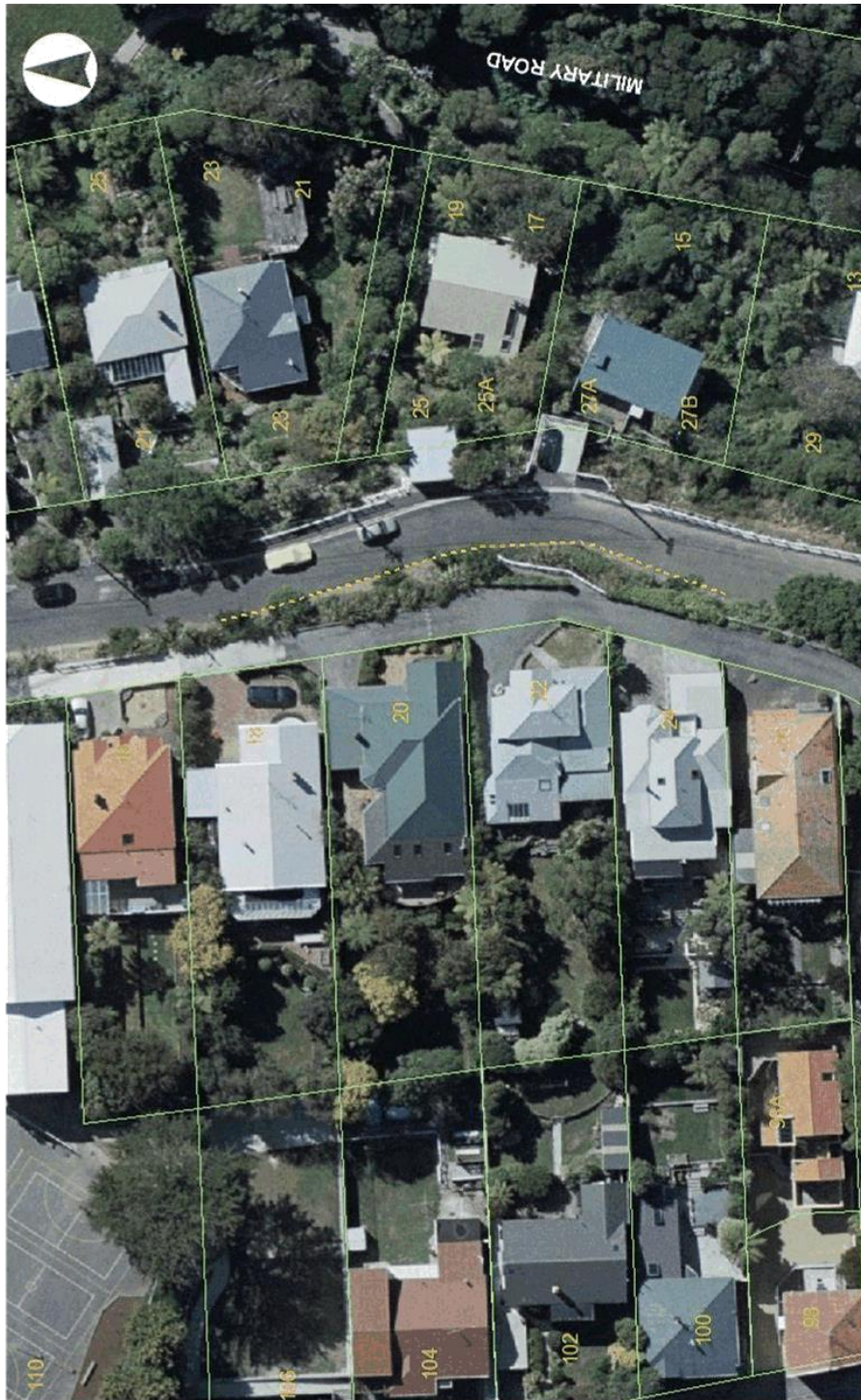
(Chief Transport Advisor)

Date: 6/11/17

WCC Contact:

Lubna Abdullah
Northern Area Traffic Engineer
Transport Group – Network Operations
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





Harbour View Rd - Northland - TR(133 - 17)
Proposed NSAAT On Curved Narrow Section

MAP PRODUCED BY:
101 WALKER STREET
WELLINGTON, NZ

1:500
0 10 20 30 40
METRES
ABSOLUTELY
POSITIVELY
WELLINGTON
CITY COUNCIL
ABSOLUTELY
POSITIVELY
WELLINGTON
CITY COUNCIL

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Graeme Basire
Address: 34 Harbour View Road, Northland
Agree: No

I am happy that the parking situation on Harbour View Road is being reviewed, however, I believe the wrong part of Harbour View Road is being targeted. I have lived on this road for 16 months and in that time I have not witnessed problems with cars parking where the maps have indicated the proposed no parking zone. The problem zone is closer to the school, extending from close to the entrance to the school (opposite 11 Harbour View Road) right down to opposite 23 Harbour View Road. On several occasions I have witnessed cars parked opposite 13 and 15 almost completely blocking access for cars and definitely blocking access for larger vehicles like rubbish, recycling and delivery trucks.

Officer's response:

Please note that Officers cannot extend the proposed no stopping restrictions in this traffic resolution. We intend to put in the proposal consulted upon, as it is narrow section not suitable for parking on both sides of the road and some residents have experienced complete blockage during school pick-up time. We will also monitor the section that extends close to the school entrance right down to opposite 23 Harbour View Road.

Submitter: Mark Trainor
Address: 3 Harbour View Road, Northland
Agree: No

I do not have a vested interest. Objectively, I think the proposed change is unnecessary and unfair. It would decrease short-term parking for parents collecting their children. They will then need to find alternative places to park - probably even further from the school. For most parents this is a stressful operation: they need to collect the children safely and quickly, in a short time period (parents often have other commitments) and finding a park for the car can be difficult and frustrating. Decreasing the parks will exacerbate this. The situation is not ideal, but we should leave it alone. The case for change is not compelling and the downside is obvious.

Officer's response:

The proposal is away from the school. This section is narrow, not suitable for parking on both sides of the road, and some residents have experienced complete blockage during school pick-up time. The parents still have parking spaces close to the school.

Submitter: Sara Clarke on behalf of Creswick Valley Residents Association
Address: 2 Putnam Street, Northland
Agree: Yes

We are fully in support of the changes and have no further comment to make.

Submitter: Paula Warren on behalf of Living Streets
Address: Not given
Agree: Not stated

This proposal relates to school-time use of this dead end road – presumably short term parking by parents. No information is provided on the effect of these changes on school children walking along this road.

Officer's response:

This section is narrow, not suitable for parking on both sides of the road, and some residents have experienced complete blockage during school pick-up time. There is a footpath on one side of the road the school children and other pedestrians can use safely.

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

PROPOSED TRAFFIC RESOLUTION

- Reference:** TR134 – 17
- Location:** Onslow Road - Khandallah
- Proposal:** No stopping, at all times
- Information:** There have been a number of recent incidents from the residents where cars parking along the kerbside at this location have resulted in damage to vehicles and minor injury. There is a crest in the road and vehicles travelling uphill can misjudge their speed. The setting sun in the west can affect drivers forward vision in this location.
- Officers appreciate there is a demand for parking in the area, including the Pakistan High Commission on the opposite side of Onslow Road. However, officers consider the current on street parking is no longer safe and propose to install a section of 'No Stopping' restriction to improve road safety on this section of Onslow Road.
- Net parking loss: 2-3 spaces
- Post consultation:** It has been assessed by onsite inspection that there are available parking spaces in the close proximity that provide parking in locations that are safer for the travelling public.
- Officers are recommending reducing the early advertised parking restriction by 6.0 metres to facilitate parking for one vehicle. Onslow Road is a Principal Road and carries approximately 6000 vehicles per day and is principally used for the movement of vehicles. Roadside parking is allowed in places that are deemed safe.
- Key Dates:**
- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
 - 2) Feedback period closes. 13 October 2017
 - 3) If no objections received report sent to City Strategy Committee for approval. 16 November 2017
 - 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Onslow Road	<i>No stopping, at all times.</i>	<i>West side, commencing 49.5 metres south its intersection with Cashmere Avenue (Grid coordinates $x= 1,750,882.9849$ m, $y= 5,432,083.298$ m), and extending in a southerly direction following the western kerbline for 76.5 metres.</i>

Prepared By: Lubna Abdullah

(Northern Area Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 6/11/17

WCC Contact:

Lubna Abdullah
Northern Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8294

Email: lubna.abdullah@wcc.govt.nz

Item 3.2 Attachment 8



CONSULTATION PLAN



Onslow Rd - Khandallah - TR (134 - 17)
Proposed NSAAT Outside 167 - 171

AMENDED PLAN



Onslow Rd - Khandallah - TR (134 - 17) - Amendment
Proposed NSAAT Outside 167 - 171

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Sunil Vadnerkar
Address: Flat 2, 161 Onslow Road, Khandallah
Agree: No

There are a number of properties from about #153 to #167 Onslow Road on the hill slopes with very few private car parks as it is. The stretch of the proposed no stopping zone is fairly wide, and straight, and no different to other main roads on hills in Wellington where cars are perfectly acceptably allowed to park on one side of the roads, with traffic practically reducing to one lane. The photo of an incident at #173 seems to be an unlikely supporting evidence for the proposed change (and more likely to be a case of human error in general). The proposed change would make nearest parking for some residents and visitors in excess of 100 metres away most of the times. Therefore I strongly oppose the loss of even 2-3 car parks in a place where there is a lack of car parks for residents and their visitors.

Officer's response:

Officers appreciate there is a high demand for parking in the area, therefore, we have amended the proposal and kept one car space as per the amended plan.

Submitter: Paula Warren on behalf of Living Streets
Address: Not given
Agree: Not stated

We could not work out how the image of a damaged building at number 173 and car relate to this TR or what the minor injury issue is. We would like the council to consider what impact this will have on illegal footpath parking which is likely to also be an issue in this area, and how that will be addressed through enforcement or other means.

Officer's response:

Officers appreciate there is a demand for parking in the area, therefore, we have amended the proposal and kept one car space as per the amended plan.

If parking on the footpath becomes a concern, Parking Services are able to enforce.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 135 – 17
- Location:** Salamanca Road - Kelburn
- Proposal:** P5, Mon-Sun, 8am – 6pm
- Information:** Officers have received a request from a dairy shop owner to install P5 parking to assist his business on Salamanca Road.

The shop is located close to The Terrace intersection. Being on a major intersection close to the CBD, there are extensive no-stopping lines near the shop and there is also a bus stop directly in front of the shop. There is a small parking space in front of #3 Mount Street without restriction and people park their vehicles for several weeks and even sometimes for months without moving. Officers, therefore, propose to convert this space into a P5 to provide for the needs of the dairy customers.

Note: The dairy owner has obtained support for the proposal from a number of the local properties.

Officers consider and recommend that a P5 restriction from 8am-6pm, Mon-Sun is preferred in this location to balance and address the needs of the dairy owner and the high parking demand by residents/tenants in the area.

Net parking loss: None

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 13 October 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 16 November 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Salamanca Road	<i>P5, Mon-Sun, 8am – 6pm</i>	<i>South side, commencing 48.5 metres west of its intersection with The Terrace (Grid coordinates x= 1,748,370.7498m, y= 5,427,667.3166 m), and extending in a westerly direction following the southern kerb line for 8 metres.</i>

Prepared By: Lubna Abdullah (Northern Area Traffic Engineer)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 6/11/17

No feedback was received for this traffic resolution.

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
Email: lubna.abdullah@wcc.govt.nz





Salamanca Rd - Kelburn - TR (135 -17) Amendment
Proposed P5 Mon-Sun 8am-6pm

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

ORIGINAL MAP SIZE: A3
DATE: 31/11/2017
AUTHOR: 3006121
REFERENCE:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Reference: TR 136 – 17

Location: Garden Road - Northland

Proposal: No stopping, at all times

Information: Garden Road is a hilly, steep, winding and narrow road. It is classified as a collector road linking Glenmore Street (access to the CBD) with Northland. It avoids the congested intersection of Lower Northland Rd/Upland Rd/ Glenmore St intersection. It has difficulty serving the dual purpose of a collector road and the provision of on-street parking. There is a high demand for on-street parking by the residents due to the little opportunity for off-street parking. Traffic volumes and parking demand have increased over the years. Lengths of 'no stopping', residents parking and 'coupon parking' restrictions have been implemented over the years to address safety and other concerns. Continuing public concerns have led to a further review and has resulted in this proposal. Our proposal addresses 3 areas of concern as illustrated on the map below :



Areas Of Concern On Garden Rd

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

0 20 40 60
 1:1,125 METRES

ORIGINAL MAP SIZE: A3
 DATE: 31/08/2017
 AUTHOR: 800121
 REFERENCE:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

The table below shows the Number of vehicles parked on a weekday in Areas 1, 2, 3

Area	7am			8am			9am			10am			3.30pm			4.30pm			5.30pm			6.30pm			1am			
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	
Resident	-	3	-	-	3	-	-	3	-	-	3	-	-	3	-	-	3	-	-	3	-	-	3	-	-	3	-	
Non-resident	3	-	-	3	-	-	3	-	-	3	-	-	3	-	-	3	-	-	3	-	-	2	-	-	-	-	-	
Total	3	3	-	3	3	-	3	3	-	3	3	-	3	3	-	3	3	-	3	3	-	2	3	-	-	-	3	-

Area 1

The parked vehicles are commuters who park all day and walk through Lower Orangi Kaupapa to access Glenmore Street and presumably walk or bus to the CBD. They park in a way that compromises safety and forward visibility on this corner. Also there are numerous occasions when two or more vehicles are required to reverse back. This situation is particularly significant during the evening peak.

Area 2

There is a very high demand by residents for parking in the vicinity of Area 2. Residents park their vehicles where they can on either side of the road and most vehicles park all day and switch from side to side at times in order to find space. Parking close to the bend compromises safety. There is likely to be a lack of available space when NSAAT restriction is introduced. Therefore, it has been decided to leave 2 parking spaces on the straight section of this area where the sightline is adequate to assist the residents. Any overflow could be accommodated in the vicinity of Area 3.

Area 3

There is less demand by the residents for parking space in the vicinity of Area 3 and there would be spaces available nearby for any vehicles unable to find space in Area 2 following NSAAT being installed. Again the NSAAT should be implemented in consideration of the safety and traffic flow issues.

POST CONSULTATION

Additional parking, traffic, road safety assessments were subsequently undertaken after the end of the consultation period in mid - October to more fully assess the parking demand by residents and non-residents on Garden Road. These assessments were based on earlier comprehensive surveys undertaken throughout the day starting at 7am through to 1am the next day.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Based on the submissions received, the no stopping proposals have been amended and reduced in part to address and at best accommodate the residential parking demands stated in the feedback, whilst still maintaining a carefully balanced approach to road safety and traffic management on Garden Road.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 12 October 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 16 November 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Garden Road	No stopping, at all times	East side, commencing 98 metres south a point opposite of its intersection with Orangi Kaupapa Road (Grid coordinates x= 1,747,522.7 m y= 5,428,414.7 m), and extending in a southerly direction following the eastern kerbline for 25 metres.
Garden Road	No stopping, at all times	East side, commencing 618.5 metres south of its intersection with Glenmore Street and extending in a southerly direction following the southern kerbline for 69 metres.

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

Column One	Column Two	Column Three
Garden Road	No stopping, at all Times	South side, commencing 370 metres north of its intersection with Glenmore Street (Grid coordinates x= 1,747,670.9313 m y= 5,428,402.904 m), and extending in a westerly direction following the southern kerbline for 99 metres.
Garden Road	No stopping, at all times	East side, commencing 491 metres north of its intersection with Glenmore Street (Grid coordinates x= 1,747,670.9313 m y= 5,428,402.904 m), and extending in a southerly direction following the eastern kerbline for 51.5 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Garden Road

*No stopping, at all
times*

*South side, commencing 552.5
metres north of its intersection
with Glenmore Street
(Grid coordinates
x= 1,747,670.9313 m
y= 5,428,402.904 m), and
extending in a westerly
direction following the southern
kerbline for 133 metres.*

Prepared By: Lubna Abdullah

(Northern Area Traffic Engineer)

Approved By: Steve Spence

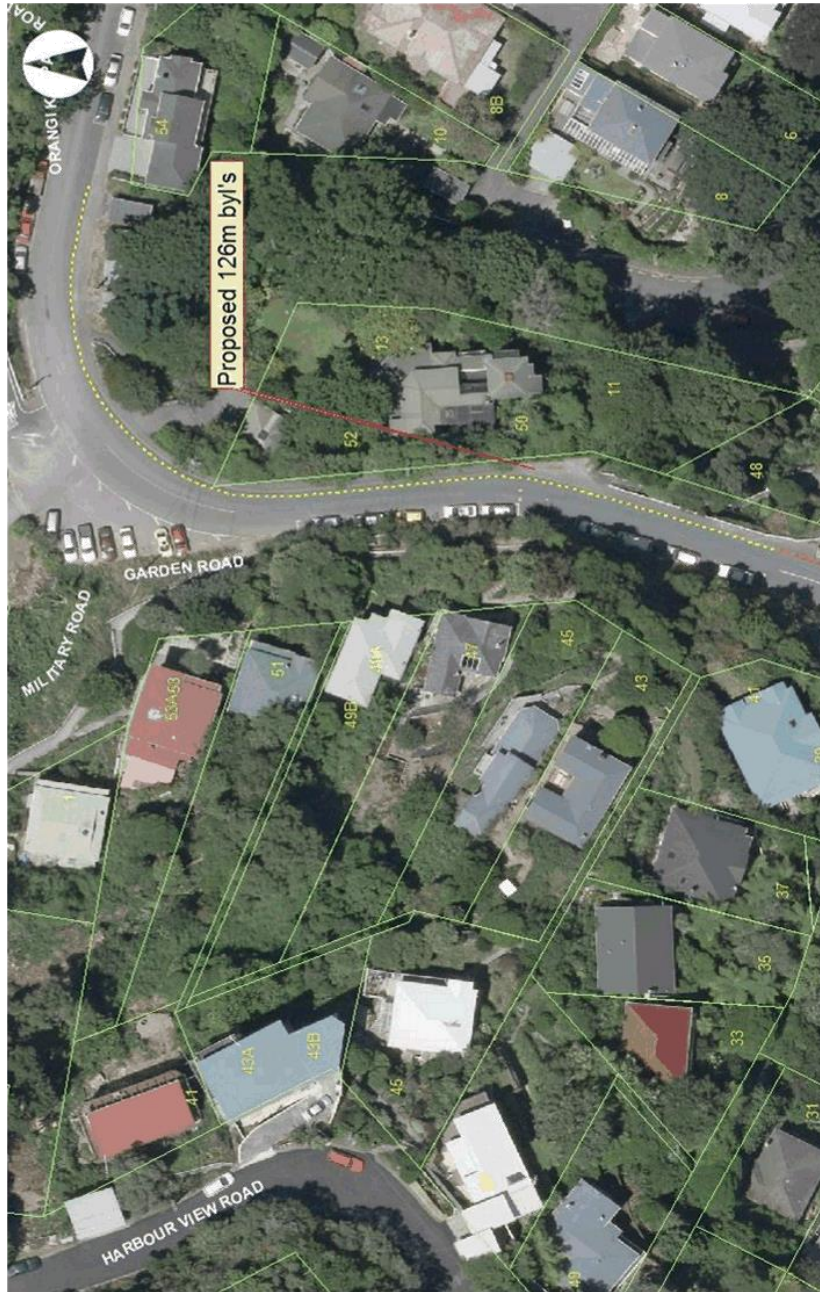
(Chief Transport Advisor)

Date: 6/11/17

WCC Contact:

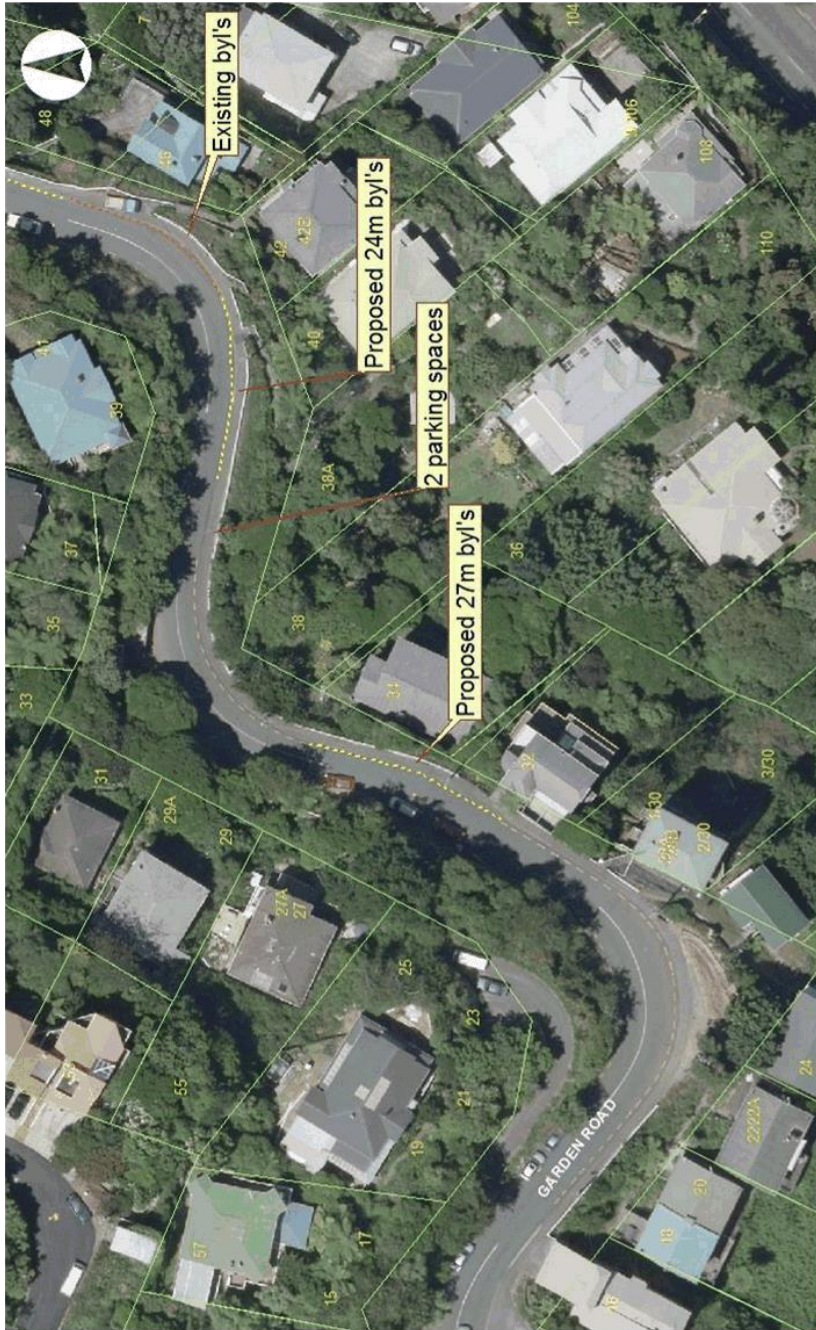
Lubna Abdullah
Northern Area Traffic Engineer
Transport Group – Network
Operations
Wellington City Council 101 Wakefield
Street / PO Box 2199, Wellington
Phone: +64 4 803 8294
Email: lubna.abdullah@wcc.govt.nz

CONSULTATION PLAN



Garden Rd - Northland - TR (136 - 17)
Proposed NSAAT On 3 Sections

CONSULTATION PLAN



Garden Rd - Northland - TR (136 - 17)
Proposed NSAAT On 3 Sections

AMENDED PLAN



Garden Rd - Northland - TR (136 - 17) Amendment
Proposed NSAAT On 3 Sections

MAP PRODUCED BY:
101 HARBOUR STREET
WELLINGTON, NZ

ABSOLUTELY
POSITIVELY
Wellington
CITY COUNCIL

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Emma Gabor
Address: 63 Garden Road, Northland
Agree: Yes

My husband and I and our children reside at 63 Garden Road, Northland. We have owned that house for the last six years. We are totally supportive of the proposed changes.

Traffic and parking

In the last six years, traffic has increased significantly on Garden Road and off street parking has become difficult. Our house has a garage and a carpark which I use, but my husband's work vehicle is too low for the steep driveway and he relies on off street parking. Sometimes he comes home at 5.00pm and he cannot find parking. However, if he comes later, he finds parking. That is because a significant number of people that park on the street are commuters that use the street as a place to park and walk to work. The street is the first street off CBD with free parking and therefore it is attractive to commuters. Of course, this is a public street and we take no issue with others parking there but what we are saying is that the findings of your report are correct in that the street attracts a number of additional people who are looking for a carpark.

The proposed areas of concern

Area 1 is the main area of concern for us, especially the parking opposite Military Road intersection. That is a blind corner and it is irresponsible for people to park there. It forces the drivers going uphill to go on the opposite lane to get around them without seeing what is ahead. The same applies for the people travelling down the road, they cannot see if someone is trying to bypass the parking cars. I had three nearly head-on collisions in that spot in the last six months, and in two occasions I had young children in the car. It is totally unsafe. I also wanted to say that this situation has only been occurring for the last year – it wasn't like that when we bought the house. I believe in the last year, there have been some parking spaces reductions and now people are parking in blind corners because of the limited parking spaces.

In addition, the wide parking lot in the Military Road intersection is used by residents downstream (including us) to turn their cars around in order to park in their garages or on the resident parking area in front of 65 -67 Garden Road. When these residents (and us) come up Garden Road from the city, there is no other way to turn your car around so we all use the wide area in the Military Road intersection as a turning point. Parking opposite that intersection (which takes the whole lane) means you need to go over the incoming lane and wait there to turn. Sometimes there are cars coming down Orangi Kaupapa into the intersection and they have priority so you need to wait for them to clear the intersection before you turn. Waiting to turn your car while being on the incoming lane in a blind corner creates a dangerous situation.

Area 2 is another area of concern. Again, the area is between two blind corners so you have to take your life in your hands and try to bypass the parking cars without seeing what comes down the road.

We are so happy that the Council is taking steps to make the street safer for us. This is really important to us.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Submitter: Bryan Pope
Address: 3 Arapiko Street, Johnsonville
Agree: Yes

Garden Rd has always been bad but the parking on the corner where Orangikaupapa Rd intereseects Garden Rd is a nightmare. We have had several near misses there. Parking restrictions are the way to go.

Submitter: Mark Trainor
Address: 3 Harbour View Road, Northland
Agree: No

The 'solutions' proposed will mainly just complicate the situation. And removing 20 parks is NOT helpful in a cramped city like Wellington. I support the Creswick Village Assoc's proposal for a more fundamental solution for Garden Road. It is dangerous at present: I have had at least two accidents requiring insurance claims in the last couple of years, and others also report accidents. The cause is a mix of cars coming down too fast, lack of visibility for those coming up, lack of easy driving due to parked cars etc. The best solution I proposed would be to make Garden Rd one-way down, with parking permitted on only one side of the road; and Northland Rd one way up (between the Rigi and the exit of the Northland Tunnel), also with parking permitted on only one side of the road. That would reduce risk, create better traffic flow and still allow parking.

Submitter: David Harkness
Address: Not given
Agree: Yes

Great - make it easier to bike up this hill too (until you open up Tinakori Hill, and allow us to bike up off the road)

Submitter: Arran Stagpoole
Address: 39 Albemarle Road, Northland
Agree: Yes

These changes are reasonable to make the road safer, especially the corner between areas 2 and 1. By adding these no stopping zones, I think the current problem, of cars that park in positions that dangerously narrow the road, should cease.

Submitter: Kirsty Flannagan
Address: 7 Rodney Street, Northland
Agree: Yes

I use Garden Rd daily and fully support the proposed change.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Submitter: James Macnee
Address: 40 Garden Road, Northland
Agree: No

There are not enough spaces to park on Garden road. If the council agrees to further restrict (it was restricted last year) the ability to park on the road, without addressing the underlining cause of this road being used as a thoroughfare, then I would be very disappointed. Those who use the road need to understand that the owners need to have a place to park their vehicles. Last year the safety was assessed and addressed.

Submitter: Gordon Marsters
Address: 27/27a Garden Road, Northland
Agree: No to Area 3

I am writing to you to voice my concerns about the proposed no stopping, area 3 along Garden Road.

I'm the homeowner of 27/27a Garden Road and it is vital to my livelihood as a tradie to be able to park in area 3 (close to my home). I often have to carry heavy tools up to my house for security and renovation/maintenance reasons. Therefore I'm really concerned about having to find parking in areas that are further from the property.

Also our neighbours and homeowners at number 31 Garden Road have been away for some time and they have two cars that are usually parked in area 3.

For the above reasons I strongly object to the no stopping proposal of area 3, Garden Road.

Submitter: Christopher and Maria Clayton
Address: 12 Garden Road, Northland
Agree: Yes

The proposed changes are very welcome. The road is becoming increasingly dangerous. I acknowledge that renters may possibly complain about the removal of a few parking spaces in Area 2. Personally, I would prefer that even the two parking spaces you propose be left be removed. A percentage of ignoramus uphill drivers consistently cut the corner opposite Numbers 40 and 42, and some are even more ignorant and cut the corner at reasonably high speed. Still, if there are still going to be two parking spaces left, could the Council please specify that these parking spaces be for 'Small Cars Only'. In the past, a large commercial van (one of the bigger Ford Transits) and other large vehicles have greatly reduced the usable lane width here.

Submitter: Jenny Meredith
Address: 77 Harbour View Road, Wellington
Agree: Yes

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

I fully support the proposed byl's in Area 2. I travel down this road every day usually on a bike and Area 2 is the most difficult to manage due to the lack of vision around the corner and traffic often having to be on the wrong side of the road to manoeuvre around parked vehicles.

Submitter: Rosalie Mather
Address: 33 Garden Road, Northland,
Agree: Yes

I am pleased that some parts of Garden Road are going to be made no stopping, at all times. I have lived in Garden Road for many years and recently cars have been parked in dangerous positions. My concerns is that, by getting rid of these parks, there will be less parking for residents, especially around the area where I live. I work shift work and often have difficulty finding a park. Is there any chance of getting some resident parking in this area?

Submitter: Jackie & Frank Romanovsky
Address: 31 Garden Road, Northland
Agree: No

We are residents of 31 Garden Road (midway between Areas 2 & 3 on your map). We wish to express our grave concern at your proposed No Stopping restrictions in this area, where parking has always been problematic.

In our 46 years of living here, there has always been a shortage of parking spaces for residents and tenants, causing people to repeatedly park over and obstruct our garage. You will find records of the numerous times we have had to contact the Council to request your tow away services to remove offending cars.

Therefore it is with alarm that we read that you propose further reducing the already insufficient parking space.

We trust the Transport & Urban Development Committee will address these concerns, and modify their plans.

Submitter: Matthew Archer
Address: 54 Garden Road, Northland
Agree: No

All good. However, it would be good if you could extend the no stopping area opposite the entrance to 57 Garden Road (on the other side of the road) by at least one further car's length on that corner. The pull-over area on that corner is too narrow, and cars coming up Garden Road are unsighted as they reach it in regard to traffic coming down the hill towards them. In commuter hours there is a constant flow of downhill cars that need to back up 20 metres or more because the oncoming car from downhill has not sighted them until it's too late for them to pull over.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Submitter: Sara Clarke on behalf of Creswick Valley Residents Association
Address: 2 Putnam Street, Northland, Wellington
Agree: Yes

This submission is on behalf of our members. As one member said 'We fully support WCC's proposal We have witnessed and personally experienced so many near misses on the narrow and windy Garden road with cars parked on both sides of the street. The current arrangement poses a significant hazard for traffic and even pedestrians'. Regarding the specific changes proposed: 1. For Area 1 (54-48 Garden Road) - we fully support the addition of NSAAT lines as proposed. This is the area where commuters are currently parking around the corner. For the record - your summary document states that the addition of these lines will reduce parking spaces by 20. This implies that 20 cars park in this area. This is wrong - if 20 cars parked there the road would be completely blocked. In fact 3-5 cars park there regularly - as you state elsewhere in the document. 2. For Area 2 (42-38 Garden Road) - we support the addition of NSAAT lines but request that they be extended further uphill to join up with the existing lines in front of 38 Garden Road. This is what we originally requested in our submission in August 2016 and it has been identified as a flaw in the current proposal by a number of our members. The reason for this is that the road at this location (about 38 Garden Road) is narrow, and cars can only park on one side of the road. If you leave a gap in the dotted lines, where cars are theoretically able to park either side of the road - it creates a pinch point. Given that there is room for only one car to park either side, the traffic flow and safety will be much better if drivers are constrained to park on one side only, with no net loss of parking spaces (over those lost as a result of the proposal). 3. For Area 3 (34-32 Garden Road) - we fully support the addition of NSAAT lines as proposed. This area too is narrow, and practically, cars can park on only one side of the road. Installing the new lines is consistent with long-standing practice, that cars park only the uphill (inside) side of the road. Additional comments: We also request that the parking restrictions at the top of Garden Road (at the Northland Road intersection) be reviewed. In particular, we recommend that the NSAAT outside 2 Garden Road be extended further downhill. The off-road area on the opposite side of the road - tucked in under the walking path up to Northland Road, could easily be tidied up by pruning the vegetation, and provision made for around three cars to park there.

Submitter: Ian Armstrong
Address: 38 Garden Road, Northland
Agree: No to Area 2

The proposal correctly identifies 2 problems: 1. There are insufficient off-street parking spaces for residents. 2. Some cars are parking on corners which compromises visibility, forces traffic onto the other side of the road, and increases risk of vehicle collisions. The root cause of both of these problems is an increase in resident and non-resident demand for off-street parking spaces. The solution proposed by the council - to increase the extent of no stopping at all times zones - is likely to improve safety and reduce risk of vehicle collisions. However the solution does not address the problem of insufficient off-street parking spaces.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

In fact, by removing off-street parking spaces it makes the situation worse. A better solution would be to install no stopping zones as per the proposal BUT ALSO to convert existing parking zones into resident parking zones. This will have the effect of both reducing demand for off-street parking spaces by non-residents, and will also improve safety. I therefore support this proposal ONLY IF resident parking is also introduced. Another solution worthy of consideration is to make Garden Road 1 way (e.g. downhill) only. This would significantly reduce the risk of vehicle collision and may also reduce parking demand from non-residents. The table showing vehicles parked in a weekday in areas 1, 2 and 3 underestimates the number of vehicles parked in Area 2. Most days there are 4 or 5 vehicles parked in Area 2. If the council proceeds with this proposal I would suggest NOT retaining 2 parking spaces on the straight section of Area 2 as this would leave insufficient room to park on the opposite side of the road, which has capacity for 3 cars.

Submitter: Michael Gibson
Address: Not known
Agree: No to Area 2

I object to the proposal that there should still be two parking spaces on the stretch outside #40 & #42. The Council's decision to ignore objections last time to having such dangerous parking spaces was misguided and unjustified.

Submitter: Graeme Speden
Address: 35 Kaihuia Street, Northland
Agree: Yes

I strongly support the proposed changes. Parking in areas 1, 2 and 3 has made it impossible to drive safely around blind corners. This has become markedly worse in the past year or so.

Submitter: Kevin Smit
Address: 95 Creswick Terrace, Northland
Agree: Yes

Earlier this year I raised with WCC an issue about cars parked 'inappropriately' on Garden Road. While cars were legally parked, the areas of Garden Rd that they were parking in was impeding the traffic flow. In some instances, this was causing cars driving up/down Garden Rd to move partially/fully onto the opposite side of the road on blind corners (into the path of oncoming traffic) in order to manoeuvre around the parked vehicles. This was creating a clear accident risk. As a general principle, safe and continuous traffic flow (on what is the main access road between the city and the suburbs of Northland for most Northland residents) should override parking considerations (even for local residents). The parking behaviour was also restricting traffic flow for larger vehicles (such as rubbish trucks and emergency vehicles). The parking issues on Garden Rd have become progressively worse over the last 12-18 months (as a resident of Northland for over 25 years I have a good appreciation of Garden Rd parking habits over a long period of time).
Comments on Each Proposed Solution by Area

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Area 1

I agree with the 126m yellow lines proposed for this area. As well as removing the safety and forward visibility issue for traffic driving up Garden Rd, this also removes an impediment for vehicles turning out of Orangi Kaupapa to travel down Garden Rd. I would point out the loss of 20 parking spaces in this area is misleading. In reality, most of this 'available' parking space is never utilised because to do so would see cars parked on both sides of the road, and this would effectively block the road.

Area 2

The proposal here is to put in place 24m of yellow lines, but to leave 2 parking spaces. I partially agree with this. The problem with this solution is the retention of 2 parking spaces. At this point of the narrowest sections of Garden Rd (barely 6m wide). If cars park on both sides (directly opposite each other), this will cause a major bottleneck and could effectively block the road. These 2 parking spaces should **NOT** be retained. There is parking for 3/4 vehicles on the opposite side of the road and/or slightly further down or up Garden Rd for residents.

Area 3

I agree with the proposed 27m of yellow lines here. This will effectively bridge existing yellow lines and stop cars from parking on both sides of the road.

General Considerations

I have a concern that these traffic solutions for Garden Rd are being considered in isolation (they address issues on parts of Garden Rd), rather than being considered at a more strategic level in terms of overall impact on parking and traffic flow for the whole of Garden Rd. These issues have arisen in part because commuters have stopped parking on lower parts of Garden Rd where this is coupon parking, and have moved up Garden Rd to areas where there is free parking. By removing this free parking in a certain area of Garden Rd (as proposed), commuters may simply move further up the road and the issue is transferred. This does not constitute good traffic planning.

As a general principle, there should be no part of Garden Rd that does not have yellow lines on at least one side of the road for the length of the road. In other words, it should not be possible to park vehicles anywhere on Garden Rd directly opposite one another.

I would like WCC to consider this and come up with a solution for the whole of Garden Rd. Finally, when I walked Garden Rd with Council traffic planners in June, they noted an overgrown layby at the upper end of Garden Rd that could be cleared to provide 2/3 parks off the road. This would appear to be a simple and immediate partial solution, but as yet this has not happened.

Submitter: Paula Warren on behalf of Living Streets

Address: 95 Creswick Terrace, Northland

Agree: Yes

We support this in principle, but would like Council to investigate what impact will these restrictions have on pedestrians and the already restricted access along this road, and on the risk of footpath parking?

We note that this is also an area in which commuter and resident parking spaces do not provide for the highest priority use of the parking space – tradespeople and short term visitors. Residents do have other options. They can become carfree households (30% of inner city households are), or park their car elsewhere in commercial space and then use the short term visitor parks when they need to pick up and drop off things at their residence. This street is an easy walk to buses and the CBD.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Submitter: Margaret and Nigel Mouat
Address: Not given
Agree: Yes

We agree with the Stewarts' comments regarding yellow lines and support the subsequent suggestions that Garden Rd should be restricted to resident parking only, with the bends being off limits and pull-in areas provided to enable cars to pass.

Submitter: John Cuthbert
Address: Not given
Agree: Yes

I support the proposed changes and feel they will greatly add to the safety of driving on Garden Road. I also understand the desire to maintain amenity for residents. However the proposed retention of two parking spaces on the uphill left hand side of Area 2 needs to be reconsidered. The carriageway in this area is only 5.8m wide, parking is proposed to remain available on both sides of the road, potentially reducing the available traffic lane to 2.1m (see attached). This presents a possible restriction on emergency vehicle access and overall functionality of the road. Some users parking in this area have shown a disregard for the usability of the road in preference to ease of parking. If given the opportunity they may choose to use the two spaces proposed to be retained even at the expense of the functionality of the road. This is exactly what is attempting to be prevented in TR133-17 with a similar road width. I request that the retention of the two parking spaces be reconsidered and that the broken yellow lines be continuous on this side of through Area 2. As you state parking capacity is available in Area 3.

Officer's response to all feedback:

Additional parking, traffic, road safety assessments were subsequently undertaken after the end of the consultation period in mid - October to more fully realise the parking demand by residents and non-residents on Garden Road. These assessments were based on earlier comprehensive surveys undertaken throughout the day starting at 7am through to 1am the next day.

Based on the submissions received, the no stopping revisions have been amended and reduced in part to address and at best accommodate the residential parking demands stated in the feedback, whilst still maintaining a well balanced approach to road safety and traffic management on Garden Road.

The amendments to the no-stopping restrictions are shown in the attached plans and are as follows:

- A reduction in no stopping restriction in Area 1 and at the southern end, from 126m to 99m and with a 5 metres section. Inter-visibility between car drivers approaching from opposite directions will be significantly improved on the bend opposite Orangi Kaupapa road. The road width is too narrow on the straighter section for parking on both sides of the road.
- For Area 2 the advertised 24m has been amended to a 19m and a 5m restriction to improve safety and inter-visibility to oncoming cars on the corner and to also facilitate

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

parking on the northern side of Garden Road as much as is reasonably practicable without blocking the road.

- For Area 3 the 27m length of no stopping remains as advertised and this is based on available parking nearby.

We will carefully look at installing 'L' and 'T' bars to provide for more efficient parking on Garden Road where possible. This is expected to provide for a small increase in parking spaces.

A number of submitters suggested introducing a one-way traffic flow on Garden Road, however Officers do not support this approach as such systems can impose significant issues for local accessibility to properties on the roads involved. One-way systems are best suited to inner city locations where there are convenient alternative routes available.

With regard to the possible extension of residents parking into Garden Road, this is not considered necessary at this time and the proposed parking changes should be able to continue to satisfactorily accommodate residents' parking requirements.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR137 – 17

Location: Lincoln Avenue - Tawa

Proposal: Change existing P5 & P30 to P60, Mon-Sat , 8am-6pm

Information: The Tawa Community Board has brought to our attention the existing time limited parking spaces P5 and P30 on Lincoln Road near the intersection with Main Road, Tawa. These time restrictions are no longer needed having been installed when the children Gym "Big Air" was in operation on Lincoln Avenue. Big Air has moved on some years ago. Therefore, Officers propose changing existing time limits to P60 Mon-Sat. This restriction provides for unrestricted parking on a Sunday to assist with local parking for church attendees in the area.

Net parking loss: No loss

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 September 2017 |
| 2) Feedback period closes. | 13 October 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 16 November 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Lincoln Avenue	<i>P5, at all times.</i>	<i>South side, commencing 32.5 metres west of its intersection with Main Road (Grid Coordinate) X= 2663111.566491 m, Y= 6002643.924526m and extending in a westerly direction following the southern kerbline for 7 metres.</i>
Lincoln Avenue	<i>P30</i>	<i>South side, commencing 10 metres west of its intersection with Main Road (Grid Coordinate) X= 2663111.566491 m, Y= 6002643.924526m and extending in a westerly direction following the southern kerbline for 14.5 metres.</i>

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

Column One	Column Two	Column Three
Lincoln Avenue	<i>P60, Mon-Sat 8am-6pm</i>	<i>South side, commencing 32.5 metres west of its intersection with Main Road (Grid Coordinate) X= 1,753,091.4663 m, Y= 5,440,930.403 m and extending in a westerly direction following the southern kerbline for 7 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Lincoln Avenue

*P60, Mon-Sat
8am-6pm*

*South side, commencing 10 metres west of its intersection with Main Road (Grid Coordinate)
X= 1,753,091.4663 m,
Y= 5,440,930.403 m and extending in a westerly direction following the southern kerbline for 14.5 metres.*

Prepared By: Lubna Abdullah

(Northern Area Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 6/11/17

No feedback was received for this traffic resolution.

WCC Contact:

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



Lincoln Ave Tawa TR (137 - 17)
Proposed P60 Replacing P5 & P30

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

ORIGINAL MAP SIZE: A3
DATE: 1/09/2017
AUTHOR: 8000121
REFERENCE:

0 5 10 20
1:350 metres



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 138 – 17

Location: Fore Street - Kaiwharawhara

Proposal: No stopping at all times

Information: Ongoing requests have been received from residents to install broken yellow lines at the entrance of Fore Street. Cars most days park close to the road entrance either on the footpath obstructing pedestrians and pedestrians with prams from using the footpath. Parking on the road close to the corner of Cameron Street prevents vehicles from getting in and out of Fore Street safely. Fore Street is very narrow, 4m wide and is not suitable for on street parking in this area. Residents have off street parking and excess/visitor cars can park on Cameron Street alongside the footpath. To prevent this from happening and to improve the public safety and convenience, Officers propose a section of broken yellow lines on the eastern side at the road entrance with Cameron Street.

Net parking loss: 1 parking space

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 17
- 2) Feedback period closes. 13 October 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 16 November 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

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

Column One	Column Two	Column Three
Fore Street	<i>No stopping at all times</i>	<i>East side, commencing from its intersection with Cameron Street (grid coordinates x= 1,749,921.7244 m, y= 5,430,957.2213 m), and extending in a northerly direction following the eastern kerbline for 33 metres.</i>

Prepared By: Lubna Abdullah
Approved By: Steve Spence
Date: 6/11/17

(Northern Area Traffic Engineer)
(Chief Transport Advisor)

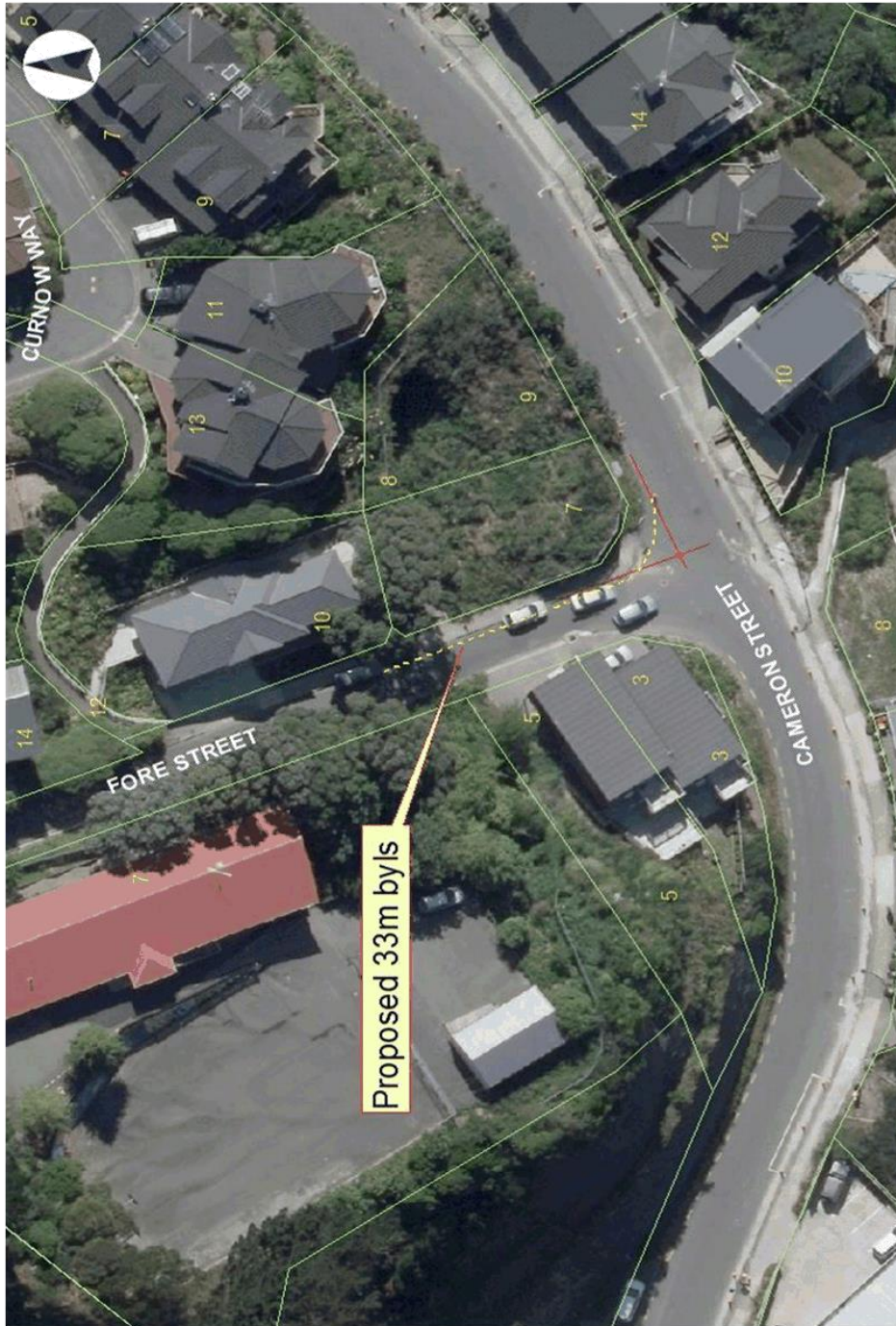
WCC Contact:

Lubna Abdullah
Northern Area Traffic Engineer
Transport Group – Network Operations
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 3.2 Attachment 12







Fore St Kaiwharawhara TR (138 - 17)
Proposed NSAAT Along Footpath

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Kelly Smith
Address: 5 Fore Street, Kaiwharawhara
Agree: Yes

I am so pleased to see this and fully support this change. It is the required direction for this side street, enabling safety and right of way for walkers to the school further up Fore Street and cars as through fare through.

Submitter: Sylvia Meakin
Address: 187 Huia Street, Waikanae
Agree: Yes

Very difficult to drive up/down this road as vehicle(s) almost always parked at the bottom outside the house. Access to the drive belonging to the houses opposite is restricted.

Submitter: Paula Warren on behalf of Living Streets
Address: Not given
Agree: Yes

We support this proposal, but note that yellow lines will not in themselves prevent parking. Parking enforcement is also essential.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference Number: TR139-17

Location: Cobham Drive - Miramar

Proposal: Removal of bus stop

Information:

Proposal:

Bus stop 7029 (Cobham Drive at Airport Runway) is being removed from the Metlink network from Monday 18 September.

Traffic Safety Assessment:

The bus stop is currently being used with a safety issue raised by the current bus operator. The bus operator has communicated to GWRC that they do not feel safe using the bus stop as it requires buses to stop in the live traffic lane which has a 70km speed limit. GWRC is in agreement with the bus operator that the bus stop should be removed from the Metlink network for safety reasons.

Communication:

GWRC officers have displayed posters at the bus stop advising customers of the future removal of the bus stop.

The Metlink website will be updated with this information Monday 18 September.

Key dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 September 2017 |
| 2) Feedback period closes. | 13 October 2017 |
| 3) Report sent to City Strategy Committee for approval. | 16 November 2017 |
| 4) Feedback may result in further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule B (Restricted Parking)

Column One	Column Two	Column Three
Cobham Drive	Bus stop	South side, commencing 310 metres west of its intersection with Calabar Road and extending in a westerly direction following the southern kerb alignment for 12 metres.

Prepared By : Charles Kingsford (Principal Traffic Engineer / T/L)
Approved By Steve Spence (Chief Transport Advisor)
Date: 6/11/17

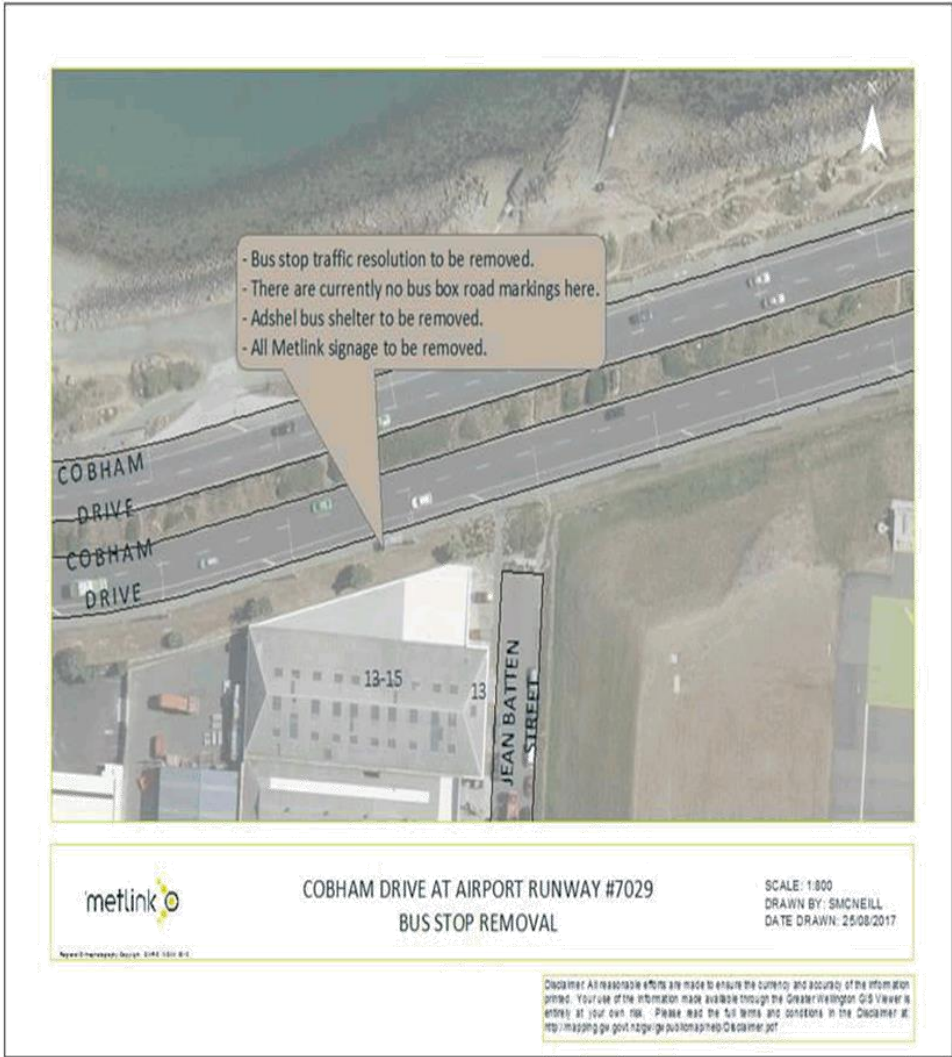
No feedback was received for this traffic resolution.

WCC Contact:

Charles Kingsford
Principal Traffic Engineer / Team Leader
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8641
Fax: +64 4 801 3009
Email: Charles.Kingsford@wcc.govt.nz

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

PROPOSED TRAFFIC RESOLUTION



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 141 – 17
- Location:** Holloway Road – Aro Valley
- Proposal:** No stopping at all times
- Information:** Concerns have been raised by several residents regarding on-going traffic issues on Holloway road as people are repeatedly parking on corners thereby blocking the view to oncoming traffic. An emergency vehicle (Fire Services) was also unable/delayed access a property on 5th April 2017 due to cars parked on both sides of the road. Eventually cars parked on the corners had to be moved in order to access the road. Recycling trucks have also faced the similar situation on number of occasions and have expressed their opinion over the phone to confirm the issue of restricted access.

Subsequently, a site visit was undertaken by Council Officers, Councillors and with residents of Holloway road to identify locations that require consideration for No Stopping restrictions.

In order to ensure better accessibility and ensuring clear access/egress to emergency vehicles, Council officers propose no stopping restrictions on Holloway Road. There are 11 sections proposed and these are detailed in the legal description and plan below.

Different signs such as 'No Exit' & 'Road Not Suitable for Long Vehicles' are also proposed to clearly identify access constraints on this road.

Net parking loss: 17 spaces (over 11 locations)

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 13 October 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 16 November 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

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

Column One	Column Two	Column Three
Holloway Road	<i>No stopping at all times</i>	<i>North side, commencing at its intersection with Old Bullock Road and extending in an easterly direction following the northern kerbline for 75 metres.</i>

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

Column One	Column Two	Column Three
Holloway Road	<i>No stopping at all times</i>	<i>Northwest side, commencing at the intersection with Old Bullock Road (Grid Coordinates X= 1,747,285.2 m, Y= 5,427,083.1m) and extending in a south westerly direction following the north western kerbline for 17 metres.</i>
Holloway Road	<i>No stopping at all times</i>	<i>West side, commencing 35 metres south of its intersection with Old Bullock Road (Grid Coordinates X= 1,747,285.2m, Y= 5,427,083.1m) and extending in a southerly direction following the western kerbline for 37 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

Holloway Road	<i>No stopping at all times</i>	<i>West side, commencing 123 metres south of its intersection with Old Bullock Road (Grid Coordinates X= 1,747,285.2m, Y= 5,427,083.1m) and extending in a southerly direction following the western kerbline for 17 metres.</i>
Holloway Road	<i>No stopping at all times</i>	<i>West side, commencing 294 metres south of its intersection with Old Bullock Road (Grid Coordinates X= 1,747,285.2m, Y= 5,427,083.1m) and extending in a south westerly direction following the north western kerbline for 9 metres to its intersection with Brosnahan Terrace.</i>
Holloway Road	<i>No stopping at all times</i>	<i>West side, commencing at its intersection with Brosnahan Terrace. (Grid Coordinates X= 1,747,101.9577m, Y= 5,426,859.0263m) and extending in a southerly direction following the western kerbline for 4 metres.</i>
Holloway Road	<i>No stopping at all times</i>	<i>West side, commencing 58 metres from its intersection with Brosnahan Terrace. (Grid Coordinates X= 1,747,101.9m, Y= 5,426,859.02m) and extending in a southerly direction following the western kerbline for 10 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Holloway Road	<i>No stopping at all times</i>	<i>South east side, commencing 191 metres west from its intersection with Aro Street. (Grid Coordinates X= 1,747,436.4m, Y= 5,427,164.2m) and extending in a south westerly direction following the south eastern kerbline for 6.5 metres.</i>
Holloway Road	<i>No stopping at all times</i>	<i>East side, commencing 221.5 metres west from its intersection with Aro Street. (Grid Coordinates X= 1,747,436.4m, Y= 5,427,164.2m) and extending in a southerly direction following the eastern kerbline for 5 metres.</i>
Holloway Road	<i>No stopping at all times</i>	<i>East side, commencing 470.5 metres west from its intersection with Aro Street. (Grid Coordinates X= 1,747,436.4512m, Y= 5,427,164.2582m) and extending in a southerly direction following the eastern kerbline for 7 metres.</i>
Holloway Road	<i>No stopping at all times</i>	<i>East side, commencing 532.5 metres west from its intersection with Aro Street. (Grid Coordinates X= 1,747,436.4512m, Y= 5,427,164.2582m) and extending in a southerly direction following the eastern kerbline for 7 metres to its intersection with Carey Street.</i>

PROPOSED TRAFFIC RESOLUTION

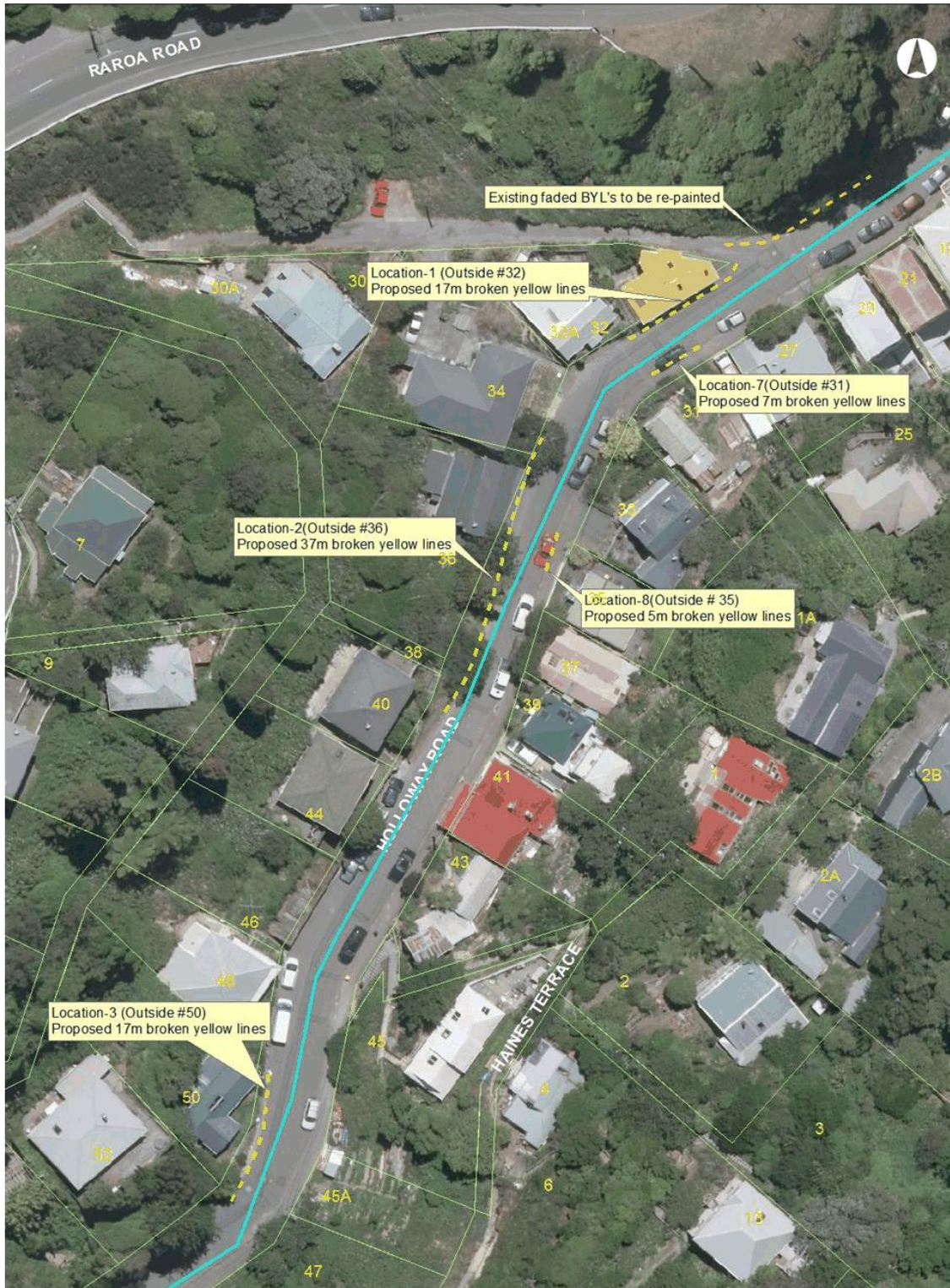
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Holloway Road	<i>No stopping at all times</i>	<i>East side, commencing at its intersection with Carey Street. (Grid Coordinates X= 1,747,094.3721m, Y= 5,426,788.2883m) and extending in a southerly direction following the eastern kerbline for 5 metres.</i>
----------------------	---------------------------------	---

Prepared By:	Gagandeep Singh	(Area Traffic Engineer)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	6/11/17	

WCC Contact:

Gagandeep Singh
Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 0294
Fax: +64 4 801 3009
Email: gagan.singh@wcc.govt.nz



Holloway Road, Aro Valley - TR-141-17
No Stopping At All Times

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

ORIGINAL MAP
 DATE: 8/08/2017
 AUTHOR: singh



Wellington City Council | 6 of 9



Holloway Road, Aro Valley - TR-141-17
No Stopping At All Times

MAP PRODUCED BY:
 Wellington City Council
 101 WILKINS STREET
 WELLINGTON, NZ

ORIGINAL MAP
 DATE: 8/08/2017
 AUTHOR: 87029



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Kris Ericksen - Informal submission on behalf of residents of Highbury
Address: 11 Koromiko Road, Aro Valley
Agree: Yes

Maybe you could also consider extending yellow lines up Raroa Rd? This is a major arterial road, and parked cars reduce this to a one lane road.

Officer's Response:

The current proposal is to implement no parking restrictions on Holloway Road which is not directly related to the matter you have raised. An engineer will however investigate the concern you have raised.

Submitter: David Harkness
Address: Not known
Agree: Yes

Legitimise Russel's lines - good stuff.

Submitter: David Nicholls
Address: Not known
Agree: Yes

Not certain it is sufficient.

Submitter: John Woolf
Address: Not known
Agree: Yes

It is heartening to see Council engaging with this problem, and your proposals look promising. I have a couple of comments/suggestions:

1. At the intersection with Old Bullock Track a no stopping zone opposite would allow traffic to turn here more easily. It is a common place for vehicles to turn.
2. I notice that the parking restrictions only go as far as Carey St? The road narrows significantly a little way past this point and vehicles parked on both sides makes it very difficult for the rubbish trucks to squeeze through. Have you looked at this area and what did you decide?
3. Opposite my place (117) is a block wall which extends a little distances down the street. Yellow lines along this wall would greatly enhance the flow of traffic here. With vehicles parked on both sides at this point it is a mirror scraping exercise to get through.

Officer's response:

During our site meeting with the residents, it was decided to allow parking on eastern side due to existing broken yellow lines on the western side between # 17 - #23. Having no stopping on both sides would attract drivers to speed up, which was a concern from the residents. It was therefore agreed that current parking should therefore remain in the above area.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

We walked up to the end of Holloway road and there were understood to be no major concerns. It was also understood that the majority of the parking issues occur at the lower end of the road.

There are existing broken yellow lines (BYL's) opposite #117, which prevents parking. However no stopping lines do not extend further up the road. This area needs to be monitored in the future.

Submitter: Paula Warren on behalf of Living Streets
Address: Not known
Agree: Yes

In relation to 141-17, we note that movement of vehicles is a primary function of a road, and should be prioritised over storage of private property.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR142 – 17

Location: Salamanca Road - Kelburn
(Kelburn Park)

Revised Proposal: Convert P120 park to a mobility park at all times,
P120 mobility park Monday to Friday 8am-6pm,
No time restriction Saturday and Sunday

Information: After comments received from the initial public consultation under TR100-17, it is now proposed to convert one of the existing P120 time limited park into a mobility park at all times. A P120 time restriction will apply to this mobility park on Monday to Friday 8am-6pm only. No time restriction on Saturday and Sunday.

The Kelburn Park Pavilion Renewal project is nearing completion. In support of a Building Consent application, it was required to review the access and facilities for persons with disabilities to and within the building.

Currently, Kelburn Park has a total of 14 off street parks provided on site with no accessible car parks.

As part of the proposed works, at least one mobility car park must be provided to comply with the requirements for this Building Consent.

Net parking loss: 0 – conversion from P120 to a mobility park at all times.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 13 October 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 16 November 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Salamanca Road (Kelburn Park)	<i>P120, Monday to Friday, 8:00am – 6:00pm</i>	<i>Kelburn Park, commencing 128 metres north of its intersection with Kelburn Parade, (Grid Coordinates X= 748147.4m, Y= 5427901.2m) and extending in a northerly direction for 50 metres (14 angled parking spaces).</i>

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

Column One	Column Two	Column Three
Salamanca Road (Kelburn Park carpark)	<i>P120, Monday to Friday, 8:00am – 6:00pm</i>	<i>Kelburn Park carpark, commencing at a point 13 metres from the northern intersection point with Salamanca Road at the park driveway entrance, (Grid Coordinates X= 1,748,161.1881 m, Y= 5,428,032.6451 m) and extending in a northerly direction for 45 metres (13 angled parking spaces).</i>

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

Column One	Column Two	Column Three
Salamanca Road (Kelburn Park carpark)	<i>No stopping except for vehicles displaying an operation mobility card at all times, P120 Monday to Friday, 8:00am-6:00pm only.</i>	<i>Kelburn Park carpark, commencing at a point 13 metres from the northern intersection point with Salamanca Road at the park driveway entrance, (Grid Coordinates X= 1,748,161.1881 m, Y= 5,428,032.6451 m) and extending in a northerly direction for 3 metres (1 mobility angled parking space).</i>

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: **Orencio Gueco**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Advisor)

Date: **6/11/17**

No feedback was received for this traffic resolution.

WCC Contact:

Orencio Gueco

Area Traffic Engineer

Networks - Transport and Waste
Operations

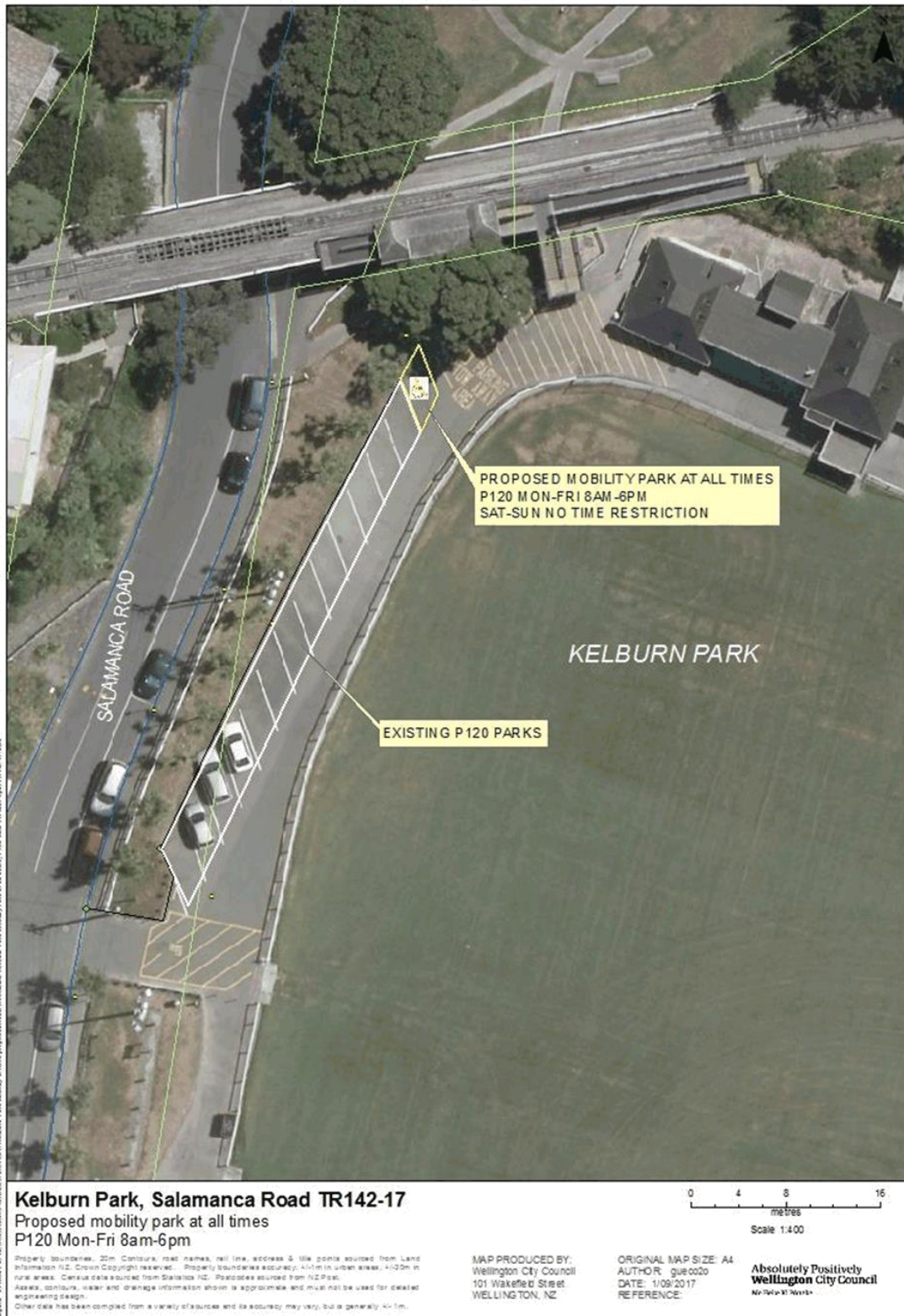
Wellington City Council

101 Wakefield Street / PO Box 2199,
Wellington

Phone: +64 4 803 8287

Fax: +64 4 801 3009

Email: orencio.queco@wcc.govt.nz



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 143 – 17
- Location:** Hanson Street - Newtown
- Proposal:** No stopping at all times
- Information:** Hanson Street, eastern side, and across the driveway of Tip Top Bread Central (87 Hanson street) requires a 4m length of no stopping restriction marked with broken yellow lines legalised. This is to maintain access and egress to the off street parking.

Net parking loss: 0 spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 13 October 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 16 November 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Hanson Street	<i>No Stopping, At All Times</i>	<i>East side, commencing at its intersection with John Street (Grid coordinates, x= 1,748,740.9m, y= 5,425,623.5 m) and extending in a southerly direction following the eastern kerbline for 92 metres.</i>
----------------------	----------------------------------	--

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

Hanson Street	<i>No Stopping, At All Times</i>	<i>East side, commencing at its intersection with John Street (Grid coordinates, x= 1,748,740.9m, y= 5,425,623.5m) and extending in a southerly direction following the eastern kerbline for 96 metres.</i>
----------------------	----------------------------------	---

Prepared By: Gagandeep Singh

(Area Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 6/11/17

No feedback was received for this traffic resolution.

WCC Contact:

Gagandeep Singh
Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8242
Fax: +64 4 801 3009
Email: gagan.singh@wcc.govt.nz



Hanson Street, Newtown TR(143-17)
across driveway of Tip Top Bread Central
No Stopping At All Times

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

ORIGINAL MAP SIZE: A3
DATE: 30/08/2017
AUTHOR: signing
REFERENCE:

0 5 10 20
metres
1:250



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR145 – 17

Location: Mornington Road - Brooklyn

Proposal: Time-limited parking P2, (8:30am – 9am, 3pm – 3:30pm, Mon – Fri, During School Terms Only)

Information: Officers have received a request from Ridgway School to address concerns regarding short term parking outside the school. At present there is an existing Bus Stop with restrictions (9am -3pm, Mon – Fri, During School Terms Only).

School has further requested a P2 parking restriction in the current marked space to allow parents for pick up/drop off children outside school as there is not sufficient parking space further down the road.

Council officers, therefore propose P2 parking restriction in the current marked space (8:30am - 9am, 3pm – 3:30pm, Mon – Fri, During School Terms Only).

Net parking loss: None

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 13 October 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 16 November 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Mornington Road	Bus stop (9am – 3pm, Mon – Fri, During School Terms Only)	South side, commencing 62 metres west of its intersection with The Ridgeway (Grid coordinates $x=1747754.8m$, $y=5424685.2m$), and extending in a westerly direction following the southern kerb line for 20 metres.

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

Column One	Column Two	Column Three
Mornington Road	Time-limited parking (P2, 8:30am – 9am 3pm – 3:30pm, Mon – Fri, During School Terms Only)	South side, commencing 62 metres west of its intersection with The Ridgeway (Grid coordinates $x=1747754.8m$, $y=5424685.2m$), and extending in a westerly direction following the southern kerb line for 20 metres.

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

Column One	Column Two	Column Three
Mornington Road	Bus stop (9am – 3pm, Mon – Fri, During School Terms Only)	South side, commencing 62 metres west of its intersection with The Ridgeway (Grid coordinates $x=1747754.8m$, $y=5424685.2m$), and extending in a westerly direction following the southern kerb line for 20 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Gagandeep Singh (Southern Area Traffic Engineer)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 6/11/17

No feedback was received for this traffic resolution.

WCC Contact:

Gagandeep Singh
Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8641
Fax: +64 4 801 3009
Email: gagan.singh@wcc.govt.nz



Mornington Road, Brooklyn TR145-17
Outside Ridgeway School
Proposed P2, Time Limited Parking

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

ORIGINAL MAP SIZE: A3
DATE: 31/03/2017
AUTHOR: stgr/2g
REFERENCE:

0 5 10 20
metres
1:250



Wellington City Council | 4 of 4

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR146– 17

Location: Mortimer Terrace - Brooklyn

Proposal: No stopping at all times

Information: It has been brought to our attention that people are parking on the bend outside #20 Mortimer Terrace, restricting the view to oncoming traffic and reducing forward visibility. The parked vehicles are forcing through traffic to drive on the wrong side of the road on a blind corner.

To prevent this from happening and to improve road safety, Officers propose 18m of broken yellow lines on this bend and as shown on the plan attached.

Parking loss: 3 spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 13 October 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 16 November 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule D (No stopping restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Mortimer Terrace	No stopping at all times	West side, commencing 87 metres south of its intersection with Mortimer Terrace (Grid coordinates $x= 1,747,655.2m$, $y= 5,426,735.0458m$), and extending in a northerly direction following the western kerbline for 18 metres.

Prepared By: Gagandeep Singh
Approved By: Steve Spence
Date: 6/11/17

(Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

Gagandeep Singh
Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8641
Fax: +64 4 801 3009
Email: gagan.singh@wcc.govt.nz

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: David Harkness
Address: Not given
Agree: Yes

At last. Good proposal.

Submitter: Alastair Smith
Address: 5 Durham Crescent, Aro Valley
Agree: Yes

Poor visibility on this corner. It would be common sense not to park here, but some people do.

Submitter: George Klingbeil
Address: 14 Mortimer Terrace, Aro Valley
Agree: Yes

I only wish to say that there are more than one area on Mortimer Terrace where the situation described in your letter dated 25 September exists. Further down hill there is exactly the same situation and further up as well and onto Laura Ave which council could also address. These areas do make travel along Mortimer Terrace difficult and require caution and a slower rate of travel. This however seems to work fairly well and taking parking spaces away on an already congested street seems to me not the optimal solution. We have off street parking on Mortimer Terrace so it doesn't really affect us personally however our neighbours and our guests already have difficulty finding a parking spot. I'd like to suggest signage expressing the need for caution due to decreased visibility as a better compromise solution.

Officer's response:

Thank you for your feedback. The current proposal is to implement no parking restrictions on Mortimer Terrace which is not directly related to the matter you have raised. A traffic engineer will however investigate the concern you have raised.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 147– 17

Location: Ohiro Road - Brooklyn

Proposal: No stopping at all times

Information: It has been brought to our attention by a member of the public that there is limited visibility uphill and to the south for pedestrians waiting to cross from the pedestrian kerb buildout on the eastern side of Ohiro Road. This has arisen due to cars being parked adjacent to the buildout.

It was confirmed by a site visit, the sight lines are obscured by one car length. It is therefore proposed to install broken yellow lines to provide for improved sight lines / visibility for pedestrians and to facilitate safer crossing of this busy principal traffic route. Proposed no stopping restrictions on the downhill side of the kerb buildout are also needed to prevent cars parking in the 'running' lane of cars travelling northbound and around the sweeping right hand curve.

Officers propose, in total 34 metres of broken yellow lines as shown on the plan.

Net parking loss: 1 space

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 13 October 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 16 November 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Ohiro Road	<i>No stopping at all times</i>	<i>West side, commencing 44 metres north of its intersection with Tanera Crescent (grid coordinates x= 1,747,644.5m, y= 5,426,035.3 m), and extending in a northerly direction following the eastern kerbline for 34 metres.</i>

Prepared By: **Gagandeep Singh**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Advisor)

Date: **6/11/17**

WCC Contact:

Gagandeep Singh
Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8641
Fax: +64 4 801 3009
Email: gagan.singh@wcc.govt.nz

Wellington City Council | 2 of 7



Ohiro Road, Brooklyn, TR -147-17
No Stopping At All Times

MAP PRODUCED BY:
WELLINGTON CITY COUNCIL
101 VICTORIA STREET
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 15/09/2017
AUTHOR: BR/729
REFERENCE:

1:300 METRES

Absolutely
POSITIVELY
#Be Well Ki Pōneke
Wellington City Council
Wellington

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Katie Armstrong
Address: 148 Ohiro Road, Brooklyn
Agree: No

We live at 148 Ohiro Road. There is no road side parking for us, or quite a few houses south of us, which means we have to park on Helen street. Unfortunately we compete for relatively few parks with Helen street residents who don't have or don't use their garaging, as well as all of the people who park for free in Helen street and take the bus from in front of our house into the city. We have lived here for twelve years and to park anywhere near our home is getting more and more difficult. While you are looking at traffic resolutions which remove car parks, please consider the roll on effects that will cause more parking congestion in Helen Street. It would be very helpful if you would bring residents parking into Helen Street which would mean we would at least have a chance of finding parking nearby.

Officer's response:

The current proposal is to implement no parking restrictions on Ohiro Road which is not directly related to the matter you have raised. A traffic engineer will however investigate the concern you have raised.

Submitter: David Retter
Address: 152 Ohiro Road, Brooklyn
Agree: Yes

We have received your circular document relating to the "Proposed Traffic Resolution 147-17 Ohiro Road, Brooklyn"; a great idea.

However, what we really need at this intersection is a **pedestrian crossing**. I discussed this possibility with a roading engineer a few years ago but the idea was rejected for lack of space (and no doubt money). Over the last few years the amount of traffic, especially heavy trucks to and from the landfill, has increased dramatically, particularly since the earthquake. In the mornings, a lot of people make risky crossings from the east side (Bretby Crescent) to the brick bus shelter to get a bus downtown. At the end of the day there are large numbers of people crossing from buses on the east side to the west side to get to Helen Street and Tanera Crescent. I've seen some near misses (me included) with people trying to get across bumper-to-bumper rush hour traffic heading south, also having to avoid turning cars from both Bretby Crescent and from the "ramp" up to Helen Street. There is also the Brooklyn Medical Centre in Bretby Crescent with elderly patients often having difficulty crossing the road; I've had to help a few and I'm no spring chicken myself! I note that Wallace street, Mt Cook, has had a pedestrian crossing on the brow of the rise in the road for some years, with not much space and visibility; I note that traffic lights are being installed there. Could we revisit this question and find some solutions, before someone gets killed or seriously injured. At the very least, can we get a "safety zone" constructed in the centre of Ohiro Road, opposite the bus stops to keep people safe. Attempts to get the 30kph zone extended north as far as the intersection of Brooklyn and Ohiro Roads failed, unfortunately, at the time the work was done. It would slow traffic down and make pedestrians much safer. We also have pedestrians coming down the steps by the bus shelter and having to step onto the road (where cars are legally doing 50kph) to turn right to get to the bus shelter. I know this seems complicated but we need some solutions. Local residents have been grumbling about this for years and I feel that it's time the council listened. I and, no doubt, other residents, would welcome discussion and a site visit if one could be arranged.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer's Response:

The current proposal is to implement no parking restrictions on Ohiro Road to facilitate safer pedestrian movements across the road. There is a proposal to investigate the installation of traffic signals at the intersection of Brooklyn Rd/Ohiro Rd/Brooklyn Terrace in the future and this will address the issues you have raised.

Submitter: David Harkness
Address: Not given
Agree: Yes

Can you also look at the junction of Tanera Cres/ Ohiro Road please? 1. Move the right turn box on Ohiro road back (north) by several metres (e.g. 5m), to allow cars exiting Tanera to make the turn without risk of having to reverse due to cars on Ohiro right up to the line. 2. trim the vegetation on the bank, so that cars exiting Tanera can see if anyone waiting on Ohiro, and stop to wait for them to make their turn 3. Paint a give way line on Tanera Cres about 10-20m back from the junction, where cars exiting Tanera should stop and look, and potentially wait behind if there are cars on Ohiro waiting to turn in. This would avoid the situation where someone races down Tanera to get to the bottom without looking, as a car turns across the main Ohiro road to turn up Tanera; causing a stand-off. It would clearly indicate that priority is with cars on Ohiro.

Officer's response:

The current proposal is to implement parking restrictions on Ohiro Road which is not directly related to the matter you have raised. However, we are currently working to improve the vehicle accessibility at intersection of Tanera Crescent and Ohiro Road, with new signage and road marking, which is aimed to address the issue you have raised.

Submitter: Jenny Robertson
Address: 154 Ohiro Road, Brooklyn
Agree: Yes

Thank you for your circular 'Proposed Traffic Resolution 147-17 Ohiro Road, Brooklyn' in which you propose an extension by one car length of yellow dotted lines to improve traffic safety on the Brooklyn Hill. I consider your proposal to be insufficient and would be happier to see more dotted yellow lines here preventing most car parking on the west side of Ohiro Rd opposite no 145 and below where the 'ramp' to Tanera Crescent joins Ohiro Rd.

I am aware from observation that most of those parking during the day on this part of the Brooklyn Hill come from Kowhai Park and are not residents of this immediate area in Ohiro Rd. We no longer have a car and look at this issue from a pedestrian safety point of view. We have lived at 154 Ohiro Rd for over 26 years and have daily walked into town and often back again (and we still do). Over these years the traffic has become more intense in volume and of greater variety of type of vehicle/load, for longer periods of the day and evening (a lot of this passing traffic comes from Island Bay residents or consists of trucks taking post-earthquake demolition rubble to landfill). All in all, there is less consideration of pedestrians and bus users needing to cross the road at either end of the day. Dusk is a very risky time and even in the rain and wind, few motorists are willing to pause to let pedestrians across.

One solution used to be to get off the bus at Brooklyn Terrace and to cross Ohiro Road where the island has been installed up from Brooklyn Terrace, but without notice or input from users, the bus company removed this bus stop and greatly compounded the problem for pedestrians in so

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

doing. When walking in the winter dark up from the city especially when the street lighting is not working, it feels very unsafe to walk alongside the parked vehicles into oncoming traffic even when using a torch or waving a white cloth to alert motorists to our presence.

Crossing Ohiro Road to reach our doctor's rooms or to return home from there is very hazardous and often with elderly, frail, or less mobile visitors we have extremely long waits for breaks in traffic including in weekends just to cross the road. Motorists seem to behave as if pedestrians are invisible especially in the rain and dark and I confidently expect that without installing a crossing, serious injury or death will occur for the next unlucky person to be knocked down.

The whole situation has become much worse since the council installed a reduced speed zone in Brooklyn Village having decided to end the zone before the bus stop going downhill, so motorists travelling towards the city are accelerating by the time they reach the 'blind' area. Poor enforcement of the speed restriction in the reverse direction means that many motorists are still travelling at more than 30km/h towards the village outside peak times in a bid to rush through the traffic lights there. For those of us living on the west side of Ohiro Rd, we have no option as pedestrians but to walk down the hill keeping as close as we can to the parked cars and hoping no cyclist will take us out from behind especially when they too are hemmed in by motorists trying to pass them at increasing speed.

A well-lit pedestrian crossing in this area would improve safety and those of us who live here would like more consideration given to this idea. Come and try and cross the road with us some time in the rush hour and you might get a better grip on the size of the traffic problem we live with. Seeing at first hand the traffic volume may help you better understand the risks some people take in trying to cross the road, pushing out as a group alighting from the bus returning to Brooklyn and getting off in order to reach Helen St or Tanera Crescent. Some sort of safe waiting area between the traffic direction flows would at least provide a waiting point when traffic volumes are heavy as then, uphill vehicle speeds can be less than 50km/h.

Officer's response:

The current proposal is to implement no parking restrictions on Ohiro Road to facilitate safe pedestrian crossing movements across the road. There is also a proposal to investigate the installation of traffic signals at the intersection of Brooklyn Rd/Ohiro Rd/Brooklyn Terrace in the future and this will address the issues you have raised.

Submitter: Dave Meyers
Address: Not given
Agree: Yes

I am writing to express my support for the proposed change to make the crossing of Ohiro Road at the above location safer. This is a small change with excellent benefits.

I would also like to suggest that a safer crossing is required across Ohiro Rd between the bus stop outside 156 Ohiro and Brooklyn Terrace (and vice-versa). The traffic along Ohiro Road has increased substantially over recent years and now includes large numbers of heavy vehicles moving fill from the city to the Happy Valley landfill. This makes crossing the road perilous for pedestrians, and something needs to be done before someone is hurt. This is of particular concern at the end of the day as workers alight from buses from the city, and have to negotiate peak hour traffic to cross the road. The best option I think would be a pedestrian crossing, but a central island/refuge would be better than nothing.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer's response:

The current proposal is to implement no parking restrictions on Ohiro Road to facilitate safe pedestrian crossing movements across the road. There is also a proposal to investigate the installation of traffic signals at the intersection of Brooklyn Rd/Ohiro Rd/Brooklyn Terrace in the future and this will address the issues you have raised.

Submitter: Alastair Smith on behalf of Cycle Aware
Address: 5 Durham Crescent, Aro Valley
Agree: No

This kerb buildout and island are a problem for cyclists heading north on Ohiro Rd. As noted in the comments on TR127-17, it's difficult for vehicles to pass bikes on Ohiro Rd north of the Todman intersection. Vehicles, including heavy trucks coming from the tip, are often tempted to pass cyclists unsafely on the approach to the kerb buildout and island, and risk not completing the overtaking manoeuvre before reaching the buildout. It would be better to remove all parking on the west side of Ohiro between the Todman intersection and the pedestrian island so the vehicles can pass cyclists safely before reaching the buildout.

Officer's response:

The current proposal is to impose parking restrictions on Ohiro Road to facilitate safer pedestrian movements across the road. An on-site assessment was undertaken to arrive at this proposal. A traffic engineer will however investigate the concern you have raised.

Submitter: Paula Warren on behalf of Living Streets
Address: Not given
Agree: Yes

We support these proposals but would like to see the footpath extended to Tanera Crescent to provide a safe pedestrian access at this tricky corner.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 148 – 17

Location: Rata Road at intersection with Evans Bay Parade

Proposal: Stop Control

Information: Coming from Rata road heading east towards Evans Bay Parade, there is currently “Give Way” control at the intersection. Visibility at this intersection is not sufficient to cover the traffic coming from the right due to Rata Road rising from the intersection and the road curvature on Evans Bay Parade. Most drivers on Rata Road treat the intersection as a “Stop” control, however, this does not preclude the fact that there are some unfamiliar drivers that do not recognise the need to stop and give way to traffic coming from all directions.

Concerns have been raised by the members of the public regarding the safety of this intersection and there have been near misses due to the Give Way control.

Therefore, Officers propose to replace the “Give Way” control with “Stop” control to improve the road safety for all road users at this intersection.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 September 2017 |
| 2) Feedback period closes. | 13 October 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 16 November 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

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

Column One

Column Two

Column Three

Rata Road

Stop Control

Eastbound at its
intersection with Evans Bay
Parade.

Prepared By: Gagandeep Singh

(Area Traffic Engineer)

Approved By: Steve Spence

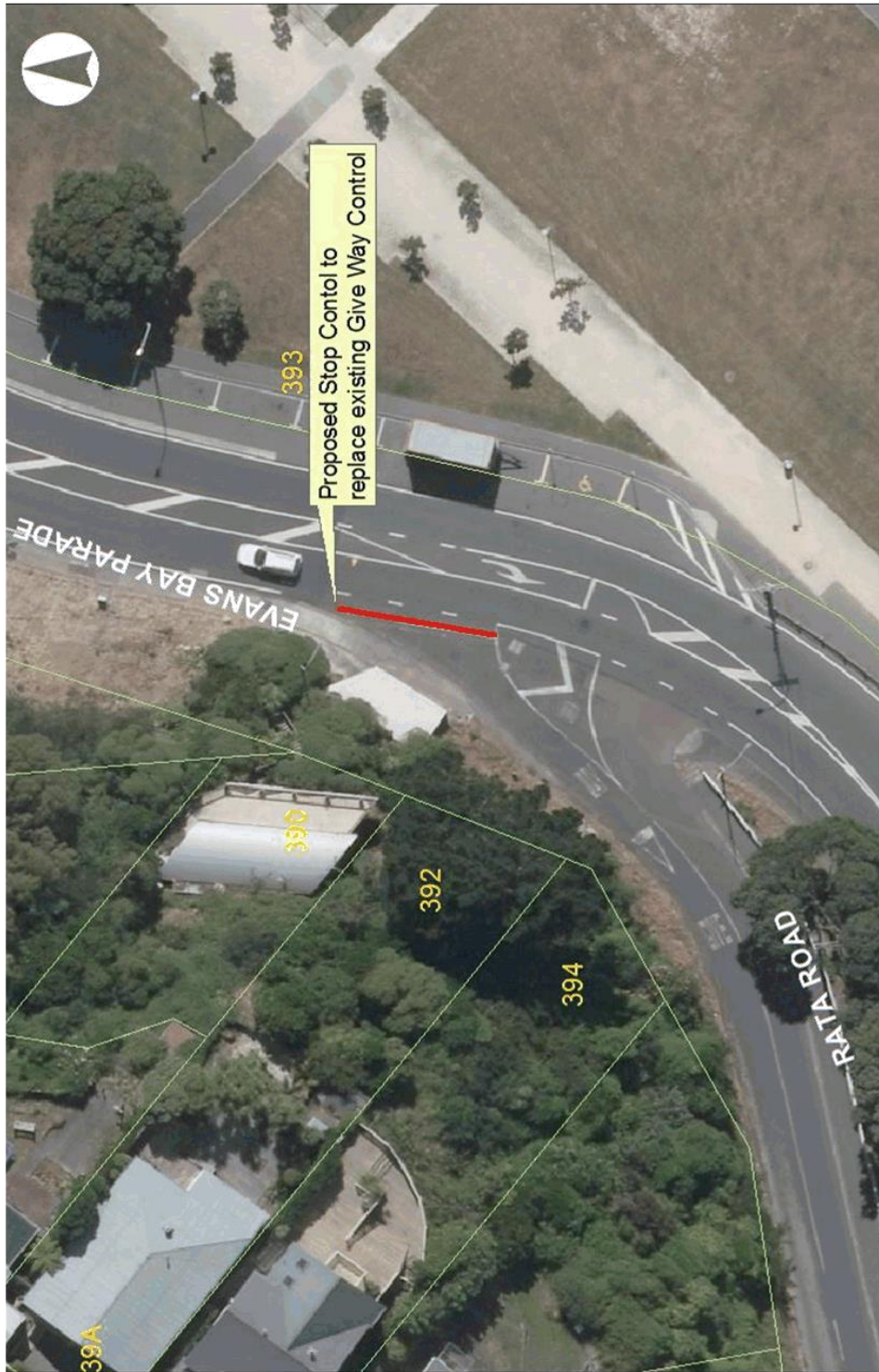
(Chief Transport Advisor)

Date: 6/11/17

WCC Contact:

Gagandeep Singh
Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8294
Fax: +64 4 801 3009
Email: gagan.singh@wcc.govt.nz

Item 3.2 Attachment 20



Rata Road, Hatatai TR-148-17
At intersection with Evans Bay Parade
Proposed Stop Control Replacing Give Way

MAP PRODUCED BY:
Wellington City Council
100 WILSON STREET
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 31.08.2017
DRAWN BY: J. GIBSON
REFERENCE:
ABSOLUTELY POSITIVELY
THE WAY TO PROGRESS
WELLINGTON CITY COUNCIL

1:350
metres
0 5 10 20

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Dominik Auer
Address: 43B Rata Road, Hataitai
Agree: No

I appreciate that you are looking at improving the situation at this really dangerous crossing but the proposed change does in my opinion not go far enough. The problem when you are coming down from Rata Road to Evans Bay Parade is not that cars are not stopping but that there is NO visibility to traffic coming from the right. And cars very often drive above the speed limit at Evans Bay Parade. Which makes it incredibly dangerous to turn right (or even left). I have witnessed already so many high potential accidents there. Replacing the current 'Give Way' with a 'Stop' control would not improve this at all or make the crossing any safer. There is no better visibility with the proposed change and it is already a fact that drivers stop there anyway as there is no other choice. My proposal is to install a road traffic safety mirror opposite the crossing in order to have visibility on traffic coming from the right. They come in round or rectangular shape. And have a 'Stop' control in addition. I'm originally from Austria where this is very commonly used to improve traffic safety. It can be as easy as that! I'm using this crossing several times a day with children in the car and it's always a fear we have. I hope you are considering this input to make this crossing much safer and avoid any possible harm to drivers and cyclist in the future. It's only a matter of time until someone is harmed there if no action is done.

Officer's Response:

The current proposal is to implement STOP control on Rata Road which addresses the concern you have raised. We are also working to improve the accessibility at intersection of Rata Road with Evans Bay Parade, with new signage and road marking, which will address the concerns you have raised.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 149 – 17

Location: Rotherham Terrace - Miramar

Proposal: P10 (Monday to Friday 7:30am-9:30am, 2:30pm-4:00pm)

Information: Council officers have received a request from the owner of the childcare centre to increase the length of time limited parking on Rotherham Terrace as there are not enough car parks during morning/evening peaks. Parents have to walk across the road from Park Road with their children to access to the centre.

A site visit was undertaken to assess the on- street parking demand and, it was noted , that there were not enough car park spaces during the evening peak. Since the centre operates between 7:30am - 4:00pm; it has been requested to change the current time restrictions as well. Currently there is time restriction of P10 (Monday to Friday 8:00am-10:00am, 4:00pm-6:00pm) for one car park.

Council officers therefore propose to increase the length of time limited parking and to change the time restrictions to suit operational hours.

Net parking loss: 0 – To be used only for short term parking

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 13 October 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 16 November 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Rotherham Terrace	<i>P10, Monday to Friday, 8:00am-10:00am, 4:00pm-6:00pm</i>	<i>East side, following the kerbline 6.5 metres from its intersection with Park Road (Grid Coordinates X=2662355.9476 m, Y=5986778.34324 m) and extending in a westerly direction for 6 metres.(1 carpark)</i>

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

Column One	Column Two	Column Three
Rotherham Terrace	<i>P10, Monday to Friday, 7:30am-9:00am, 2:30pm-4:00pm</i>	<i>South side, commencing 8.5 metres from its intersection with Park Road (Grid Coordinates X=1,752,333.9m, Y=5,425,066.04m) and extending in a north westerly direction following the southern kerb-line for 18 metres.(3 carparks)</i>

Prepared By: Gagandeep Singh (Area Traffic Engineer)

Approved By: Steve Spence (Chief Transport Advisor)

Date: 6/11/17

No feedback was received for this traffic resolution.

WCC Contact:

Gagandeep Singh
Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8294
Fax: +64 4 801 3009
Email: gagan.singh@wcc.govt.nz



Rotherham Terrace, Miramar- TR- 149 -17
Time Limited Parking
P10(Mon-Fri, 7:30am - 9am, 2:30pm - 4pm)

0 5 10 20
metres
1:350

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

ORIGINAL MAP SIZE: A3
DATE: 1/09/2017
AUTHOR: sing2g
REFERENCE:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 151 – 17

Location: Tanera Crescent - Brooklyn

Proposal: No stopping at all times

Information: Concerns have been raised by a member of the public regarding cars being parked on the bottom end of Tanera Crescent as the road becomes narrow opposite #50 & #55. The road width is not sufficient for two lane traffic. It has also been identified as an accessibility/safety issue because the emergency vehicle would also not be able to pass, through cars being parked on both sides.

Council officers therefore propose to extend broken yellow lines 5m to increase road width to allow two lane vehicle flow of traffic and improve accessibility.

The purpose of this resolution is to also update the traffic resolutions database to legalise and match the actual on-street broken yellow markings existing on the eastside of Tanera Crescent from the intersection with Ohiro Road.

Net parking loss: 1 parking space

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 September 2017 |
| 2) Feedback period closes. | 13 October 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 16 November 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Column One	Column Two	Column Three
Tanera Crescent	<i>No stopping at all times</i>	<i>East side, commencing south of its intersection with Ohiro Road (grid coordinates x= 1,747,645.3094 m, y= 5,426,036.4946 m), and extending in a northerly direction following the eastern kerbline for 109 metres.</i>

Prepared By: **Gagandeep Singh**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Advisor)

Date: **6/11/17**

WCC Contact:

Gagandeep Singh
Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 0294
Fax: +64 4 801 3009
Email: gagan.singh@wcc.govt.nz



Tanera Crescent, Brooklyn TR 151-17
No Stopping At All Times

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street

ORIGINAL MAP SIZE A3
DATE: 01/09/2017
AUTHOR: R. King



1:500



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Richard Lomas
Address: 55 Tanera Crescent, Brooklyn
Agree: No

I live at 55 Tanera Crescent, outside the proposed 5 m extension of the yellow lines. I would like consideration to be given to only extending it 4 m. The reason is because if there is a 5 m extension the remaining parks will not comfortably fit the two vehicles that currently park there the most - a ute and a station wagon - belonging to the occupants of 55 and 53 Tanera Crescent. I believe that extending the line 4 m will still address the issues of concern. Can consideration also be given to extending the white line at the other end of this parking space to increase the space available anyway - another 0.5 m could be gained that way.

Officer's response:

We have decided to extend the broken yellow lines for 4metres only to allow space to facilitate parking as requested.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR152 – 17

Location: Ranui Crescent - Khandallah

Proposal: Remove mobility park

Information: Officers have received a request from a resident in Ranui Crescent advising that the existing mobility park outside of the property at #33 is no longer used.

It is now proposed to convert the mobility park into an unrestricted park similar to the adjacent parking in the vicinity.

Net parking loss: 0 – conversion from mobility park to unrestricted park.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 13 October 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 16 November 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One

Ranui Crescent

Column Two

No stopping except for vehicles displaying an operation mobility card, Monday to Saturday 8:00am-6:00pm.

Column Three

North side, commencing 249 metres from its intersection with Cashmere Avenue and extending in a westerly direction for 6.5 metres

Prepared By: **Orencio Gueco**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Advisor)

Date: **06/11/17**

No feedback was received for this traffic resolution.

WCC Contact:

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

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 153 – 17
- Location:** Cuba Street - Wellington
- Proposal:** P90 Time Limited Parking
- Information:** Council Officers have received a request from Never Stop Dancing to extend the current time limited parking restriction on Cuba Street outside the Thistle Hall Community Venue.

Thistle Hall is situated on Cuba Street, between Arthur Street and Webb Street. Parking spaces on the east side of the road have a current time restriction of 60 minutes. Due to the nature of surrounding businesses and clientele demands, it has been identified that the current restrictions are not fully conducive to their operations.

The purpose of this resolution is to convert the existing parking time restriction from P60 to P90.

Net parking loss: 0 spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 13 October 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 16 November 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 15 metres south of its intersection with Arthur Street (Grid Coordinates X=2658515.640413 m, Y=5988446.647909 m) and extending in a southerly direction following the kerbline for 25.5 metres.</i>
--------------------	---	--

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

Cuba Street	<i>P90 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>East side, commencing 15 metres south of its intersection with Arthur Street (Grid Coordinates X=2658515.640413 m, Y=5988446.647909 m) and extending in a southerly direction following the kerbline for 25.5 metres.</i>
--------------------	--	--

Prepared By: Patrick Padilla

(Intermediate Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 6/11/17

No feedback was received for this traffic resolution.

WCC Contact:

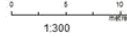
Patrick Padilla
Intermediate Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8242
Fax: +64 4 801 3009
Email: patrick.padilla@wcc.govt.nz



TR153-17 Cuba Street
Time Limited Parking: P90

MAP PRODUCED BY:
 WELLINGTON CITY COUNCIL
 100 TORRENS STREET
 WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
 DATE: 8/09/2017
 AUTHOR: JAMES
 REFERENCE:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 154 – 17

Location: Harris Street - Wellington

Proposal: P10 Time Limited Parking
Metered Parking Other Times

Information: Council Officers have received a request to modify the current time limited parking restriction on Harris Street outside the Childcare Centre.

Seven angled carparks are currently supported by a P10 restriction. It has been identified that these parking spaces are not well utilised outside childcare operational hours, due to the imposed time limit.

The purpose of this resolution is to allow dual parking restrictions, to better cater to demands, and use existing parking spaces efficiently.

Net parking loss: 0 spaces

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 September 2017 |
| 2) Feedback period closes. | 13 October 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 16 November 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Harris Street	<i>P10, Monday to Saturday 8:00am - 6:00pm.</i>	<i>Southwest side, commencing 48 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658926.244986 m, Y=5989426.747924 m) and extending in a north-westerly direction following the kerbline for 20.5 metres. (7 angle carparks)</i>
----------------------	---	--

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

Harris Street	<i>P10, Monday to Friday 8:00am - 6:00pm. Metered Parking, P120 Maximum, Friday 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>Southwest side, commencing 48 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658926.244986 m, Y=5989426.747924 m) and extending in a north-westerly direction following the kerbline for 20.5 metres. (7 angle carparks)</i>
----------------------	---	--

Prepared By: **Patrick Padilla** (Intermediate Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **6/11/17**

No feedback was received for this traffic resolution.

WCC Contact:

Patrick Padilla
Intermediate Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8242
Fax: +64 4 801 3009
Email: patrick.padilla@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 155 – 17
- Location:** Marion Street - Wellington Central
- Proposal:** Reallocation of P5 Time Limited Parking and Metered Parking
- Information:** Council Officers have received a request to relocate the existing P5 parking spaces on Marion Street, following the relocation of New Zealand Post to Vivian Street.

The P5 parking spaces on Marion Street were installed catering to the clientele and business requirements of New Zealand Post. Having relocated to Vivian Street, the existing P5 parking spaces are no longer suited to requirements.

The purpose of this resolution is to relocate the existing P5 parking spaces closer to New Zealand Post's current location.

Net parking loss: 0 spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 13 October 2017
- 3) If no objections received report sent to City Strategy Committee for approval. 16 November 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Marion Street	<i>P5, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 93 metres north of its intersection with Vivian Street (Grid Coordinates X=2658711.653352 m, Y=5988679.857279 m) and extending in a northerly direction following the kerbline for 24.5 metres.</i>
----------------------	--	--

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

Marion Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 117.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerbline for 17.5 metres. (3 parallel carparks)</i>
----------------------	--	--

Marion Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 52 metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerbline for 41 metres. (7 parallel carparks)</i>
----------------------	--	---

Marion Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 4.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerbline for 30 metres. (5 parallel carparks)</i>
----------------------	--	--

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Marion Street	<i>P5, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 4.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerbline for 18 metres. (3 parallel carparks)</i>
----------------------	---	--

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

Marion Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 52 metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerbline for 83 metres. (14 parallel carparks)</i>
Marion Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 22.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerbline for 12 metres. (2 parallel carparks)</i>

Prepared By: **Patrick Padilla** (Intermediate Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **06/11/17**

No feedback was received for this traffic resolution.

WCC Contact:

Patrick Padilla
Intermediate Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8242
Fax: +64 4 801 3009
Email: patrick.padilla@wcc.govt.nz



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 157 – 17

Location: The Terrace - Wellington

Proposal: Class Restricted (Loading Zone, P5, At All Times)

Information: Council Officers have received a request from Park Hotel to address a loading zone shortage within close proximity to the hotel premises on 101-103 The Terrace.

Outside the Park Hotel are two metered parking spaces, with a 120 minute time restriction. It has been determined that the current restrictions do not fully cater to current demands.

The purpose of this resolution is to convert two existing metered parking spaces into a loading zone to meet existing demand.

Net metered parking loss: 2 spaces
Loading zone gain: 2 spaces

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 September 2017 |
| 2) Feedback period closes. | 13 October 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 16 November 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

The Terrace	<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>East side, commencing 406.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 10 metres. (2 parallel carparks)</i>
--------------------	--	--

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

The Terrace	<i>Loading Zone, P5, At All Times</i>	<i>East side, commencing 406.5 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 10 metres.</i>
--------------------	---------------------------------------	--

Prepared By: **Patrick Padilla**
Approved By: **Steve Spence**
Date: **06/11/17**

(Area Traffic Engineer)

(Chief Transport Advisor)

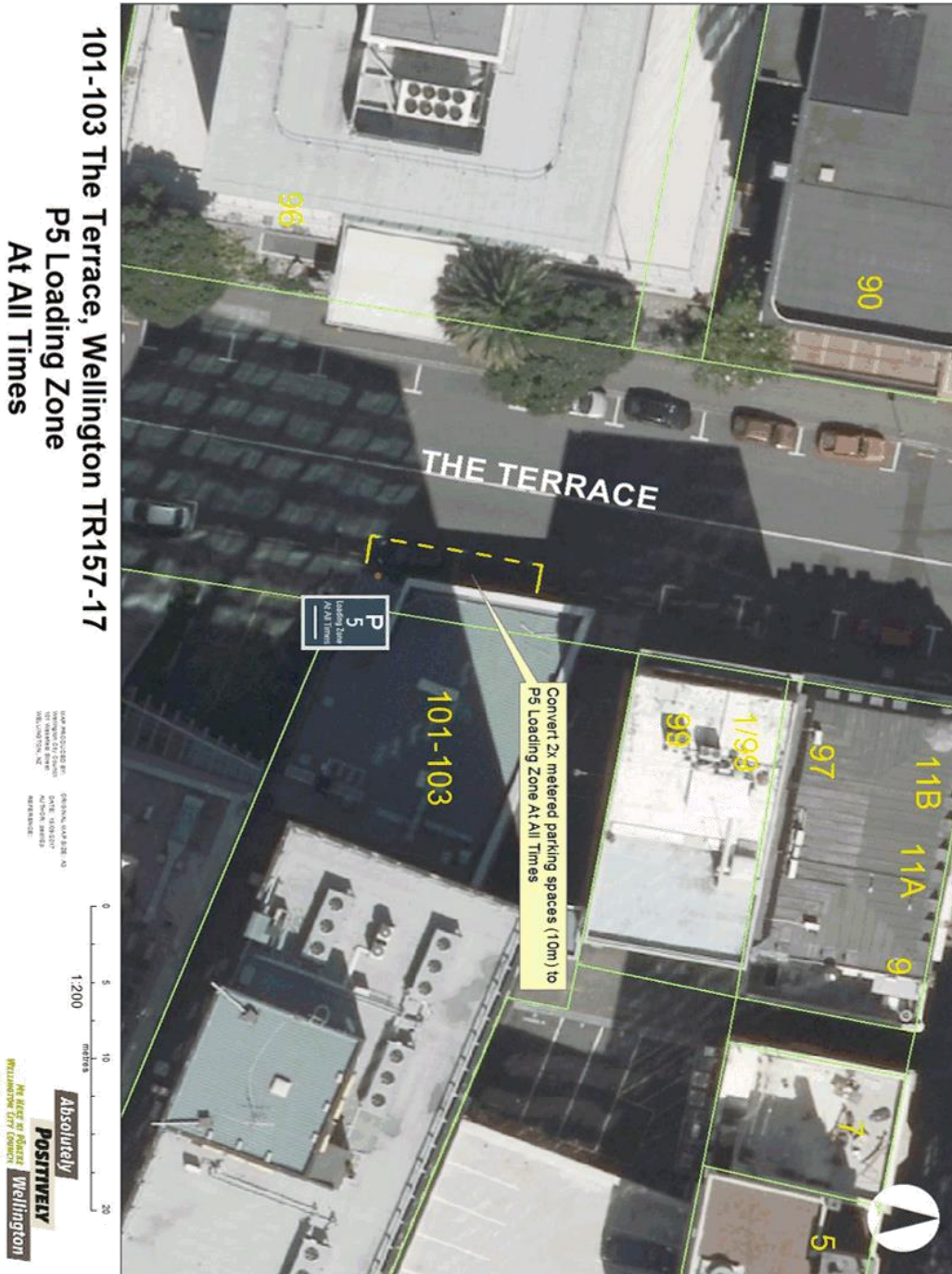
WCC Contact:

Patrick Padilla
Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8242
Fax: +64 4 801 3009
Email: patrick.padilla@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Item 3.2 Attachment 27



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Martin Boland
Address: 101 The Terrace, Wellington Central
Agree: No

The 137 room Park Hotel opened in October 2016. The P10 signs and associated reserved parking signed for coaches have been in place for approx. 2 months as a OSH delivery for our guests and still respecting the needs of our local neighbours and other road users. The coach parking has been marketed to all our inbound wholesalers and group series suppliers as available now. Over 200 group/coach movements are confirmed in the future already. Those coaches are mostly 20-40 seaters. We can work with the P5 change, then we encourage our guests in cars to pop around the corner and park in the Council owned Clifton Terrace Carpark. What we need though is to the coach parking only during 0800-0900 and 1700-1830 to be retained. Our position on the Terrace is next to where the road narrows (top of Woodward St). Coachs cannot double park and there is no verge to pull into. Those timings were qualified by the wholesalers as to when they would likely arrive or depart the hotel. By retaining the reserved spots timing the safety of the travellers is assured. What I would propose is a trial 6 month period (Till 31 March 2018 - which is the end of the peak tour season) and we see how the P5 and reserved coach timing works. Ideally we will try and narrow the timing for the coach use down if feasible.

Officer's response:

Your request to retain the P10/Coach Stop between 8-9am, 5-6:30pm has been considered. We have taken the time to observe the use of these parking spaces, measuring it against parking demand, and comparing its allocation with what works for other hotels around the CBD. Given the number of coaches observed, as well as the number of cars/taxis using these spaces at times reserved for coaches, we have determined that a P5 Loading Zone restriction provides better service as it allows maximum flexibility, while minimising potential misuse of parking allocation. At any time, coaches are permitted to use the proposed P5 Loading Zone spaces, as are other hotel clientele. The five minute time restriction allows quick turnover of parked vehicles, ensuring frequent availability of parking spaces.

Submitter: Paula Warren
Address: Not given
Agree: Yes

In relation to 157-17, we would note that providing for picking up and dropping off activities are far more important than medium or long term parking. The CBD has insufficient loading zones and P5 zones, which is encouraging footpath parking and other unsafe behaviour.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR158 – 17

Location: Fitzherbert Terrace - Thorndon

Proposal: P10 & P2 - 8:00am-8:45am, 2:45pm-4:00pm,
Monday to Friday, School Days
P120 At Other Times Except for Authorised Vehicles

Information: Council Officers received a request from the management of Queen Margaret College (QMC) to identify improvements in the parking around the school particularly during school peak am and pm drop-off and pickup times.

Parking surveys were undertaken in February this year to establish, if any, parking changes were needed. A number of discussions/meetings with QMC, some concerned residents and Council's Parking Services have been undertaken to reach this decision to propose these changes.

There have been ongoing concerns when school parents/caregivers drop-off and pickup children on no stopping lines or in front of residents' driveways located on Hobson Street.

It is proposed to convert a portion of parking along Fitzherbert Terrace into a *two minute parking only* during the school peak times in the morning and afternoon. It is envisaged, and it is understood that QMC will promote this short-term parking zone, and parents/caregivers will use this zone as a safe drop-off and pickup area for all students associated with QMC.

The remaining section of parking is proposed as a ten minute park, also during school peak times, to allow more time for younger children to be dropped off or picked up.

Outside of the drop-off/pickup times, these parks will become P120 parking except for residents with valid residents parking permits who can park for longer than two hours.

This is a change from the current P120 restriction which extends from 6:00pm to 9:00pm Monday to Sunday.

Net parking loss: 0 – conversion of parks to P10/P2 parking at specific times.

PROPOSED TRAFFIC RESOLUTION

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

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 September 2017 |
| 2) Feedback period closes. | 13 October 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 16 November 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
<i>Fitzherbert Terrace</i>	<i>P120, At Other Times, except for authorised vehicles.</i>	<i>South side, commencing 13.5 metres from the intersection of Hobson Street (Grid coordinates x= 1749101.7 m, y= 5429578.4 m), and extending in a westerly direction following the southern kerbline for 76.5 metres.</i>

Column One	Column Two	Column Three
<i>Fitzherbert Terrace</i>	<i>P120, Monday to Friday 4:00pm - 9:00pm, Saturday to Sunday 8:00am - 9:00pm, except for authorised vehicles.</i>	<i>South side, commencing 13.5 metres from the intersection of Hobson Street (Grid coordinates x= 1749101.7 m, y= 5429578.4 m), and extending in a westerly direction following the southern kerbline for 76.5 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

Column One	Column Two	Column Three
Fitzherbert Terrace	<i>P120, Monday to Friday 8:30am - 2:30pm, during school terms</i>	<i>South side, commencing 13.5 metres from the intersection of Hobson Street (Grid coordinates x= 1749101.7 m, y= 5429578.4 m), and extending in a westerly direction following the southern kerbline for 76.5 metres.</i>

Column One	Column Two	Column Three
Fitzherbert Terrace	<i>P15, Monday to Friday 8:00am - 8:30am, 2.30pm - 4:00pm, during school terms</i>	<i>South side, commencing 13.5 metres from the intersection of Hobson Street (Grid coordinates x= 1749101.7 m, y= 5429578.4 m), and extending in a westerly direction following the southern kerbline for 47.5 metres.</i>

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

Column One	Column Two	Column Three
Fitzherbert Terrace	<i>No parking - except for drop off or pick up, Monday to Friday 8:00am - 8:30am, 2:30pm - 4:00pm, during school terms</i>	<i>South side, commencing 61 metres from the intersection of Hobson Street (Grid coordinates x= 1749101.7 m, y= 5429578.4 m), and extending in a westerly direction following the southern kerbline for 29 metres.</i>

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

Column One	Column Two	Column Three
Fitzherbert Terrace	<i>P2, Monday to Friday, 8:00am-8:45am, 2:45pm-4:00pm, school days</i>	<i>South side, commencing 13.5 metres from the intersection of Hobson Street (Grid coordinates x= 1,749,101.36 m, y= 5,429,576.58 m), and extending in a westerly direction following the southern kerbline for 35 metres.(6 parallel parks)</i>

Item 3.2 Attachment 28

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Column One	Column Two	Column Three
Fitzherbert Terrace	<i>P10, Monday to Friday, 8:00am-8:45am, 2:45pm-4:00pm, school days</i>	<i>South side, commencing 48.5 metres from the intersection of Hobson Street (Grid coordinates x= 1,749,101.36 m, y= 5,429,576.58 m), and extending in a westerly direction following the southern kerbline for 41 metres. (7 parallel parks)</i>

Column One	Column Two	Column Three
Fitzherbert Terrace	<i>P120, at other times, except for authorised vehicles</i>	<i>South side, commencing 13.5 metres from the intersection of Hobson Street (Grid coordinates x= 1,749,101.36 m, y= 5,429,576.58 m), and extending in a westerly direction following the southern kerbline for 76 metres.</i>

Prepared By: Orencio Gueco

(Area Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 6/11/17

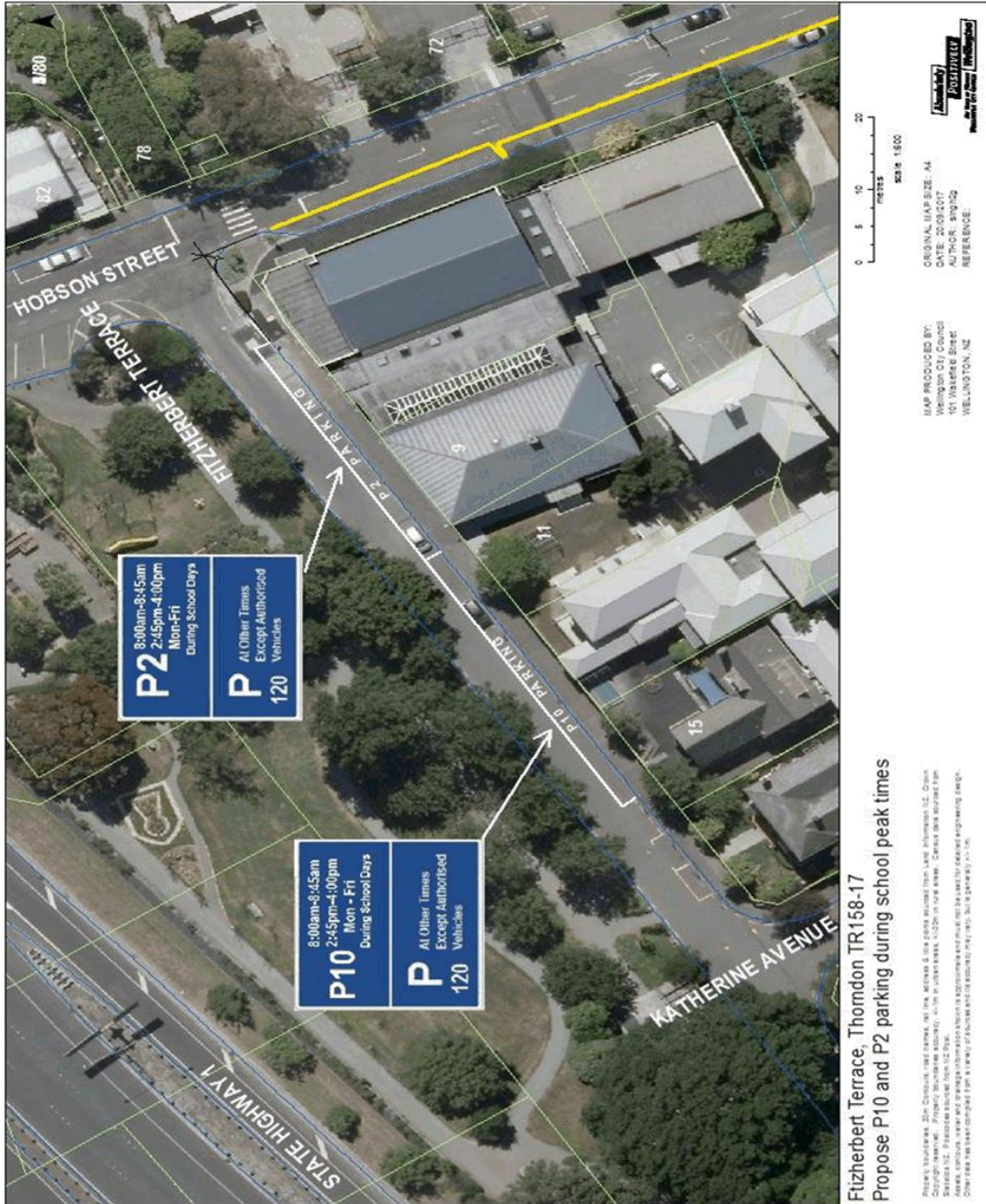
WCC Contact:

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

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Item 3.2 Attachment 28



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Christine Murcott
Address: 64 Hobson Street, Thorndon
Agree: No

Reference TR158-17 Proposed Traffic Resolution Fitzherbert Terrace, Thorndon Being a direct neighbour of Queen Margaret College (64 Hobson St) it would have been nice to have been included in discussions/meetings, plus known the outcome of surveys alluded to in the document entitled: Reference TR158-17 Proposed Traffic Resolution Fitzherbert Terrace, Thorndon Background Queen Margaret College's traffic issues have become steadily worse over the years. Having lived at 64 Hobson St (Owners) for over 15 years we have seen the growing cohort of students who are dropped off in the morning and picked up in the afternoon. The school has grown in the number of students it caters for, including those in the junior school, plus it will have a boarding school as well. Queen Margaret College is land-locked. It requires more buses than it has had to ferry students to different suburbs and they sit with motors running at 3.30pm belching the smell of diesel and making the windows in the nearby properties rattle. When the new gateway was placed up towards the school hall we were assured that there would be no effect on us and was for the period of the construction of the new gym. It has now become the main exit from the school for most students, parents, visitors and staff. The Australian High Commission (also at presently containing the British High Commission) had all parks taken away from the front of their property, with Council approval. This did not stop parents pulling in on broken yellow lines to drop off their children. Now the High Commission places out orange cones, the length of their frontage, to stop cars pulling in. It should be noted that this is not Australian or British diplomatic land but New Zealand land. The rest of us would like this provision also. Over the years more and more parks have been taken away from Hobson St. Those two residents' parks outside number 64 are used by apartment dwellers who purchase a residents parking sticker and then rent out their carparks in the grounds of Hobson Court. If they are not using (which is rare and only for a very short period of time) then parents from QMC pull in to use them as 'waiting' spots' for their children. 2016 saw a resident carpark taken away from between 62 and 60 Hobson St. This was to improve the visibility of backing for these residents' cars. What it has created is a long length of roadway across 64, 62 and 60's garages and driveways for Queen Margaret parents to pull in, stop; drop off their children or even park and take their children across the road and in some cases into the school emerging 10 - 15 minutes later. Parents take their time dropping students off, even carrying items into the school with them. Rudeness, dumb insolence and verbal abuse is not uncommon and is very upsetting when received after asking politely if the parent could move their vehicle so we can enter our property. The aggressive nature of both male and female drivers is sometimes breath-taking. Concerning the proposed use of Fitzherbert Terrace 'QMC will promote this short-term parking zone, and parents/caregivers will use this zone as a safe drop-off and pickup area for all students associated with QMC' It is laudable that QMC sees it is the heart of the roading/parking issues at the beginning and end of the school day. However the proposal outlined to fix the problem is totally impractical and unable to be enforced. Parents park over garage entrances, driveways, entrance ways, apartment carpark and in resident carparks and there are no consequences. WCC traffic wardens have cars towed away that

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

are still parked on the QMC side of the road at 3.30pm (a clearway to accommodate the buses after school). Yet visually they can see drivers illegally parked all over the other side of the road in the areas listed and do nothing. It has been pointed out to staff who are on bus duty and to the WCC traffic staff that people are unable to enter their properties and we have just been ignored. Fitzherbert Terrace is a narrow, one-way road. Once cars have entered Fitzherbert Terrace and parked to drop students off there is only just enough room for cars to go down the street to try and find a drop off point. By this stage cars would be moving back down Fitzherbert Terrace to enter back out onto Hobson St. Cars would come to grid-lock in the narrow road. Such a proposed solution shows the naivety of the amount of traffic that blocks these roads to drop off students each morning and each afternoon. The United State Embassy will not countenance any blockages to the road and traffic could also cause blockages to Katherine Avenue (that is, it may be used as a turning point rather than parents driving down to the round-a-bout outside the embassy). Drivers moving down Hobson St (from the Tinakori Rd end of the road or from the other direction) are not going to navigate a pedestrian crossing and a narrow road (Fitzherbert Terrace), if they can enter to road at all, due to exiting traffic. Students rarely use the crossing but rather move out between cars and buses to get from one side of the road to another. This has always been a dangerous means of crossing Hobson St and puts students at greater risk of an accident occurring. In conclusion In our view the proposed resolution makes an already frustrating and dangerous traffic problem even worse. Such a proposal could set-up new bottlenecks in the narrow streets of Fitzherbert Terrace and Katherine Avenue. It could also create the dangerous turning of cars on the corner from Fitzherbert Terrace onto the crossing outside QMC's Hall. Parents and caregivers will not get involved in the congestion of the Fitzherbert Terrace proposal and even more neighbours e.g. the American and Niuean Embassies and the Thorndon Tennis Club could be affected adversely. Even now parents park their cars up on the footpaths of the Katharine Avenue corners to go back to the Junior School entrance to pick up their child/children. The Council has been unable to fix traffic matters in Hobson St, particularly affecting Hobson Court Apartments, the properties at 64,62 and 60 Hobson St and the new game of backing into the beginning of Hobson St driveways and waiting for students to arrive for their ride home. More inconvenience is occurring for the residents of the immediate area of the school.

Officer's Response:

Thank you for your feedback regarding the proposed parking restriction changes along Fitzherbert Terrace, Thorndon. We acknowledge that the proposal may not totally resolve the already complex parking situation in the area. It is our intent though, with these parking time limit changes, to provide a safe facility for short term drop-off and pick-up of students during school peak times.

We have also observed, as you mentioned in your submission, the parking behaviours of several parents/caregivers which add to the already difficult condition when most students are either arriving or leaving QMC. We have, in fact, spoken with the school management and have requested their support to promote compliance to this proposal including reminding parents to adhere to the existing parking restrictions, and to refrain from parking across driveways.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

There are two reasons for converting several parks along Fitzherbert Terrace into shorter time restricted parks.

First, the current P15 time limit does not permit enough turnovers to cope with the number of students being dropped off or picked up during school peak times. Due to this P15 time limit, other waiting vehicles tend to double park unsafely on Fitzherbert Terrace. This is a regular occurrence. The proposed P2 restriction will significantly shorten the parking time limit allowing more turnovers of vehicles. This may eventually reduce the number of vehicles waiting along Hobson Street.

Second, and more importantly, the P2 parks will provide a safe short term pick-up and drop-off location for the students. The current practice of using Hobson Street (on driveways and no stopping lines) not only causes grief among the residents and the embassies in the vicinity, but also is a safety concern. Children tend to cross wherever they are dropped off. Providing a drop-off and pick-up on the same side of the school, although a bit inconvenient, is a much safer option.

We met with our Parking Services Team regarding this proposal and they have agreed to provide resources to ensure compliance of the proposed restrictions. We have also echoed your enforcement concerns regarding vehicles parking on no stopping lines, driveways and residents parks.

Like with all new parking restrictions, we will observe the effects and monitor accordingly. This will include the performance of the intersection of Hobson Street and Fitzherbert Terrace.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 160 – 17

Location: Johnsonville Hub Parking - Johnsonville
Changes

Proposal: Changes to Parking on Wanaka Street, Dr Taylor Terrace and Frankmoore Ave.

Information: The use of community facilities in Johnsonville continue to grow. With the addition of a new library the demand for short stay parking in the area will exceed the current supply. Both during construction of the new library and following its completion there is a need to time restrict parking on the streets around the Community Hub to meet the expected demand for parking.

To accommodate the building of the new library 23 car parking spaces will be lost from the off street carpark at the back of the Pool and Community Centre. Some additional parking will be lost from Moorefield Road to provide for construction activity. Once the library is complete it will provide 26 carparks accessed off Wanaka Street.

An assessment of the need for time restricted parking has been made which determined that some 30 extra on street spaces in the vicinity of the Community Hub are required. This assessment has been made conscious of Council's commitment to encouraging alternative modes of transport including walking, cycling and public transport. The proposed provision of additional short stay parking around the Community Hub is seen as a balance between encouraging these modes and the reality that not all trips can be made to these facilities by these means.

Taking on board comments received from early engagement on parking issues the proposed time limits have been set at P180 rather than the present P120. This is to allow some flexibility for users of the facilities and activities that take longer than two hours. It will also go some way to accommodating volunteers that serve at the Community Centre.

Present parking arrangements informally allow for the pickup and set down of school children catching buses in the area. This will be an ongoing activity and will be accommodated by providing some P15 parking on Wanaka Street. With public transport changes to bus services from mid-2018, the provision of these spaces together with any changes for bus services, will be monitored and changes promoted as appropriate.

PROPOSED TRAFFIC RESOLUTION

The proposed parking changes will be monitored to assess the effect on parking around St Brigid's school and the effect on residents from all day parkers moving further out into residential streets.

Proposals to create additional car parking in Johnsonville will continue to be explored but in the meantime the changes proposed above will address short term parking demands around the Community Hub.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 10 October 2017 |
| 2) Feedback period closes. | 24 October 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 16 November 2017 |
| 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	Column Two	Column Three
Wanaka Street	<i>P15, Monday to Sunday 8:00am - 6:00pm.</i>	<i>South side, commencing 8 metres west of its intersection with Moorefield Road (Grid Coordinates X= 1,751,258.3568 m, Y= 5,434,897.9036m) and extending in a westerly direction following the southern kerbline for 44 metres.</i>
Wanaka Street	<i>P180, Monday to Sunday 8:00am - 6:00pm.</i>	<i>South side, commencing 58 metres west of its intersection with Moorefield Road (Grid Coordinates X= 1,751,258.3568 m, Y= 5,434,897.9036m) and extending in a westerly direction following the southern kerbline for 7.5 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Wanaka Street	<i>P180, Monday to Sunday 8:00am - 6:00pm.</i>	<i>South side, commencing 76.5 metres west of its intersection with Moorefield Road (Grid Coordinates X= 1,751,258.3568 m, Y= 5,434,897.9036m) and extending in a westerly direction following the southern kerbline for 6.5 metres.</i>
Wanaka Street	<i>P180, Monday to Sunday 8:00am - 6:00pm.</i>	<i>North side, commencing 6 metres east of its intersection with Dr Taylor Terrace (Grid Coordinates X= 1,751,172.5614 m, Y= 5,434,924.5516 m) and extending in an easterly direction following the northern kerbline for 32 metres.</i>
Dr Taylor Terrace	<i>P180, Monday to Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 14 metres south of its intersection with Frankmoore Avenue (Grid Coordinates X= 1,751,195.8239 m, Y= 5,435,034.2011 m) and extending in a southerly direction following the eastern kerbline for 35 metres.</i>
Dr Taylor Terrace	<i>P180, Monday to Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 62 metres south of its intersection with Frankmoore Avenue (Grid Coordinates X= 1,751,195.8239 m, Y= 5,435,034.2011 m) and extending in a southerly direction following the eastern kerbline for 47 metres.</i>
Frankmoore Avenue	<i>P180, Monday to Sunday 8:00am - 6:00pm.</i>	<i>South side, commencing 119 metres west of its intersection with Moorefield Road (Grid Coordinates X= 1,751,367.5565 m, Y= 5,434,997.7412 m) and extending in a westerly direction following the southern kerbline for 39 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Note: All coordinates are given in NZGD 2000 Wellington Circuit coordinates

Prepared By: Stephen Harte
Approved By: Steve Spence
Date: 06/11/17

(Implementation Manager, Network Improvements)
(Chief Transport Advisor)

WCC Contact:

Stephen Harte
Implementation Manager, Network Improvements
Transport Group – City Networks
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8084
Fax: +64 4 801 3009

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Mike Mellor on behalf of Living Streets
Address: Not given
Agree: No

We support the Council's commitment, mentioned in this proposal, to encouraging "alternative" modes of transport including walking, cycling, and public transport, but we question whether the proposal's entirely car-focussed approach to the transport requirements of Johnsonville's community facilities is consistent with that commitment.

Council policy, in the form of the Urban Growth Plan, says (p46) "*Like other well-connected cities, we plan to support our sustainable transport hierarchy by encouraging walking, cycling and public transport over other modes of transport*" (the "other modes" being the movement of freight, and private vehicles), but the only relevant reference in this proposal is that "*The proposed provision of additional short stay parking around the Community Hub is seen as a balance between encouraging these [sustainable] modes and the reality that not all trips can be made to these facilities by these means.*" We do not understand how increasing such car parking without any reference to provision for other modes achieves any sort of balance, and would welcome an explanation.

Sustainable modes being higher in the hierarchy than private-car use is something that is particularly important in urban centres such as Johnsonville. To be not inconsistent with the Plan, consideration of walking, cycling and public transport should be at least up there with private-car use, but all this proposal says is that not all trips can be made using sustainable modes (we're not aware that anyone has said that all trips could be), while "*proposals to create additional car parking will continue to be explored*".

We strongly advocate that the Council ensures that it implements the relevant sections of the Plan. One of the starting points should be the Traffic Resolution process, which with some exceptions appears to be largely concerned with just private cars, the mode at the bottom of the hierarchy, and shows little sign of the commitment referred to above. To address this we submit that every such proposal should include an analysis of its effects on each mode identified in the hierarchy.

Our analysis of this proposal by these modes is as follows:

Pedestrians: no mention of any effects on pedestrians, nor of any provision for them. It is hard to see how there will be any positive effects.

Cyclists: as for pedestrians.

Public transport: as for pedestrians. We note that the effect of public transport changes on the provision of car parking will be monitored, but there is no mention of the reverse effects.

Moving freight: as for pedestrians.

PROPOSED TRAFFIC RESOLUTION

Private vehicles: the whole of the proposal is about providing for and encouraging use of such vehicles, but with no mention of any resultant effects. These may actually be negative for private car users, since car-parking provision tends to encourage car use, and congestion is already an issue in Johnsonville.

In the absence of any analysis of effects on the modes that it is Council policy to encourage, we find it hard to see how this proposal can be supported.

Officer's Response:

While this proposal does not specifically address other modes as highlighted in the above submission, these are taken into account as appropriate. This proposal follows and builds on the extensive work carried out to improve roading infrastructure around the Johnsonville Town Centre including improvements for pedestrians and cyclists. The improvements also allow for greater routing options for Public Transport and have been carried out with the planned changes to Public Transport, as a result of the Wellington Bus Review, in mind.

In terms of assessing the demand for parking around the existing and planned community facilities an analysis of parking demand was conducted by drawing from a similar mix of facilities where parking is unrestrained. This gave us a basis to assess the demand for community facilities parking in Johnsonville. An adjustment has been made to the numbers on the assumptions that Johnsonville has a higher reliance on public transport and a higher number of people walking and cycling. It is expected that the proportion of the community using these modes will increase in time but for conservative analysis it has been assumed that the same proportion as currently use these modes will remain in the future. This will assist in meeting demand in the short term and allow for a transition phase over the longer term and therefore the reason for continued monitoring of the parking situation identified in the report. Other assumptions in arriving at the need for short stay parking included; accepting the mall currently provides sufficient spaces to meet its own demand for parking and will do so under any development scenario it generates in the future; the demand for general parking for visitors, customers and business that supports retail and business in and around the centre of Johnsonville is met by the current number of main street carparks, a number of off street customer carparks provided by businesses and an overflow into the Mall carpark.

On this basis the number of spaces required to support the Johnsonville community facilities in an unrestrained scenario were reduced by 25% to arrive at the identified shortfall of 30 short stay spaces now proposed in the report. This therefore reflects support for our policies for encouraging public transport, walking and cycling while recognising the need to manage parking demand associated with the use of our community facilities.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 109 –17
Location: Tennyson Street, Wellington Central
Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse gas emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available to car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. In addition to the spaces approved by Council's City Strategy Committee in June, August and September this year, it is proposed that 10 spaces be allocated being:

- 9 parking spaces will be for electric vehicle car sharing;
- 1 parking space will be for traditional car sharing.

By introducing these car sharing spaces – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Proposal For This Particular Site

This traffic resolution report seeks to convert the three angled P120 metered car parks near the intersection of Tennyson Street and Tory Street into parking spaces dedicated to car-share vehicles. The P120 time restriction will be removed.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 25 July 2017 |
| 2) Feedback period closes. | 3 November 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 16 November 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Tennyson 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>Southwest side, following the kerbline 158.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749266.3 m, y= 5426907.1 m), and extending in a north-westerly direction for 41.0 metres.</i>

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

Column One	Column Two	Column Three
Tennyson Street	<i>Car share, at all times</i>	<i>Southwest side, following the kerbline 190.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X= 1749266.3 m, Y= 5426907.1 m), and extending in a north-westerly direction for 8.9 metres.</i>

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

Column One	Column Two	Column Three
Tennyson 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>Southwest side, following the kerbline 158.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X= 1749266.3 m, Y= 5426907.1 m), and extending in a north-westerly direction for 32 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 6/11/17

WCC Contact:

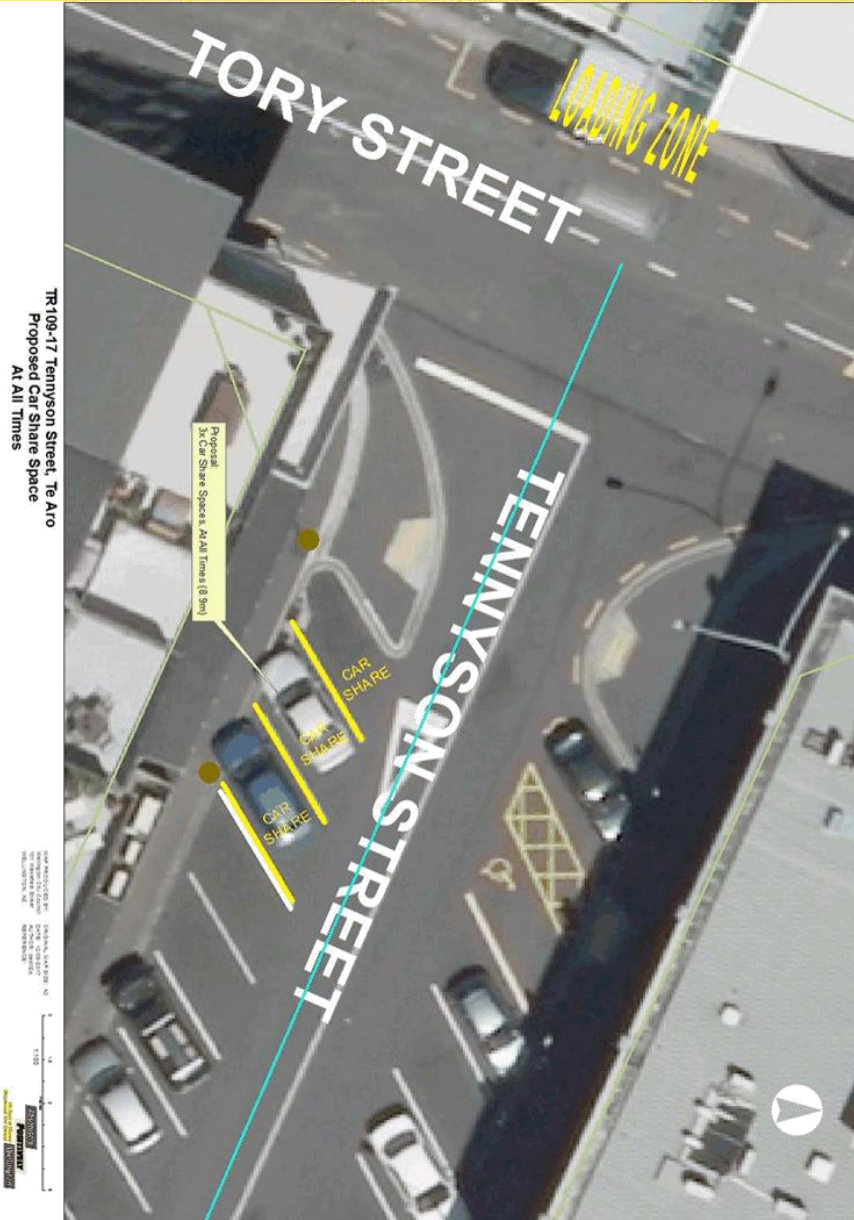
Tom Pettit
Senior Analyst - Strategy
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8697
Email: tom.pettit@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Item 3.2 Attachment 30

Traffic Resolution Plan:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Appendix A – List of Sites

Ref No.	Location	Type of Site	CBD/Suburb
TR108-17	Lipman Street	Traditional car sharing spaces	Mt. Victoria
TR109-17	Tennyson Street	Electric vehicle car sharing spaces	CBD
TR113-17	Tinakori Road		Thorndon
TR115-17	Aro Street		Aro Valley

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	188	100%
No	0	0%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

Please see below for specific comments relating to this location:

Submitter: Jan Moore - Capital Care Health Centre
Agree: Yes

I do apologise for not replying. I read the letter attached & interpreted it as saying 'if you have no change to original submission.....there is no need to contact us'. We are very happy with the new proposal to shift the car share vehicle parks to corner of Tennyson & Tory Sts as in TR9 - 17 Tennyson Street. We wish to thank the council for considering our original submission.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 113 – 17
Location: Tinakori Road, Thorndon
Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse gas emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available to car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. In addition to the spaces approved by Council's City Strategy Committee in June, August and September this year, it is proposed that 10 spaces be allocated being:

- 9 parking spaces will be for electric vehicle car sharing;
- 1 parking space will be for traditional car sharing.

By introducing these car sharing spaces – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Proposal For This Particular Site

This traffic resolution report seeks to convert the three angled P120 metered car parks near the intersection of Tennyson Street and Tory Street into parking spaces dedicated to car-share vehicles. The P120 time restriction will be removed.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 25 July 2017 |
| 2) Feedback period closes. | 3 November 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 16 November 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Tinakori Road	<i>P120 Monday to Friday, 9:00am - 4:00pm, Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 4 metres north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 70.5 metres.</i>

Column One	Column Two	Column Three
Tinakori Road	<i>P120 Except for Authorised Vehicles; Monday to Saturday 6:00pm - 9:00pm, Sunday, 8:00am – 9:00pm.</i>	<i>West side, commencing 4 meters north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 70.5 meters.</i>

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

Column One	Column Two	Column Three
Tinakori Road	<i>P120 Monday to Friday, 9:00am - 4:00pm, Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 4 meters north of its intersection with Upton Terrace (Grid coordinates X= 1748291.5107 m, Y= 5428920.6396 m) and extending in a northerly direction following the western kerbline for 52.5 meters.</i>

Column One	Column Two	Column Three
Tinakori Road	<i>P120 Except for Authorised Vehicles; Monday to Saturday 6:00pm - 9:00pm, Sunday, 8:00am – 9:00pm.</i>	<i>West side, commencing 4 meters north of its intersection with Upton Terrace (Grid coordinates X= 1748291.5107 m, Y= 5428920.6396 m) and extending in a northerly direction following the western kerbline for 52.5 meters.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Tinakori Road	<i>Car share, at all times</i>	<i>West side, commencing 56.5 meters north of its intersection with Upton Terrace (Grid coordinates X= 1748291.5107 m, Y= 5428920.6396 m) and extending in a northerly direction following the western kerbline for 18 meters.</i>

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 6/11/17

WCC Contact:

Tom Pettit
Senior Analyst - Strategy
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8697
Email: tom.pettit@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Item 3.2 Attachment 31

Traffic Resolution Plan:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Appendix A – List of Sites

Ref No.	Location	Type of Site	CBD/Suburb
TR108-17	Lipman Street	Traditional car sharing spaces	Mt. Victoria
TR109-17	Tennyson Street	Electric vehicle car sharing spaces	CBD
TR113-17	Tinakori Road		Thorndon
TR115-17	Aro Street		Aro Valley

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Feedback received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	187	97.9%
No	4	2.1%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

Please see below for specific comments relating to this location:

Submitter: Sally King
Agree: Yes

This submission is made on behalf of family members at 9 Upton Tce. Our submission is to support a 2 year TRIAL of the proposal to gauge use and support from the local community before proceeding to a permanent change. We live in 2 dwellings, on one property with a total of 8 permanent residents - 5 of whom are of legal age to own and drive a vehicle. We do not have any off street parking or garages. We own 2 vehicles, consistent with the policy of WCC that allows of 2 on-road parking permits per address. Each of the two families has just one vehicle each. We regularly share our 2 vehicles to manage the demands of our busy households, and have done so for the 15 years we have resided at the property. It is not without some inconvenience, but is entirely manageable. The Council proposal is consistent with our personal commitment to reduce the ownership of personal vehicles. We would consider using council's shared vehicles. As the proposed vehicles are electric, we presume a charging facility will be provided with the parking so that the vehicles can be recharged, otherwise the efficiency and effectiveness gains are greatly reduced to users. On that basis, we therefore support the proposed changes for a trial period of two years. The context in which this decision, which is to remove on-street parking and effectively 'privatise' its use for a particular community of interest, does need further discussion however. There are considerable inconsistencies in how parking is allocated that create disincentive to the community to engage with council's broader transport and environmental objectives. These need resolution alongside the new proposals. For example, while individuals who have off-street parking and/or garages also have access to on 2 on-street permits, the incentives remain for leveraging the limited parking in the community for individual gain. It is not unusual for property owners with garages to then lease or rent their off-street parking and garages (garages which, with driveway access from roadways have already removed on-street car parking). They then also make available to their tenants (or use for themselves) on-street permits. Therefore a household with a double garage can effectively remove 1-2 parking spaces for the community; take 2 further permitted on-street spaces for the property in addition to having 2 off-street parking spaces in via their garages. This effectively 'privatises' and creates significant gain for the property owner at the expense of their community and is inconsistent with the direction of the Council. In our view parking should be allocated to those who reside in the community, consistent with the size of household, taking into

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

account the garages and off street parking on the property. A permanent household of two, for example, ought not to be able to 'capture' the equivalent of 5 or 6 spaces (per the example above). Those who reside in the community ought to have precedence (so parking is not available to out of zone commuters by dint of owners (often landlords not residing locally) renting off-street parks to non- residents, or, as happens in some cases, effectively selling on-street permits. To proceed with the shared cars and parking proposal without providing a consistent approach for existing parking does nothing to resolve the council's long term direction and indeed further confuses the community as to the underpinning rationale. With these factors in mind, we propose a 2 year trial, to both gauge the use and community support for shared cars and parking in Tinakori Rd and to find solutions to the to replace the very out of date (and inconsistent with Council objectives) car parking policies now in place. Please feel free to call me to discuss further my submission. I would like to present in person.

Submitter: Pippa Kettle
Agree: No

With the Shepherds Arms restaurant/bar at 285 Tinakori Road on some week nights it is already difficult for residents to find a park in this area as patrons not only take up all the P120 parks but quite often also park in residents parks (there is never any traffic infringement at this time of the night). Taking more parks for EV charging will only make this worse. Further to that due to general parking constraints in this area the retail and cafes along Tinakori Road have never appeared to be very successful. Once again taking more P120 / general parks for EVs will only make this worse.

Officer's Response:

The submitters points are valued and taken on board. However, as the parks are being taken for car sharing, rather than EV parking, it is important to keep in mind that car sharing tends to decrease parking demand in an area – as each car sharing vehicle around the world has been shown to avoid the purchase of or inspire the disposal of 10-15 vehicles as people sign up for the service. As a result you should see a net parking availability increase in Thorndon.

Submitter: Charlotte McInnes
Agree: No

There are not enough carparks for residents and their visitors in this part of Tinakori Road currently. To reduce the number of carparks in an area where parking problems already exist makes absolutely no sense at all and will create an even greater problem than we have currently, not solve a problem. This is clearly a very poorly thought through proposal.

Officer's Response:

The submitters points are valued and taken on board. However, as the parks are being taken for car sharing, rather than EV parking, it is important to keep in mind that car sharing tends to decrease parking demand in an area – as each car sharing vehicle

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

around the world has been shown to avoid the purchase of or inspire the disposal of 10-15 vehicles as people sign up for the service. As a result you should see a net parking availability increase in Thorndon.

Submitter: Bruce Lynch – The Thorndon Society
Agree: No

1. The Thorndon Society generally supports the Council's Car Share Policy and endeavours to promote sustainable transport options. However, the proposals in respect of parking in the vicinity of 292 Tinakori Road (Reference TR113-17) are not supported because heritage and character considerations have not been taken into account.
2. It is understood the proposed changes will facilitate installing charging stations similar to those near the Oriental Bay boat harbour, shown in the photo below. The Society is particularly concerned that installing charging stations will detract from heritage and townscape qualities.
3. The heritage values of Thorndon are well known and have been well documented in the Thorndon Heritage Project Report 2008. In this report Tinakori Road is identified as having extremely high architectural and townscape values. At the southern end there is a rich representation of 19th century period architecture with a high degree of authentic development.
4. The heritage and townscape qualities of the area have also been recognised in the District Plan over a very long period. The Tr 113-17 are located within the Thorndon Character Area and close to the Thorndon Shopping Centre Heritage Area. Premier House nearby at 260 Tinakori Road is a listed heritage building as is the adjacent dwelling at 292 Tinakori Road. There are also houses with notable home plaques at 251 and 253 Tinakori Road.
5. Under Policy 4.2.2.1, the District Plan seeks to maintain the character of the inner residential suburbs and in respect to Thorndon includes the following statement: *The Thorndon Character Area covers a substantially intact remnant of the original fabric of the city. Many of the buildings date from the founding of the City as we know it by European settlers in the mid-nineteenth century. Most of buildings in the area are modest workers' cottages and include some small dwellings built for the colonial militia. The grouping of colonial cottage and gardens centred around the Thorndon town centre, remains relatively intact and is of historical significance to the Wellington region and to New Zealand as a whole. The Council is concerned to ensure that any new building works acknowledge and respect the character and predominant patterns of the area.*
6. The Society is concerned that the investigations and assessments for selecting area TR113-17 have not considered heritage or character issues. It is believed that if the analysis had included such matters a different determination would have been made. The Society considers that there is sufficient clutter of poles and traffic signage in Tinakori Road at present and that sitting vehicle charging stations there will add to this clutter. The proposal is seen as the 'think end of the wedge' which will lead to a proliferation of on-street charging stations in the Thorndon Character Area over time.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

7. The Society is also concerned that the Council resource consent planners have not consider the status of on-street vehicle charging stations under the District Plan. It is possible that within the Thorndon Character Area a resource consent will be required so a decision on this matter should not be pre-empted by an decision under the current proceedings.
8. The Thorndon Society requests
 - a. That no action be taken on the TR 113-17 proposals in respect of installing vehicle charging stations until the status of these structures has been determined under the Operative District Plan.
 - b. Notwithstanding (a) above it is requested that further assessments be undertaken to select any car share parking spaces within the Thorndon character or heritage areas involving the installation of charging stations, taking into account heritage and townscape values, and that the results be made available to interested parties.

Officer's Response:

The submitters points are valued and taken on board. Officers have evaluated the district plan impact of charging stations across the city and view them as not requiring a resource consent. These charging stations are also a necessity to deliver the Council's vision of supporting electric vehicle uptake – and particularly so for car sharing. Officer's certainly do not dispute – they in fact embrace – the heritage nature of Thorndon, but the nature of car parked in these three bays and charging stations associated with those three cars are not likely to compromise these important values.

Submitter: Robin Archibald

Agree: No

No - I refer to your letter dated 21 July 2017 which included details of the W.C.C.'s intention to amend parking requirements in front my property at 290 Tinakori Road (amongst other areas). I was grateful for the clarification about aspects of the notification that you gave me when I rang you on 24 July but you did present a different picture from that which I drew from the actual written document.

1. If I understood the document correctly, on page 4 and page 5 (map), the proposed change refers to (ordinary)car-sharing outside 290 and 292 Tinakori Road at all times. However, page 6 says that this specific area shall be ev- car-sharing. This seems to be contradictory.
2. However, when I spoke to you, I gathered that the three car parks (currently P120 until 9.00 p.m.) will be changed to ev- car charging spaces with one-hour limitation for charging rental ev cars that have been leased from a commercial entity. And not for car-parking as such. This contradicts the wording on the map on page 5.
3. I object to the hi-jacking of ordinary car parks in this heavily-residential area to make way for a purely commercial entity for the following reasons:

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

The eastern side of this section of Tinakori Road certainly has parks designated for residents only. However, currently, the Western side has P120 restrictions and is used by a mixture of residents, visitors and health professionals attending residents, tradespeople, commuters (especially), shoppers and diners using the restaurants and pub nearby.

Residents in the area currently can utilise the P120 spaces after 9.00 p.m. They wouldn't be able to use these parks under the restriction outlined on your page 4.

While I am in favour of car-sharing and the development of electric cars, the installation of three meters to be used only by vehicles rented out by some commercial entity is an intrusion and a disadvantage to the residents in this Historic Zone E. Surely lessors of e-cars can have their own chargers on their own business sites and also perhaps on other existing commercial sites such as the garage further north on Tinakori Road.

On page 2 you say that the 'service provider' was able to indicate where the need was highest for e car-chargers. How on earth he was able to do this when there aren't many e-cars around is beyond my comprehension. I observe vehicle movements outside these two properties and have done so for years. In addition to the moving of commuter cars every two hours during business hours, there is a constant juggling by the above-mentioned people to access the three parks in front of 290 and 292. I cannot imagine that these spaces that you want to deprive us of will be filled constantly with e-cars having their hourly charge so you can imagine the frustration of other would-be parkers seeing three spaces empty throughout much of the day which they couldn't use. Private owners of e-cars will most likely be able to charge their vehicles at home, obviating the need to use commercial charging stations. I would have thought it impossible to ascertain the odds of someone renting a car in Wellington needing to recharge their vehicle somewhere other than at the commercial premises.

Thank you for the opportunity to voice my opinion.

Officer's Response:

The submitters points are valued and taken on board. There is some miscommunication – as officers noted during a phone call these spaces are for car sharing vehicles, which tend to increase parking supply as the members of the car club "shed" their own personal vehicles. The spaces are not being provided for non-locals to charge their vehicles, but precisely to offer locals access to vehicles for shared use.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 115 – 17
Location: Aro Street, Aro Valley
Proposal: Car Share Vehicle Parking Space

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse gas emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available to car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. In addition to the spaces approved by Council's City Strategy Committee in June, August and September this year, it is proposed that 10 spaces be allocated being:

- 9 parking spaces will be for electric vehicle car sharing;
- 1 parking space will be for traditional car sharing.

By introducing these car sharing spaces – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Proposal For This Particular Site

This traffic resolution report seeks to convert an 18.0m long section of the P20 parking bay opposite 61 Aro Street (outside Aro Park) into three parking spaces dedicated to car-share vehicles. The P20 time restriction will be removed.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 25 July 2017 |
| 2) Feedback period closes. | 11 August 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 16 November 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Aro Street	<i>P20, Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, commencing 214 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 26 meters.</i>

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

Column One	Column Two	Column Three
Aro Street	<i>P20, Monday to Saturday 8:00am - 6:00pm.</i>	<i>North side, commencing 214 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 17.7 meters.</i>

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

Column One	Column Two	Column Three
Aro Street	<i>Car share, at all times</i>	<i>North side, commencing 231.7 metres west of its intersection with Willis Street and extending in a westerly direction following the northern kerbline for 18.0 meters.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

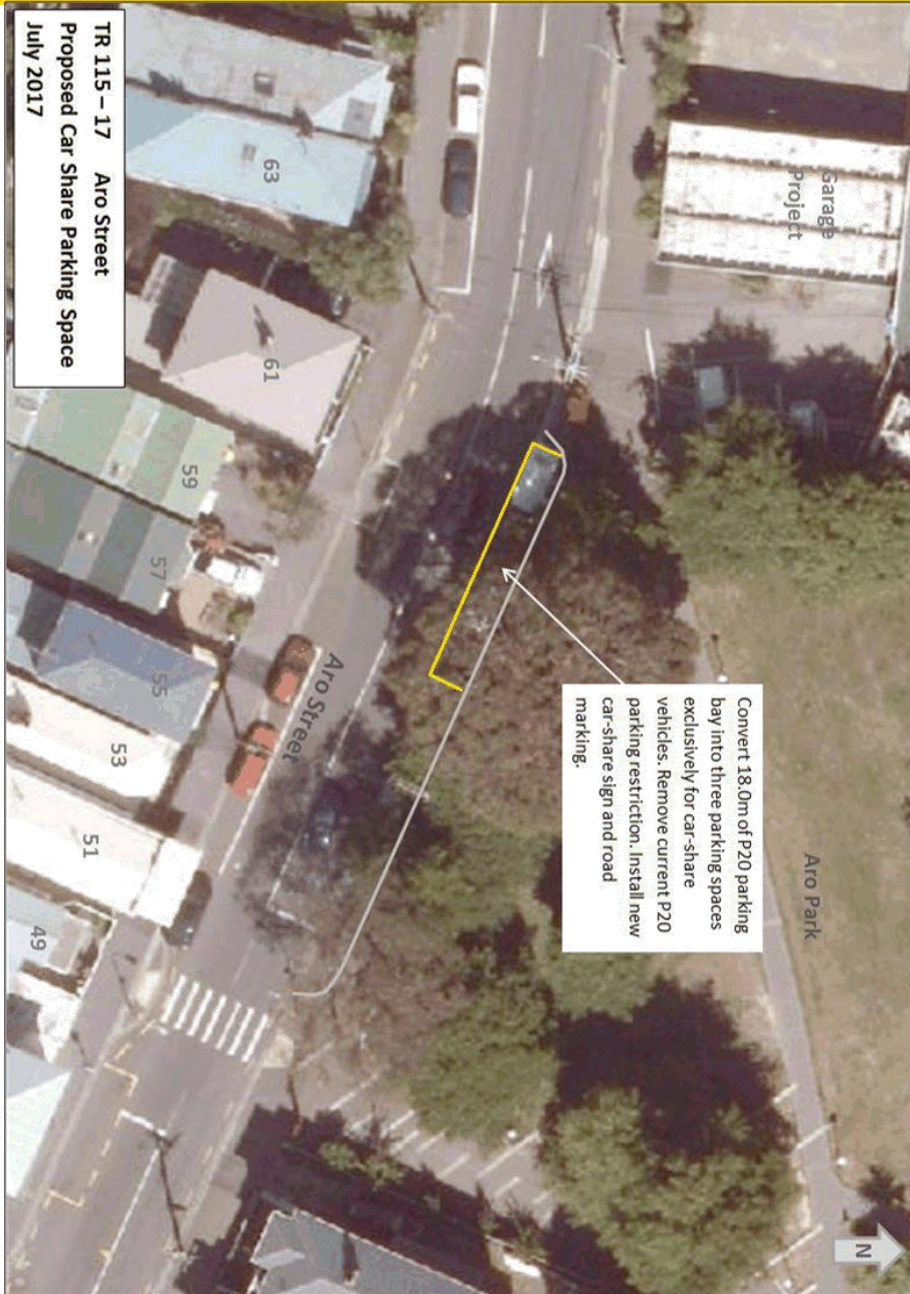
Date: 6/11/17

WCC Contact:

Tom Pettit
Senior Analyst - Strategy
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8697
Email: tom.pettit@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



TR 115 – 17 Aro Street
Proposed Car Share Parking Space
July 2017

Convert 18.0m of P20 parking bay into three parking spaces exclusively for car-share vehicles. Remove current P20 parking restriction. Install new car-share sign and road marking.

Traffic Resolution Plan:

PROPOSED TRAFFIC RESOLUTION

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

Appendix A – List of Sites

Ref No.	Location	Type of Site	CBD/Suburb
TR108-17	Lipman Street	Traditional car sharing spaces	CBD
TR109-17	Tennyson Street	Electric vehicle car sharing spaces	CBD
TR113-17	Tinakori Road		Thorndon
TR115-17	Aro Street		Aro Valley

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Decision Sought	Number of Submitters who selected this option	Percentage of Total Submitters
Yes	185	98.9%
No	2	1.1%

Many of the submissions received related to the scheme as a whole giving general feedback across every proposed location with a large majority agreeing to the changes proposed. Please see the Summary section of the City Strategy Committee report for a summary of feedback and Appendix 1 for individual comments.

Please see below for specific comments relating to this location:

Submitter: Ingrid Downey
Agree: Yes

I do except I have an alternative solution that could work better - would you consider placing the car share spaces where the parking is behind the toilet block and next to Garage Project? It would seem that having those vehicles off the street would be safer and it makes it easier for the users to head off in any direction on Aro. Thank you!!! This will be a wonderful service we will make use of.

Submitter: Martin Wilson
Agree: No

There are several parking spaces in 'St John Street' that are intended to be for community centre users, and pre-school drop-off, but have not been correctly signposted for some years. They have become unregulated free parking, mainly for Garage Project staff and then later in the day for their customers. This would be an ideal site to be (landscaped? and) regulated as carshare parking and electric car charging. (Hopefully a carshare business can be encouraged to provide fully electric vehicles.) There is capacity for future growth of the carshare and charging into all the several carpark spots there. The 20 minute parking on Aro St functions very well at present, for community centre and pre-school drop-off, and for the frequent public toilet users. I say, use the ideally suited specialist (but currently under-utilised) St John St area for the specialist purpose.

Officer's Response:

The submitter's valid points are noted, and in time consideration may be given to the car parks on St. John's street for other purposes than their current purpose. These nearby carparks will serve the community in much the same way as the ones on St. John's St.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Submitter: Brent Efford
Agree: Yes

I am likely to make use of this facility after giving up ownership of my own car and support any initiative to enable uptake of electric vehicles. Many Aro Valley residents like myself do not have off-street vehicle access and the provision of on-street EV charging would be crucial to enabling our use of zero-emission vehicles. Please note that because of an inadvertent miss-key (which should not be so easy!) this is the second submission I have made on this item. If you can, please combine into one submission.

Attachment 33 – For information

Prepared by Stephen Harte, Project Manager – Transport Network Development

NEW WELLINGTON CITY PUBLIC TRANSPORT NETWORK – JULY 2018

From July 2018, Wellington City will have a number of new bus services operating. This is a result of the Bus Services Review, which started back in 2008. The new Wellington City bus network will provide:

- 75% of residents within a 10 minute walk of a high-frequency bus routes (Currently 45%)
- More frequent off-peak services for 26 suburbs
- New weekend and evening services for 12 suburbs
- More services to high growth areas
- Removal of service duplication
- Less buses on the Golden Mile
- An easier-to-understand and simplified network of services.

To implement the new network a number of new bus stops and bus hubs will need to be installed. The bus hubs are an integral part of the new bus network providing the connection points for local services joining high frequency through routes. Following consultation with adjacent property owners, residents and businesses, the Committee will be asked to approve traffic restrictions to enable these to operate. Approval in some instances will also include the removal of car parking.

The Greater Wellington Regional Council manages the public transport system for Wellington. This is the first significant review of Wellington bus services in more than 20 years and was necessary in order to support the growing needs of a vibrant city. There is a need for Public Transport to be more responsive and to meet the increasing demand for reliable services. The identified deficiencies in the current service are:

- The current bus network has reached its capacity, particularly at peak times on key corridors
- Some areas are well serviced while others are not
- Journey times are taking longer, and trip times are unreliable
- Putting more and more buses into an already congested network is no longer acceptable or sustainable
- We need a bus network that meets people's everyday travel needs throughout the day, including weekends
- Wellington continues to grow and there is an increasing demand on public transport.

There has been extensive consultation on the new network. This started as far back as 2009 and continues with directly affected households, businesses and property owners.

The introduction of new services includes a new fleet, new bus operators and a new Metlink livery. The new network will provide more services and more travel options, which will bring with it a need to make changes to some bus stops and to add new bus stops and other supporting infrastructure.

There are three levels of change required to provide the new network:

- New Hubs - for the transfer of passengers from local feeder services to high frequency services
- New bus stops - to accommodate new services
- Changes to existing stops - to enable new services to use existing stops safely and effectively.

Making these changes and introducing new bus stops will require Council approval for the associated traffic restrictions. These will vary from extending bus stops (to accommodate new buses), to removing carparks to make space for the connection of buses at Hub points etc.

A report covering the background to these changes, the assessment criteria to be used for each proposed locations, and the consultation process to be followed, is appended to this report. It also provides a summary of the locations and the proposed bus stop requirements to be considered for each of these.

Following on from some earlier bus stop approvals given by Committee in 2016, the next batch of locations for approval will be presented to Committee in December. These will be followed by further approvals being sought in early 2018. All approvals will be required by July 2018 for introduction of the new services starting 15 July 2018.

Officers will continue to work with Greater Wellington Regional Council on identifying the requirements for bus stops as part of the new bus network. This includes the detailed design of the new bus hubs and associated facilities highlighted throughout the public consultation and are currently being refined and costed for consideration as part of the hub package of works by GWRC. Proposals for traffic restrictions to enable the implementation of these will be brought back to committee for approval.

For further information please refer below to GWRC document – **Proposed Bus Stop Changes as Part of Public Transport Transformation.**



Proposed Bus Stop Changes as Part of Public Transport Transformation

1. Introduction

Greater Wellington Regional Council is planning the most significant overhaul of Wellington city's bus network in more than two decades. The changes, effective from next July, will affect the timing, frequency or route of almost every existing service. One consequence – and the subject of this paper – is the need to add, alter or remove bus stops to support the successful implementation of the new network, and also to make public transport a genuinely viable choice for residents. In December, Greater Wellington plans to bring 24 bus stop changes to Wellington City Council for approval, with more requests to follow in early 2018. Briefly, some of the other network changes are:

- a 15 per cent increase in weekday services
- a 40-50 per cent increase in weekend services
- new weekend and evening services to 12 suburbs
- more off-peak services for 26 suburbs
- more services in high-growth and under-serviced suburbs
- removal of duplicated inner-city services
- a rationalisation of routes (from 44 to 36)
- fewer buses in the CBD
- greater use of hubs to transfer passengers from local to high-frequency buses
- more connecting services to popular destinations such as Victoria University and Wellington Hospital.

The overall effect will be that 75 per cent of residents will be within a 10-minute walk of a high-frequency bus route, compared with 45 per cent at present. Other changes in July 2018 include a new fleet, new bus operators and operator contracts, new standardised Metlink livery, and use of Snapper on all buses in the region. The new network brings more service and more travel options, making these improvements to public transport aim to attract more people out of their cars thus reducing demands for car parking particularly in the central city area.

The new network will have three layers:

Core services: These high-frequency routes will run at least every 15 minutes, seven days a week, along main corridors to link suburban town centres and important destinations.

Secondary services: Scheduled every 30 to 60 minutes most days of the week, these services will run to and from less populated areas, although some will go into the CBD and some will connect to core services.

Peak-only services: These supplement all-day routes as well as providing the only public transport to some outer areas.

A map of the new network, showing routes and frequencies, is provided in *Attachment 1*.

2. Consultation on new network

The design of the new network followed extensive consultation with stakeholders and local communities. They were as follows:

- **2009:** Initial consultation material delivered to 50,000 households, 3253 responses, plus meetings with Wellington City Council, bus operators, bus users and bus drivers
- **2010-11:** Fifteen community focus group meetings in Wellington; international advice sought on possible network options
- **2012:** Consultation brochure on a draft network distributed to 84,000 households, prompting about 6500 responses; public meetings held across the city, and information sessions held with residents associations and other groups; a revised network proposal developed from feedback
- **2013:** Further meetings held with resident associations and other groups to refine revised proposal; revised network adopted by Greater Wellington; public consultation on Transport Spine options, plus two citizens' engagement panels
- **2014:** Consultation on network as part of region-wide public consultation process; further targeted consultation on new network with residents in Churton Park, Ngaio, Khandallah and Broadmeadows, plus Victoria University students, including public meetings, co-design workshops, bus-user surveys and distribution of brochures to households in targeted areas
- **2015:** Outcomes of consultation in 2015 incorporated into new network design; consultation begins on new bus stops, plus changes to existing stops, with directly affected households
- **2016-17:** Consultation continues with directly affected households, businesses and property owners.

3. Hubs

Greater Wellington is investing in upgrading the city's seven hubs, in recognition of their increased use for off-peak transfers. Four of them – in Johnsonville, Kilbirnie, Newtown and Courtney Place – handle high volumes of passengers and foot traffic. The other three – in Brooklyn, Miramar and Karori – handle lesser volumes. Improvements will include more seating, better shelter and lighting, more screens with information on new bus routes and arrival and departure times, and CCTVs.

4. Bus stops

The forthcoming route changes will also require some new bus stops to be installed, some existing stops to be removed, and other existing stops to be designated for seven-day-a-week use (rather than their current Monday-to-Friday status). The following table details bus stop changes for which Greater Wellington will seek approval in December. There will be further approval requests coming in early 2018 for other bus stops and hubs. An indicative list of these bus stops is provided in *Attachment 2*.

Ward	Location	Details
Eastern	Strathmore Avenue and Raukawa Street, Strathmore Park	Add five stops
Eastern	Miramar Ave, Miramar (hub location)	Add two stops and remove four stops
Southern	Adelaide Road (Wellington Hospital), Newtown	Add one bus stop, extend two bus stops
Lambton Eastern boundary	Alexandra Rd (SPCA) Mount Victoria	Add two stops
Southern	Reef St, Island Bay (terminus location and electric bus recharging point)	Add two stops, extend two stops and remove one stop

The traffic resolution reports will include car parking changes for each location.

5. Bus stop assessment process

Greater Wellington and Wellington City Council undertake a detailed evaluation of any proposal to add, amend or remove a bus stop. A variety of factors are considered in order to strike the right balance between operational needs, community needs and road safety considerations. The needs of affected residents are also weighed against wider community needs. A further consideration is how each stop fits into the wider network. Evaluation of alternative locations also forms part of the assessment process. Assessments include:

- **Spacing of stops:** The aim is to maximise the number of households within a five-minute walk of a stop (and so stops are frequently near intersections). In practice, stops spaced between 400 and 600 metres apart offer the best balance between local coverage and operational efficiency.
- **Adjacent properties:** Stops should be positioned to minimise annoyance to adjacent residents or business owners. However, the overriding factors in determining location are vehicle and pedestrian safety, and the above spacing consideration.
- **Good visibility:** Stops near the crest of a hill or immediately after a right curve compromise visibility.

- **Pedestrian crossings:** Bus stops should ideally be close to crossings (or potentially good crossing points).
- **Safe, efficient stopping:** Buses should be able to stop close to, or parallel to, the kerb. This allows them to pull in safely, to avoid disrupting traffic while stopped, and to re-join traffic smoothly. It also allows passengers to get on and off easily. As a result, it is often necessary to remove parking spaces at either end of a new stop. A 15-metre stop will require clearance of six to nine metres either side. This is often one of the most contentious aspects of installing a bus stop in an established area because residents feel they have a right to park on the street outside their properties.
- **Road safety:** This aspect of the assessment is complex. It involves weighing up such factors as type and volume of traffic throughout the day; the applicable speed limit; road width; closeness to traffic signals and road junctions; nature of property frontages; parking; stopping distances and sight lines.

6. Bus stop consultation process

Consultation consists of two phases. First, Greater Wellington consults affected properties owners and groups representing local residents. Then Wellington City Council undertakes formal consultation to establish a traffic resolution. It receives reports on the outcome of both consultation processes.

Greater Wellington attends residents meetings (when appropriate), conducts letter and leaflet drops, and takes part in face-to-face discussions. The scale and nature of the proposed change determine the scope of consultation.

As a minimum, letters and feedback forms are delivered to properties near a proposed change. At Reef Street in Island Bay, for example, 49 letters went out inviting feedback on a proposal to add two bus stops, extend two stops and remove one stop. Letters will detail the proposal, illustrate it, explain the rationale and explicitly ask recipients whether they support the proposal, and if not, why not.

It is difficult to evaluate feedback if affected parties have no view about, or are passive supporters of, a proposal, and so feedback tends to be negative. But it is encouraging when a community feels sufficiently interested to register positive support for a proposal.

Responses invariably fall into the following categories:

- **Location:** Respondents question why the stop can't be further along the road, away from them, and also why it needs to be so long.
- **Shelters:** Residents don't want a bus shelter outside their homes (even when one is not proposed).
- **Parking:** Residents and business owners express concern about the loss of parking, although there are usually alternatives available, such as driveways and garages.

- **Wider network:** Respondents fail to see that a proposed stop is vital to the functioning of the wider network, especially if they don't personally intend using the stop.
- **Safety:** Respondents says the proposed location is unsafe, even dangerous, despite safety being a central consideration in every assessment.
- **Privacy:** Respondents fear a loss of privacy, arguing that buses will stop for long periods or that people will loiter at the stop.
- **Pollution, noise:** Respondents say they will be subjected to unwarranted noise, vibration and diesel emissions as buses come and go.
- **Access:** Respondents say access to their driveways will be lost or impinged upon.

These objections will be work through on their merits but you can be assured no proposal would be put forward for consultation without first considering each of these factors.

7. Bus stop installation

Once approval of a bus stop traffic resolution is given Greater Wellington installs the pole, signage, timetable holder and timetable information, and carries out the ongoing maintenance and cleaning of these items. Wellington City Council installs and maintains the associated line markings.

8. Next steps

Consultation on the location of the new Kilbirnie and Johnsonville hubs has finished, enabling final details to be resolved through the next phase of detailed design. Community group, residents associations and affected parties will have an opportunity to feed back on the hubs but this will be limited in nature.

Consultation is under way with affected parties on stops detailed in the table above. It is planned for Greater Wellington to lodge traffic resolution applications with Wellington City Council in December.

The bus stops and hubs in attachment 2 will follow, first with consultation and then with applications for approval of the traffic resolutions through Wellington City Council in early 2018.

9. Recommendations

1. That the committee notes the report, including the traffic resolution applications likely to be submitted before the end of the year and early in 2018
2. That these traffic resolution applications are necessary to support the introduction of Wellington city's new bus network in July 2018.

Report prepared by:

Report approved by:

Mark Edwards
Bus Infrastructure Advising
Engineer
*Greater Wellington Regional
Council*

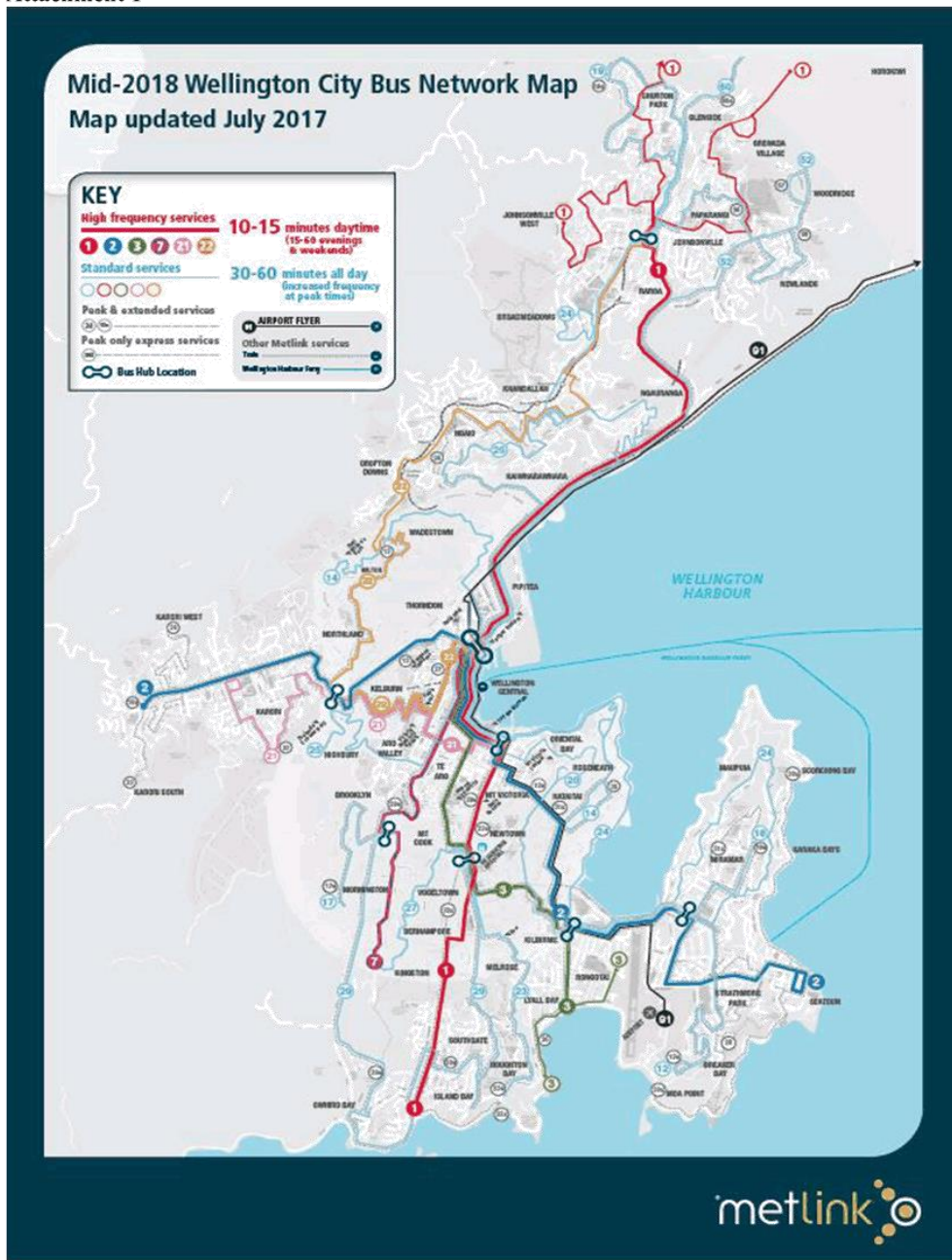
Rhona Hewitt
Manager – Networks,
Infrastructure & Customer
Transition
*Greater Wellington Regional
Council*

Stephen Harte

Attachment 1: Mid-2018 Wellington city bus network map

Attachment 2: Indicative list of bus stop traffic resolutions required by June 2018

Attachment 1



Attachment 2

Bus Stop	Suburb	Ward	Traffic Resolution
Johnsonville Hub	Johnsonville	Northern	3x new bus stops
Melksham Drive	Churton Park	Northern	5x new bus stops
Pollen Street, Tarawera Road, Haumia Street	Johnsonville	Northern	3x bus stop removals
McLintock Street	Johnsonville	Northern	2x bus stop relocations
Kanpur Road	Broadmeadows	Onslow-Western	1x new stop
Box Hill	Khandallah	Onslow-Western	3x new stops
Burma Road	Khandallah	Onslow-Western	1x new stop
Hobart Street	Miramar	Eastern	2x new stops
Caledonia Street	Miramar	Eastern	2x change to bus stop time restrictions
Kilbirnie Hub	Kilbirnie	Eastern	3x new bus stops 4x bus stop removals
Hataitai Road	Hataitai	Eastern	1x new bus stop
Evans Bay Parade	Kilbirnie	Eastern	1x change to existing bus stop
Onepu Road	Lyal Bay	Eastern	1x bus stop relocation 1x bus stop removal
Brooklyn Hub	Brooklyn	Lambton	1x new bus stop 1x bus stop relocation
Raroa Road	Aro Valley	Lambton	1x new bus stop
Plunket Street	Kelburn	Lambton	3x bus stop removals
Farnham Street	Mornington	Southern	4x bus stop removals
Quebec Street	Kingston	Southern	2x new bus stops
Karori Tunnel Hub	Kelburn	Lambton	2x extended bus stops
Newtown hub (Wellington Hospital)	Newtown	Southern	1x new stop 2x extended stops
Hutchison Street	Newtown	Southern	3x new bus stops 2x bus stop removals
Russell Terrace	Berhampore	Southern	4x new bus stops
Derwent Street	Island Bay	Southern	2x new bus stops
Frobisher Street	Island Bay	Southern	2x new bus stops
Happy Valley Road	Owhiro Bay	Southern	7x bus stop removals
Courtenay Place	Te Aro	Lambton	1x new stop

Bus Stop	Suburb	Ward	Traffic Resolution
hub			
Hawker Street	Mount Victoria	Lambton	2x change to bus stop time restrictions
Brandon Street	Te Aro	Lambton	2x change to bus stop time restrictions
Thorndon Quay	Thorndon	Lambton	4x bus stop removals

THREE NEW LEASES UNDER THE WELLINGTON TOWN BELT ACT 2016: EXISTING TENANTS

Purpose

1. To recommend to the Committee that it recommends Council grants new leases to the following existing tenants:
 - Wellington Harrier Athletic Club Incorporated (premises lease)
 - Wellington Municipal Croquet Club Incorporated (premises lease)
 - Wellington Potters Association Incorporated (ground lease)

Summary

2. A schedule summarising the proposed tenancies is enclosed in attachment 1 and maps showing the locations are detailed in attachments 2, 3, and 4.
3. The proposed leases satisfy the assessment criteria set out in Section 7 of the Leases Policy for Community and Recreation Groups.
4. The proposed leases are a continuation of existing occupancies. All three tenants have occupied the respective tenancies for a significant time and performed satisfactorily.
5. Under the City Strategy Committee Terms of Reference (Delegations) adopted 09/11/16, the Committee has delegation to (among other things):
 - Make recommendations to the Council on whether it should exercise its power under s15(1) in respect of the Wellington Town Belt Act 2016 to grant leases in respect of the Wellington Town Belt.

Recommendations

That the City Strategy Committee:

1. Receives the information.
2. Recommends to Council that it grants new leases under the Wellington Town Belt Act 2016 to the following tenants:
 - Wellington Harrier Athletic Club
 - Wellington Municipal Croquet Club
 - Wellington Potters Association
3. Notes that approval to grant the Wellington Town Belt leases (referred to above) is conditional on:
 - a. appropriate Iwi Consultation
 - b. public notification under s6 of the Leases Policy for Community and Recreation Groups and consultation under s16 of the Wellington Town Belt Act 2016
 - c. no sustained objections resulting from the above consultation and notification
 - d. legal and advertising costs being met by the respective lessee (where applicable).

Background

6. Wellington Harrier Athletic Club Inc.

Wellington Harrier Athletic Club Inc. (WHAC) was established in 1903 and has held a premises lease for the clubrooms at Alexandra Road, Newtown (Town Belt) since 1963. The Club is currently occupying the premises on a monthly tenancy, on a lease which expired on 30 June 2017.

WHAC promotes and encourages a broad range of athletics, from cross country, road and mountain running, through to track and field. The Club also has fitness and recreational groups for both walkers and runners. Membership is open to people of all ages and walks of life. WHAC provides an opportunity to keep fit, enjoy the outdoors and belong to a strong community. WHAC holds events that are open to the public to "have a go" and members can run either socially or competitively. The Club house and facilities are consistently and regularly used.

WHAC has a sustainable membership and continues to contribute to the community. WHAC continues to satisfy the criteria required under Section 7 of the *Leases Policy for Community and Recreation Groups*.

It is proposed that WHAC is granted another premises lease for a term of five years, with the ability to renew for an additional five years, consistent with the *Leases Policy for Community and Recreation Groups* and the *Wellington Town Belt Act 2016*.

7. Wellington Municipal Croquet Club Inc.

Wellington Municipal Croquet Club Inc (WMCC) was established in 1919 and has occupied the premises at Alexandra Road, Newtown (Town Belt) ever since. The Club currently occupies the premises on a monthly tenancy, on a lease which expired 30 April 2017.

WMCC offers a venue for existing and new players who want to learn or build their skills in croquet. Club members readily share their skills with other members and hold events that cater to players of all levels.

WMCC co-hosts national events and actively works with the community to promote the sport.

WMCC's activities contribute to a healthy outdoor lifestyle and a strong social community. WMCC encourages an inclusive atmosphere and membership numbers continues to grow. WMCC is financially stable and has contributed to maintaining the building as well as the surrounding land. WMCC continues to satisfy the criteria required under Section 7 of the *Leases Policy for Community and Recreation Groups*.

It is proposed that WMCC is granted another premises lease for a term of 10 years, with a right of renewal for an additional 10 years, consistent with the *Leases Policy for Community and Recreation Groups* and the *Wellington Town Belt Act 2016*.

8. Wellington Potters Association

Wellington Potters Association (WPA) has occupied the land on Tinakori Hills since 1996. The Club currently occupies the premises on a monthly tenancy as provided in the lease, which expired on 31 August 2017.

WPA's building is the principal facility for pottery activities in Wellington. WPA aims to help, encourage and advance the interest of potters and the art and craft of pottery in NZ. WPA provides facilities for members and classes for students at Wellington High School's Community Education Centre, this is available for non-members as well. The demand is evidenced by the need of additional classes to be scheduled to accommodate community interest.

WPA offers a venue for creative outlet and operates in a sustainable manner. WPA offers a unique concept and it continues to satisfy the criteria required under Section 7 of the *Leases Policy for Community and Recreation Groups*.

It is proposed that WPA is granted another ground lease for a term of 10 years, with an additional 10 year right of renewal, consistent with the Leases Policy for Community and Recreation Groups and the Wellington Town Belt Act 2016.

Next Actions

9. If the recommendations in this report are accepted, the following will occur:
 - Public notification / consultation of the proposed leases, in line with the Wellington Town Belt Act 2016 will occur.
 - The outcome of submissions will be reported back to Committee, if necessary.
 - The Committee’s recommendations in relation to the leases will be referred to Council for a decision.
 - If Council approves the leases, lease documents will be negotiated, drafted and signed.

Attachments

Attachment 1.	Lease Information Summary	Page 317
Attachment 2.	Wellington Harrier Athletic Club - Layout	Page 318
Attachment 3.	Wellington Municipal Croquet Club - Layout	Page 319
Attachment 4.	Wellington Potters Association - Layout	Page 320

Authors	Fel Go, Property Advisor Kristine Ford, Relationship Management Advisor
Authoriser	Tracy Morrah, Property Services Manager Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

Public consultation will be undertaken as required under the Wellington Town Belt Act 2016 and the *Leases Policy for Community and Recreation Groups*.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations

Financial implications

There are no significant financial implications

Policy and legislative implications

The proposals are consistent with relevant Council policies – as outlines in the paper.

Risks / legal

The proposals will be subject to the provisions of the Wellington Town Belt Act 2016. Legal advice related to these has been incorporated within this paper.

Climate Change impact and considerations

There are no climate change impacts and considerations.

Communications Plan

Not applicable.

Health and Safety Impact considered

The work is entirely administrative and is a normal operational function of Council Officers.

Group	Location	Reserve Type	Area	Activity	Type	Legal Description	CFR	Current Expiry	Proposed Term	Proposed Rent pa (GST exclusive)	Since
Wellington Harrier Athletic Club	Alexandra Road, Newtown Town Belt, Newtown	Wellington Town Belt	318	Harriers Clubrooms	Premises	Part Lot 1 Deposited Plan 8519 and Part College Reserve	742962	30/06/2017	5y + 5y	\$495.18	1963
Wellington Municipal Croquet Club	Alexandra Road, Newtown Town Belt, Newtown	Wellington Town Belt	124	Croquet Clubrooms	Premises	Part Lot 1 Deposited Plan 8519 and Part College Reserve	742962	30/04/2017	10y + 5y	\$230.07	1912
Wellington Potters Association	Grant Road cor George Street, Thorndon	Wellington Town Belt	280	Conducting and promoting the art and craft of pottery and all associated activities	Ground	Part Lot 1 Deposited Plan 46132	WN47C/458	31/08/2017	10y + 5y	\$444.08	1996





