

ORDINARY MEETING

OF

REGULATORY PROCESSES COMMITTEE

AGENDA

Time: 9:30 am
Date: Wednesday, 4 December 2019
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

Mayor Foster
Councillor Condie
Councillor Free
Councillor Matthews
Councillor O'Neill
Councillor Sparrow (Chair)
Councillor Woolf

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 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about.

AREA OF FOCUS

The Regulatory Processes Committee has responsibility for overseeing the Council's regulatory functions.

The committee will have responsibility for:

- Approving the list of Resource Management Act Commissioners and the associated Appointment Guidelines
- Objections to classifications under the Dog Control Act
- Fencing of swimming pools
- Road stopping
- Naming places in accordance with the Naming Policy, except for significant naming decisions, which are considered by the Strategy and Policy Committee
- Traffic resolutions which are not considered by the Strategy and Policy Committee
- Suburb boundaries
- Development Contributions remissions
- Approving leases pursuant to Council policies

Quorum: 3 members

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1. Meeting Conduct

1.1 Apologies

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

1.2 Conflict of Interest Declarations

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

1.3 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 Regulatory Processes Committee.

The Chairperson shall state to the meeting:

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.

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

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

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

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.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

DEVELOPMENT CONTRIBUTION REMISSION FOR 131 CENTENNIAL HIGHWAY

Purpose

1. This report provides advice to the Regulatory Processes Committee on a Development Contribution (DC) fee remission application received from Simon Gatenby, CEO of Taylor Preston Ltd.

Summary

2. A Building Consent was received for replacement of the building on this site that was demolished as a result of 2016 Kaikoura Earthquake.
3. As the proposed work is to be done on a new site, Development Contributions (DC) are required.
4. The CEO of Taylor Preston Ltd. objects to the fees as he states that there will be no increase on infrastructure.

Recommendation/s

That the Regulatory Processes Committee:

1. Receives the information.
2. Agrees with the assessed fees.
3. Declines the application for a remission of Development Contribution.
4. Confirms that DC fees of \$96,517.20 will be payable.

Background

5. During the 2016 Kaikoura earthquake, the building that Taylor Preston part owned and were occupying at Centre Port was damaged and had to be demolished.
6. A new engine room and plant room is proposed to be built on a new site at 131 Centennial Highway, as the land on the previous site is unstable for construction of a new building.
7. Under the Development Contributions Policy, if a new building is built on a different site, there are no credits given for a previous building from a different site.
8. The CEO of Taylor Preston Ltd. objects to the DC fees as he states that there will be no increase on infrastructure.

Discussion

9. A Building Consent was received for a new detached engine room and plant room.

10. The engine room is a replacement of a building demolished after the 2016 Kaikoura earthquake.
11. The demolished building was located at Centre Port.
12. The new proposed building is to be located at 131 Centennial Highway.
13. Taylor Preston Ltd advises that the new building will have a new technology system, which enables a reduction of employee's by 20.
14. Taylor Preston Ltd advises that reduction of employees means less sewage and a decrease of road usage, as there will be less car trips.
15. Taylor Preston Ltd advises that new technology also provides for possibility of minimising water usage and treating waste water, which means that waste water will be 0.25m³ per day.
16. Based on this reasoning, the CEO of Taylor Preston Ltd. objects to the DC fees of \$96,517.20 and requests that credits be granted from the previous site.
17. The current Development Contributions Policy does not provide for credits for a demolished building, if the new building is on a different site.

Options

18. The Committee has two options:
 - a. To remit Development Contribution fees partially or in full.
 - b. To decline the request for remission and invoice Taylor Preston Ltd. for \$96,517.20.

Next Actions

19. The Committee notify Council officers of their decision and the CEO of Taylor Preston Ltd. be notified accordingly.

Attachments

- Attachment 1. Development Contribution remission request [↓](#)  Page 10
- Attachment 2. Letter about unstable land [↓](#)  Page 12

Author	Kristina Kolpashnikova, Customer Service and Business Support Manager
Authoriser	Mark Pattermore, Manager City Consenting and Compliance Moana Mackey, Acting Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

N/A

Treaty of Waitangi considerations

N/A

Financial implications

If the remission is granted, Council will incur the cost of \$96,517.20.

Policy and legislative implications

The recommendations are based on the current Development Contributions Policy of 01.07.15.

Risks / legal

Development Contributions Policy enables remissions of Development Contributions to be granted in exceptional circumstances at the Council's discretion and states, that these decisions will not be regarded as creating precedent or expectations. However, there is a risk, that these decisions will set the precedent.

Climate Change impact and considerations

N/A

Communications Plan

N/A

Health and Safety Impact considered

N/A

Good morning Kristina

Thank you for your time on Wednesday. I have re-read and reviewed the Development Contributions Policy and I am now writing to you to ask that WCC apply a remission of the Development Contribution as assessed for our Cold Store Development.

We make this application on the basis that there is no actual increased demand on the WCC infrastructure required for the cold store rebuild – in fact due to the new technology being used in the cold store there will be less demand on Council infrastructure.

Please note the following relevant information:

- The new cold store building is a replacement for the Wellington Port Coldstores building that had to be demolished as a result of the 2016 Kaikoura Earthquake
- It is not possible to rebuild on the same site as that land is unstable
- New technology in the form of a system called the Dematic Multi Shuttle Buffer system means that our freezer department will employ 20 people less than the current manning
- A reduction of 20 people means less car trips and less sewage – two of the criteria that Development Contributions are based on
- The new development will use a small amount of clean water
- TPL has a consent to use up to 7000m³/day – the coldstore requirement of approximately 50m³/day will be met by our existing consent and there is no requirement for any extra infrastructure to deliver water to TPL
- For the first 10 months of our financial year (Oct 2018- July 2019) our spend on water with WCC has been \$1.5m
- There is no Trade Waste from the coldstore development – only 0.25m³/day of clean water
- This water will in fact go through our effluent treatment plant before being discharged to the WCC sewer system
- The terms and conditions of our waste water consent are contained within our lease from WCC
- In the year to date we have spent \$500k with WCC for waste water treatment. The small amount of water discharge from the new system will be catered for by our existing system and will not require any additional infrastructure

Our position is that this development on our existing site places no new demands on WCC infrastructure for water supply, waste water treatment, stormwater or traffic and roading. Any inputs into the system are catered for by our existing consents which are calculated on a user pays basis. Our labour saving means there is less demand for WCC services that we currently have.

I have previously supplied a report from our refrigeration engineers detailing the water and waste water features of the new system. If you wish I am happy to supply details of the Dematic system that will enable us to reduce our labour requirement.

Please advise if you require any further information. I look forward to hearing from you.

Regards

Simon

Simon Gatenby

Chief Executive Officer
Taylor Preston Ltd
Wellington NZ.

+64 21 492 078



5 November 2019

CENTREPORT LIMITED
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PH. +64 4 495 3800 FAX. +64 4 495 3820
www.centreport.co.nz

Mr Simon Gatenby
CEO
Taylor Preston Limited
131 Centennial Hwy
Ngauranga
Wellington 6035

Dear Simon

CentrePort is in the process of completing a geotechnical and seismic hazard assessment of the CentrePort land, which includes the location that was previously occupied by the Wellington Port Coldstore building. This follows significant geotechnical testing which has been undertaken to date.

Initial geotechnical and hazard assessments highlight that it is likely that significant ground development/improvement work would be required in order to rebuild a Coldstore in the specific location that was previously occupied by the Wellington Port Coldstore building.

CentrePort's view is that in order to rebuild a Coldstore on that location, the significant cost of the ground improvement, is highly likely to make any rebuild of a Coldstore uneconomic.

Regards

A handwritten signature in black ink, appearing to read "K. Sweetman", is written over a horizontal dashed line.

Kieran Sweetman
GM Capital

PROPOSED ROAD CLOSURE

Purpose

1. This report asks the Regulatory Processes Committee to approve the temporary closures of roads to enable events to take place

Summary

2. Applications have been made to temporarily close roads for the following events:
 - **Cuba Dupa 12am on Saturday 28th March 2020 until 3am on Monday 30th March 2020**
 - **Alexandra Road Sealed Hillclimb 7am to 6.00pm on Sunday 15th March 2020**

Recommendation/s

That the Regulatory Processes Committee:

1. Receives the information.
2. Notes that recommendations in this report should not be amended without first carrying out further consultation with affected parties and verification from the Council's Traffic Engineer that the amendment is not likely to cause unreasonable impact on traffic.
3. Agrees to close the following roads and sections of the roads for the events (as listed below) to vehicles and cycles only, subject to the conditions listed in the proposed Temporary Road Closures Impact Reports:
 - a. Cuba Dupa 12am on Saturday 28th March 2020 until 3am on Monday 30th March 2020
 - i. Cuba Street (between Arthur/Karo Dr & Wakefield St) Leaving SH1 open at Vivian Street
 - ii. Manners Street (between Taranaki and Victoria Street)
 - iii. Marion Street (Lower end between Ghuznee St & Swan Ln)
 - iv. Dixon Street (between Victoria & Taranaki St)
 - v. Eva Street (off Dixon St)
 - vi. Garrett Street (Off Cuba St)
 - vii. Ghuznee Street (between Victoria & Taranaki St)
 - viii. Egmont Street (between Ghuznee & Dixon St) - Restricted Access
 - ix. Leeds Street (from Ghuznee St)
 - x. Inglewood Place (between Taranaki and Dixon St)
 - xi. Abel Smith Street (between Victoria and Taranaki St)
 - xii. Wigan Street (western section off Abel Smith St)
 - xiii. Kensington Street
 - xiv. Kelvin Grove
 - xv. Swan Lane
 - xvi. Furness Lane
 - xvii. Lukes Lane
 - xviii. Victoria Street slip lane
 - xix. Lane closure on Vivian Street on Saturday 28th March 7pm – Sunday

29th March 5am to allow for safe passage of pedestrians to cross Vivian Street at key event times.

- b. Alexandra Road Sealed Hill Climb 7:00am to 6:00pm on Sunday 15th March 2020
 - i. Alexandra Road (Newtown, from Constable Street to Lookout Road)

Background

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

The authority to approve request for road closures is made under Schedule 10, clause 119e), of the Local Government Act 1974 and the Transport (Vehicular Traffic Road Closure) Regulations 1965. This authority is delegated to the Regulatory Processes Committee.

The report has been prepared in accordance with the procedures that were approved by the Committee on 15th December 2010. In summary, these are:

- a. An event organiser applies for a road closure where a proposed event requires approval. Council officers receive the proposal and assess the merits and need for a road closure.
- b. The Council advertises its intention to close the road in the public notice column of the local newspaper and on social media.
- c. Together with the event organiser, Council officers ensure consultation with affected stakeholders is carried out and a communication plan is formulated.
- d. Any objections are followed up and resolved as far as practical.
- e. The event organiser works together with Council officers who modify any plans in response to public submissions and prepare an impact report for the Committee.
- f. Council officers recommend any conditions that should apply to the approval.
- g. The Committee deliberates on the proposed road closure/s.
- h. A Council officer notifies the event organiser of the Committee's decision.
- i. If the proposed closure is approved, Council officers ensure the event organisers follow the agreed communications plan including notifying the public and affected parties. The event is also monitored to ensure the traffic management plan is adhered to and any associated conditions are followed to keep the public safe and to avoid any unreasonable impact on traffic.

Discussion

4. These are Annual events that are held every year and have associated Traffic Management plans. These are re-submitted for approval within one month of the event taking place. They are assessed by the Compliance and Customer team.

Options

5. Event organisers will be advised of the road closure not being approved.

Next Actions

6. If the road closure is approved, event organisers will be notified with the conditions and what Council requires before the event date.

Attachments

Attachment 1.	Cuba Dupa Road Closure ↓ 	Page 18
Attachment 2.	Cuba Dupa Advertising ↓ 	Page 21
Attachment 3.	Cuba Dupa Map ↓ 	Page 22
Attachment 4.	Alexandra Road Road Closure ↓ 	Page 23
Attachment 5.	Alexandra Road Advertising ↓ 	Page 25
Attachment 6.	Alexandra Road Map ↓ 	Page 26

Author	Maria Taumaa, Street Activities Coordinator
Authoriser	Jacqui Austin, Street Activities Officer Siobhan Procter, Manager, Transport and Infrastructure Moana Mackey, Acting Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Council's intention to consider the proposed temporary road closures were all advertised in the Dominion Post. They have also been notified on Social Media; Have Your Say, Facebook, Twitter, Neighbourly and Resident Associations. These advertisements invited the public to make submission on the proposed road closures.

Event organisers have also consulted the following government agencies and associated organisations:

- New Zealand Police
- Ministry of Transport
- Fire and Emergency New Zealand
- Wellington Free Ambulance
- Public Transport Operators
- Relevant Council Business Units, e.g. Roading, Communications, WREDA.

Any correspondence received in response to the proposed closures has been included in the attached impact reports.

Treaty of Waitangi considerations

There are no Treaty of Waitangi implications

Financial implications

The administration of events is managed under Project C481. There are no unforeseen costs associated with these events.

Policy and legislative implications

A Council Traffic engineer has assessed the proposed road closures with regard to the expected impact on traffic. This information is part of the impact reports.

Risks / legal

Nil

Climate Change impact and considerations

N/A

Communications Plan

Residents and Retailers affected by the Road Closure will be notified by letter drop or contacted by the event organiser.

Event organisers will continue to work with Resident Associations, Community groups and Local businesses to address any outstanding issues if the proposed road closures are approved.

Health and Safety Impact considered

Health and Safety is covered by the event management plan submitted to Council for approval prior to the event. This is assessed together with the traffic management plan to ensure the event and associated road closures are managed safely.

REGULATORY PROCESSES COMMITTEE

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

CUBA DUPA
12AM SATURDAY 28TH MARCH TO MONDAY 30TH MARCH 2020 3AM

1. Description of Event

Wellington's Cuba Dupa is a resurrection and recreation of New Zealand's largest and most spectacular free street festival, Cuba Street Carnival, which historically attracted tens of thousands of people from the greater Wellington area and beyond.

The aim of Cuba Dupa is to create an iconic family event where for two days pedestrians take over the streets to showcase and celebrate Wellington's Cuba Quarter and surrounds. The diverse program will include street performance, site-specific installations, music and performance, featuring events, hospitality and community participation.

Cuba Dupa will encourage participants to engage in interactive activities and be entertained in surprising and fun ways whilst exploring and rediscovering all the nooks and crannies within the Cuba Quarter.

The proposed road closures are: 12am on Saturday 28th March until 3am on Monday 30th March

- **Cuba Street** (between Arthur St/Karo Dr & Wakefield St) Leaving SH1 open at Vivian Street
- **Manners Street** (between Taranaki and Victoria St) – Buses have been informed and have a plan to reroute services. Bus routes will be included in the Temporary Management Plan.
- **Marion Street** (Lower end between Ghuznee St & Swan Ln)
- **Dixon Street** (between Victoria & Taranaki St)
- **Eva Street** (off Dixon St)
- **Garrett Street** (Off Cuba St)
- **Ghuznee Street** (between Victoria & Taranaki St)
- **Egmont Street** (between Ghuznee & Dixon St) - Restricted Access
- **Leeds Street** (from Ghuznee St)
- **Inglewood Place** (between Taranaki and Dixon St)
- **Abel Smith Street** (between Victoria and Taranaki St)
- **Wigan Street** (western section off Abel Smith St)
- **Kensington Street**
- **Kelvin Grove**
- **Swan Lane**
- **Furness Lane**
- **Lukes Lane**
- **Victoria Street** slip lane

Lane closure on Vivian Street Saturday 28th March 7pm – Sunday 29th March 5am to allow for safe passage of pedestrians to cross Vivian Street at key event times.

Essentially a large section of the central city will be closed to normal traffic from 12am Saturday morning until 3am Monday morning.
Traffic movements within the city will have a diversion around the road closure during the period of the closures. CubaDupa management will work closely with WCC officers and all other relevant agencies to try to mitigate the overall effects of the road closures for this event. An experienced traffic management company will manage the road closures for Cuba Dupa.

Stakeholders, business owners and residents will be significantly affected by the length of time the roads will be closed. These parties will be informed of the closures by a variety of methods including Media advertising, letter drops, public meetings and road closure notification sign-boards on affected streets.
Cuba Dupa management will be sensitive to any special needs of the stakeholders, business owners and residents and will work with them to find the best solutions without compromise to public and event worker safety.
Cuba Dupa will ensure there is vehicle access available each morning of the road closure for essential deliveries and services.

Cuba Dupa management are committed to ensure that Cuba Dupa is a safe, exciting and well organized event. Cuba Dupa have and will consult widely with other major stakeholders such as the Police, Emergency services, public transport operators and other roading agencies.

2. Events Directorate Support

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

3. Proposal Notice and Consultation

A public notice advising that the Council is proposing to consider this closure is being published in the following:

- Dominion Post Saturday on 23rd November 2019.
- Facebook on Thursday 21st November 2019.
- Twitter Thursday 21st November 2019.
- Have Your Say Wednesday 4th December 2019.

The New Zealand Police and the Ministry of Transport have also been consulted with.

4. Objections

There have been NO objections to this closure request.

5. Traffic Impact Assessment

Prior Closures

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

Traffic Impact

In the opinion of Jacqui Austin, Team Leader, Street Activities and Audit Coordination, acting as the Council's Traffic Engineer, the proposed closure, if implemented according to an approved traffic management plan, is not likely to impede traffic unreasonably subject to the conditions listed below. However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Regulatory Processes Committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:

- The event organiser is to notify the public via newspaper advertisement, letter drop, advanced signage and media releases.
- The event organiser is to obtain Council approval on the details of a traffic management plan 14 working days prior to the event.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised.
- The event organiser is to ensure that the affected property owners along the road closures are consulted with (in particular Retailers and Residents within the road closure area).
- The event organiser is to ensure that the Public Transport operators are consulted with.
- The event organiser is to consult with Emergency Services, Fire Police, Ambulance services have been consulted with their specific requirements are included. In the Traffic Management Plan.
- Information signs are to be installed 14 working days before the event.
- The event organiser is to provide Council with an Event Hazard/Risk management plan 10 working days prior to the event that describes in full how the event organiser will manage all Health and Safety risks associated with the event.

Signed: 
Jacqui Austin
Team Leader, Street Activities and Audit Coordination

6. Attachments

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

Prepared By: 
Isaac O'Connor
Street Activities Coordinator

ADVERTISING PROOF		2019	neonlogic
Plan: WKP010039	Size: 21 x 3	Format: bw	
Publication Dominion Post	Run Date Saturday 23 November	Position PN	
			PLEASE NOTE: that we have prepared this advertisement proof based on our understanding of the instructions received. In approving the advertisement, it is the client's responsibility to check the accuracy of both the advertisement, the media and position nominated. Cancellation of adverts booked with media will incur a media cancellation fee of \$50.
			your contact: Georgia

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 4 December 2019 to consider the following temporary road closures for events.

Cuba Dupa

12am on Saturday 28th March until 3am on Monday 30th March.

Cuba Street (between Arthur St/Karo Dr & Wakefield St)

Leaving SH1 open at Vivian Street

Manners Street (between Taranaki and Victoria St)

Marion Street (Lower end between Ghuznee & Swan Ln)

Dixon Street (between Victoria & Taranaki St)

Eva Street (off Dixon St)

Garrett Street (Off Cuba St)

Ghuznee Street (between Victoria & Taranaki St)

Egmont Street (between Ghuznee & Dixon St) - Restricted Access

Leeds Street (from Ghuznee St)

Inglewood Place (between Taranaki and Dixon St)

Abel Smith Street (between Victoria and Taranaki St)

Wigan St (western section off Abel Smith St)

Kensington St

Kelvin Gr

Swan Ln

Furness Ln

Lukes Lane

Victoria St slip lane

Lane closure on Vivian Street on Saturday 28th March

7pm - Sunday 29th March 5am to allow for safe passage of pedestrians to cross Vivian street at key event times.

Alexandra Road Sealed Hillclimb

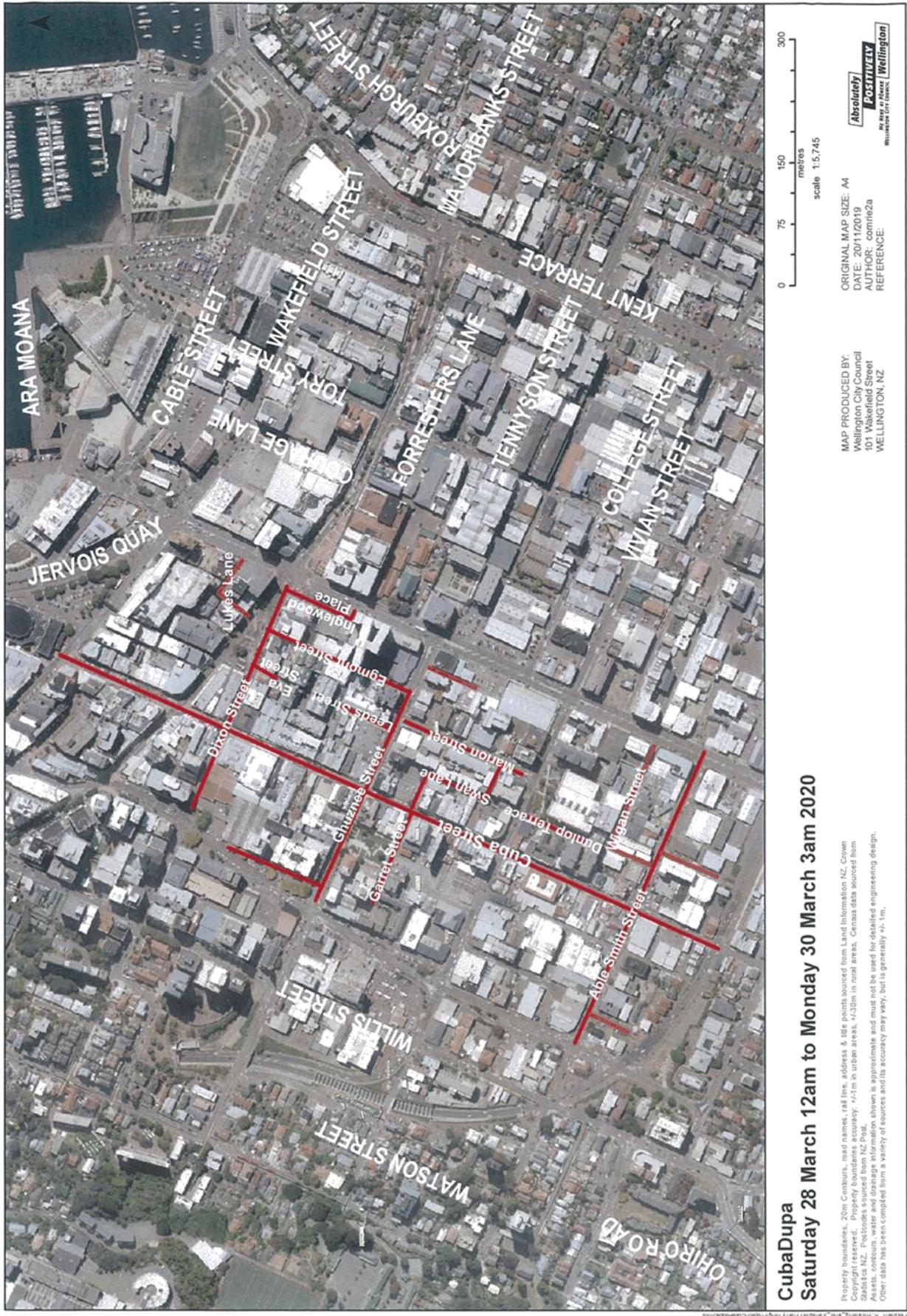
7:00am to 6:00pm on Sunday 15th March 2020

Alexandra Road (Newtown, from Constable Street to Lookout Road)

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 29 Nov 2020. Please send correspondence to Isaac O'Connor at mailing address below, by fax 801 3009 or by email Isaac.oconnor@wcc.govt.nz

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

Absolutely Positively
Wellington City Council
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REGULATORY PROCESSES COMMITTEE

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

WELLINGTON CAR CLUB – ALEXANDRA ROAD HILL CLIMB
SUNDAY 15TH MARCH 2020 7.00AM TO 6.00PM

1. Description of Event

The Wellington Car Club (Inc.) has once again applied to run this annual event. The event is sanctioned by Motorsport New Zealand and run under their approval by way of an Event Organisers Permit. The event has been carried out on this section of road, as advised by the club since the 1960's.

The proposed road closure is: Sunday 15th March 2020 7.00am to 6.00pm

- **Alexandra Road** (Constable Street to Lookout Road)

Closure points as in past years will be at the intersections of Constable Street, Upoko Road and Lookout Road, Pedestrian and recreational walker access will be controlled via marshalled crossing points, to be detailed in the Wellington car club Traffic Management Plan.

Road closure notification boards will be placed at each end of the closure at least one week prior to the event. Residents and local sport clubs will receive a letter advising them of the event and the road closures. The Bus and Coach Association and known tour companies will be informed of the proposal and the effect on Alexandra Road.

The event will be traffic managed by the Club using an approved traffic management plan. Emergency services will have immediate access to the area if required.

Event organisers have consulted with the SPCA on Alexandra Road.

2. Events Directorate Support

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

3. Proposal Notice and Consultation

The public notice advising that the Council is proposing to consider this closure was published in the following:

- Dominion Post Saturday on 23rd November 2019
- Facebook on Thursday 21st November 2019.
- Twitter Thursday 21st November 2019.
- Have Your Say Wednesday 4th December 2019.

The New Zealand Police and the Ministry of Transport have also been consulted with.

4. Objections

There have been NO objections to this closure request.

5. Traffic Impact Assessment

Prior Closures

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

Traffic Impact

In the opinion of Jacqui Austin, Team Leader, Street Activities and Audit Coordination, acting as the Council's Traffic Engineer, the proposed closure, if implemented according to an approved traffic management plan, is not likely to impede traffic unreasonably subject to the conditions listed below. However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the Regulatory Processes Committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Conditions:

- The event organiser is to notify the public via newspaper advertisement, letter drop, advanced signage and media releases.
- The event organiser is to obtain Council approval on the details of traffic management plans, 14 working days prior to the event.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closures ends to ensure that public safety (interaction of traffic and spectators) is not compromised.
- The event organiser is to provide marshalled vehicle access to all properties affected by the closure.
- The event organiser is to install information signs 10 working days before the event starts.
- The event organiser is to talk to the Public transport operators concerning bus routes.
- The event organiser is to talk to SPCA around access.
- The event organiser is to work with touring companies that visit the Lookout.

Signed 
Jacqui Austin
Team Leader, Street Activities and Audit Coordination

6. Attachments

- Map of proposed closure
- Copy of proposal notice from the newspaper

Prepared by 
Isaac O'Connor
Street Activities Coordinator

ADVERTISING PROOF		2019	neonlogic
Plan: WKP010039	Size: 21 x 3	Format: bw	
Publication	Run Date	Position	
Dominion Post	Saturday 23 November	PN	
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Wigan St (western section off Abel Smith St)

Kensington St

Kelvin Gr

Swan Ln

Furness Ln

Lukes Lane

Victoria St slip lane

Lane closure on Vivian Street on Saturday 28th March
7pm - Sunday 29th March 5am to allow for safe passage of pedestrians to cross Vivian street at key event times.

Alexandra Road Sealed Hillclimb

7:00am to 6:00pm on Sunday 15th March 2020

Alexandra Road (Newtown, from Constable Street to Lookout Road)

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 29 Nov 2020. Please send correspondence to Isaac O'Connor at mailing address below, by fax 801 3009 or by email Isaac.o'connor@wcc.govt.nz

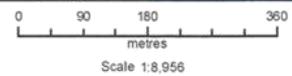
Wellington City Council
PO Box 2199, Wellington 6140
Wellington.govt.nz

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Alexandra Road Seal Hillclimb
 Sunday 15 March 2020
 Road Closed 7am to 6pm

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



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

ORIGINAL MAP SIZE: A4
 AUTHOR: comrie2a
 DATE: 20/11/2019
 REFERENCE:

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Wellington City Council
 Me Heke Ki Pōneke

PROPOSED ROAD STOPPING - LAND ADJOINING 56 MAIDA VALE ROAD, ROSENEATH

Purpose

1. This report asks the Regulatory Processes Committee to recommend that the Council stops and sells approximately 39m² (subject to survey) of unformed legal road adjoining 56 Maida Vale Road, Roseneath. Refer to Attachment 1 for location plan.

Summary

2. The owners of 56 Maida Vale Road have applied to purchase the area outlined in red on Attachment 2 (the Land).
3. Utility providers and relevant Council business units have been consulted. All support the proposal, subject to conditions (where relevant).
4. Initial consultation letters were sent to four adjoining or adjacent neighbours. At the time of writing this report the only response received was from one neighbour who subsequently lodged their own road stopping application.
5. If the Council agrees with the recommendations of the Regulatory Processes Committee the road stopping will then be publically notified. At that time any neighbours, organisations, or any other members of the public will have the opportunity to make a submission.

Recommendation/s

That the Regulatory Processes Committee:

1. Receives the information.
2. Recommends to the Council that it:
 - a) Agrees that approximately 39m² of unformed legal road on Maida Vale Road, Roseneath, (the Land) adjoining 56 Maida Vale Road (being Lot 2 DP 496085, ROT 730241), is not required for a public work and is surplus to requirements.
 - b) Agrees to dispose of the Land.
 - c) Delegates to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing of relevant public notices, declaring the road stopped, negotiating the terms of sale or exchange, imposing any reasonable covenants and anything else necessary.
3. Notes that if objections are received to the road stopping, and the applicant wishes to continue with the process, a further report will be presented to the Regulatory Processes Committee for consideration.

Discussion

6. The Land proposed to be stopped extends along the entire front boundary of 56 Maida Vale Road, being used for garden (lawn, vegetation and low trees) and access.

7. Should the road stopping proposal be successful the Land would be amalgamated with 56 Maida Vale Road, its current use is not proposed to change.
8. 56 Maida Vale Road is situated approximately 2 – 3 metres above the formed carriageway. Refer to Attachment 3 for views from street level.
9. The closest point of 56 Maida Vale Road's legal frontage is approximately eight metres from the kerbface on that properties side of the street. Should the road stopping proposal be successful, that distance would not decrease.
10. Road Stopping is provided for under Sections 319(1)(h) and 342(1)(a) and the Tenth Schedule of the Local Government Act 1974 (LGA).
11. The Council, under section 40 of the Public Works Act 1981 (PWA), 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any other public work. Section 345(1)(a)(i) of the Local Government Act 1974 provides council with the statutory power to dispose of stopped road.
12. Advisors from Council's Transport and Infrastructure unit (Transport) have confirmed the Land is not required for future road widening or public access purposes.
13. Transport required an isolation strip on the extension of the 56/64 Maida Vale Road legal side boundary, as shown blue on Attachment 2. Given the topography Transport also require a batter easement to reduce risk to Council from having to provide support to the applicant's property in the future.
14. A batter easement is registered on the private property title to ensure that the private property owner is responsible for the stability of the embankment, even though the embankment lies within road reserve land.
15. Number 64 Maida Vale Road directly adjoins number 56. At the time of writing this report the owners of this property have lodged their own road stopping application. If both proposals are successfully completed then no isolation strip would be required next to the extension of the shared legal side boundary.
16. Relevant Council business units have been consulted and none wish to retain the Land.
17. As is normal practise in the early stages of the road stopping process officers have written to the four adjoining or adjacent neighbours notifying them that Council had received this road stopping application. All of these owners will be consulted again when the formal public consultation is carried out later in the road stopping process.
18. When road stopping applications are first received Officers have recently commenced given the Walking Access Commission the opportunity to comment. The Commission supports the proposal by 56 Maida Vale Road, without condition.
19. If Council approves the above, officers will establish whether any offer back obligations under section 40 of the Public Works Act 1981 exist.

Options

20. The alternative to undertaking the road stopping is to retain the Land in Council ownership as unformed legal road. In the long term this will incur maintenance and retaining costs on land that Council no longer requires or intends to use.
21. An encroachment licence could be issued for the Land if it is not stopped. Such a licence provides less certainty of tenure for the adjacent landowner and limits the scope for better utilisation of the land by these owners.

Next Actions

22. Conclude a section 40 PWA acquisition history investigation.
23. Prepare a survey legalisation plan and agreement for the Land.
24. Initiate the public notification process.

Attachments

- | | | |
|---------------|---|---------|
| Attachment 1. | Location plan ↓  | Page 31 |
| Attachment 2. | Aerial ↓  | Page 33 |
| Attachment 3. | Views at street level ↓  | Page 34 |

Author	Paul Davidson, Property Advisor
Authoriser	Leah Hearn, Manager Property Siobhan Procter, Manager, Transport and Infrastructure Moana Mackey, Acting Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

In July 2019 letters were sent to four adjoining or adjacent neighbours of the land proposed to be stopped. The only response received was from one neighbour (64 Maida Vale Road) who subsequently lodged their own road stopping application.

These owners will be consulted again when the formal public consultation is carried out later in the road stopping process.

Treaty of Waitangi considerations

Iwi groups have not been consulted. The proposal does not conflict with the principles of the Treaty of Waitangi nor is the land located within a Māori Precinct or an area identified as significant to Māori.

As sale to, and amalgamation with, the adjacent parcel is a condition of the stopping the Land is unlikely to be made available for purchase by iwi or the public in general.

Financial implications

Costs associated with the disposal of the Land will be recovered from the applicant, and the proceeds of the sale are directed towards the general fund.

As of August 2011 a new cost sharing initiative for road stoppings was approved by the Council. The rebate amount is a percentage of the sale price, so is determined at the end of the process when these costs are known.

Policy and legislative implications

The recommendations of this report are consistent with the policies of the Council. The road stopping is also undertaken in accordance with relevant legislation.

This is not a significant decision. This report sets out the Council's options under the relevant legislation and under the Council's Road Encroachment and Sale Policy 2011.

Risks / legal

The road stopping process will be undertaken in accordance with legislative and Council, requirements. Any legal agreement, or action in the Environment Court, will be overseen by the Council's lawyers.

Climate Change impact and considerations

There are no climate change implications arising from this road stopping.

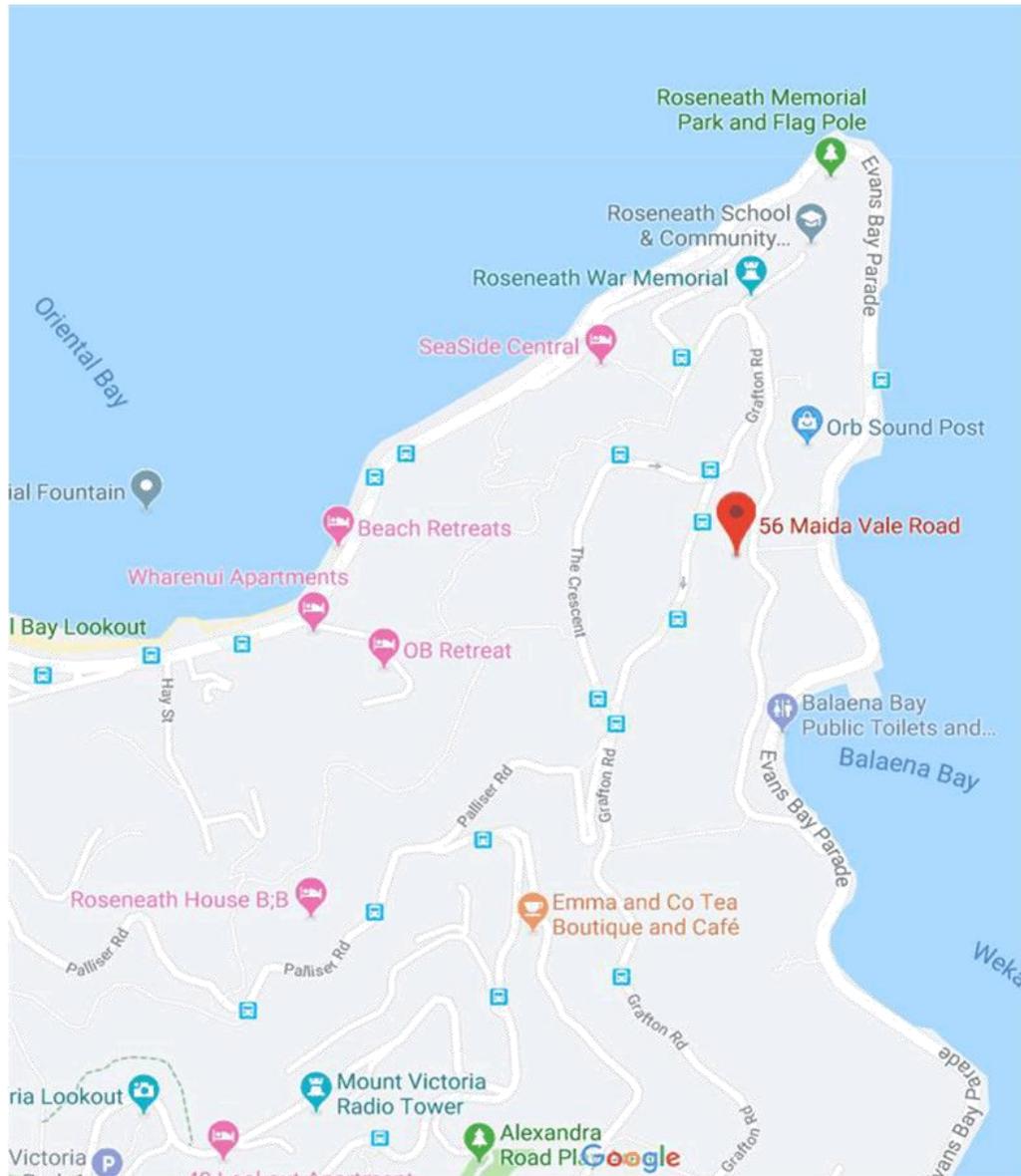
Communications Plan

Public consultation in accordance with the Tenth Schedule of the LGA will be carried out later in the road stopping process.

Health and Safety Impact considered

The road stopping is a minimal risk to health and safety. The work is almost entirely administrative and a normal operational function of Council Officers.

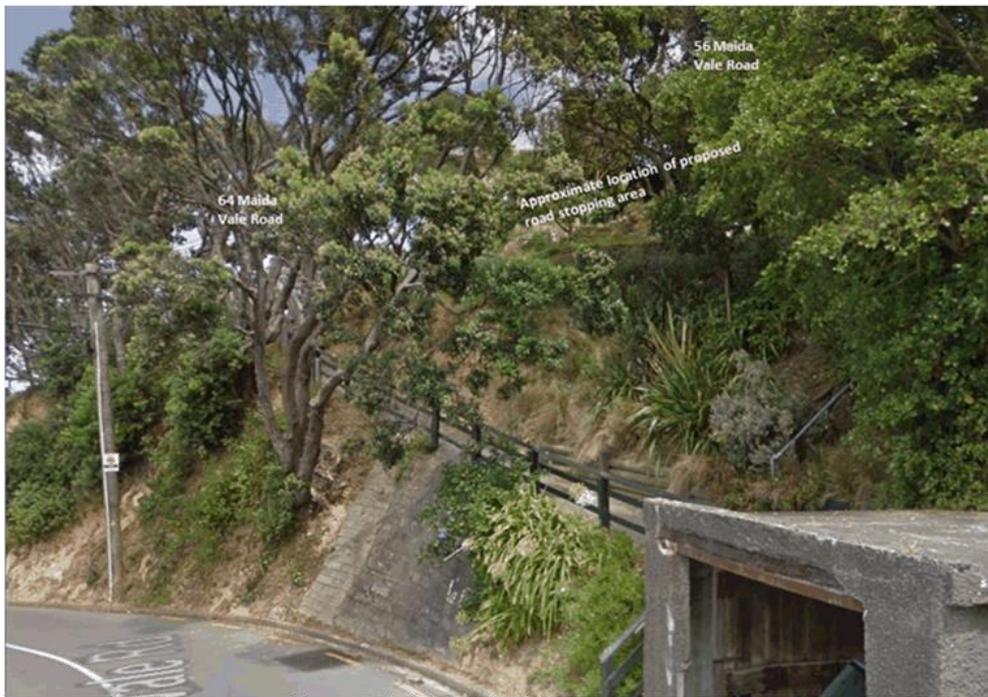
Location Plan



Aerial



Views at street level



PROPOSED ROAD STOPPING - LAND ADJOINING 181 CLYDE STREET, ISLAND BAY

Purpose

1. This report asks the Regulatory Processes Committee to recommend that the Council stops and sells approximately 34m² (subject to survey) of unformed legal road adjoining 181 Clyde Street, Island Bay. Refer to Attachment 1 for location plan.

Summary

2. The owners of 181 Clyde Street have applied to purchase the area outlined in red on Attachment 2 (the Land).
3. Utility providers and relevant Council business units have been consulted. All support the proposal, subject to conditions (where relevant).
4. Initial consultation letters have been sent to four adjoining or adjacent neighbours. At the time of writing this report only one response has been received, with that party having no objection.
5. If the Council agrees with the recommendations of the Regulatory Processes Committee the road stopping will then be publically notified. At that time any neighbours, organisations, or any other members of the public will have the opportunity to make a submission.

Recommendation/s

That the Regulatory Processes Committee:

1. Receives the information.
2. Recommends to the Council that it:
 - a) Agrees that approximately 34m² of unformed legal road on Clyde Street, Island Bay, (the Land) adjoining 181 Clyde Street (being Part Lot 311 Deeds Plan 127, ROT WN353/135), is not required for a public work and is surplus to requirements.
 - b) Agrees to dispose of the Land.
 - c) Delegates to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing of relevant public notices, declaring the road stopped, negotiating the terms of sale or exchange, imposing any reasonable covenants and anything else necessary.
3. Notes that if objections are received to the road stopping, and the applicant wishes to continue with the process, a further report will be presented to the Regulatory Processes Committee for consideration.

Discussion

6. The Land proposed to be stopped extends along the entire front boundary of 181 Clyde Street. It is currently used as a fenced front yard (lawn, garden and paths) by way of an encroachment licence.

7. Should the road stopping proposal be successful the Land would be amalgamated with 181 Clyde Street. The applicants intend to continue using the Land for garden, with the potential to create off street parking.
8. 181 Clyde Street is level with the formed carriageway, with topography rising moderately to its rear boundary. Refer to Attachment 3 for views from street level.
9. In this section of Clyde Street the legal road width is 18m, with the exception in front of 181, 185A and 189 Clyde Street where it widens to approximately 20.5m. If the road stopping proposal is successful 181 Clyde Street's new front legal boundary would align with the rest of this side of the street.
10. Road Stopping is provided for under Sections 319(1)(h) and 342(1)(a) and the Tenth Schedule of the Local Government Act 1974 (LGA).
11. The Council, under section 40 of the Public Works Act 1981 (PWA), 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any other public work. Section 345(1)(a)(i) of the Local Government Act 1974 provides council with the statutory power to dispose of stopped road.
12. Advisors from Council's Transport and Infrastructure unit (Transport) have confirmed the Land is not required for future road widening or public access purposes.
13. Transport required an isolation strip on the extension of the 181/185A Clyde Street legal side boundary, as shown blue on Attachment 2.
14. Relevant Council business units have been consulted and none wish to retain the Land.
15. As is normal practise in the early stages of the road stopping process officers have written to the four adjoining or adjacent neighbours notifying them that Council had received this road stopping application. All of these owners will be consulted again when the formal public consultation is carried out later in the road stopping process.
16. When road stopping applications are first received officers recently commenced giving the Walking Access Commission the opportunity to comment. The Commission supports the proposal by 181 Clyde Street, without condition.
17. If Council approves the above, officers will establish whether any offer back obligations under section 40 of the Public Works Act 1981 exist.

Options

18. The alternative to undertaking the road stopping is to retain the Land in Council ownership as unformed legal road. In the long term this will incur maintenance and retaining costs on land that Council no longer requires or intends to use.
19. The owners of 181 Clyde Street could continue their use of the Land under their encroachment licence. However that would provide them with less certainty of tenure and limit the scope for better utilisation.

Next Actions

20. Conclude a section 40 PWA acquisition history investigation.
21. Prepare a survey legalisation plan and agreement for the Land.
22. Initiate the public notification process.

Attachments

- Attachment 1. Location Plan [↓](#)  Page 40
Attachment 2. Aerial [↓](#)  Page 41
Attachment 3. Views at street level [↓](#)  Page 42

Author	Paul Davidson, Property Advisor
Authoriser	Wendy O'Neill, Property Services Manager Siobhan Procter, Manager, Transport and Infrastructure Moana Mackey, Acting Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

In August 2019 letters were sent to four adjoining or adjacent neighbours of the land proposed to be stopped. The only response received was from one neighbour (179 Clyde Street) who had no objection to the proposal.

These owners will be consulted again when the formal public consultation is carried out later in the road stopping process.

Utility Provider and Council Business Units

There are no utility assets affected by this proposal, or any easements etc required.

Several business units of the Council were consulted: Transport Networks, Planning, Parks, Sport and Recreation, District Plan Policy, and Vehicle Access. None objected to the road stopping or provided conditional support.

Conditions such as kerb setbacks, the inclusion of isolation strips, amalgamation of parcels and neighbour consultation, have been adopted where applicable.

Treaty of Waitangi considerations

Iwi groups have not been consulted. The proposal does not conflict with the principles of the Treaty of Waitangi nor is the land located within a Māori Precinct or an area identified as significant to Māori.

As sale to, and amalgamation with, the adjacent parcel is a condition of the stopping the Land is unlikely to be made available for purchase by iwi or the public in general.

Financial implications

Costs associated with the disposal of the Land will be recovered from the applicant, and the proceeds of the sale are directed towards the general fund.

As of August 2011 a new cost sharing initiative for road stoppings was approved by the Council. The rebate amount is a percentage of the sale price, so is determined at the end of the process when these costs are known.

Policy and legislative implications

The recommendations of this report are consistent with the policies of the Council. The road stopping is also undertaken in accordance with relevant legislation.

This is not a significant decision. This report sets out the Council's options under the relevant legislation and under the Council's Road Encroachment and Sale Policy 2011.

Risks / legal

The road stopping process will be undertaken in accordance with legislative and Council, requirements. Any legal agreement, or action in the Environment Court, will be overseen by the Council's lawyers.

Climate Change impact and considerations

There are no climate change implications arising from this road stopping.

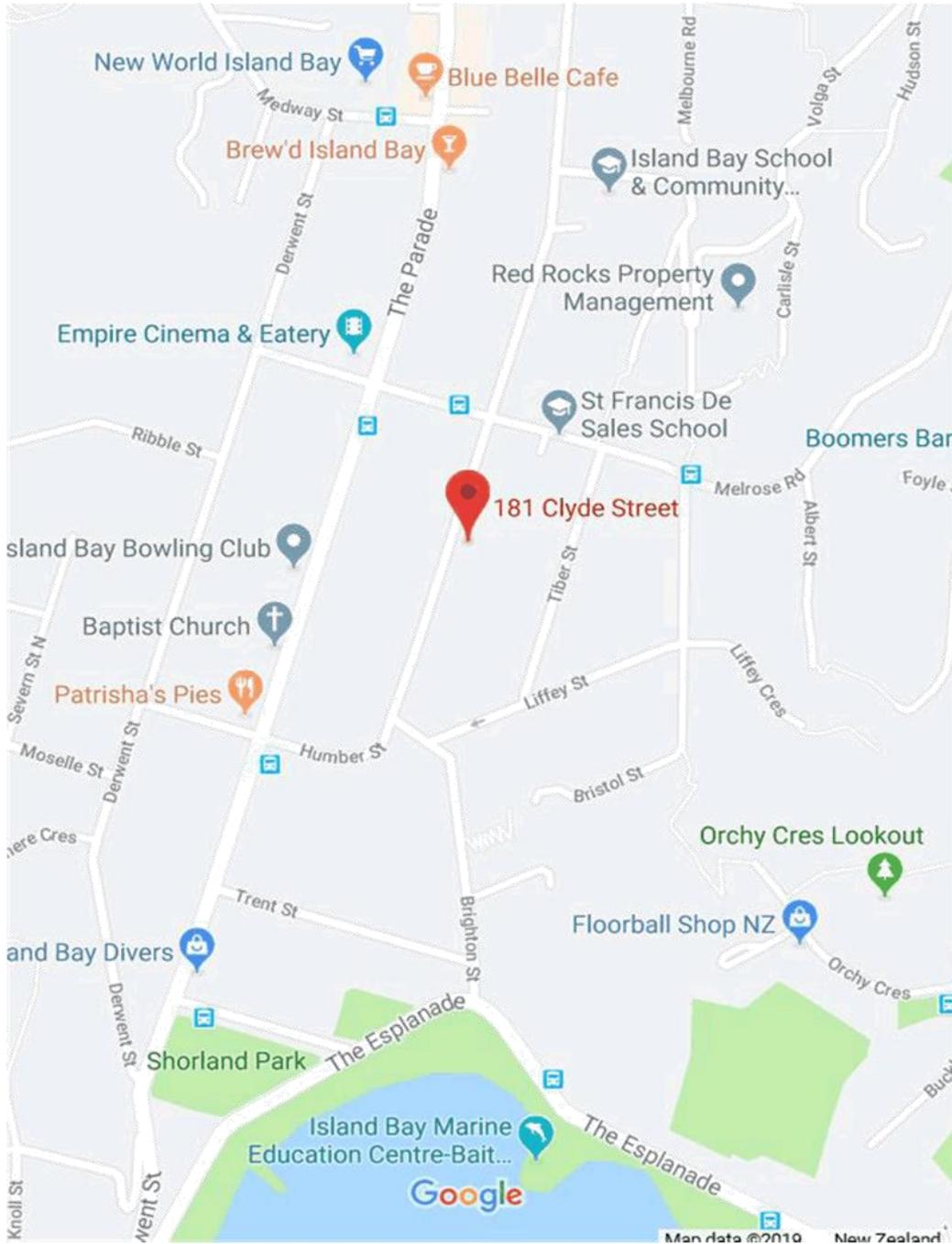
Communications Plan

Public consultation in accordance with the Tenth Schedule of the LGA will be carried out later in the road stopping process.

Health and Safety Impact considered

The road stopping is a minimal risk to health and safety. The work is almost entirely administrative and a normal operational function of Council Officers.

Location Plan



Aerial



Views at street level



APPROVAL OF NAME FOR NEW ROAD OFF GRENADA DRIVE

Purpose

1. This report asks the Regulatory Processes Committee to approve a name for a new road off Grenada Drive.

Summary

2. A new road has been created leading off Grenada Drive as a result of a subdivision in Grenada Village, as shown on F Plan 3108 (Attachment 1 refers).
3. The Grenada Village Community Association Inc. is in favour of the name **Carmel Terrace**, while the developer would prefer the name **Bridgetown Terrace**.

Recommendations

That the Regulatory Processes Committee:

1. Receives the information.
2. Approves the name **Carmel Terrace** for the new road off Grenada Drive, shown on F Plan 3108.

Background

4. As a result of a recent subdivision, a new road has been created leading off Grenada Drive. This road now needs to be named in accord with the Australasian addressing standard AS/NZS 4819:2011 and the Council's Naming Policy.
5. In 2014, the chair of the Grenada Village Community Association Inc. supplied a list of names considered suitable by the Association for use in Grenada Village. These names follow the Caribbean theme used for road names in this suburb.

Discussion

6. A new road leading off Grenada Drive has been created to give access to four new lots in Grenada Village.
7. Both the developer and the Grenada Village Community Association Inc. have supplied lists of names for consideration. Both lists follow the Caribbean theme currently used in this suburb.
8. From these two lists, three names were identified as suitable for use in this instance. The majority of the other names have either been used already, been rejected as being the names of living people, or are insufficiently unique to the Caribbean. An example of this latter instance is where a name of a location in another country is the first result in a 'Google' search.
9. Three potentially suitable names remained after the two lists were evaluated for suitability. Of these, **Martinique** was rejected by the developer as sounding as if it was the name of a location in France. The names **Carmel** and **Bridgetown** were then

considered for the new road by the Grenada Village Community Association Inc. and the developer.

10. The Association has advised they prefer the name **Carmel** for use in this instance. This name was suggested by the developer.
11. The developer has advised a preference for **Bridgetown**. This name was suggested by the Association. The Association has advised, however, that they would prefer this name to be reserved for a more significant road as Bridgetown is the capital of Barbados.
12. The developer has also requested the suffix Terrace, and the Association has expressed no opposition to this.
13. The developer has advised they will accept the name **Carmel Terrace**, however, they have asked that their preference for **Bridgetown** be noted.
14. Iwi have expressed no preference for, or opposition to, either name.

Recommended Name

15. Council officers recommend the name **Carmel Terrace** be approved for use for this small new road off Grenada Drive.

Attachments

Attachment 1. F Plan 3108 Carmel Terrace [↓](#) 

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Authors	Carline Thomas, Advisor, Land, Customer and Property Information Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Toni Thompson, Manager Information Centre Moana Mackey, Acting Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Consultation has taken place with iwi, the developer, and the Grenada Village Community Association Inc.

Both names have been checked for duplication, similarity, and suitability by the Greater Wellington Regional Council.

Treaty of Waitangi considerations

Iwi have not advised any objection to either of the names considered for this road.

Financial implications

Not applicable.

Policy and legislative implications

Allocation of street names is a statutory function of Council under Section 319A of the Local Government Act 1974.

The Council's Naming Policy, Te Tauihu – Te Reo Māori, and the Addressing Standard AS/NZS 4819:2011, administered by Land Information New Zealand, are pertinent to this report.

Risks / legal

Nil.

Climate Change impact and considerations

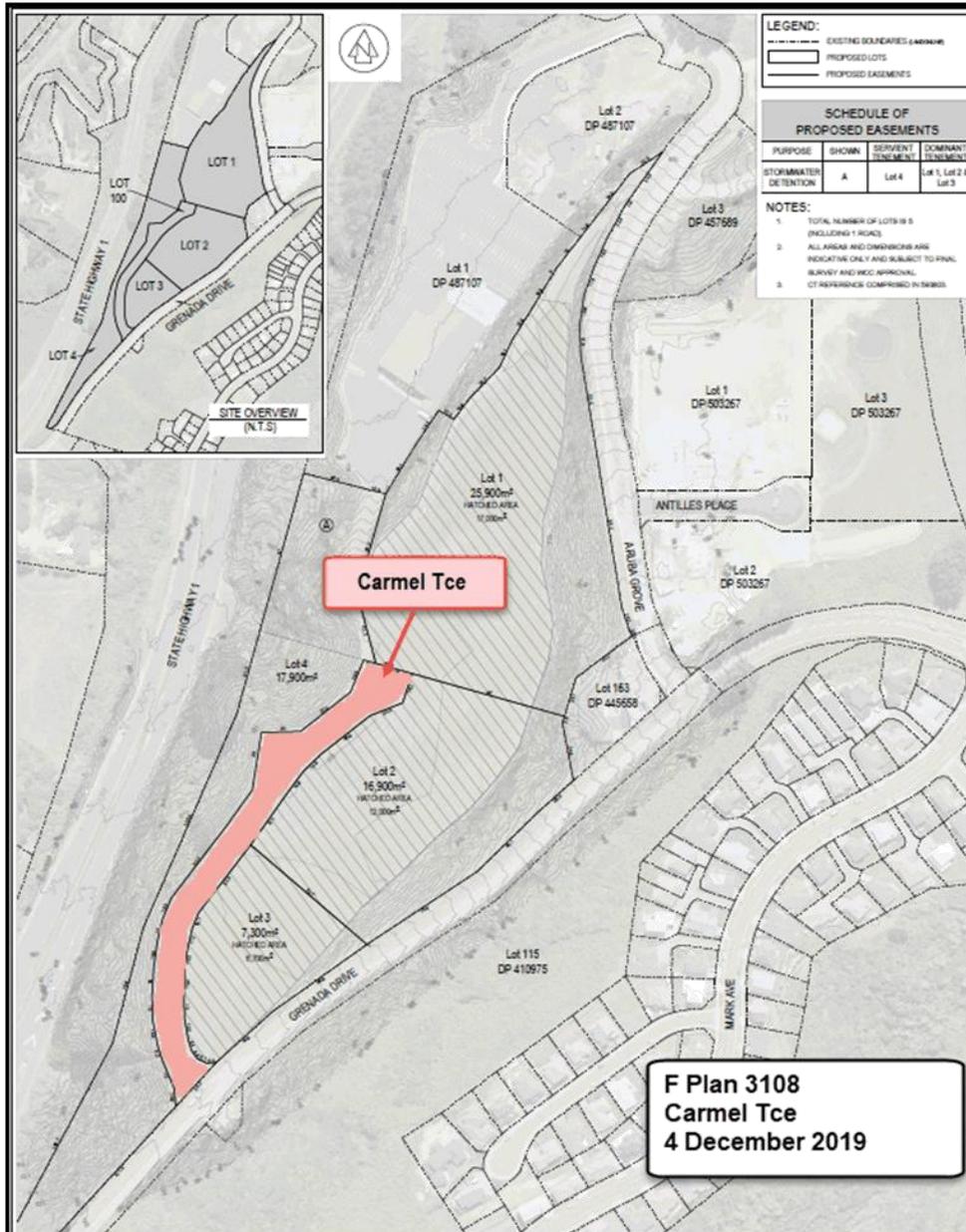
Nil.

Communications Plan

An extensive notification list includes Land Information New Zealand, New Zealand Post, and emergency services.

Health and Safety Impact considered

Health and safety is facilitated by the naming of roads as emergency services are able to more easily locate the site of any emergency where addressing is clear and unambiguous.



AMENDMENT OF SUBURB BOUNDARY: KHANDALLAH/NGAURANGA

Purpose

1. This report asks the Regulatory Processes Committee to approve a minor suburb boundary change between Khandallah and Ngauranga, as shown on F Plan 3109 (Attachment 1 refers).

Summary

2. This report recommends the Regulatory Processes Committee approve a minor suburb boundary change between Khandallah and Ngauranga, shown on F Plan 3109.
3. A private right-of-way or ways giving access to a number of properties will be created as a result of a subdivision off Homebush Road. Access to this subdivision will be from Homebush Road.

Recommendations

That the Regulatory Processes Committee:

1. Receives the information.
2. Approves the minor suburb boundary change shown on F Plan 3109.

Background

4. A number of properties will be created as a result of a subdivision off Homebush Road.
5. Access to the subdivision will be from Homebush Road in the suburb of Khandallah.
6. In a separate process, consultation on a name for the private right-of-way to be created as part of the initial development of the subdivision is currently being conducted.

Discussion

7. The suburb boundary between Ngauranga and Khandallah, shown in blue on F Plan 3109, requires minor adjustment to better reflect the access to a new subdivision off Homebush Road.
8. The new subdivision will create a number of new lots. These will be accessed via a private right-of-way or ways off Homebush Road.
9. The proposed suburb boundary includes the whole of Lot 18, shown on F Plan 3109 as “reserve to vest”. This reserve will adjoin an existing reserve, the Tyers Stream/Homebush Park park and play area, accessed from within the suburb of Khandallah.
10. Realignment of the suburb boundary between Ngauranga and Khandallah will allow emergency services, postal delivery services, and visitors to more readily locate the access to properties in the subdivision.

11. Neither the developer nor the Homewood Residents' group have objected to this proposal. At the date of this report's submission for inclusion in the agenda, no response had been received from either. Had they expressed agreement with this proposal, the report could have been approved under the delegated authority of the chair of the Regulatory Processes Committee and the delegated Council Officer (currently the Team Leader of the Land, Customer and Property Information Team, Michael Brownie).

Next Actions

12. The Regulatory Processes Committee is asked to endorse the proposed minor suburb boundary realignment, as shown on F Plan 3109.

Attachments

Attachment 1. F Plan 3109: Suburb Boundary Change [↓](#) 

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Authors	Carline Thomas, Advisor, Land, Customer and Property Information Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Toni Thompson, Manager Information Centre Moana Mackey, Acting Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

The developer and the local residents' group have been approached for comment and have raised no objection to this proposed suburb boundary realignment between Ngauranga and Khandallah.

Iwi have also not objected to the realignment.

Treaty of Waitangi considerations

Iwi have been asked for feedback through the Council's Tira Poutama, Iwi Partnerships Team.

Financial implications

Nil.

Policy and legislative implications

At the date of this report's submission for inclusion in the agenda, no response had been received from the developer or the local residents group. Minor and uncontentious suburb boundary amendments are able to be approved under the delegated authority of the chair of the Regulatory Processes Committee and the nominated Council Officer under Council Resolution 2.3.3 of 30 May 2018.

Risks / legal

Nil.

Climate Change impact and considerations

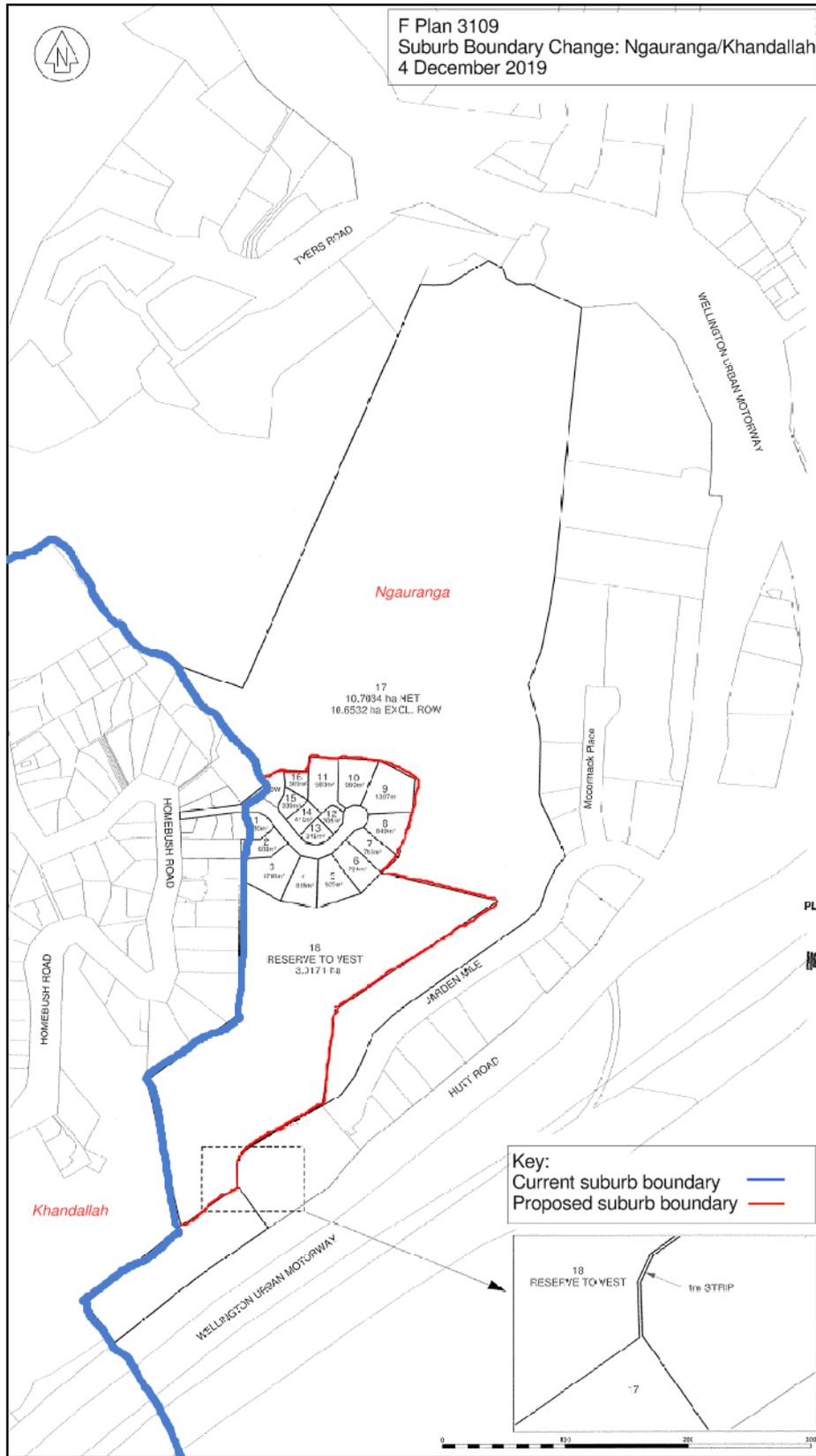
Nil.

Communications Plan

An extensive notification list includes Land Information New Zealand and emergency services. Addresses will be assigned to the properties in the subdivision that also reflect the suburb once any private ways created as a result of the subdivision are also named.

Health and Safety Impact considered

Health and safety of residents and visitors to properties located at this site will be supported. Addresses assigned to the new properties in the subdivision will reflect the suburb in which the main road (Homebush Road), giving access to the new properties, lies. This will enable identification of the location of any emergencies in this area.



APPROVAL OF NAME FOR PRIVATE WAY OFF ABEL SMITH STREET

Purpose

1. This report asks the Regulatory Processes Committee to approve a name for deeds land off Abel Smith Street, as shown on F Plan 3110 (Attachment 1 refers).

Summary

2. A piece of land giving access to several lots has been informally known as **Youngs Ave** for many years.
3. The owner of a property with rights to use this land to access his property has now built several new dwellings on that site. He has asked Council to formalise the name of the access way as **Youngs Lane**.

Recommendations

That the Regulatory Processes Committee:

1. Receives the information.
2. Agrees to name the land currently informally known as Youngs Ave, **Youngs Lane**, as shown on F Plan 3110.

Background

4. A strip of land off Abel Smith Street known as **Youngs Ave** for many years is owned under its original deed by the holder of that deed, a Mr Young. It gives access to three lots on its western side.

Discussion

5. An owner of one of the lots accessed via the strip of land known as **Youngs Ave** has constructed several new dwellings on his property. He has requested the access way be formally named **Youngs Lane**.
6. Described as Part Section 113 Town of Wellington, this land is still owned by a Mr Young on an original land deed. There has never been a title issued for the land in question. Titles for the lots adjoining the land to the west show that they have a right to use the land for access under a deed of conveyance dated 27 September 1894.
7. An isolation strip between the access way and the lots to the east reinforces that these lots do not have access via this access way.
8. The owner who has requested the access way be formally named owns two of the three lots with the right to use the access way. The other lot is owned by another party who has not objected to the proposal.
9. Naming this access way will mean that addresses can be assigned to the new dwellings off it using that name instead of being allocated addresses off Abel Smith

Street. This will enhance wayfinding for visitors, postal delivery services, and emergency services.

10. The Wellington Inner City Residents' Association has been consulted and made no objection.
11. Iwi have made no objection to this proposal.

Recommended Name

12. Council officers recommend the deed land described as Part Section 113 Town of Wellington, currently known informally as **Youngs Ave**, be named **Youngs Lane**, as shown on F Plan 3110.

Attachments

Attachment 1. F Plan 3110 Youngs Lane [↓](#) 

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Authors	Carline Thomas, Advisor, Land, Customer and Property Information Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Toni Thompson, Manager Information Centre Moana Mackey, Acting Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Consultation on this proposal has taken place with the owners of the properties with rights to use the deeds land described as Part Lot 113 Town of Wellington, and known informally as Youngs Ave, for access to their properties.

The Wellington Inner City Residents' Association has also been consulted and made no objection.

Iwi have advised they have no objection.

The proposed name has been checked for duplication, similarity and suitability by the Greater Wellington Regional Council.

Treaty of Waitangi considerations

Iwi have been consulted through the Council's Tira Poutama: Iwi Partnerships Team. Tira Poutama have advised there are no objections to this proposal.

Financial implications

Nil.

Policy and legislative implications

Allocation of street names is a statutory function of Council under Section 319A of the Local Government Act 1974. The proposal meets the provisions of the Council's Naming Policy.

Risks / legal

Nil.

Climate Change impact and considerations

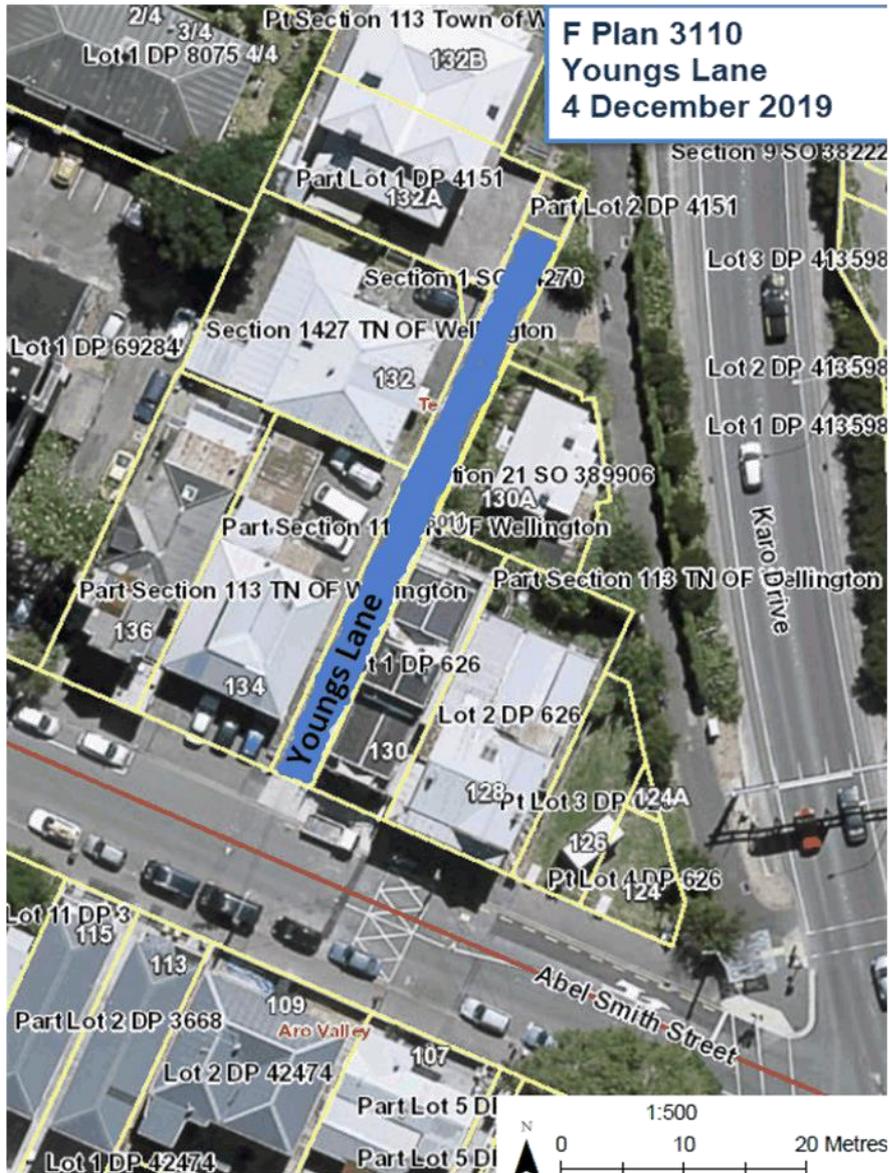
Nil.

Communications Plan

An extensive notification list includes Land Information New Zealand, New Zealand Post and emergency services.

Health and Safety Impact considered

When roads are formally named, postal and emergency services are able to more readily locate delivery points and the site of emergencies. Naming this access way will mean that addresses will be able to be allocated to the properties accessed off it, thereby enhancing wayfinding for visitors, and postal and emergency services.



TRAFFIC RESOLUTIONS

Purpose

1. This report asks the Regulatory Processes Committee to consider ~~15~~14 Traffic Resolutions that are recommended for approval. The Traffic Resolutions are attached to this report. These recommendations support the achievement of the Council's transport strategic outcomes of safety, accessibility, efficiency and sustainability.

Summary

2. A total of ~~15~~14 proposed resolutions were issued for consultation at the end of October 2019 and opened for 18 days to allow public feedback.
3. All feedback received during the consultation period has been included in the Traffic Resolution reports attached to this document and, where appropriate, officers' responses have been included.
4. After reviewing the feedback:
 - ~~Fifteen~~Fourteen proposals are being recommended for approval (refer to table below)
5. Officers are confident that the attached Traffic Resolutions, if approved, will improve the transport network in terms of road safety, accessibility, efficiency and sustainability.

Recommendation/s

That the Regulatory Processes Committee:

1. Receives the information.
2. Approve the attached amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

Background

6. ~~Fifteen~~Fourteen proposed traffic resolutions were publicly advertised in the Dominion Post on 29 October 2019. Copies were either hand delivered or posted 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.
7. 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. all feedback received, and
 - c. where appropriate, Council officers' responses to the feedback.

Information

8. The attached 'Traffic Resolutions Summary Table December 2019' summarises the proposed changes which are detailed in the attached Traffic Resolutions. Whilst there will be net car park losses in some instances, the improvements in road safety, accessibility, efficiency and sustainability outweigh the proposed loss of car parking.

Attachments

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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.

Policy and legislative implications

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the Bylaws. Where possible and where appropriate, the Council's transport hierarchy approach is considered and applied, noting that not all resolutions result in improved outcomes for pedestrians and other active modes specifically.

Risks / legal

None identified.

Climate Change impact and considerations

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

Communications Plan

Not required.

Health and Safety Impact considered

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

Traffic Resolutions Summary Table December 2019

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
							Traffic Volume	Passenger Number	Pedestrian Impact (+, -, no change)		
TR 139-19	Victoria Street	Parking Restrictions	Taxi Stand/Metered parking	Safety/ Accessibility	Library Works	0	7,599	N/A	+ve	The proposed change is to widen the existing footpath on Victoria Street adjacent to the Central Library to improve pedestrian capacity and amenity and maximising the number of metered car parks and relocating the taxi stand from Mercer Street. (See also TR 152-19)	Yes = 2 No = 0
TR 140-19	Wanaka Street, Dr Taylor Terrace and Frankmoore Avenue	Restricted Parking	Parking changes	Accessibility	Council	0	945	N/A	+ve	The proposed change to parking is in response to meeting demand for short stay parking around the Waitohi Community Hub. With the new library about to open the need for short stay space has been reviewed. Considering the various activities in the area and the new ways in which the library will be used there is a need for additional short stay parking in the vicinity. The proposed changes will better align the various parking restrictions to how users will use the hub.	Yes = 0 No = 0
TR 141-19	Willis Street	No Stopping	Metered Parking	Accessibility	Council Officer	+3	5,760	N/A	+ve	The proposed change is to create additional parking spaces thereby increasing the available carparks in this area from 8 to 11 metered spaces utilising the redundant entry taper to the old bus stop.	Yes = 0 No = 1
TR 142-19	Central Terrace	Residents Parking	Driveway Access	Accessibility	Resident	-2	469	N/A	+ve	The proposed change is to remove existing resident parking in front of a proposed garage to allow access and to provide secure off street parking.	Yes = 0 No = 1
TR 144-19	Sutherland Road	Bus Stop (#6335)	Reconfigured Bus Stop	Safety/ Accessibility	GWRC	-2	675	161	+ve	The proposed change is to improve access to the stop. In its current layout, buses are often not able to pull into the stop, parallel to the kerb because of parked vehicles on one or both ends of the stop. This makes it difficult for passengers to get on and off the bus, and for buses to manoeuvre.	Yes = 0 No = 3
TR 145-19	Apuka Street	Bus Stop (#7764)	Relocated Bus Stop	Safety/ Accessibility	Residents	-2	1,849	41	+ve	The proposed change is to relocate the bus stop and to install a painted bus box with suitable entry and exit tapers. The proposed improvements will ensure the layout of the stop is safe for users.	Yes = 1 No = 1
TR 146-19	Balfour Street	Bus stops (#7754, #6754)	Relocated Bus Stops	Safety/ Accessibility	Public	0	221	47 (#7754) 28 (#6754)	+ve	The proposed change is to shift both stops north along Balfour Street to a location which is safer for buses to stop and to provide a good standard of access for bus users to board and alight. The proposed new stop locations are serviced by a wide footpath along the western side of Balfour Street. Sight distance past a stationary bus will also be enhanced, reducing the risk of an accident. It is also proposed to install a painted bus box with suitable entry taper and exit tapers.	Yes = 0 No = 1
TR 147-19	Burma Road	Unrestricted	New Bus Stop	Safety/ Accessibility	Public	-5	14,592	0	+ve	The proposed change is to provide a new Bus Stop on Burma Road outside KinderCare Learning Centre to improve access to bus services. This location is close to a pedestrian crossing facility providing a good level of accessibility for expected bus users whilst ensuring a good level of visibility is maintained for other road users.	Yes = 9 No = 0
TR 148-19	Houghton Bay	Bus stop (#7037)	Relocated Bus Stop	Safety/ Accessibility	Public	-5	2,441	104	+ve	The proposed change is to install a painted bus box with suitable entry and exit tapers and to install a no-stopping restriction along the opposite side of the road for a distance of 35m to ensure sufficient road width is maintained at all times to allow vehicles to pass a stationary bus. The proposed improvements will ensure the layout of the stop is safe for users.	Yes = 1 No = 0 Not stated = 1
TR 149-19	Kentwood Drive	Bus Stop (#3709)	Relocated Bus Stop	Safety/ Accessibility	GWRC	-2	872	305	+ve	The proposed change is to relocate Bus Stop #3709 to improve access to bus services and allow the bus route to cover a greater catchment of bus users. The stop will be located so as to take advantage of the intersection for an easy exit from the stop and is also considered a safe and suitable	Yes = 0 No = 1 Not stated = 1

Traffic Resolutions Summary Table December 2019

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
							Traffic Volume	Passenger Number	Pedestrian Impact (+, -, no change)		
										position for a bus stop that will provide for the frequency of the services using it.	
TR 150-19	Todman Street	Bus stop (#6761)	Relocated Bus Stop	Safety/ Accessibility	Public	0	3,442	58	+ve	The proposed change is to relocate Bus Stop #6761 to improve access to the bus stop. It is proposed to relocate the bus stop slightly east to utilise the nearby driveway for an entry taper and to install a painted bus box with a suitable exit taper. The proposed improvements will ensure the layout of the stop is safe for users.	Yes = 0 No = 1
TR 151-19	Upland Road	Bus Stop (#5918)	Reconfigured Bus Stop	Safety/ Accessibility	Public	-2	11,631	370	+ve	The proposed change is to reconfigure Bus Stop #5918 to improve access to the bus stop. It is proposed to reconfigure the stop and add entry and exit tapers to allow the bus to safely access the stop. The proposed improvements will ensure the layout of the stop is safe for users. Consideration of service frequency and the expected use of the stop have been taken into account in determining the proposed changes.	Yes = 1 No = 0
TR 152-19	Mercer Street	Taxi Stand	Metered Parking	Efficiency/ Safety	Businesses	+5 metered parking	3,900	N/A	+ve	The proposed change is to move the existing 5 bay taxi stand to be outside the currently closed central library in Victoria Street. This is to address current concerns raised by retailers in the area. Their concerns include taxis using the metered parking directly opposite the current taxi stand on Mercer Street as an overflow parking area for taxis waiting to get onto the stand and regularly double parking and reversing back up the street in order to get onto the taxi stand which is a safety hazard as well as impacting the flow of traffic through the area. (See also TR139-19)	Yes = 4 No = 0
TR 153-19	Camperdown Road	Unrestricted Parking	Time Limited Parking (P180)	Safety/ Accessibility	Council Officers and Weta Studies	0	2,900	N/A	+ve	The proposed change is to install P180 Time limited parking restrictions to provide better turnover of these parking spaces reducing additional traffic movements and hence improving safety around the Camperdown Road / Weka St intersection. The proposed time restriction car parks are away from the busy intersection and adjacent to the Weta Caves negating the need for customers to cross the road in this location.	Yes = 0 No = 1
TR 155-19	Camperdown Road	Bus Stop	Time Limited Parking (P60)	Accessibility	Council	+7	7,112	N/A	+ve	The proposed change is to provide parking spaces on Park Road, Miramar following the removal of a bus stop in an area of high parking demand. It is proposed to restrict parking to one hour each day between 8am and 6pm in this location.	Yes = 0 No = 0

Table of Traffic Resolutions Legal Description Round 4 December 2019

a. Victoria Street, Wellington Central (TR139 - 19) Taxi Stand/Metered Parking		
Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Victoria Street	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side, commencing 8.0 metres south of its intersection with Harris Street (Grid coordinates x= 1748765.3 m, y= 5427778.9 m), and extending in a southerly direction following the kerbline for 11.0 metres. (2 parallel carparks).
Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Victoria Street	P5, At All Times	East side, commencing 19.0 metres south of its intersection with Harris Street (Grid Coordinates x= 1748765.3 m, y= 5427778.9 m) and extending in a southerly direction following the kerbline for 18.0 metres. (3 parallel parks)
Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Victoria Street	<i>P5, At All Times</i>	<i>East side, commencing 53.0 metres south of its intersection with Harris Street (Grid Coordinates x= 1748765.3 m, y= 5427778.9 m) and extending in a southerly direction following the kerbline for 11.0 metres. (2 parallel parks)</i>
Delete from Schedule F (Metered Mobility Parking) of the Traffic Restriction Schedule		
Column One	Column Two	Column Three
Victoria Street	<i>Metered mobility parking - displaying an operation mobility permit only at all times, 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 37.0 metres south of its intersection with Harris Street (Grid coordinates x= 1748765.3 m, y= 5427778.9 m), and extending in a southerly direction following the kerbline for 6.5 metres.</i>
Delete from Schedule F (Metered Mobility Parking) of the Traffic Restriction Schedule		
Column One	Column Two	Column Three
Victoria Street	<i>Metered mobility parking - displaying an operation mobility permit only at all times, 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 48.0 metres south of its intersection with Harris Street (Grid coordinates x= 1748765.3 m, y= 5427778.9 m), and extending in a southerly direction following the kerbline for 5.0 metres.</i>
Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Victoria Street	<i>No Stopping, At All Times.</i>	<i>East side, commencing 64 metres</i>

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			south of its intersection with Harris Street (Grid Coordinates X=2658787.079625 m, Y=5989490.954991 m) and extending in a southerly direction following the kerbline for 21.5 metres.
Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Victoria Street	<i>No Stopping, At All Times.</i>	East side, commencing 9 metres south of its intersection with Harris Street (Grid Coordinates X=2658787.079625 m, Y=5989490.954991 m) and extending in a northerly direction following the kerbline for 8.5 metres.	
Add to Schedule B (Class Restricted Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Victoria Street	<i>Taxi Stand, At all times</i>	East side, commencing 10.0 metres south of its intersection with Harris Street (Grid coordinates x= 1748765.3 m, y= 5427778.9 m), and extending in a southerly direction following the kerbline for 30m metres.	
Victoria Street	<i>Taxi Restricted Parking Area, Monday to Sunday 8:00am – 6:00pm</i>	From its intersection with Mercer Street to its intersection with Harris Street.	
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Victoria 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>	East side, commencing 40.0 metres south of its intersection with Harris Street (Grid coordinates x= 1748765.3 m, y= 5427778.9 m), and extending in a southerly direction following the kerbline for 24 metres. (4 parallel parking)	
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Victoria Street	<i>No Stopping, At All Times.</i>	East side, commencing 64.0 metres south of its intersection with Harris Street x= 1748765.3 m, y= 5427778.9 m) and extending in a southerly direction following the kerbline for 17.5 metres.	
Victoria Street	<i>No Stopping, At All Times.</i>	East side, commencing 8 metres south of its intersection with Harris Street x= 1748765.3 m, y= 5427778.9 m) and extending in a southerly direction following the kerbline for 8.5 metres.	

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Add to Schedule G (Give Way) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Harris Street	Give Way	Harris Street on its western approach to the intersection with Victoria Street.
b. Wanaka Street, Dr Taylor Terrace and Frankmoore Avenue, Johnsonville (TR 140 – 19) Various Parking Changes		
Delete from 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.
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Wanaka Street	P120, 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	P120, 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 10 metres.
Wanaka Street	P180, Monday to Sunday 8:00am - 6:00pm.	South side, commencing 78 metres west of its intersection with Moorefield Road (Grid Coordinates X=

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			1,751,258.3568 m, Y= 5,434,897.9036m) and extending in a westerly direction following the southern kerbline for 10 metres.
	Wanaka Street	<i>P120, 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>
	Wanaka Street	<i>P120, Monday to Sunday 8:00am - 6:00pm.</i>	<i>North side, commencing 66 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 22 metres.</i>
	Wanaka Street Waitohi Community Hub Car Park	<i>P120, Monday to Sunday 8:00am - 6:00pm. Angle parking</i>	<i>West side, commencing at its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,223.49 m, Y= 5,434,913.23 m) and extending in a northerly direction for 44 metres.</i>
	Wanaka Street Waitohi Community Hub Car Park	<i>P120, Monday to Sunday 8:00am - 6:00pm. Angle parking</i>	<i>East side, commencing at its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m) and extending in a northerly direction for 36 metres.</i>
Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Wanaka Street- Waitohi Community Hub Car Park	<i>Mobility Parking, displaying a mobility parking permit only at all times</i>	<i>West side, commencing 44m north of its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,223.49 m, Y= 5,434,913.23 m) and extending in a northerly direction for 7 metres</i>
	Wanaka Street Waitohi Community Hub Car Park	<i>Mobility Parking, displaying a mobility parking permit only at all times</i>	<i>East side, commencing 39m north of its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m)) and extending in a northerly direction for 5 metres</i>
	Wanaka Street Waitohi Community Hub Car Park	<i>P10 Loading Zone</i>	<i>East side, commencing 36m north of its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m)) and extending in a northerly direction for 3 metres</i>
Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Wanaka Street	<i>P120, Monday to Sunday 8:00am - 6:00pm.</i>	<i>North side, commencing 38 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 24 metres.</i>

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Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Dr Taylor Terrace	<i>P10 Monday - Friday, 8:00am - 10:00am, 2:30pm - 4:00pm</i>	<i>West side, commencing 63 metres south of its intersection with Frankmoore Avenue and extending in a southerly direction following the western kerbline for 21 metres.</i>
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Dr Taylor Terrace	<i>P10 Mon-Fri 8:00am-9:30am and 2:30pm-3:30pm, during school terms only. P180 other times</i>	<i>West side, commencing 177 metres from its intersection with Broderick Road (Grid coordinates x= 1,751,133.4 m, y= 5,434,783.0 m), and extending in a northerly direction following the western kerbline for 21 metres.</i>
Dr Taylor Terrace	<i>P10 Mon-Fri 8:00am-9:30am and 2:30pm-3:30pm, during school terms only. P180 other times</i>	<i>West side, commencing 158 metres from its intersection with Broderick Road (Grid coordinates x= 1,751,133.4 m, y= 5,434,783.0 m), and extending in a northerly direction following the western kerbline for 11 metres.</i>
Dr Taylor Terrace	<i>P180 Monday to Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 2 metres from its intersection with Wanaka Street (Grid coordinates x= 1,751,170.83 m, y= 5,434,915.76 m), and extending in a southerly direction following the Eastern kerbline for 66 metres.</i>
Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Frankmoore Avenue	<i>P5 Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 67 metres east of its intersection with Dr Taylor Terrace and extending in an easterly direction following the southern kerbline for 32 metres.</i>
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Frankmoore Avenue	<i>9:00am to-3:30pm, during school terms only. P120 other times</i>	<i>South side, commencing 78 metres west of its intersection with Moorefield Road (Grid Coordinates X= 1,751,367.56 m, Y= 5,434,997.74 m) and extending in a westerly direction following the southern kerbline for 21 metres.</i>
Frankmoore Avenue – Keith Spry Pool Car Park	<i>P120 angle parking</i>	<i>West side, commencing at its intersection with the South side of Frankmoore Avenue (Grid Coordinates X= 1,751,299.29 m, Y= 5,435,012.33 m) and extending in a southerly direction following the building line for 7 metres.</i>
Frankmoore Avenue – Keith Spry Pool Car	<i>Authorised vehicles only – angle parking (service</i>	<i>West side, commencing 12m South of its intersection with the South side of</i>

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	Park	parking)	Frankmoore Avenue (Grid Coordinates X= 1,751,299.29 m, Y= 5,435,012.33 m) and extending in a southerly direction following the building line for 10 metres.
	Frankmoore Avenue – Keith Spry Pool Car Park	P120 angle parking	West side, commencing 12m South of its intersection with the South side of Frankmoore Avenue (Grid Coordinates X= 1,751,299.29 m, Y= 5,435,012.33 m) and extending in a southerly direction following the building line for 7 metres.
	Frankmoore Avenue – Keith Spry Pool Car Park	Authorised vehicles only – angle parking (volunteer and staff parking)	West side, commencing 29 South of its intersection with the South side of Frankmoore Avenue (Grid Coordinates X= 1,751,299.29 m, Y= 5,435,012.33 m) and extending in a southerly direction following the building line for 26 metres.
	Frankmoore Avenue – Keith Spry Pool Car Park	P120 parking	East side, commencing at its intersection with the South side of Frankmoore Avenue (Grid Coordinates X= 1,751,305.37 m, Y= 5,435,011.14 m) and extending in a southerly direction following the building line for 43 metres and then East for 10m.
c.	Willis Street, CBD (TR141-19) Metered Parking		
	Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Willis Street	No Stopping, at all times	West side, commencing at its intersection with the Northern kerbline of Wellington Urban Motorway. (Grid Coordinates x=1748367.65m, y=5427114.68m) and extending in a Northerly direction following the Western kerbline for 55.5 metres.
	Delete from Schedule F (Metered Parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Willis St	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm. P120 maximum, Saturday and Sunday 8:00am - 6:00pm	West side, commencing 55.5 metres North of its intersection with the Northern kerbline of Wellington Urban Motorway. (Grid Coordinates x=1748367.65m, y=5427114.68m) and extending in a Northerly direction following the kerbline for 48.5 metres. (8 parallel carparks)
	Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Willis Street	No Stopping, at all times	West side, commencing at its intersection with the Northern kerbline of Wellington Urban Motorway. (Grid Coordinates

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			<i>x=1748367.65m, y=5427114.68m) and extending in a Northerly direction following the Western kerbline for 38 metres.</i>
Add to Schedule F (Metered Parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Willis Street	<i>Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm. P120 maximum, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 38 metres North of its intersection with the Northern kerbline of Wellington Urban Motorway. (Grid Coordinates x=1748367.65m, y=5427114.68m) and extending in a Northerly direction following the kerbline for 66 metres. (11 parallel carparks)</i>
d.	Central Terrace, Kelburn (TR 142-19) Removal of Residents Parking		
Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Central Terrace	<i>Residents parking - displaying an authorised residents vehicle parking permit only, at all times</i>	<i>West side, commencing 279.5 metres south of its intersection with Glasgow Street (Grid coordinates x= 1747915.9 m, y= 5427854.5 m), and extending in a southerly direction following the western kerbline for 11 metres.</i>
e.	Sutherland Road, Lyall Bay (TR144-19) Reconfigure Bus Stop		
Add to Schedule B (class restricted parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Sutherland Road	<i>Bus Stop, At all times</i>	<i>East side commencing 21m South of the prolonged Southern kerb line of Rua St (Grid coordinates x= 1749820.61m, y= 54322951.58m) and extending in a Southerly direction following the Eastern kerbline for a distance of 15m. (Metlink bus stop #6335)</i>
Add to Schedule D (no stopping restrictions) of the Traffic Restrictions Schedule			
	Sutherland Road	<i>No Stopping, at all times</i>	<i>East side commencing at the intersection of the prolonged Southern kerb line of Rua St (Grid coordinates x= 1749820.61m, y= 54322951.58m) and extending in a Southerly direction following the Eastern kerbline for a distance of 21m.</i>
	Sutherland Road	<i>No Stopping, at all times</i>	<i>East side commencing 37m South of the prolonged Southern kerb line of Rua St (Grid coordinates x= 1749820.61m, y= 54322951.58m) and extending in a Southerly direction following the Eastern kerbline for a distance of 9m.</i>
f.	Apuka Street, Brooklyn (TR145-19) Relocation of Bus Stop		
Delete from Schedule D (no stopping restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three

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	Apuka Street	<i>No Stopping, at all times</i>	<i>North side, commencing 14 metres west of its intersection with Mitchell Street (Grid coordinates, x= 1747377.68 m, y =5426203.23 m), and extending in an easterly direction following the northern kerbline for 8 metres.</i>
Delete from Schedule B (class restricted parking) of the Traffic Resolutions Schedule			
	Column One	Column Two	Column Three
	Apuka Street	<i>Bus Stop, at all times</i>	<i>West side, commencing 107.5 metres south of its intersection with Karepa Street and extending in a southerly direction following the western kerbline for 12 metres.</i>
Add to Schedule B (class restricted parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Apuka Street	<i>Bus Stop, At all times</i>	<i>North side, commencing 6.5m west of its intersection with Mitchell Street (Grid coordinates, x=1747382.50m, y =5426196.45m), and extending in a westerly direction following the northern kerb line for 15 metres.</i>
Add to Schedule D (no stopping restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Apuka Street	<i>No Stopping, at all times</i>	<i>North side, commencing 21.5m west of its intersection with Mitchell Street (Grid coordinates, x= 1747372.58 m, y= 5426207.64 m), and extending in a westerly direction following the western kerb line for 7 metres</i>
g.	Balfour Street, Mornington (TR146-19) Relocation of Bus Stop		
Add to Schedule B (class restricted parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Balfour Street	<i>Bus Stop, At all times</i>	<i>East side, commencing 279 metres west of its intersection with Farnham Street (Grid coordinates, x= 1747890.04 m, y= 5424255.94 m), and extending in a northerly direction following the eastern kerbline for 15 metres</i>
	Balfour Street	<i>Bus Stop, at all times</i>	<i>West side, commencing 248m west of its intersection with Farnham Street (Grid coordinates, x= 1747870.06 m, y= 5424232.09 m), and extending in a northerly 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
	Balfour Street	<i>No Stopping, at all times</i>	<i>East side, commencing 270 metres west of its intersection with Farnham Street (Grid coordinates, x= 1747885.45 m, y= 5424247.60 m),</i>

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			<i>and extending in a northerly direction following the eastern kerbline for 9 metres.</i>
	Balfour Street	<i>No Stopping, at all times</i>	<i>East side, commencing 294m west of its intersection with Farnham Street (Grid coordinates, x= 1747901.56 m, y= 5424265.85 m), and extending in a northerly direction following the eastern kerbline 9 metres.</i>
	Balfour Street	<i>No Stopping, at all times</i>	<i>West side, commencing 239m west of its intersection with Farnham Street (Grid coordinates, x= 1747866.83 m, y= 5424232.12 m), and extending in a northerly direction following the western kerbline for 9 metres.</i>
	Balfour Street	<i>No Stopping, at all times</i>	<i>West side, commencing 263m west of its intersection with Farnham Street (Grid coordinates, x= 1747875.47 m, y= 5424246.35 m), and extending in a northerly direction following the western kerbline for 9 metres.</i>
h.	Burma Road, Johnsonville (TR147-19) New Bus Stop		
	Add to Schedule B (class restricted parking) of the Traffic Restrictions Schedule		
	Burma Road	<i>Bus Stop, At all times</i>	<i>West side, commencing 302 metres north of its intersection with John Sims Drive (Grid coordinates, x= 1750698.66 m, y= 5433798.55 m), and extending in a northerly 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
	Burma Road	<i>No Stopping, at all times</i>	<i>West side, commencing 293 metres north of its intersection with John Sims Drive (Grid coordinates, x= 1750695.79 m, y= 5433789.63 m), and extending in a northerly direction following the western kerbline for 9 metres.</i>
	Burma Road	<i>No Stopping, at all times</i>	<i>West side, commencing 317 metres north of its intersection with John Sims Drive (Grid coordinates, x= 1750697.33 m, y= 5433813.98 m), and extending in a northerly direction following the western kerbline for 9 metres.</i>
i.	Houghton Bay Road, Houghton Bay (TR148-19) Relocation of Bus Stop		
	Delete from Schedule B (class restricted parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Houghton Bay Road	<i>Bus Stop, At all times</i>	<i>West side, commencing 11.5 metres north of its intersection with Cave Road and extending in a northerly direction following the western kerbline for 12 metres.</i>

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Add to Schedule B (class restricted parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Houghton Bay Road	<i>Bus Stop, At all times</i>	<i>West side, commencing 12.5m north of its intersection with Cave Road (Grid coordinates, x= 1749386.01 m, y= 5421885.52 m), and extending in a northerly direction following the western kerb line for 15m.</i>
Add to Schedule D (no stopping restrictions) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Houghton Bay Road	<i>No Stopping, at all times</i>	<i>West side, commencing 6m north of its intersection with Cave Road (Grid coordinates, x= 1749379.3905 m, y= 5421878.84 m), and extending in a northerly direction following the western kerb line for 9m.</i>
Houghton Bay Road	<i>No Stopping, at all times</i>	<i>West side, commencing 30m north of its intersection with Cave Road (Grid coordinates, x= 1749389.05 m, y= 5421900.53 m), and extending in a northerly direction following the western kerb line for 9m.</i>
Houghton Bay Road	<i>No stopping, at all times</i>	<i>East side, commencing 2m north of its intersection with Cave Road (Grid coordinates, x= 1749399.63 m, y= 5421876.26 m), and extending in a northerly direction following the eastern kerb line for 35m.</i>
j.	Kentwood Drive, Woodridge (TR149-19) Relocation of Bus Stop	
Delete from Schedule B (class restricted parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Cedarwood Street	<i>Bus Stop, At all times</i>	<i>West side, commencing 10 metres south of its intersection with Kentwood Drive and extending in a southerly direction following the western kerbline for 14 metres.</i>
Add to Schedule B (class restricted parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Kentwood Drive	<i>Bus Stop, At all times</i>	<i>South side, commencing 6m east of its intersection with Cedarwood Street (Grid coordinates, x= 1753586.83 m, y= 5435862.46 m), and extending in an easterly direction following the southern kerb line for 15m.</i>
Add to Schedule D (no stopping restrictions) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Kentwood Drive	<i>No Stopping, at all times</i>	<i>South side, commencing 23m east of its intersection with (Grid coordinates, x= 1753601.80 m, y= 5435865.15 m), and extending in an easterly direction following the southern kerb line for 9 metres.</i>

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k. Todman Street , Brooklyn (TR150-19) Relocation of Bus Stop		
Delete from Schedule B (class restricted parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Todman Street	<i>Bus Stop, At all times</i>	<i>South side, commencing 263 metres south of its intersection with Ohiro Road and extending in a westerly direction following the southern kerbline for 12 metres.</i>
Add to Schedule B (class restricted parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Todman Street	<i>Bus Stop, At all times</i>	<i>South side, commencing 285 metres west of its intersection with Ohiro Road (Grid coordinates, x= 1747610.2 m, y= 5425834.3 m), and extending in a westerly direction following the southern kerb line for 15 metres.</i>
Add to Schedule D (no stopping restrictions) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Todman Street	<i>No Stopping, at all times</i>	<i>South side, commencing 276 metres west of its intersection with Ohiro Road (Grid coordinates, x= 1747610.2 m, y= 5425834.3 m), and extending in a westerly direction following the southern kerb line for 9 metres.</i>
Todman Street	<i>No Stopping, at all times</i>	<i>South side, commencing 300 metres west of its intersection with Ohiro Road (Grid coordinates, x= 1747610.2 m, y= 5425834.3 m), and extending in a westerly direction following the southern kerb line for 9 metres.</i>
i. Upland Road , Kelburn (TR151-19) Reconfigure Bus Stop		
Delete from Schedule B (class restricted parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Upland Road	<i>Bus Stop at all Times</i>	<i>East side, commencing 59 metres south of its intersection with Glasgow Street and extending in a southerly direction following the eastern kerbline for 12 metres</i>
Add to Schedule B (class restricted parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Upland Road	<i>Bus Stop at all Times</i>	<i>East side, commencing 64 metres south of its intersection with Glasgow Street (Grid coordinates, x= 1747862.16 m, y= 5427798.21 m), and extending in a southerly direction following the eastern kerb line for 15 metres.</i>
Add to schedule D (No Stopping At All Times) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Upland Road	<i>No Stopping, at all times</i>	<i>East side, commencing 55 metres</i>

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			south of its intersection with Glasgow Street (Grid coordinates, x= 1747865.73 m, y= 5427806.68 m), and extending in a southerly direction following the eastern kerb line for 9 metres.
	Upland Road	No Stopping, at all times	East side, commencing 79 metres south of its intersection with Glasgow Street (Grid coordinates, x= 1747855.54 m, y= 5427783.66 m), and extending in a southerly direction following the eastern kerbline for 9 metres.
m.	Mercer Street, Wellington Central (TR152-19) Taxi Stand Removal/Metered Parking		
	Delete from Schedule B (Class Restricted Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Mercer Street	Taxi Stand, At All Times	North side, commencing 19 metres south-east of its intersection with Willis Street (Grid Coordinates X=1748657.8m, Y=5427730.6m) and extending in a south-easterly direction, following the northern kerbline for 28 metres (5 parallel parks)
	Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Mercer Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm	North side, commencing 19 metres south-east of its intersection with Willis Street (Grid Coordinates X=1748657.8m, Y=5427730.6m) and extending in a south-easterly direction, following the northern kerbline for 29 metres (5 parallel parks)
n.	Camperdown Road, Miramar (TR153-19) Time Restricted Parking		
	Add to Schedule A (Time Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Camperdown Road	P180, 9am-6pm Mon-Sun (Angle Parking)	North side, commencing 49.4m from its intersection with Weka Street (Grid Coordinates X=1,752,726.1m, Y=5,425,609.1m) and extending in a westerly direction following the northern kerbline for 14.3 metres (6 car parks)
o.	Park Road, Miramar (TR 155-19) Time Restricted Parking		
	Add to Schedule A (Time Limited parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Park Road	P60	West side, commencing 11.5 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,039.6 m y=5,424,534.4 m), and extending in a northerly direction following the western kerbline for 22 metres.
	Park Road	P60	East side, commencing 15 metres

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			<i>north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,051.4 m y=5,424,527.2 m), and extending in a northerly direction following the eastern kerbline for 17 metres.</i>
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PROPOSED TRAFFIC RESOLUTION Absolutely Positively Wellington City Council Me Heke Ki Pōneke

Reference:	TR139 - 19
Location:	Victoria Street Wellington Central
Proposal:	Taxi Stand, Metered Parking, P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm. No Stopping At All Times. Taxi Restricted Parking Area.
Information:	<p>Wellington City Council proposes to provide a safe and usable public footpath and optimise parking arrangements around the Wellington Central Library following the closure of the building after a post-earthquake risk assessment. The proposal involves widening the existing footpath on Victoria Street adjacent to the Central Library to improve pedestrian capacity and amenity and maximising the number of metered car parks and relocating the taxi rank from Mercer Street.</p> <p>The existing kerb and channel, and adjacent kerbside parking restrictions, will be removed to facilitate the footpath widening and a new kerb and channel will be constructed. New parking restrictions will be installed adjacent to the new kerb line to provide medium (P120) term parking together with the relocation of the taxi stand from Mercer Street. (Please refer to TR152-19 also being consulted on)</p> <p>Following the closure of the library nine existing parking spaces were temporarily decommissioned.</p> <p>These consisted of:</p> <ul style="list-style-type: none"> • Two P120 spaces; • Five P5 spaces; and • Two mobility spaces <p>These will be replaced with new parking spaces consisting of:</p> <ul style="list-style-type: none"> • Four P120 spaces (Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm) spaces; and • 30 metre taxi stand <p>Parking by space parking fees will apply to the P120 spaces.</p>

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This traffic resolution supports the Council’s strategic direction and sustainable transport hierarchy adopted in the Urban Growth Plan 2015 by providing pedestrians with a safe footpath thereby encouraging walking while a decision is made on the future of the Central Library building. The proposed taxi stand will improve accessibility for the public.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 29 October 2019 |
| 2) Feedback period closes. | 15 November 2019 |
| 3) Report sent to Regulatory Processes Committee for approval. | 4 December 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Victoria Street	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side, commencing 8.0 metres south of its intersection with Harris Street (Grid coordinates x= 1748765.3 m, y= 5427778.9 m), and extending in a southerly direction following the kerbline for 11.0 metres. (2 parallel carparks).

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

Column One	Column Two	Column Three
Victoria Street	P5, At All Times	East side, commencing 19.0 metres south of its intersection with Harris Street (Grid Coordinates x= 1748765.3 m, y= 5427778.9 m) and extending in a southerly direction following the kerbline for 18.0 metres. (3 parallel parks)

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

Column One	Column Two	Column Three
Victoria Street	<i>P5, At All Times</i>	<i>East side, commencing 53.0 metres south of its intersection with Harris Street (Grid Coordinates x= 1748765.3 m, y= 5427778.9 m) and extending in a southerly direction following the kerbline for 11.0 metres. (2 parallel parks)</i>

Delete from Schedule F (Metered Mobility Parking) of the Traffic Restriction Schedule

Column One	Column Two	Column Three
Victoria Street	<i>Metered mobility parking - displaying an operation mobility permit only at all times, 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 37.0 metres south of its intersection with Harris Street (Grid coordinates x= 1748765.3 m, y= 5427778.9 m), and extending in a southerly direction following the kerbline for 6.5 metres.</i>

Delete from Schedule F (Metered Mobility Parking) of the Traffic Restriction Schedule

Column One	Column Two	Column Three
Victoria Street	<i>Metered mobility parking - displaying an operation mobility permit only at all times, 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 48.0 metres south of its intersection with Harris Street (Grid coordinates x= 1748765.3 m, y= 5427778.9 m), and extending in a southerly direction following the kerbline for 5.0 metres.</i>

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

Column One	Column Two	Column Three
Victoria Street	<i>No Stopping, At All Times.</i>	<i>East side, commencing 64 metres south of its intersection with Harris Street (Grid Coordinates X=2658787.079625 m, Y=5989490.954991 m) and extending in a southerly direction following the kerbline for 21.5 metres.</i>

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

Column One	Column Two	Column Three
Victoria Street	<i>No Stopping, At All Times.</i>	<i>East side, commencing 9 metres south of its intersection with Harris Street (Grid Coordinates X=2658787.079625 m, Y=5989490.954991 m) and extending in a northerly direction following the kerbline for 8.5 metres.</i>

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

Column One	Column Two	Column Three
Victoria Street	<i>Taxi Stand, At all times</i>	<i>East side, commencing 10.0 metres south of its intersection with Harris Street (Grid coordinates x= 1748765.3 m, y= 5427778.9 m), and extending in a southerly direction following the kerbline for 30m metres.</i>
Victoria Street	<i>Taxi Restricted Parking Area, Monday to Sunday 8:00am – 6:00pm</i>	<i>From its intersection with Mercer Street to its intersection with Harris Street.</i>

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

Column One	Column Two	Column Three
Victoria 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>East side, commencing 40.0 metres south of its intersection with Harris Street (Grid coordinates x= 1748765.3 m, y= 5427778.9 m), and extending in a southerly direction following the kerbline for 24 metres. (4 parallel parking)</i>

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

Column One	Column Two	Column Three
Victoria Street	<i>No Stopping, At All Times.</i>	<i>East side, commencing 64.0 metres south of its intersection with Harris Street x= 1748765.3 m, y= 5427778.9 m) and extending in a southerly direction following the kerbline for 17.5 metres.</i>
Victoria Street	<i>No Stopping, At All Times.</i>	<i>East side, commencing 8 metres south of its intersection with Harris Street x= 1748765.3 m, y= 5427778.9 m) and extending in a southerly direction following the kerbline for 8.5 metres.</i>

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

Column One	Column Two	Column Three
Harris Street	<i>Give Way</i>	<i>Harris Street on its western approach to the intersection with Victoria Street.</i>

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Prepared By: Charles Kingsford (Principal Transport Engineer)
Approved By: Siobhan Procter (Manager Transport & Infrastructure)
Date: 21/11/2019

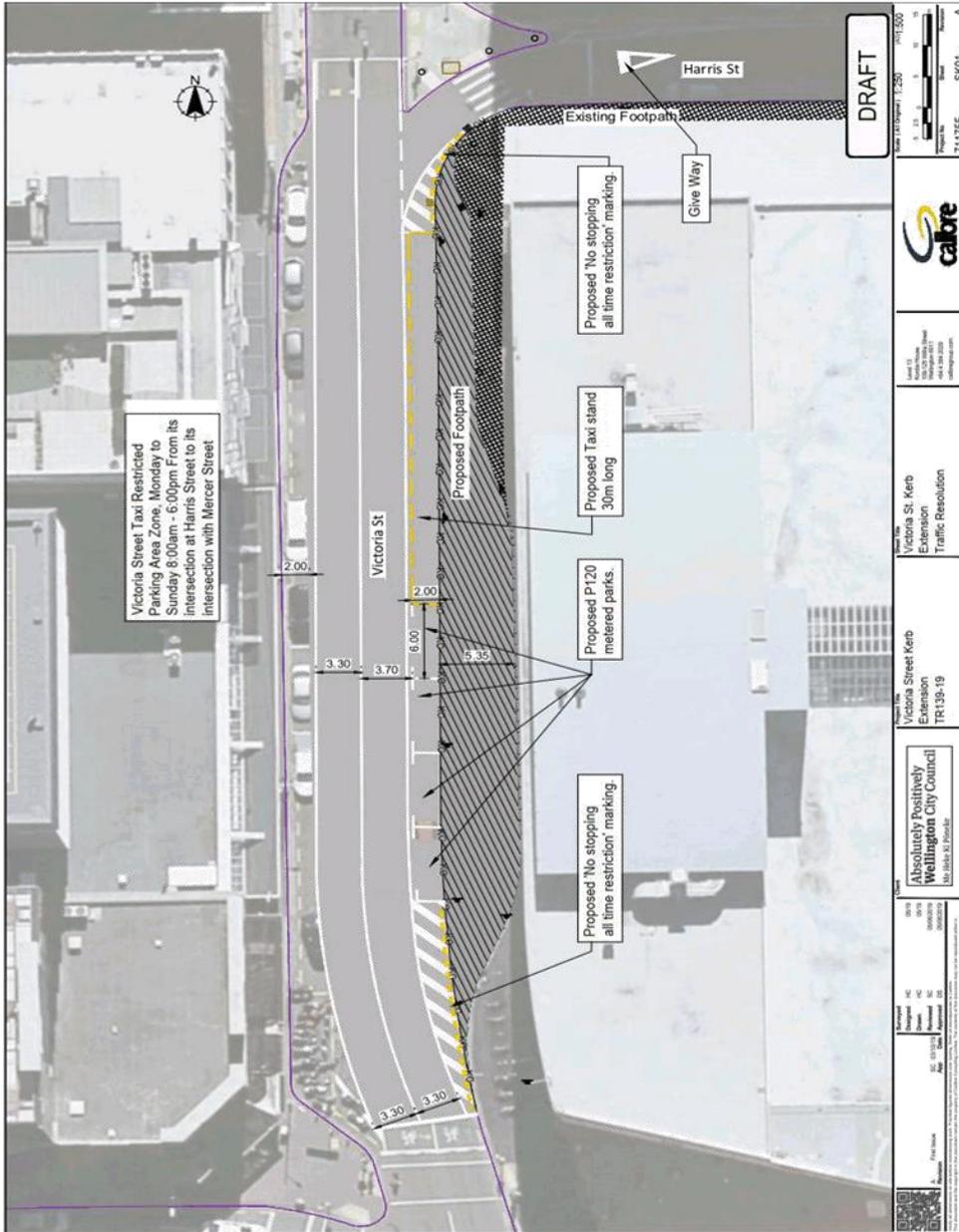
WCC Contact:

Lindsey Hill
Project Coordinator
Transport & Infrastructure
Wellington City Council
113 The Terrace/ PO Box 2199,
Wellington 6140
Email: Lindsey.Hill@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

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Traffic Resolution Plan: TR139-19 Victoria Street, Wellington Central – Taxi Stand, Metered Parking



FEEDBACK RECEIVED

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Feedback Received:

Name: Michael Hutton for Wineseeker
Suburb: Wellington Central
Agree: Yes

We are a local business very close to the proposed changes, and regularly experience the problems caused by the taxi rank in this location. The cab rank is usually overflowing during business hours, with drivers taking up the pay & display parks (and occasionally the loading zone) on Mercer Street, and when these parks are not available, regularly block access to the metered spaces. I have also witnessed the temporary 'debranding' of cabs in order to use the pay & display parks for overflow parking for the cab rank, and have also seen a 'lookout' system in place where drivers are tasked with spotting parking enforcement officers to reduce the visibility of their tactics. With the closure of the library parking, and continued closure of the James Smith carpark there is a severe shortage of parking in this part of Wellington and freeing up more street parking in this area would be welcomed.

Name: Jonathan Markwick
Suburb: Unknown
Agree: Yes

Please consider the location of the future CBD cycle network mentioned in Let's Get Wellington Moving.

Officer Response

The parking changes are supported by the retailers and the WCC Parking Services unit and aligns with the Council's Transport Strategic outcomes of improving accessibility, safety and efficiency.

The timeframe for LGWM initiatives is not fully known at this current time. The current expectation is that the City Streets bike lane on Victoria Street is in the region of 1 to 3 years away.

There is, however an immediate operational need to implement these works and the associated parking restrictions while a decision is made on the future of the Central Library building. The proposed taxi stand will improve accessibility for the public and address current concerns on Mercer Street (See also: TR152-19 Mercer Street-Removal of Taxi stand, Metered Parking)

PROPOSED TRAFFIC RESOLUTION

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Reference: TR 140 – 19

Location: Waitohi Community Hub Johnsonville

Proposal: Changes to Parking on Wanaka Street, Dr Taylor Terrace and Frankmoore Avenue.

Information: **Background**

The use of community facilities in Johnsonville continues to grow. With the addition of a new library the demand for short stay parking in the area will exceed the current supply. During construction and to offset the loss of onsite parking a number of short stay spaces were created on the streets around the Community Hub in an endeavour to meet the immediate demand.

With the library about to open the need for short stay space has again been reviewed. Considering the various activities in the area and the new ways in which the library will be used there is a need for additional short stay parking in the vicinity of the Waitohi Community Hub.

Assessment of demand

In terms of assessing the demand for parking around the existing and new community facilities an analysis of parking demand was conducted. This was used to assess the demand for community facilities parking in Johnsonville.

Other assumptions in arriving at the need for short stay parking included:

- There is an existing reliance on public transport and a number of people walking and cycling.
- The Mall satisfies its own demand for parking spaces.
- 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 a combination of 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 Waitohi community facilities is 100 short stay spaces.

Feedback on scheme options

Additional short stay parking will be provided by a new 23 space car park alongside the library plus some further restriction of on street parking in the streets surrounding the Community Hub. Two options were developed to provide the additional parking required.

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- Option 1 – provides additional parking in an area that has less direct effect on surrounding residents at the South end of Dr Taylor Terrace down to St Peters and Pauls Church.
- Option 2 – provides additional car parks within the streets directly surrounding the Hub on the North side of Frankmoore Avenue and the West Side of Dr Taylor Terrace.

In the development of the options no consideration was given to commuter parking in the area. This will be considered as part of a wider review of the current parking policy which will look at parking issues, pressures and opportunities relating to parking in the central city and suburbs including Johnsonville.

Feedback was also sought on these options and the distribution of mobility parking; pick up and drop off parking and other service parking in the area.

A summary of common themes from the consultation are:

- There was a general preference for option 2 because the carparks were closer to the Waitohi facilities and the overriding view on this preference was that it was less detrimental to commuter parking.
- Those that selected Option 1 generally suggested there should be more short term parking in the area.
- Some questioned the need for more parking and supported better use of public transport. Others thought there could be better use of the mall carpark.
- There were some comments on creating more on street parking by creating one-way streets and providing angle parking. In a similar vein some submitters thought a parking building should have been built as part of the library.
- There were a number on comments on the provision and location of mobility parking, pick up and drop off parking and volunteer/staff parking.

This feedback has been used in the preparation of the following proposal.

Proposal

The proposal is to provide a mix of P120 and P180 parking close to the Waitohi Community Hub to provide access to all the activities and services provided in these facilities. It is proposed to change some existing P180 spaces to P120 to promote better utilisation of the parking space close to the facilities. Spaces further away will provide P180 parking to allow for the multi-use of facilities.

To complement these short stay spaces a variety of other restricted carparks would be provided to meet the needs of servicing, pick up and drop off, and mobility parking.

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The position of the proposed parking restrictions are shown on the attached plan and summarised in the table1 below

Table 1

Restriction		P180 (*1)	P120 (*1)	Mobility (*2)	P15 (*3)	Service (*4)	Volunteer /Staff (*5)	School Bus (*6)	School P10/P120 (*7)
Dr Taylor Terrace	Existing	15		1					4
	Proposed	10							2
Wanaka Street			17		4				
Frankmoore Avenue	Existing	7	16	2					
	Proposed							4	
Pool/Community Centre			14				4		
New Library Carpark			19	3		1			

To achieve the best use of the available parking space a number of P120 spaces are proposed to be provided closer to the facilities in Wanaka Street and Frankmoore Avenue for short visits while the P180 spaces would be provided in Dr Taylor Terrace on the fringe to allow for longer duration activities or multiple use of the facilities. For further details Refer *1 in Table 1.

Mobility parking is provided in the new library carpark to provide the most convenient access to both the library and pool. It should be noted that the library and pool entrances have been co-located as part of the new development. For further details Refer *2 in Table 1.

P15 parking is provided on Wanaka Street to service the need for quick drop off and pick up for the pool and child care facilities. There are also a number of school children catching buses in the area where parents would use this facility to pick up and set them down. For further details Refer *3 in Table 1.

A service park will be provided in the new library carpark. In addition to parking being restricted to P120 alongside the pool off Frankmoore Avenue, there would be 4 volunteer/staff car parks allocated alongside the Community Centre. While there was some objection to the provision of volunteer/staff parking during consultation these are seen as valuable to support the extensive volunteer input at the Community Centre where shifts work on a part time basis, but exceed the maximum 3 hour parking restrictions in the area. For further details Refer *4 in Table 1.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
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If this concession is not provided to volunteers it would severely restrict the availability of volunteers. An accommodation has been made for staff parking to facilitate pool staff that work beyond public transport hours in the evening to ensure the safety of staff. The car parks would operate as a pool of parks to be managed between the Community Centre and pool. For further details Refer *5 in Table 1.

School bus parking would be provided in Frankmoore Avenue to accommodate schools visits to the pool during school terms. Outside school operating times the space would be made available for two hour parking consistent with the proposed time restrictions in the immediate vicinity of the Waitohi Community Hub. For further details Refer *6 in Table 1.

During consultation, St Brigid's School asked for a number of changes to parking around the school. To assist with the drop off and pick up of students they asked for consideration of further P10 restrictions around the school entrances on Frankmoore Avenue, Dr Taylor Terrace and Phillip Street.

As part of the proposal, additional P10 parking would be installed on Dr Taylor Terrace South of the existing P10. The existing P10 space does not allow parking outside the school times but it is proposed that this be opened up to allow P180 parking outside the school times of 8am to 9.30am and again 2.30pm to 3.30pm. For further details Refer *7 in Table 1.

Further consideration of P10 for school parking will be monitored following implementation of the scheme so as to be able to assess the impact of the proposal on Phillip Street and the upper reaches of Frankmoore Avenue.

Similarly the proposed parking changes will be monitored to assess the effect on residents from all-day parkers moving further out into residential streets and general parking in the area, with changes promoted as appropriate.

Proposals to create additional car parking in Johnsonville will continue to be explored in line with the Parking Policy review but in the meantime the changes proposed above will address short term parking demands around the Waitohi Community Hub.

Key Dates:

- | | |
|--|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 29 October 2019 |
| 2) Feedback period closes. | 15 November 2019 |
| 3) Report sent to Regulatory Processes Committee for approval. | 4 December 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as | |

PROPOSED TRAFFIC RESOLUTION

**Absolutely Positively
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appropriate.

Legal Description:

Delete from 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>
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>

PROPOSED TRAFFIC RESOLUTION

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

Column One	Column Two	Column Three
Wanaka Street	<i>P120, 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>P120, 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 10 metres.</i>
Wanaka Street	<i>P180, Monday to Sunday 8:00am - 6:00pm.</i>	<i>South side, commencing 78 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 10 metres.</i>

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Wanaka Street	<i>P120, 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>
Wanaka Street	<i>P120, Monday to Sunday 8:00am - 6:00pm.</i>	<i>North side, commencing 66 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 22 metres.</i>
Wanaka Street Waitohi Community Hub Car Park	<i>P120, Monday to Sunday 8:00am - 6:00pm. Angle parking</i>	<i>West side, commencing at its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,223.49 m, Y= 5,434,913.23 m) and extending in a northerly direction for 44 metres.</i>
Wanaka Street Waitohi Community Hub Car Park	<i>P120, Monday to Sunday 8:00am - 6:00pm. Angle parking</i>	<i>East side, commencing at its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m) and extending in a northerly direction for 36 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

Wanaka Street-Waitohi Community Hub Car Park	<i>Mobility Parking, displaying a mobility parking permit only at all times</i>	<i>West side, commencing 44m north of its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,223.49 m, Y= 5,434,913.23 m) and extending in a northerly direction for 7 metres</i>
Wanaka Street Waitohi Community Hub Car Park	<i>Mobility Parking, displaying a mobility parking permit only at all times</i>	<i>East side, commencing 39m north of its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m)) and extending in a northerly direction for 5 metres</i>
Wanaka Street Waitohi Community Hub Car Park	<i>P10 Loading Zone</i>	<i>East side, commencing 36m north of its intersection with the Northern kerbline of Wanaka St (Grid X= 1,751,242.94 m, Y= 5,434,909.53 m)) and extending in a northerly direction for 3 metres</i>

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

Wanaka Street	<i>P120, Monday to Sunday 8:00am - 6:00pm.</i>	<i>North side, commencing 38 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 24 metres.</i>
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PROPOSED TRAFFIC RESOLUTION

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

Dr Taylor Terrace	<i>P10 Monday - Friday, 8:00am - 10:00am, 2:30pm - 4:00pm</i>	<i>West side, commencing 63 metres south of its intersection with Frankmoore Avenue and extending in a southerly direction following the western kerbline for 21 metres.</i>
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Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Dr Taylor Terrace	<i>P10 Mon-Fri 8:00am-9:30am and 2:30pm-3:30pm, during school terms only. P180 other times</i>	<i>West side, commencing 177 metres from its intersection with Broderick Road (Grid coordinates x= 1,751,133.4 m, y= 5,434,783.0 m), and extending in a northerly direction following the western kerbline for 21 metres.</i>
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Dr Taylor Terrace	<i>P10 Mon-Fri 8:00am-9:30am and 2:30pm-3:30pm, during school terms only. P180 other times</i>	<i>West side, commencing 158 metres from its intersection with Broderick Road (Grid coordinates x= 1,751,133.4 m, y= 5,434,783.0 m), and extending in a northerly direction following the western kerbline for 11 metres.</i>
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Dr Taylor Terrace	<i>P180 Monday to Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 2 metres from its intersection with Wanaka Street (Grid coordinates x= 1,751,170.83 m, y= 5,434,915.76 m), and extending in a southerly direction following the Eastern kerbline for 66 metres.</i>
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PROPOSED TRAFFIC RESOLUTION

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

Frankmoore Avenue	<i>P5 Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 67 metres east of its intersection with Dr Taylor Terrace and extending in an easterly direction following the southern kerblines for 32 metres.</i>
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Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Frankmoore Avenue	<i>9:00am to-3:30pm, during school terms only. P120 other times</i>	<i>South side, commencing 78 metres west of its intersection with Moorefield Road (Grid Coordinates X= 1,751,367.56 m, Y= 5,434,997.74 m) and extending in a westerly direction following the southern kerblines for 21 metres.</i>
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Frankmoore Avenue – Keith Spry Pool Car Park	<i>P120 angle parking</i>	<i>West side, commencing at its intersection with the South side of Frankmoore Avenue (Grid Coordinates X= 1,751,299.29 m, Y= 5,435,012.33 m) and extending in a southerly direction following the building line for 7 metres.</i>
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Frankmoore Avenue – Keith Spry Pool Car Park	<i>Authorised vehicles only –angle parking (service parking)</i>	<i>West side, commencing 12m South of its intersection with the South side of Frankmoore Avenue (Grid Coordinates X= 1,751,299.29 m, Y= 5,435,012.33 m) and extending in a southerly direction following the building line for 10 metres.</i>
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Frankmoore Avenue – Keith Spry Pool Car Park	<i>P120 angle parking</i>	<i>West side, commencing 12m South of its intersection with the South</i>
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PROPOSED TRAFFIC RESOLUTION Absolutely Positively
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*side of Frankmoore Avenue
(Grid Coordinates X=
1,751,299.29 m, Y=
5,435,012.33 m) and
extending in a southerly
direction following the
building line for 7 metres.*

**Frankmoore Avenue –
Keith Spry Pool Car
Park**

*Authorised vehicles
only – angle parking
(volunteer and staff
parking)*

*West side, commencing 29
South of its intersection with
the South side of
Frankmoore Avenue
(Grid Coordinates X=
1,751,299.29 m, Y=
5,435,012.33 m) and
extending in a southerly
direction following the
building line for 26 metres.*

**Frankmoore Avenue –
Keith Spry Pool Car
Park**

P120 parking

*East side, commencing at
its intersection with the
South side of Frankmoore
Avenue
(Grid Coordinates X=
1,751,305.37 m, Y=
5,435,011.14 m) and
extending in a southerly
direction following the
building line for 43 metres
and then East for 10m.*

Note: All coordinates are given in NZGD 2000 Wellington Circuit coordinates

Prepared By: Stephen Harte (Transport and Place Planning Project Manager)
Approved By: Siobhan Procter (Manager Transport & Infrastructure)
Date: 21/11/2019

No feedback received

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference : TR 141-19

Location: Willis Street CBD

Proposal: To provide parking spaces on Willis Street, following the removal of a bus stop.

Information: Background

As part of the changes to the bus routes in Wellington, the bus stop on Willis Street north of the Urban Motorway exit was repositioned north of Ghuznee Street to better integrate services using both Willis Street and Ghuznee Street for users in the area. On relocating the bus stop space, four metered car parks were created and approved in November 2017. In addition, the entry taper to the stop is also available for parking. The proposal is to now create additional parking spaces thereby increasing the available carparks in this area from 8 to 11 metered spaces.

This traffic resolution aligns with and supports the achievement of Council's Transport Strategic outcomes of improving accessibility.

Parking gain: 3 P\$ spaces

Key dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 29 October 2019 |
| 2) Feedback period closes. | 15 November 2019 |
| 3) Report sent to Regulatory Processes Committee for approval. | 4 December 2019 |
| 4) Feedback may result in further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
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Legal Description:

Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Willis Street	<i>No Stopping, at all times</i>	<i>West side, commencing at its intersection with the Northern kerbline of Wellington Urban Motorway. (Grid Coordinates x=1748367.65m, y=5427114.68m) and extending in a Northerly direction following the Western kerbline for 55.5 metres.</i>

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

Column One	Column Two	Column Three
Willis St	<i>Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm. P120 maximum, Saturday and Sunday 8:00am - 6:00pm</i>	<i>West side, commencing 55.5 metres North of its intersection with the Northern kerbline of Wellington Urban Motorway. (Grid Coordinates x=1748367.65m, y=5427114.68m) and extending in a Northerly direction following the kerbline for 48.5 metres. (8 parallel carparks)</i>

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Willis Street	<i>No Stopping, at all times</i>	<i>West side, commencing at its intersection with the Northern kerbline of Wellington Urban Motorway. (Grid Coordinates x=1748367.65m, y=5427114.68m) and extending in a Northerly direction following the Western kerbline for 38 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Willis Street	Metered parking. P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm. P120 maximum, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 38 metres North of its intersection with the Northern kerbline of Wellington Urban Motorway. (Grid Coordinates x=1748367.65m, y=5427114.68m) and extending in a Northerly direction following the kerbline for 66 metres. (11 parallel carparks)

Prepared By : Stephen Harte (Transport and Place Planning Project Manager)
Approved By : Siobhan Procter (Manager Transport & Infrastructure)
Date: 21/11/2019

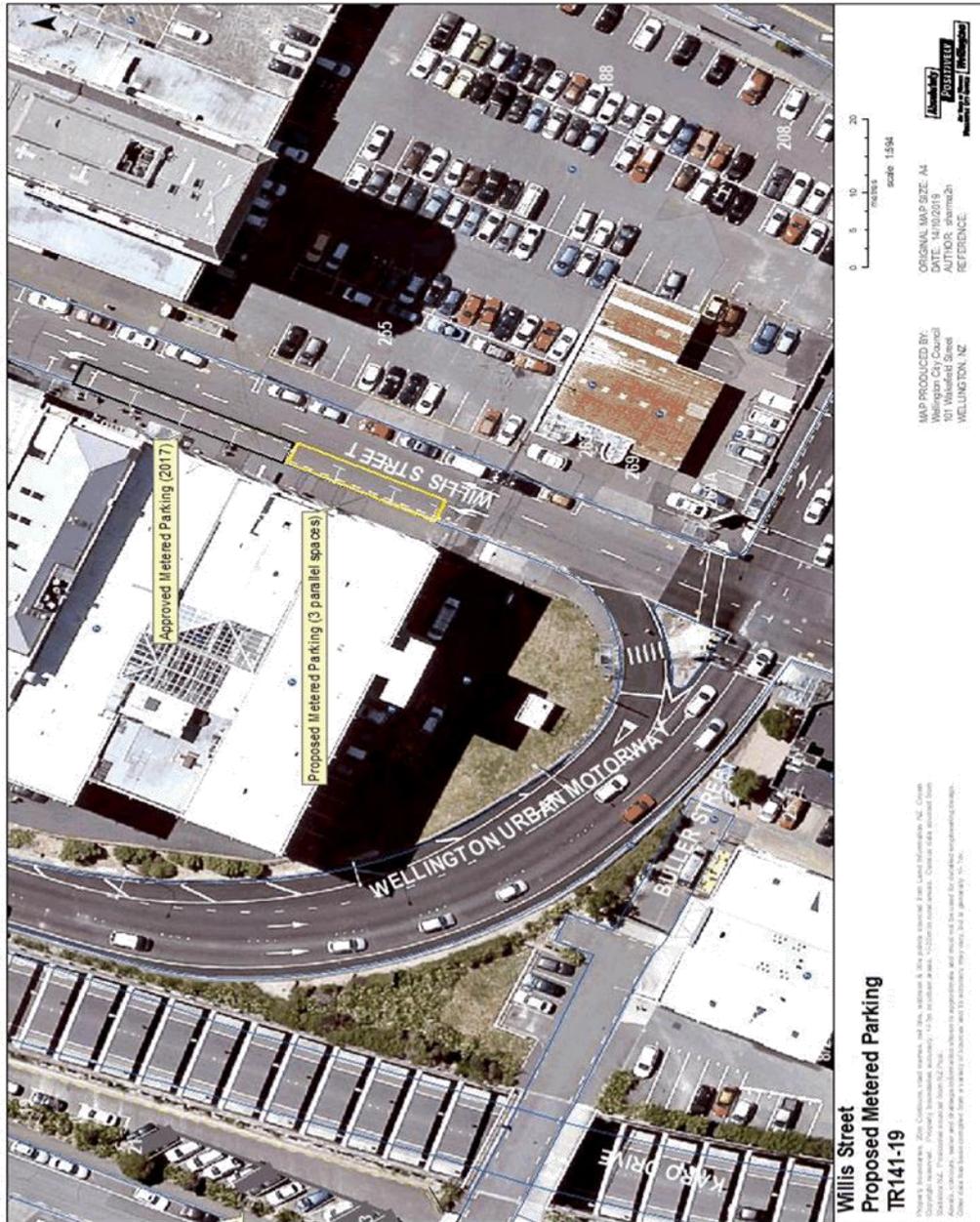
WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

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Traffic Resolution Plan: TR141-19 Willis Street, Wellington Central – Restricted Parking



FEEDBACK RECEIVED

Absolutely Positively
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Feedback Received:

Name: Jonathan Markwick
Suburb: Unknown
Agree: No

Please consider how the addition of these car parks will affect the safety of cyclists travelling down Willis Street at this location

How does adding more private vehicle parking in the CBD support the Council's strategic direction and sustainable transport hierarchy adopted in the Urban Growth Plan? How does adding more private vehicle parking in the CBD align with the Council's Te Atakura First to Zero draft plan?

Please also consider the location of the future CBD cycle network mentioned in Let's Get Wellington Moving

Officer Response

The opportunity exists to utilise this space more efficiently for parking which is consistent with adjacent parking in the area. In a number of other areas parking will be lost to accommodate cycle and public transport initiatives and this assists in maintaining parking numbers until better uses for road space are identified through programmes such as Let's Get Wellington Moving.

Without a dedicated cycleway, the proposal to install car parking in this area has no effect on cyclists. Future plans for cycle facilities will take into account these parking spaces together with the adjacent parking along the kerbside.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 142-19

Location: Central Terrace Kelburn

Proposal: Removal of Resident Parking

Information: Council officers have received a proposal from the owner of No. 30 Central Terrace to build a garage at the front of their property. This will provide secure off street parking which the Council supports.

The proposed garage will be built partially on Council road land and will require encroachment licence and resource consent from the Council. These are currently on hold, pending the traffic resolution.

When constructed, the garage will require the removal of two existing resident parking spaces currently located along the front of the property, which is addressed through this proposed traffic resolution. These carparks are currently well used.

The provisions of parking where practical is supported by Council. It is preferable to on-street parking as it assists vehicle movement and pedestrian safety and amenity.

This traffic resolution supports the Council's strategic direction and Sustainable Transport Hierarchy adopted in the Urban Growth Plan 2015 by improving accessibility.

Please note: The Resource Consent for the new garage will not be granted unless this traffic resolution is approved.

The current parking resolution will remain in place (legal/enforcement) until the encroachment licence and resource consent have been approved and the new garage completed.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 29 October 2019 |
| 2) Feedback period closes. | 15 November 2019 |
| 3) Report sent to Regulatory Processes Committee for approval. | 4 December 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
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Legal Description:

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

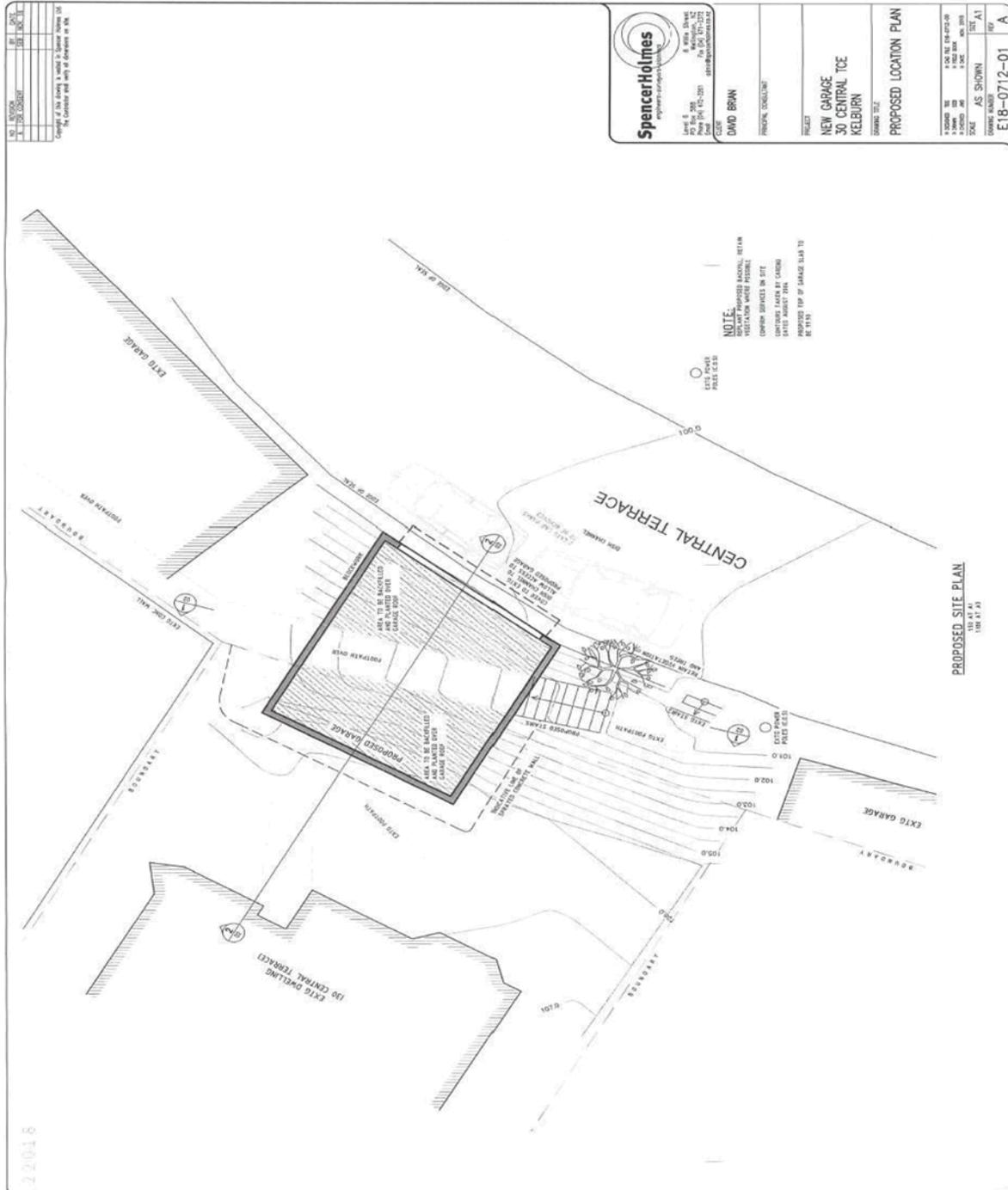
Column One	Column Two	Column Three
Central Terrace	<i>Residents parking - displaying an authorised residents vehicle parking permit only, at all times</i>	<i>West side, commencing 279.5 metres south of its intersection with Glasgow Street (Grid coordinates x= 1747915.9 m, y= 5427854.5 m), and extending in a southerly direction following the western kerbline for 11 metres.</i>

Prepared By: Orencio Gueco (Transport Engineer)
Approved By: Siobhan Procter (Manager Transport & Infrastructure)
Date: 21/11/2019

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION Absolutely Positively
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PROPOSED TRAFFIC RESOLUTION **Absolutely Positively Wellington City Council**
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Traffic Resolution Plan: TR142-19 Central Terrace, Kelburn – Removal of resident parking



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
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Feedback Received:

Name: Louis Daysh
Suburb: Kelburn
Agree: No

Submission on Proposed Traffic Resolution (TR142-19 – Central Terrace)

1 Submission

Submission from Louis Daysh, beneficiary of the S and L Daysh Family Trust which owns 26 Central Terrace. I am the occupant of 26 Central Terrace.

I would like to submit on the basis that this application should be declined. My reasons are as follows:

1.1 Summary of reasons:

1. There are only 8 parks to service the existing 8 houses.
2. 8 parks already fail to meet demand for the theoretical 16 vehicles.
3. The current lack of parking causes issues like people "reserving" parks or illegally parking in front of garages.
4. When this happens, the Council is unwilling/unable to remove these cars.
5. Decreasing the supply of parks by 25% while keeping the demand constant will worsen an already untenable situation.

2 Current situation:

Currently there is a shortage of parks on this part of Central Terrace. As mentioned in the application, the two parks are well used. From my own observation they are consistently occupied at nearly all hours of the day and night.

On this section of Central Terrace there are 8 houses; 17, 19, 21, 23, 25, 26, 28 and 30 Central Terrace. As is their right, each house can have two residents' parks. This means potential demand for resident parks sits at 16. In this area there are currently 8 parks, only two of which are reserved for residents. This scarcity of parks leads to many issues; finding a park is already difficult and leads to people placing objects such as wheelie bins to "reserve" them or parking in front of our garage. When this happens, it appears the Council is seemingly unable or unwilling to respond and remove the cars from in front of our garage, resulting in the torts of trespass and nuisance being committed. I know this has been a problem for other residents on this street, evidenced by me and other residents in my house being approached and falsely accused by neighbours claiming that our cars are incorrectly parked.

The Status Quo is already untenable and seriously impacts the amenity of my residence.

3 Consequences of allowing garage:

This resolution proposes removing 25% of available resident's parks. By doing so it will worsen an already untenable situation, as all the non-residents parks are always fully occupied too. The applicant who wants the garage would still retain their right for two residents' parks. This would mean the number of available parks available would be reduced to 6 with the maximum number of resident parks on offer remaining constant at 16. This also ignores other vehicles which may be parking from other parts of Central Terrace, given the existing shortages of parks up and down the street. A condition should be included in any resolution that the applicant forfeits their right to have two resident's car parks.

FEEDBACK RECEIVED

Absolutely Positively
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4 Conclusion:

I am surprised that the Council, who are aware of the parking issues on this street, would actively allow the situation to worsen. The resident's parks are already in high demand and taking two of them away would worsen the situation. The Status Quo is already untenable, infringes on my rights and results in illegal tortious activity through people parking in front of my garage. If anything, the Council should be finding a remedy for this and not actively making it worse. Therefore, I am opposed to this resolution.

Officer Response

Considering the mix of parking along Central Terrace, we identified more properties with off-street parking than those without. In the section between property numbers 24 to 30, there are several garages and carports that provide off-street parking.

Data gathered from our residents parking permits team, show that of the properties you mentioned (17, 19, 21, 23, 25, 26, 28, and 30), only a total of 7 permits are currently issued. Of the 8 houses, three have not requested residents parking permits. This would indicate the on-street residents' parks are sufficient for the parking demand.

We distributed approximately 20 letters to nearby residents during the consultation. The feedback received did not indicate a significant objection to the proposal. Council officers are of the view that removing these two residents parks to allow for an off- street parking option is still acceptable.

We would, however consider a formal request by residents to convert possibly up to two of the P120 parks on the western side of the street (between properties 24 to 30) into full time residents' parks. This will require a formal consultation for a new traffic resolution to change the parking restriction.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
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- Reference:** TR144-19
- Location:** Sutherland Road Lyall Bay
- Proposal:** To reconfigure a bus stop on Sutherland Road, Lyall Bay as part of improvements being made to the Metlink bus network.
- Information:** Greater Wellington Regional Council (GWRC) has received a request from a regular commuter in a wheelchair to improve access to bus stop #6335 on Sutherland Road. In its current layout, buses are often not able to pull into the stop, parallel to the kerb because of parked vehicles on one or both ends of the stop. This makes it difficult for passengers to get on and off the bus, and for buses to manoeuvre.

The proposal to improve access to the stop is part of ongoing improvements to bus stops following the launch of the new bus network across Wellington City in mid-July 2018 by Greater Wellington Regional Council. Improvements are required at a number of stops because site constraints restrict safe and effective access to bus stops, such as utility poles, verandas and parked cars. In this instance it is parked cars that restrict access requiring the removal of 2 car parking spaces outside No.211 Sutherland Road.

The proposed marking of the stop with appropriate entry and exit taper will ensure the reconfigured stop is safe and suitable for bus operations and users of the stop. The frequency of the service and likely use of the bus stop has also been taken into account in the new layout.

Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 29 October 2019
- 2) Feedback period closes. 15 November 2019
- 3) Report sent to Regulatory Processes Committee for approval. 4 December 2019
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
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Legal Description:

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

Column One	Column Two	Column Three
Sutherland Road	<i>Bus Stop, At all times</i>	<i>East side commencing 21m South of the prolonged Southern kerb line of Rua St (Grid coordinates x= 1749820.61m, y= 54322951.58m) and extending in a Southerly direction following the Eastern kerbline for a distance of 15m. (Metlink bus stop #6335)</i>

Add to Schedule D (no stopping restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Sutherland Road	<i>No Stopping, at all times</i>	<i>East side commencing at the intersection of the prolonged Southern kerb line of Rua St (Grid coordinates x= 1749820.61m, y= 54322951.58m) and extending in a Southerly direction following the Eastern kerbline for a distance of 21m.</i>
Sutherland Road	<i>No Stopping, at all times</i>	<i>East side commencing 37m South of the prolonged Southern kerb line of Rua St (Grid coordinates x= 1749820.61m, y= 54322951.58m) and extending in a Southerly direction following the Eastern kerbline for a distance of 9m.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Stephen Harte (Transport and Place Planning Project Manager)
Approved By: Siobhan Procter (Manager Transport & Infrastructure)
Date: 21/11/2019

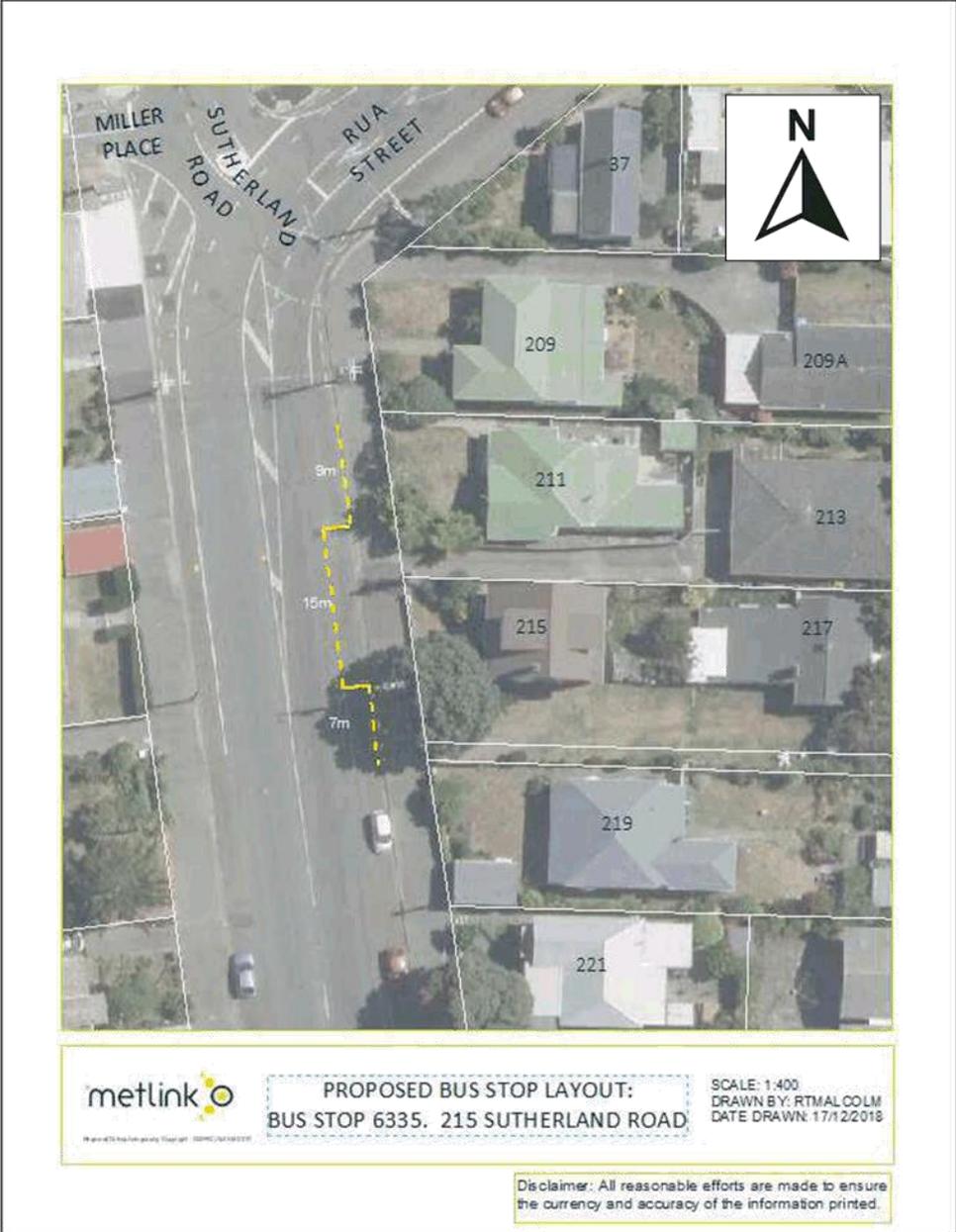
WCC Contact:

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Phone: +64 4 803 8084
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR144-19 Sutherland Road, Lyall Bay – Reconfigure Bus Stop



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Rosemary Fineman
Suburb: Lyall Bay
Agree: No

I do not support this development.
The permanent removal of three car parking spaces will very negatively impact on the surrounding community. There is a high proportion of rented houses, and each has an average of three cars each. In times of full parking usage, cars are already parked on the pavement. My husband has on occasion had to park in Rua Street if he wants to park legally, and has actually been abused for stealing their spaces!
Perhaps some thought could be given to an altered layout of parking in the street in order to increase parking potential – maybe it could be possible to allow diagonal parking in some parts of the road.

Name: Suzanne Rolls
Suburb: Lyall Bay
Agree: No

I am opposed to this proposal due to the fact the double-decker buses have been removed by the bus operator. We are constantly in small buses that can access the current configuration. There is limited parking for residents on the road.
I proposed to the bus operator an alternative and I am disappointed this council proposal has not been adjusted with the first consultation with the bus operator. I believe the yellow lines should start at the corner and a new bus stop is moved in front of 211 Sutherland Road (giving the access to the wheelchair user at 211). The yellow lines to cease at 215 Sutherland Road. Therefore not removing 2 car parks and upholding the principle of equity for those who are mobility challenged.

Name: Lynette Neal
Suburb: Lyall Bay
Agree: No

I am opposed to this proposal. I OBJECT TO the yellow stop markings for a bus box. THIS BUS STOP IS NOT ON A NARROW MAIN ROAD -- - IT IS ON A WIDE BACI< ROAD.

I OBJECT TO the yellow stop markings in front of 215/217 Sutherland Road bus stop lamp post to the end of 219 Sutherland Road gate pathway. THIS REMOVES 1 PARK OUTSIDE MY GATE AT 215/217 SUTHERLAND ROAD-TAKES AWAY MY RIGHTS TO MY DRIVEWAY- AND REMOVES ½ A PARK OUTSIDE 219 SUTHERLAND ROAD, thus leaving 1 ½ parks for 219 Sutherland Road residents which is normally 2 parks, so it becomes 1 park available and 1 park lost. STOP YELLOW MARKINGS IN THE PROPOSAL EXIT BOX WOULD RESULT IN LOSS OF ONE VERY MUCH NEEDED PARK PLUS TAKE AWAY RIGHTS TO MY DRIVEWAY.

I OBJECT TO- the yellow stop markings on Sutherland Road outside 211 Sutherland Road and across driveway at 213 Sutherland Road. These markings make up the proposal for the entry box and the beginning of the bus box. THEY RESULT IN A LOSS OF 2 PARKS AT 211 SUTHERLAND ROAD AND TAKE AWAY RIGHTS TO 213 SUTHERLAND ROAD DRIVEWAYS.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

THE PROPOSAL OF 31 METERS IN LENGTH OF YELLOW STOP MARKINGS AFFECTS EACH OF THESE PROPERTIES IN SUTHERLAND ROAD.

211- 2 PARKS LOSS

213 - DRIVEWAY RIGHTS LOSS

215/217- MY HOME AND RENTAL- 1 PARK LOSS AND DRIVEWAY RIGHTS LOSS

219 - ½ PARK LOSS= 1 PARK LOSS- WAS 2 PARKS

Residents already struggling on a daily basis for parks - loss of 4 parks and rights to 2 driveways is too much loss for this Road.

Parking is a shortage at all times between 211- 213 - 215 - 217 – 219 Sutherland Road

With these addresses been rentals, there can be anything up to 10-12 parks needed. To takeaway 4 parks makes it a *very* difficult situation for the street.

In all 47 years I have lived here at 215-217 Sutherland Road, the only person with a wheelchair to depart from the bus is the gentleman at 211 Sutherland Road, which is a rental for 4 people. The rentals close to me tend to *move* out staying 6, 9, 12 months occasionally 2 years, but no longer. The gentleman with the wheelchair is coming up to 2 years living there. He could possibly be about to *move* on, just like the rest.

CAN'T AFFORD ANYMORE LOSS OF PARKS FOR OUR PART OF SUTHERLAND ROAD

Officer Response to all Feedback

The proposed change results in the loss of 2 car parks. The impression that there is a loss of more than 2 car parks is due to the fact that often cars park illegally within 6 metres of the bus stop sign. As such, we consider the proposal has minimised the parking loss whilst ensuring safe access for all bus users at this stop. The alternative suggestion of moving the bus stop to the corner of Rua Street would result in the loss of an additional carpark as there would not be enough space between the exit taper and the next driveway to #217 to provide a car park. Marking bus stops will also avoid illegal parking and avoid frustration for both users of the bus service and its operators.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR145-19
- Location:** Apuka Street, Brooklyn
- Proposal:** To relocate Bus Stop #7764 on Apuka Street (near No.48) to improve access to the bus stop

Information:

Background

Bus drivers and members of the local community have complained about the difficulty of accessing Bus stop #7764 on Apuka Street (near No.48). Investigation of the stop shows there is insufficient entry and exit tapers for the bus to safely enter and exit the stop. Also because of the short bus stop length and frequent illegal parking on the bus stop, buses regularly have to stop in the live lane, causing obstruction to passing motorists and a significant safety risk for bus users who have to walk out on the road to access the bus.

As a solution it is proposed to relocate the bus stop from near No.48 Apuka Street to No.46 Apuka Street, and to install a painted bus box with suitable entry and exit tapers. The proposed improvements will address the complaints received and ensure the layout of the stop is safe for users.

Car parking in the area will be adjusted to facilitate the changes proposed with the removal of two carparks.

Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport

Consultation

Feedback was requested from 3 locally affected residents in the development of the proposal. There was general acceptance that the existing bus stop layout was not ideal and that there are problems for users.

While there was opposition to an earlier proposal that kept the bus stop where it was because of the loss of parking, the latest proposal goes some way to alleviating those concerns by reducing the amount of parking lost. This was achieved by better utilising existing driveways and (no-stopping) restrictions on the street.

This report now seeks to formalise the proposed changes to the bus stop.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Key dates:

- 1) Advertisement in the Dominion Post Newspaper 29 October 2019
- 2) Feedback period closes. 15 November 2019
- 3) Report sent to Regulatory Processes Committee for approval. 4 December 2019
- 4) Feedback may result in further consultation or amendment as appropriate.

Legal Description:

Delete from Schedule D (no stopping restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Apuka Street	<i>No Stopping, at all times</i>	<i>North side, commencing 14 metres west of its intersection with Mitchell Street (Grid coordinates, x= 1747377.68 m, y =5426203.23 m), and extending in an easterly direction following the northern kerbline for 8 metres.</i>

Delete from Schedule B (class restricted parking) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Apuka Street	<i>Bus Stop, at all times</i>	<i>West side, commencing 107.5 metres south of its intersection with Karepa Street and extending in a southerly direction following the western kerbline for 12 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Apuka Street	<i>Bus Stop, At all times</i>	<i>North side, commencing 6.5m west of its intersection with Mitchell Street (Grid coordinates, x=1747382.50m, y =5426196.45m), and extending in a westerly direction following the northern kerb line for 15 metres.</i>

Add to Schedule D (no stopping restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Apuka Street	<i>No Stopping, at all times</i>	<i>North side, commencing 21.5m west of its intersection with Mitchell Street (Grid coordinates, x= 1747372.58 m, y= 5426207.64 m), and extending in a westerly direction following the western kerb line for 7 metres</i>

Prepared By: Stephen Harte (Transport and Place Planning Project Manager)
Approved By: Siobhan Procter (Manager Transport & Infrastructure)
Date: 21/11/2019

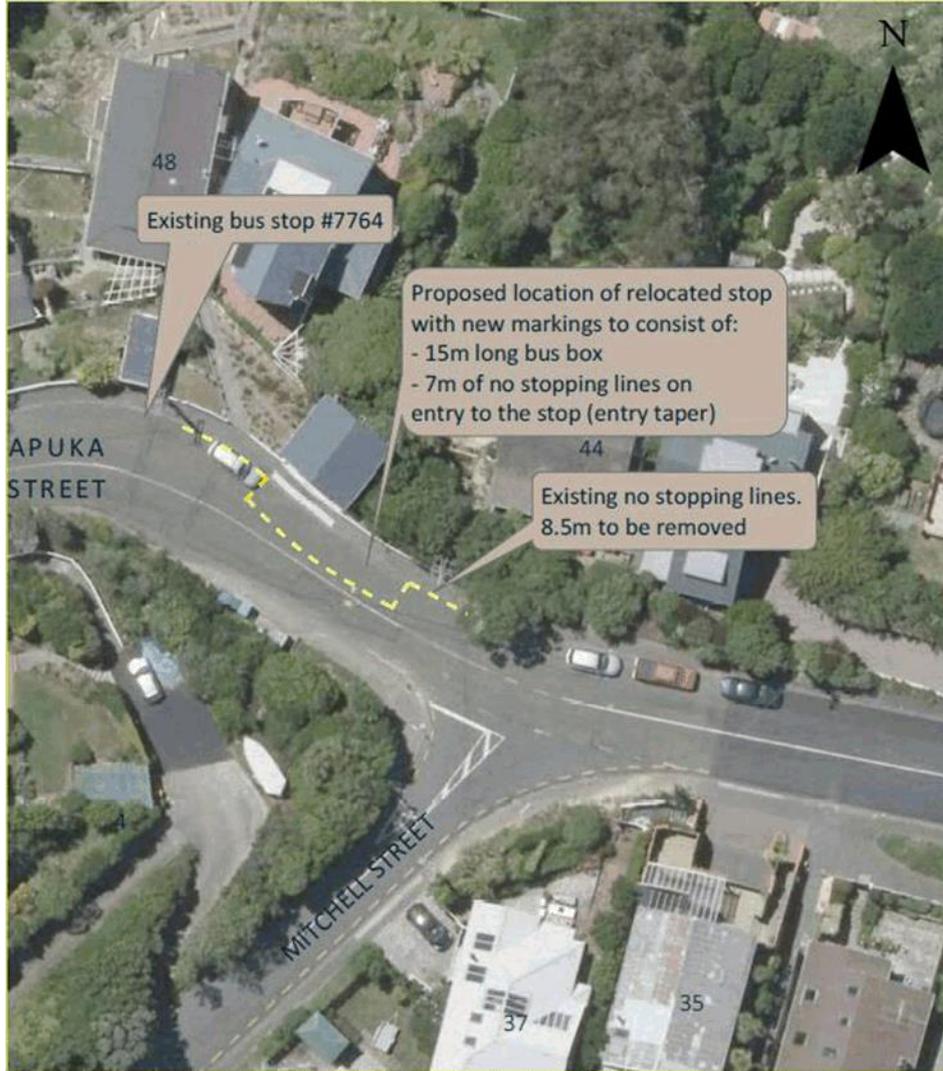
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR145-19 Apuka Street, Brooklyn – Relocation of Bus Stop



APUKA STREET #7764
BUS STOP RELOCATION & EXTENSION

SCALE: 1:400
DRAWN BY: LBENNER
DATE DRAWN: 11/09/2019

Registered Aerial Photography Copyright © GNSI 1/12/2015

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Alan Sutherland
Suburb: Brooklyn
Agree: Yes

I was one of the three? people consulted about the original proposal but unfortunately was out of the country in the two week consultation timeframe. It would have been good to have been notified by email.

This second proposal is better than the first proposal in that fewer car parks are lost, but is still not my preferred option.

My first option would to have no change as I never had any problem with the status quo.

My second option would be to move the bus stop the current proposed location but instead of losing the carpark between the garages, the footpath could be widened so that the bus can stop outside of the line of cars, but passengers can still get on directly from the footpath. This is the case with bus stops at Brooklyn shops and other places around Wellington.

Name: Murray Douglas, Brenda Morrison
Suburb: Brooklyn
Agree: No

Reference: Proposed Traffic Resolution, Relocate Bus Stop #7764 on Apuka Street (near No.48) to improve access to the bus stop

Last night, we were made aware of this notification which closes for submissions tomorrow. Although we own an affected property (the road reserve adjacent to our boundary intersects with the proposed new bus stop) we have not been contacted for comment up to this point.

We have safety concerns about the proposal which relocates the bus stop #7764 from outside No 48 Apuka to outside No. 46 and No. 44 (our property).

We suggest either:

- retaining the current location at the widest point in the road rather than moving the bus stop towards an intersection, which is also at the narrowest point of the road
- or, moving to the proposed site but retaining the two car parks above No 46's garage (see points below).

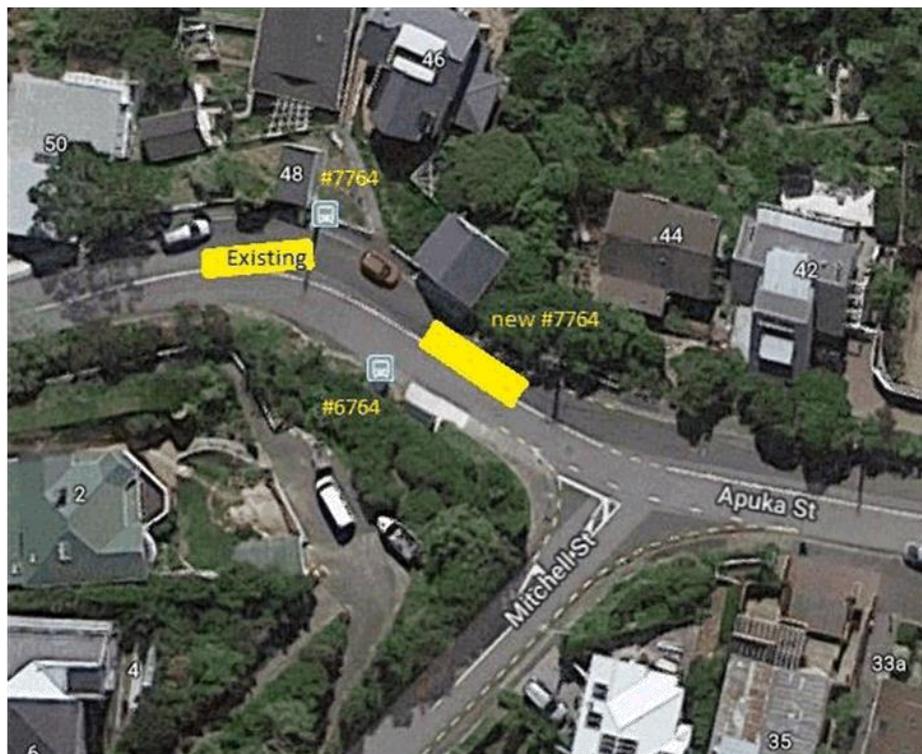
Your proposal makes a number of statements which we wish to comment on:

1. **Feedback was requested from 3 locally affected residents in the development of the proposal.** As owners of number 44 Apuka Street we were surprised to hear that you had already consulted with "3 locally affected properties". We have not been contacted or advised of this proposal, although it most certainly impacts on us.
2. The proposed changes include removing two parks. Street parking is already under pressure in this neighbourhood as many properties are without off-street parking, including those on rear sections with only footpath access.
3. **7m of no stopping lines on entry to the stop (Entry Taper).** Why is an entry taper being applied here when no other bus stop in the area has one added to the end of the 15m boxed bus stop zone? (See outside 33 and 130 Mitchell Street as examples, where parking is allowed either side of boxed bus zone.) Taper or no taper, the bus cannot get off the centre of the road, blocking the route to other traffic. Vehicles coming downhill around the corner behind the

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

4. bus would have little time to react. Any overtaking so close to the intersection would be extremely hazardous. Also the road is not wide enough to allow buses going in opposing directions to use the bus stops simultaneously.
5. ***There was general acceptance that the existing bus stop layout was not ideal and that there are problems for users.*** We agree that the bus layout is problematic, particularly for the north end of Mitchell Street and this section of Apuka Street as buses cannot get off the narrow roads even when stopping at marked stops. Their increased size in recent years has not helped to address traffic safety issues in residential areas. In our view, moving the stop closer to a road intersection will introduce new safety hazards rather than solve them. Furthermore this area is narrowed by the extended footpath on the south-western side, bus stop #6764.
6. ***".. because of the short bus stop length and frequent illegal parking on the bus stop.."*** This is an interesting statement as the road is not marked outside stop #7764, and neither is the bus stop on the opposite side of the road #6764 which has clothing bins installed beside it. Vehicles frequently park on the designated bus stop to access the bins as the marking is obscure



Existing bus stopping at #7764 and WCC proposed site. This and #6764 are not currently marked on the road. White path beside clothing bins.

Many of the Brooklyn and Kowhai Park bus stops are unmarked by a bus box on the road, (see Google map for 157 Mitchell St, #7771, 6771).

We believe the proposal to relocate the bus stop is flawed and should be reconsidered

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer Response

Our primary concern in this instance is to improve the safety and accessibility for users of the bus network at this stop. We have sought to minimise the parking loss but in this instance, it is unavoidable. We are undertaking to improve bus stop accessibility across the city and this includes better marking of bus. Marking bus stops will also prevent illegal parking and avoid frustration for both users of the service and operators.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference:	TR146-19
Location:	Balfour Street, Mornington
Proposal:	To relocate Bus Stops (#7754) and (#6754) on Balfour Street to improve safety and access to the bus stops

Information:

Background

Bus drivers and members of the local community have complained about the difficulty of accessing the Bus stops (#7754) and (#6754) on Balfour Street because of their unsafe location on a tight bend. Stop #7754 is insufficient in length to accommodate a bus and doesn't have the required entry and exit tapers to allow a bus to enter and exit the stop safely. Stop #6754 is positioned very close to a sharp bend in the street, introducing a crash risk for vehicles wishing to pass a stationary bus. There is also insufficient space for passengers to board and alight the bus at this location.

It is proposed to shift both stops north along Balfour Street to a location which is safer for buses to stop and to provide a good standard of access for bus users to board and alight. The proposed new stop locations are serviced by a wide footpath along the western side of Balfour Street. Sight distance past a stationary bus will also be enhanced, reducing the risk of an accident. It is also proposed to install a painted bus box with suitable entry taper and exit tapers.

The proposed improvements will address the complaints received and ensure the layout of the stop is safe for users and the frequency of services.

Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport

Consultation

In the development of the proposal feedback was requested from eight nearby residents. Just two residents provided feedback to the proposal with one in favour and the other, not in favour.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Key dates:

- 1) Advertisement in the Dominion Post Newspaper 29 October 2019
- 2) Feedback period closes. 15 November 2019
- 3) Report sent to Regulatory Processes Committee 4 December 2019
for approval.
- 4) Feedback may result in further consultation or
amendment as appropriate.

Legal Description:

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

Column One	Column Two	Column Three
Balfour Street	<i>Bus Stop, At all times</i>	<i>East side, commencing 279 metres west of its intersection with Farnham Street (Grid coordinates, x= 1747890.04 m, y= 5424255.94 m), and extending in a northerly direction following the eastern kerbline for 15 metres</i>
Balfour Street	<i>Bus Stop, at all times</i>	<i>West side, commencing 248m west of its intersection with Farnham Street (Grid coordinates, x= 1747870.06 m, y= 5424232.09 m), and extending in a northerly 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
Balfour Street	<i>No Stopping, at all times</i>	<i>East side, commencing 270 metres west of its intersection with Farnham Street (Grid coordinates, x= 1747885.45 m, y= 5424247.60 m), and extending in a northerly direction following the eastern kerbline for 9 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Balfour Street	<i>No Stopping, at all times</i>	<i>East side, commencing 294m west of its intersection with Farnham Street (Grid coordinates, x= 1747901.56 m, y= 5424265.85 m), and extending in a northerly direction following the eastern kerbline 9 metres.</i>
Balfour Street	<i>No Stopping, at all times</i>	<i>West side, commencing 239m west of its intersection with Farnham Street (Grid coordinates, x= 1747866.83 m, y= 5424232.12 m), and extending in a northerly direction following the western kerbline for 9 metres.</i>
Balfour Street	<i>No Stopping, at all times</i>	<i>West side, commencing 263m west of its intersection with Farnham Street (Grid coordinates, x= 1747875.47 m, y= 5424246.35 m), and extending in a northerly direction following the western kerbline for 9 metres.</i>

Prepared By: Stephen Harte
Approved By Siobhan Procter
Date: 21/11/2019

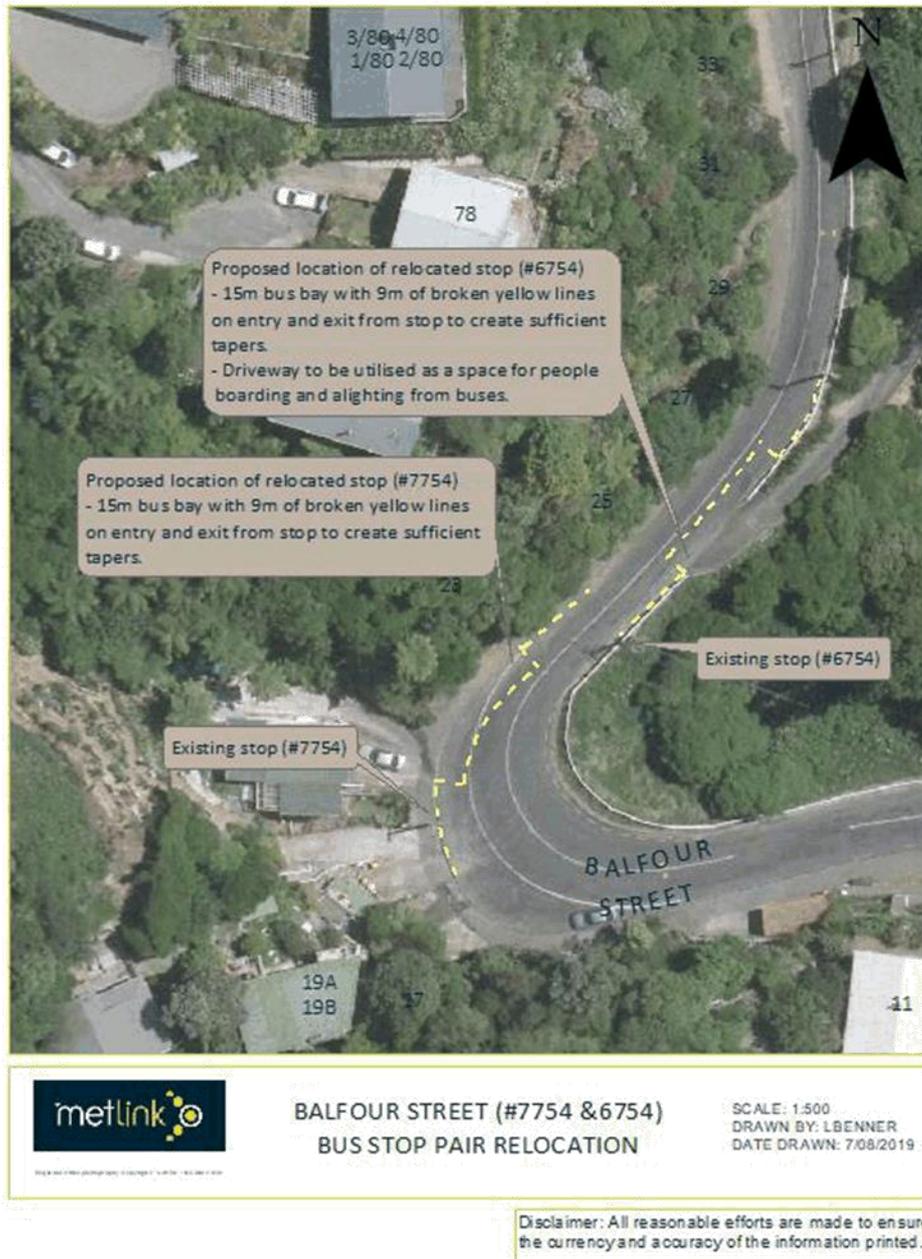
(Transport and Place Planning Project Manager)
 (Manager Transport & Infrastructure)

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR146-19 Balfour Street, Mornington – Bus Stop Relocation



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Daniel Miny on behalf of Daniel Miny, Mia Miny and Ellyn Xu Ying
Suburb: Morningson
Agree: No

We would like to know where the five to six cars that currently park on the proposed new bus stop site #7754 are now going to park. As there is already a shortage of available car parking space, due to an increased rental demand in this area. Will new car parking spaces somehow miraculously be provided?

It is also our view that placing the bus stop on an even narrower part of the street will increase the danger of cars attempting to pass the stationary bus.

For the sake of safety and common sense we would strongly recommend for this bus stop to remain as it is, **on the widest part of Balfour street!**

Officer Response

The cars that currently park in the bus stop are parked illegally given that parking is not permitted within 6 metres of a bus stop sign. To this end, there is no actual parking loss as a result of this proposed change. We have endeavoured to minimise the parking loss on this street by utilising existing driveways to offset any loss of car parks.

We are undertaking to improve bus stop accessibility across the city and this includes better marking of bus. Marking bus stops will also prevent illegal parking and avoid frustration for both users of the service and operators.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR147-19

Location: Burma Road Johnsonville

Proposal: To provide a new bus stop on Burma Road outside Kindercare Learning Centre to improve access to bus services

Information: **Background**

Requests have recently been made to Greater Wellington Regional Council by the community for a new northbound bus stop on Burma Road within the vicinity of Malvina Major Retirement Village. Assessing the need for the stop it has been determined that the safest location for a new stop is outside the Kindercare Learning Centre as it is close to a pedestrian crossing facility providing a good level of accessibility for expected bus users whilst ensuring a good level of visibility is maintained for other road users. The proposed location is also opposite stop #3810 providing good legibility for the service and reduces significantly the distance between adjacent stops. It is also considered a safe and suitable position for a bus stop that will provide for the frequency of the services using it.

The proposed bus stop will however require the removal of five parking spaces but there is a good level of street parking in the area.

Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport.

Consultation

In the development of the proposal, feedback was requested from The Kindercare Learning Centre as well as the residents and operators of the Malvina Major Retirement Village. Generally the proposal was well received with some minor concern for the loss of parking and the safety for those crossing the road. These factors have been considered as part of the proposal.

Key dates:

- 1) Advertisement in the Dominion Post Newspaper 29 October 2019
- 2) Feedback period closes. 15 November 2019
- 3) Report sent to Regulatory Processes Committee for approval. 4 December 2019
- 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:

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

Column One	Column Two	Column Three
Burma Road	<i>Bus Stop, At all times</i>	<i>West side, commencing 302 metres north of its intersection with John Sims Drive (Grid coordinates, x= 1750698.66 m, y= 5433798.55 m), and extending in a northerly 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
Burma Road	<i>No Stopping, at all times</i>	<i>West side, commencing 293 metres north of its intersection with John Sims Drive (Grid coordinates, x= 1750695.79 m, y= 5433789.63 m), and extending in a northerly direction following the western kerbline for 9 metres.</i>
Burma Road	<i>No Stopping, at all times</i>	<i>West side, commencing 317 metres north of its intersection with John Sims Drive (Grid coordinates, x= 1750697.33 m, y= 5433813.98 m), and extending in a northerly direction following the western kerbline for 9 metres.</i>

Prepared By: Stephen Harte (Transport and Place Planning Project Manager)

Approved By: Siobhan Procter (Manager Transport & Infrastructure)

Date: 21/11/2019

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR147-19 Burma Road, Johnsonville – New Bus Stop



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Bridget Hodgkinson
Suburb: Johnsonville
Agree: Yes

I wish to make a submission in support of a new northbound bus stop on Burma Road within the vicinity of Malvina Major Retirement Village. I agree with the suggested site. In addition, I would like a full pedestrian crossing to be placed where the pedestrian crossing facility is located. This would make it a much safer crossing for those using or accessing the Kindercare Learning Centre and the Malvina Major Retirement Village. Often these people would be young children and/or the elderly. I urge you to consider my submission favourably.

Name: Brian Pearl
Suburb: Unknown
Agree: Yes

I would like to fully support the above resolution re a new bus stop on Burma Road.

Furthermore given the closeness of the Retirement Village I would like to encourage the placement of a pedestrian crossing near the new bus stop

Name: Tony Warrington
Suburb: Johnsonville
Agree: Yes

I strongly support the proposed establishment of the New Bus Stop (outside KinderCare Learning Centre) on Burma Road.

Name: Judith Shroff
Suburb: Johnsonville
Agree: Yes

Thank you for a safe & practical solution.

Name: Anne Cuthbert
Suburb: Johnsonville
Agree: Yes

I welcome the addition of another bus stop on Burma Rd, however would also like the addition of another pedestrian crossing across Burma Rd closer to John Sims Drive.

Name: Pauline Beechey
Suburb: Johnsonville
Agree: Yes

As a frequent user of buses I think this proposed stop will be of a great advantage not only to me but many other persons who live here at Malvina Major Retirement village.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Vincent Keating
Suburb: Johnsonville
Agree: Yes

Good move. To further Improve access to bus services alter the frequency of No. 24 to a half hourly time-table.

Name: Bernard Brown
Suburb: Johnsonville
Agree: Yes

I can't walk far so this stop opposite Malvina Major Retirement Village is very important to me.

Name: John Hodgkinson
Suburb: Johnsonville
Agree: Yes

Bus stop badly needed for not-so-mobile Malvina Major Residents. Existing B/Ss too far apart. Pedestrian crossing also needed for the same reason. This will curb speeding Burma Road motorists of which there are too many.

Officer Response

There is good support for the bus stop. Submitters would however like to see a pedestrian crossing included as part of the proposal. A pedestrian facility is already provided nearby providing a satisfactory level of safety and service for users. Upgrading this to a pedestrian crossing is not warranted at this stage based on the number of pedestrians using it. This can however be monitored following the implementation of the new bus stop and the situation reassessed once this is in operation.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR148-19

Location: Houghton Bay Road, Houghton Bay

Proposal: To relocate Bus Stop #7037 on Houghton Bay Road to improve access to the bus stop.

Information:

Background

Bus drivers and members of the local community have complained about the difficulty of accessing the Bus stop #7037 on Houghton Bay Road just up from the beach. Investigation of the stop shows there are insufficient entry and exit tapers for the bus to safely enter and exit the stop due to parked cars. Also due to recent developments in the area, private vehicles are now parking opposite this bus stop, significantly reducing the available road width causing accessibility and safety issues for road users.

It is proposed to install a painted bus box with suitable entry and exit tapers. It is also proposed to install a no-stopping restriction along the opposite side of the road for a distance of 35m to ensure sufficient road width is maintained at all times to allow vehicles to pass a stationary bus. The proposed improvements will address the complaints received and ensure the layout of the stop is safe for users. This will result in the loss of 6 parking spaces.

Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport

Consultation

In developing the proposal, feedback was requested from 11 residents living along the affected part of Houghton Bay Road. Generally the feedback has been positive although there was a concern related to the loss of five parking spaces. However it is noted that most properties in the area have off street parking which will minimise any parking loss on neighbouring properties.

Key dates:

- 1) Advertisement in the Dominion Post Newspaper 29 October 2019
- 2) Feedback period closes. 15 November 2019
- 3) Report sent to Regulatory Processes Committee for approval. 4 December 2019
- 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 parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Houghton Bay Road	<i>Bus Stop, At all times</i>	<i>West side, commencing 11.5 metres north of its intersection with Cave Road and extending in a northerly direction following the western kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
Houghton Bay Road	<i>Bus Stop, At all times</i>	<i>West side, commencing 12.5m north of its intersection with Cave Road (Grid coordinates, x= 1749386.01 m, y= 5421885.52 m), and extending in a northerly direction following the western kerb line for 15m.</i>

Add to Schedule D (no stopping restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Houghton Bay Road	<i>No Stopping, at all times</i>	<i>West side, commencing 6m north of its intersection with Cave Road (Grid coordinates, x= 1749379.3905 m, y= 5421878.84 m), and extending in a northerly direction following the western kerb line for 9m.</i>
Houghton Bay Road	<i>No Stopping, at all times</i>	<i>West side, commencing 30m north of its intersection with Cave Road (Grid coordinates, x= 1749389.05 m, y= 5421900.53 m), and extending in a northerly direction following the western kerb line for 9m.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Houghton Bay Road	<i>No stopping, at all times</i>	<i>East side, commencing 2m north of its intersection with Cave Road (Grid coordinates, x= 1749399.63 m, y= 5421876.26 m), and extending in a northerly direction following the eastern kerb line for 35m.</i>
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Prepared By : Stephen Harte (Transport and Place Planning Project Manager)
Approved By : Siobhan Procter (Manager Transport & Infrastructure)
Date: 21/11/2019

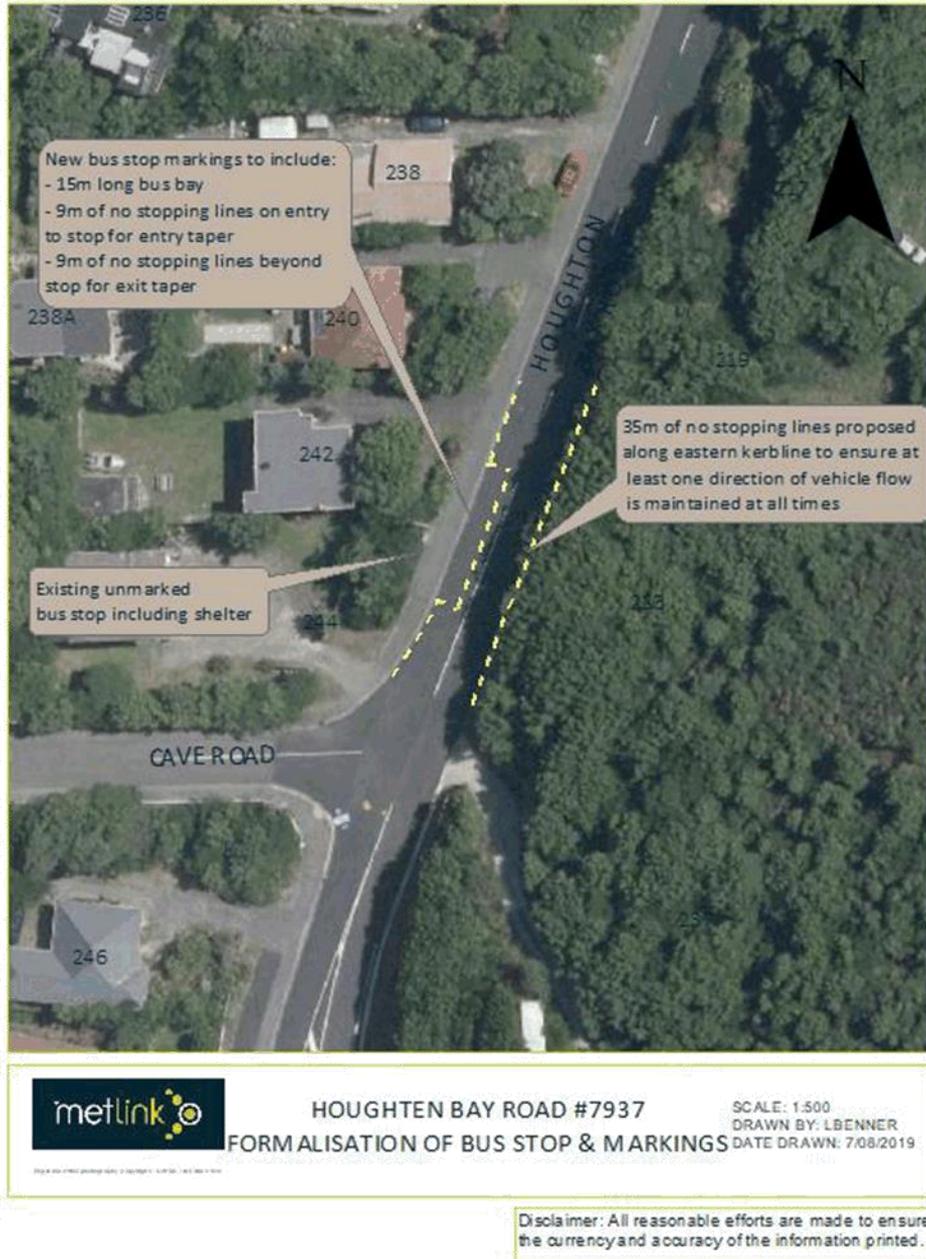
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR148-19 Houghton Bay Road, Houghton Bay – Relocation of Bus Stop



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Sandra Heffernan
Suburb: Houghton Bay
Agree: Yes

In principal this is a very good idea and will be of much benefit. I would like to recommend a more recent photo is used for the Public notice TR-148-19. The current photo is so out of date it is mis-leading. The East side no stopping at 35m is much too short. Also, have you considered the new housing concrete drive way extensions which extend upwards and onto the road way and are potentially very dangerous for cyclists, motor cyclists and cars?

Name: John Ashton
Suburb: Houghton Bay
Agree: Not stated

I hope that I am not too late to submit on this proposal. The idea to declutter the road around the bus stop is good but as it stands it might just transfer the problems elsewhere.

The East side of Houghton Bay Rd. is being developed for residential housing. Three houses with direct frontage have been built and the fourth is just starting construction.. The proposed 35m parking restriction doesn't extend far enough to the north to prevent parking in front of all the properties with frontage.

Also there are plans for 8 more properties behind the first 4. They will have access up a communal drive from Houghton Bay Rd. but will also be liable to park on Houghton Bay Rd when they do not drive up the drive. The parking blockage would just move further north or south of the development site. I suggest the council considers extending the yellow lines further north and south of the current .proposal.

Similarly, the proposed 35m parking restriction makes Cave Rd. the next best parking option if parking is restricted on Houghton Bay Rd. At the moment there is already inconsiderate and dangerous parking at the bottom (Houghton Bay Rd adjacent) end of Cave Rd. Cars park on both sides at the very beginning of Cave Rd. Vehicles and cyclists have to enter and exit Cave Rd. on the wrong side of the Rd often with zero visibility of Houghton Bay Rd. The area is cluttered and confusing for drivers and it becomes risky for pedestrians. Crossing the road at Cave Rd. is a well-used route being close to the beach and the bus stop. There are many young children who walk in the area.

I suggest WCC considers placing double yellow parking restrictions on Cave Rd. at least 30m up from the Houghton Bay Rd. junction on the north side and 50m on the south side. This would remove the clear sources of danger caused by parking at the bottom of Cave Road.

Finally, if parked cars are removed from Houghton Bay Rd in front of the above development site it will expose a new hazard. Several of the vehicle access points from Houghton Bay Rd. to the residential properties on the east side of the road have extensive raised concrete piers extending into the carriageway. They are raised

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

sufficiently to cause vehicles problems but are a serious hazard to cyclists and motor cyclists. At the moment the cars prevent vehicles from being able to hit them. Remove the parked vehicles and vehicles traveling down Houghton Bay Rd. will be at risk.

Officer Response

The extent of the proposed No Stopping restriction covers cars parking opposite the bus stop and potentially obstructing moving traffic. The 35 metres proposed no stopping restriction is sufficient to mitigate this road safety concern. Consideration of introducing further no stopping restrictions can be carried out following assessment of the overall development in the area. This can be undertaken in conjunction with looking at the potential parking displacement effect on Cave Road. It is proposed this situation be monitored and responded to as appropriate when this future assessment is carried out.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference:	TR149-19
Location:	Kentwood Drive, Woodridge
Proposal:	To relocate Bus Stop #3709 on Cedarwood Street to outside No.78 Kentwood Drive to improve access to bus services.
Information:	<p>Background</p> <p>Due to ongoing development through Woodridge, Greater Wellington Regional Council (GWRC) is seeking to make changes to its bus network to better service the area. The bus route through Woodridge currently does a loop along Woodridge Drive, Cedarwood Street & and back along Kentwood Drive to Woodridge Drive. The bus route will now continue further north along Woodridge Drive before looping back along Kentwood Drive to cover a greater catchment of bus users. As a result of this change it is proposed to relocate stop #3709 from its existing location at the end of Cedarwood Street to No.78 Kentwood Drive – 17.5m north from its existing position.</p> <p>The stop will be located so as to take advantage of the intersection for an easy exit from the stop. The proposed bus stop will also require the removal of four parking spaces to provide for the stop and a clear entry to it. It will however free up two parking spaces on Cedarwood Street meaning a net loss of only two parking spaces. The location of the bus stop at the corner of Cedarwood Street on Kentwood Drive is considered a safe and suitable position that will provide for the frequency of the services using it.</p> <p>Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport</p> <p>Consultation</p> <p>In the development of the proposal for the stop, feedback was requested from 9 nearby residents on Kentwood Drive.</p> <p>While there was opposition to an earlier proposal that affected car parking this has been modified to the current proposal which goes some way to alleviating those concerns by reducing the amount of parking lost. This was achieved by better utilising the intersection and adjacent driveways to provide entry and exit tapers.</p> <p>Other concerns relating for the noise of bus operations and bus users potentially affecting property cannot be</p>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

addressed by the location and are no different wherever the bus stop is located.

Key dates:

- 1) Advertisement in the Dominion Post Newspaper 29 October 2019
- 2) Feedback period closes. 15 November 2019
- 3) Report sent to Regulatory Processes Committee 4 December 2019 for approval.
- 4) Feedback may result in further consultation or amendment as appropriate.

Legal Description:

Delete from Schedule B (class restricted parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cedarwood Street	<i>Bus Stop, At all times</i>	<i>West side, commencing 10 metres south of its intersection with Kentwood Drive and extending in a southerly direction following the western kerbline for 14 metres.</i>

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

Column One	Column Two	Column Three
Kentwood Drive	<i>Bus Stop, At all times</i>	<i>South side, commencing 6m east of its intersection with Cedarwood Street (Grid coordinates, x= 1753586.83 m, y= 5435862.46 m), and extending in an easterly direction following the southern kerb line for 15m.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Add to Schedule D (no stopping restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kentwood Drive	<i>No Stopping, at all times</i>	<i>South side, commencing 23m east of its intersection with (Grid coordinates, x= 1753601.80 m, y= 5435865.15 m), and extending in an easterly direction following the southern kerb line for 9 metres.</i>

Prepared By : Stephen Harte (Transport and Place Planning Project Manager)
Approved By : Siobhan Procter (Manager Transport & Infrastructure)
Date: 21/11/2019

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR149-19 Kentwood Drive, Woodridge – Relocation of Bus Stop



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Glenys Tunley
Suburb: Woodridge
Agree: Not stated

Thank you for the opportunity to comment on the proposed relocation of bus stop #3709 on Cedarwood Street to outside 78 Kentwood Drive, Woodridge.

When this proposal first came to my notice I made a submission to Luke Bonner at Metlink which is set out below.

The proposed bus stop will not be directly outside my house. However, there is the possibility I could lose parking outside my address at 82 Kentwood Drive.

My neighbours at 84 park vehicles on the street but leave a reasonable gap for me to access my driveway. The occupants directly opposite (93?) also park on the street which can impede egress from my driveway should I wish to drive in an easterly direction.

The neighbour at number 80 will lose parking outside that address. Vehicles there use the driveway for parking instead of the garage, as many other Woodridge residents do, so if there are more than two vehicles they will park outside my address making access and egress even tighter. I am concerned that with buses passing every half hour this could making exiting my property a very tight manoeuvre which could cause a delay to a bus or, worse, give rise to a collision.

Could consideration be given to reversing the suggested route?

My suggestion would be for buses to take the first entrance (where the buses currently exit) into Kentwood Drive. I have checked and there is already a bus stop on the downward side. The next stop could then possibly be near the current major bus stop by the park.

On Kentwood Drive opposite Cedarwood Street is a reserve area. There is plenty of room there for a main bus stop without the residents of 80 Kentwood Street in particular losing their street parking. This would also minimise noise from the buses to residents likely to be affected.

There would also be plenty of room for a bus shelter and a rubbish bin could also be provided.

The bus would then continue east and turn on to Woodridge Drive. The additional proposed bus stop on Woodridge Drive could be shifted across the road.

This seems logical to me as Kentwood Drive at this end is wider and not quite as steep. I should imagine sometime in the future buses will travel further 'up the hill' where there is a large new development and the route will be changed again to service those houses.

I hope I have been objective and provided a viable option to the current proposal. Thank you for allowing me to have the opportunity to make a submission.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Eugene De Leon
Suburb: Woodridge
Agree: No

Increased noise level. As you can observe, most bus stops around Woodridge suburb are either across or adjacent to a vacant lot. In relocating the bus stop to its new proposed location, we foresee an increase in the noise level the vicinity of nos. 81, 87, 89, 91 80, 82 Kentwood drive, not to mention our concerns for our privacy.

Safety issues-Reduced traffic sight line. As you can observed, that part of Kentwood Drive fronting 79 Kentwood Drive is being used by several residents to park their vehicles, even a medium size tour bus occupies that part of the road on most days and nights. Given these occurrence and that a bus will be dropping/picking up passengers at the new proposed bus stop location, this will create a blind side or reduced sight lines for driver from Cedarwood turning right/east to Kentwood Drive, which we consider will be a traffic safety issue.

Our Kids Safety. How many kids do you think live and play around that part of Kentwood Drive? Are you guys aware that that there is in-home child care alongside that proposed bus stop location. Spend an afternoon around Kentwood Drive, and you will see kids on bikes or scooters, babies on prams being pushed by their mums and adult caregivers, kids walking with their dogs plying around that part of Kentwood Drive, was this considered on you proposal? If not, then why not?

Main bus stop is further down Kentwood Drive fronting the Woodridge playground and most of the residents use this bus stop to get on and off from buses. Most residents from the new housing developments at Cedarwood and Lacebark use the Woodridge Drive bus stops. Given these, we believe that there is no need to relocate a new bus stop.

What are other options available? We believed that we should focus more on putting more bus stops further up Cedarwood, Astelia Way, etc and further up to cater more to the convenience of our neighbors, both present and future who and will reside in our progressive suburb, rather that relocating a non-high traffic bus stop.
Thanks for hearing us out.

Officer Response

Careful consideration has been given to the location of the bus stop. It is important that the proposed location remains accessible to a large part of the community and serves residents at the Northern end of Kentwood Drive and Ashwood Street. This can be better achieved from the proposed location than if the stop is left in its existing location. Consideration is also being given to a new stop on Woodridge Drive in the vicinity of 62-68 Woodridge Drive which would give residents in that area greater access to public transport.

Reversing the route was also considered but this is not something that was supported as all the existing stops on Kentwood Drive as well as one on Woodridge Drive would have to be relocated to the opposite side of the road.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Sight lines for vehicles exiting Cedarwood Street have been taken into account as has the impact of the bus stop on the access to # 80 Kentwood Drive. In both instances sight lines are adequate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR150-19

Location: Todman Street Brooklyn

Proposal: To relocate Bus Stop #6761 on Todman Street (outside No. 53) to improve access to the bus stop

Information: **Background**
Bus drivers and members of the local community have complained about the difficulty of accessing Bus Stop #6761 on Todman Street. Investigation of the stop shows there are insufficient entry and exit tapers for the bus to safely enter and exit the stop. Also because of the short bus stop length and frequent illegal parking on the bus stop, buses regularly have to stop in the live lane, causing obstruction to passing motorists and a significant safety risk for bus users who have to walk out on the road to access the bus.

As a solution it is proposed to relocate the bus stop Westward to utilise the nearby driveways for an entry taper and to install a painted bus box with a suitable exit taper. The proposed improvements will address the complaints received and ensure the layout of the stop is safe for users. The proposal is a result of a number of iterations to schemes consulted on.

Car parking in the area will be adjusted to facilitate the changes proposed with the removal of two carparks.

Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport.

Consultation

In the development of the proposal, feedback was requested from 7 nearby directly affected properties. Two property owners objected to the original GWRC proposal on the grounds that it would adversely affect their parking and access to their properties.

From this earlier GWRC consultation the bus stop was proposed to be moved slightly east to utilise the garage access to No.51. This reduced the number of car parks affected from five to three in an attempt to alleviate concerns over the loss of car parking.

This scheme was consulted on in the preparation of this report. Following a submission and meeting on site the proposal has been amended to move the bus stop further

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

West to across properties No.55 to No.65 again utilising driveways and garage entrances. This reduces the number of car parking spaces lost in the area to two.

This report now seeks to formalise the proposed changes to the bus stop.

Key dates:

- 1) Advertisement in the Dominion Post Newspaper 29 October 2019
- 2) Feedback period closes. 15 November 2019
- 3) Report sent to Regulatory Processes Committee 4 December 2019 for approval.
- 4) Feedback may result in further consultation or amendment as appropriate.

Legal Description:

Delete from Schedule B (class restricted parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Todman Street	<i>Bus Stop, At all times</i>	<i>South side, commencing 263 metres south of its intersection with Ohiro Road and extending in a westerly direction following the southern kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
Todman Street	<i>Bus Stop, At all times</i>	<i>South side, commencing 285 metres west of its intersection with Ohiro Road (Grid coordinates, x= 1747610.2 m, y= 5425834.3 m), and extending in a westerly direction following the southern kerb line for 15 metres.</i>

Add to Schedule D (no stopping restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Todman Street	<i>No Stopping, at all times</i>	<i>South side, commencing 276 metres west of its intersection with Ohiro Road (Grid coordinates, x= 1747610.2 m, y= 5425834.3 m), and extending in a westerly direction following the southern kerb line for 9 metres.</i>
Todman Street	<i>No Stopping, at all times</i>	<i>South side, commencing 300 metres west of its intersection with Ohiro Road (Grid coordinates, x= 1747610.2 m, y= 5425834.3 m), and extending in a westerly direction following the southern kerb line for 9 metres.</i>

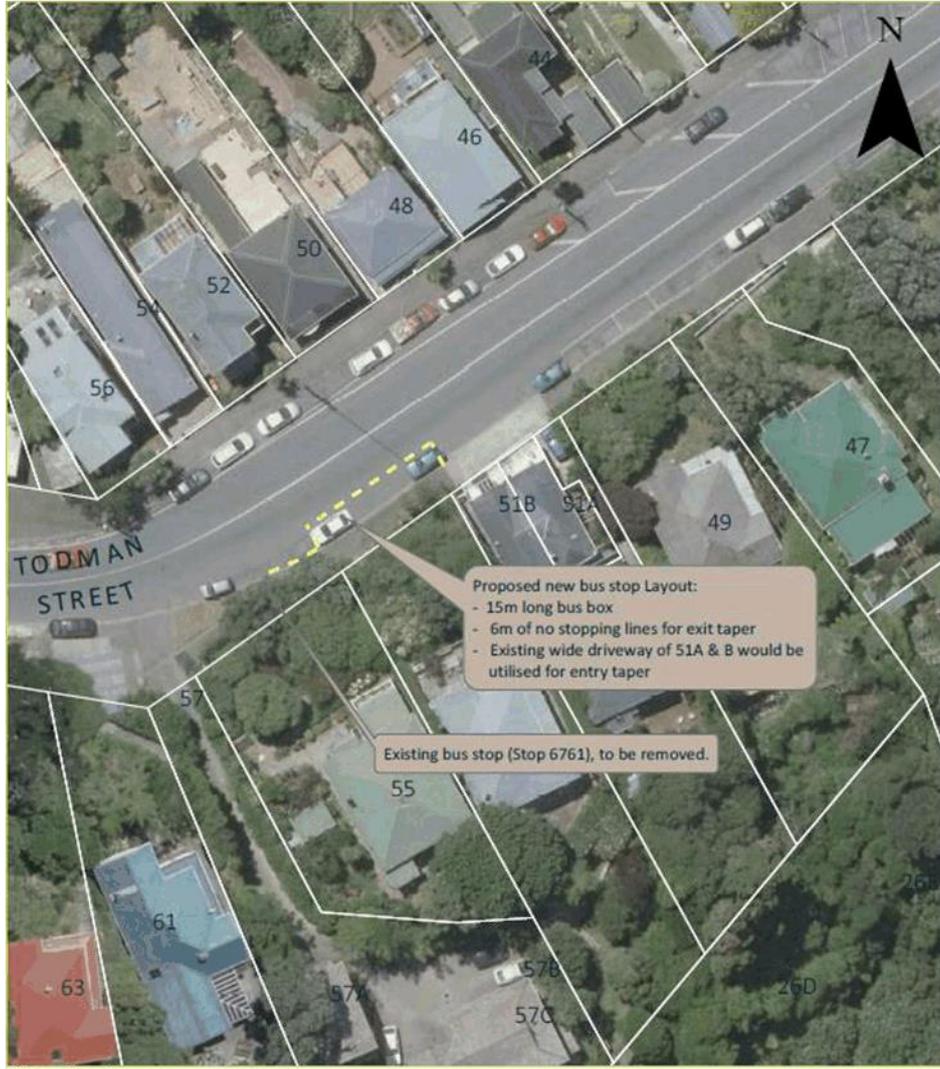
Prepared By : Stephen Harte (Transport and Place Planning Project Manager)
Approved By : Charles Kingsford (Principal Transport Engineer)
Date: 21/11/2019

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR150-19 Todman Street, Brooklyn – Relocation of Bus Stop



**TODMAN STREET #6761
BUS STOP RELOCATION AND EXTENSION**

SCALE: 1:500
DRAWN BY: LBENNER
DATE DRAWN: 9/10/2019

Regional Orthophotography Copyright: ©MARC HEAR 2018

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Amended plan for TR150-19 Todman Street, Brooklyn - relocation of Bus Stop #6761



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Christopher Brougham
Suburb: Brooklyn
Agree: No

Firstly I am, as is my direct neighbour utterly perplexed as to why a solution to this issue was not addressed when it was first raised in 2017. My last message then was not responded to and the issue then seemed to fall away.

Now again this year my email to Luke Benner below was not responded to either. It seems to us that council's attitude is to simply put our options into the too hard basket. And as a ratepayer this is completely unacceptable. How much time and resources have been wasted over the years while this is pursued is a real concern and something that needs to be addressed also. It seems like a great deal of money has been wasted in this process.

I have received your letter; Proposed Traffic Resolution (TR150-19 - Todman St), and we still can't understand the rationale of the former and now new proposal. Myself and my immediate neighbour just want someone to visit to hear our proposal properly - that is to locate the stop over the driveways servicing numbers 57, 59, 61 and 63 Todman Street. We have seen drivers use this area to stop countless times and because there is four driveways and one park available, the bus can always easily get closer to the kerb. Arguably much more so than your proposal. In fact pulling a bus out of your proposed stop as the leading vehicle into a narrowing street would seem to be much safer than doing so when the street is wider and cars will inevitably try to overtake the bus on a hill only to meet oncoming traffic on a blind corner.

Please respond to this, we are so tired of this matter hovering. We're not be NIMBYs, we just want to be heard in person because we live here, know the issue back to front and believe this to be a workable solution.

Officer Response

Following the suggestion by the submitter above, it is proposed to move the bus stop outside No.55 to No.65 Todman Street utilising garage and driveway entrances in this area. This will require some physical works to the extended berm area in this location but it has the benefit of minimising car parking loss in the area. Considering parking is not permitted within 6m either side of a bus stop sign there will be no technical loss of parking as the two spaces lost to accommodate the new bus stop location are regained in the current location albeit, parking often occurs in this area. An amended plan of the proposal is attached. Marking the bus stops will avoid illegal parking and avoid frustration for both users of the service and operators.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR151-19

Location: Upland Road Kelburn

Proposal: To reconfigure Bus Stop #5918 on Upland Road (outside No.37) to improve access to the bus stop.

Information: **Background**

Bus drivers and members of the local community have complained about the difficulty of accessing Bus stop #5918 on Upland Road outside No.37. Investigation of the stop shows there are insufficient entry and exit tapers for the bus to safely enter and exit the stop. Also because of the short bus stop length and frequent illegal parking on the bus stop, buses regularly have to stop in the live lane, causing obstruction to passing motorists and a significant safety risk for bus users who have to walk out on the road to access the bus.

As a solution it is proposed to reconfigure the stop and add entry and exit tapers to allow the bus to safely access the stop. While every effort has been made to utilise existing garage accesses to mitigate the loss of parking, two carparks will need to be removed to accommodate this improvement of the bus stop.

The proposed improvements will address the complaints received and ensure the layout of the stop is safe for users. Consideration of service frequency and the expected use of the stop have been taken into account in determining the proposed changes.

Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport

Consultation

In development of the proposal, feedback was requested from the 6 affected residents within the immediate vicinity of the stop.

Initially the proposal was to move the stop to outside No.25 Upland Road to take advantage of the existing no stopping restriction and driveways and minimise any parking loss. This created initial concern from residents about the proximity of the relocated stop to the roundabout and their view of the safety risk of fast moving traffic coming around the bend from lower down the street. Residents were also concerned that the relocated stop would risk visibility when accessing and departing their driveways.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

As a result the proposal is to keep the stop outside No.37 but to reconfigure it and add entry and exit tapers to allow a bus to safely manoeuvre into and out of the stop clear of the traffic lane. This will require the loss of two parking spaces to accommodate this improvement for bus operators and bus users.

Key dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 29 October 2019 |
| 2) Feedback period closes. | 15 November 2019 |
| 3) Report sent to Regulatory Processes Committee for approval. | 4 December 2019 |
| 4) Feedback may result in further consultation or amendment as appropriate. | |

Legal Description:

Delete from Schedule B (class restricted parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Upland Road	<i>Bus Stop at all Times</i>	<i>East side, commencing 59 metres south of its intersection with Glasgow Street and extending in a southerly direction following the eastern kerbline for 12 metres</i>

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

Column One	Column Two	Column Three
Upland Road	<i>Bus Stop at all Times</i>	<i>East side, commencing 64 metres south of its intersection with Glasgow Street (Grid coordinates, x= 1747862.16 m, y= 5427798.21 m), and extending in a southerly direction following the eastern kerb line for 15 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

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

Column One	Column Two	Column Three
Upland Road	<i>No Stopping, at all times</i>	<i>East side, commencing 55 metres south of its intersection with Glasgow Street (Grid coordinates, x= 1747865.73 m, y= 5427806.68 m), and extending in a southerly direction following the eastern kerb line for 9 metres.</i>
Upland Road	<i>No Stopping, at all times</i>	<i>East side, commencing 79 metres south of its intersection with Glasgow Street (Grid coordinates, x= 1747855.54 m, y= 5427783.66 m), and extending in a southerly direction following the eastern kerblines for 9 metres.</i>

Prepared By : Stephen Harte (Transport and Place Planning Project Manager)
Approved By : Siobhan Procter (Manager Transport & Infrastructure)
Date: 21/11/2019

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR151-19 Upland Road, Kelburn – Reconfigure Bus Stop



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Steve Flynn on behalf of Amanda Calder & Steve Flynn
Suburb: Kelburn
Agree: Yes

As residents of Upland Road, we **support** that Proposed Traffic Resolution as representing the best available solution to issues around accessing current Bus Stop #5918.

Officer Response

The proposal has been developed in consultation with adjoining neighbours and represents the best compromise to achieve safe and effective access to the bus stop for both users and operators.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR152-19

Location: Mercer Street Wellington Central

Proposal: Removal of Taxi stand, Metered Parking.

Information: With the proposed works on the Central Library and the required changes in parking on the eastern side of Victoria Street adjacent to the library, it is an opportune time to address current concerns raised by retailers in the area. Their concerns include taxis using the metered parking directly opposite the current taxi stand on Mercer Street as an overflow parking area for taxis waiting to get onto the stand.

Taxi drivers also regularly double park and reverse back up the street in order to get onto to the taxi stand which is a safety hazard as well as impacting the flow of traffic through the area.

It is the strong view of the retailers in the immediate vicinity that taxis operating in this way are reducing opportunities for shoppers and others looking to do business in the area and potentially impacting on their businesses.

Additionally the behaviour of some of the taxi drivers using the stand has been directly impacting businesses in the area.

NZTA have been in touch with individual taxi drivers with respect to their conduct and council parking staff have significantly increased their presence to a point where the overall operation of the taxi stand has improved, however allocating so many staff to this one area is not sustainable and when staff are not present the issues raised by retailers return.

It is understood that most of the drivers using this taxi stand are sole operators and therefore it is difficult to discuss issues at a company level.

Operators of more established taxi companies have also complained about the behaviour of a number of the taxi drivers regularly making use of this stand.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Taxi organisations will have the opportunity to comment on this proposal as part of the Traffic Resolution consultation process.

Please refer to TR 139-19 Victoria Street – Proposed Parking changes where the introduction of a 30 metre taxi stand is proposed to replace the current taxi stand on Mercer Street.

The proposed solution is to move the existing 5 bay taxi stand to be outside the currently closed central library in Victoria Street.

The current 5 bay taxi stand will be replaced with P120 Metered parking with times and fees commensurate to parking throughout the CBD. The introduction of metered parking (P\$) will assist commerce in the adjacent Mercer and Willis Streets.

This traffic resolution aligns with and supports the achievement of Council's Transport Strategic outcomes of improving accessibility, safety and efficiency.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 29 October 2019 |
| 2) Feedback period closes. | 15 November 2019 |
| 3) Report sent to Regulatory Processes Committee for approval. | 4 December 2019 |
| 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 B (Class Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Mercer Street	<i>Taxi Stand, At All Times</i>	<i>North side, commencing 19 metres south-east of its intersection with Willis Street (Grid Coordinates X=1748657.8m, Y=5427730.6m) and extending in a south-easterly direction, following the northern kerbline for 28 metres (5 parallel parks)</i>

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

Column One	Column Two	Column Three
Mercer 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>North side, commencing 19 metres south-east of its intersection with Willis Street (Grid Coordinates X=1748657.8m, Y=5427730.6m) and extending in a south-easterly direction, following the northern kerbline for 29 metres (5 parallel parks)</i>

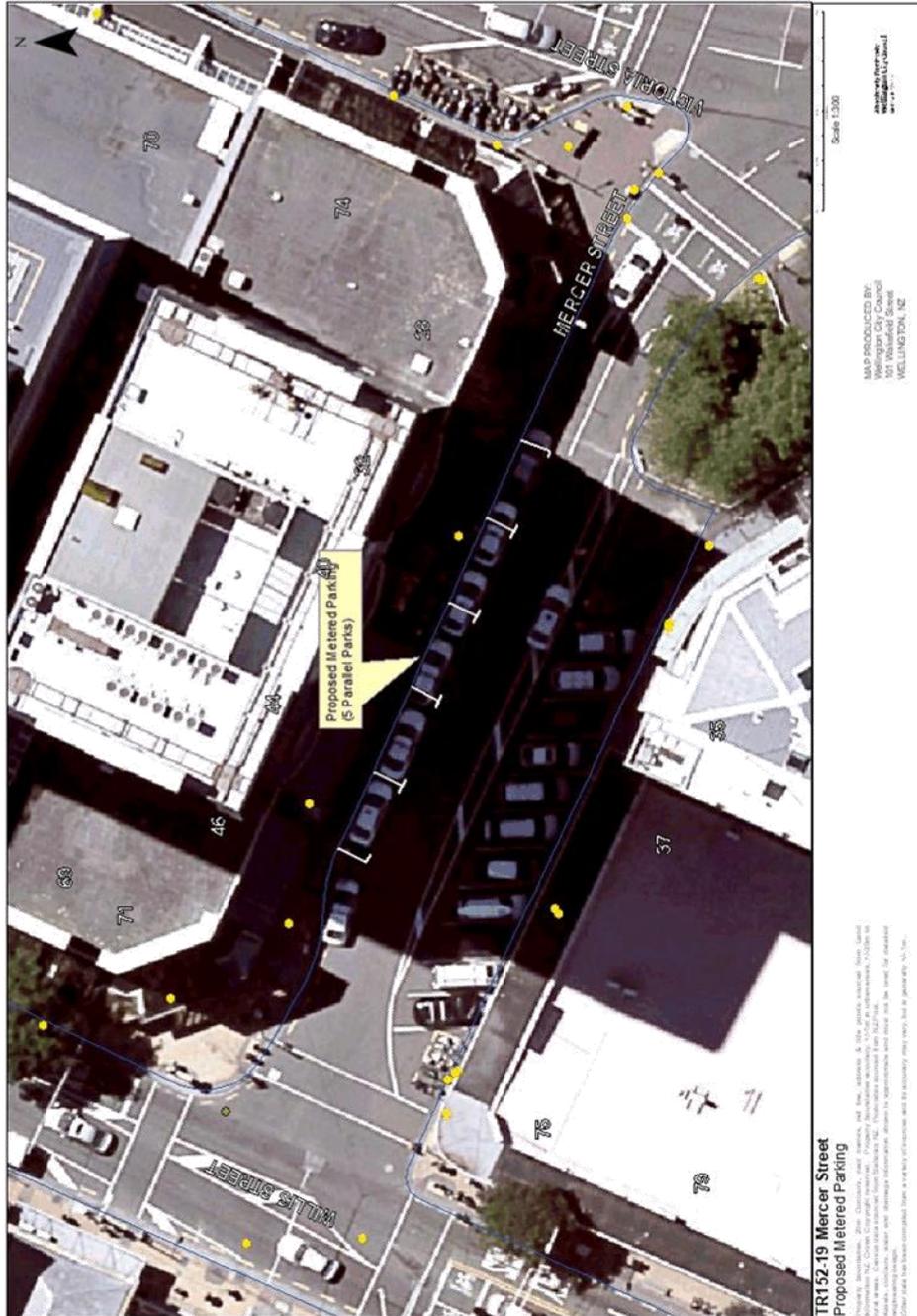
Prepared By: Charles Kingsford (Principal Transport Engineer)
Approved By: Siobhan Procter (Manager Transport & Infrastructure)
Date: 21/11/2019

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR152-19 Mercer Street, Wellington Central – Metered Parking



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Eugene Wolfin
Suburb: Aro Valley
Agree: Yes

Having this taxi stand is a hazard. Taxis double parking, blocking traffic, and drivers having heated arguments across the street is a safety concern, a nuisance, and a cause of fear and unrest. I work just across the street from this taxi stand. I regularly see taxis blocking the flow of traffic, and reversing up the one-way street.

As I work in a retail store more parking in town close to the shop is of course only a good thing but the proposed metered parking is less important to me than the removal of the taxi stand.

Name: Toby Beaglehole for Connexis
Suburb: Karori
Agree: Yes

Connexis is the training organisation for infrastructure, with our head office at 40 Mercer St. We have approximately 24 staff in this office.

Operation of the taxi stand on Mercer St is a constant source of tension. There is an almost mafia-like approach by drivers, including monopolising not only the stand but also the retail car parks opposite. Behaviour includes blocking the road to take car parks, tailgating and bullying other cars away from car parks, and parking taxis so tightly it's unsafe or impossible to walk between them. After about 11am it becomes increasingly difficult for our people to obtain a short term park as there will be three or more cabs using all vacant retail spaces, removing their taxi signs in some sort of clumsy attempt to pretend not to be taxis.

While from a business perspective it is theoretically useful to have a taxi stand outside, we do not recommend our staff or guests use it, given the behaviour of the drivers. Accordingly, Connexis **supports** (with some regrets) the abolition of the stand as it appears the only way to resolve the issues.

We also acknowledge the resource the Council has applied to attempt to resolve this, and thank the Council for the additional presence which has provided comfort to those intimidated by driver behaviour.

Name: Ian Douglas for The Village Goldsmith Ltd
Suburb: Wellington Central
Agree: Yes

Removing the taxis from Mercer St cannot occur soon enough. As a business, The Village Goldsmith Ltd, we have already made several complaints to council regards the situation and the effects this situation has had upon ours, and other businesses in the area. The behavior of the taxi drivers in this street is well documented and has included;

Intimidation of members of the public and blocking access to parking spaces by individuals standing in these spaces and barring legitimate members of the public from entering the parks.

Physically harassing parking wardens by surrounding them (six in a circle around one officer at one point, recorded event by Kevin Black, WCC Parking Services Manager.) and haranguing them about doing their legal job.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Double parking across the back of angled parked cars, blocking exit by parked vehicles and forcing traffic to restrict to one lane as it tries to flow along Mercer St. Reversing backwards along Mercer St to move in to the parallel taxi parking on the northern side, creating more traffic dangers. Parking in legitimate parks, removing all public signage from their vehicles and pretending to be legitimate by purchasing a ticket for the space. At one time up to 5 such cars have been observed doing exactly this. Photographic evidence available if required. Occupying the loading zone when clearly not commercial trades vehicles, prohibiting commercial operators conducting their legitimate business. Using the private toilet facilities of nearby businesses and leaving these in a disgusting state. When challenged about this verbally abusing and threatening the staff. As a result police were called and a trespass notice issued to one individual driver. Police alerted to sexually inappropriate comments made in the evening to young women walking along Mercer St. Police have asked for 111 to be called if such behavior observed again. Members of the public have reported to us challenging their behavior. A response was, "This is our street and we can do what we like" These are just some of the issues surrounding the anti-social and illegitimate behavior of these individuals. Moving the rank to outside the library is, literally, just moving the problem down the road. It may alleviate the situation in Mercer St to some degree, but these individuals will find a way to circumvent it. In the day of ride share and new alternative transport solutions, why on earth are we persevering in even providing any space at all for these individuals who are flouting the laws and are a last century business operation? My request is to simply remove the taxi parking and NOT offer any alternative. We do not need them, and their behavior does not warrant having free parking at their disposal when it is already so flagrantly abused. Please get rid of the taxi parking completely.

Name: John Whitley
Suburb: Unknown
Agree: Yes

Moving the Taxi stand off of Mercer Street is an excellent idea. It can't happen soon enough.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR153-19

Location: Camperdown Road Miramar

Proposal: Time Restricted Parking (P180)

Information: There is a concern for pedestrian safety surrounding the Weta caves tourist attraction. This is a busy area with a considerable amount of traffic coupled with a relatively high pedestrian movement.

Council Officers therefore propose to install six P180 Time limited parking restrictions to provide better turnover of the parking spaces. Currently with the high demand for parking in the area, drivers are often seen to circulate the area looking for a carpark. This adds to the vehicle movements at the intersections of Weka Street with Camperdown Road. The proposed time restricted car parks are away from the busy intersection and adjacent to the Weta Caves. This negates the need for visitors to 'Weta' to cross the road in this location.

This traffic resolution supports the Council's strategic direction and Sustainable Transport Hierarchy adopted in the Urban Growth Plan 2015 by improving safety and accessibility.

Net parking loss: None (Time restrictions only, no loss of parking)

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper. | 29 October 2019 |
| 2) Feedback period closes. | 15 November 2019 |
| 3) Report sent to Regulatory Processes Committee for approval. | 4 December 2019 |
| 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 Restricted) of the Traffic Restrictions Schedule

Camperdown Road	<i>P180, 9am-6pm Mon-Sun (Angle Parking)</i>	<i>North side, commencing 49.4m from its intersection with Weka Street (Grid Coordinates X=1,752,726.1m, Y=5,425,609.1m) and extending in a westerly direction following the northern kerbline for 14.3 metres (6 car parks)</i>
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Prepared By:	Amin Shahin	(Intermediate Traffic Engineer)
Approved By:	Siobhan Procter	(Manager Transport & Infrastructure)
Date:	21/11/2019	

WCC Contact:

Lindsey Hill
Project Coordinator

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR153-19 Camperdown Road, Miramar – Parking Restrictions



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Sarah Ho
Suburb: Miramar
Agree: No

Specifically I'm keen to see the on what evidence/data this proposal is based?
I oppose the proposal because the six car parks are currently used by Weta employees. Adding time restrictions to these six car parks forces these employees to park elsewhere. Most likely they will be pushed out to residential parking, where there is already constant and sustained pressure for residents. The roads are congested and dangerous - meanwhile the huge Garden Centre complex on Park Road, owned by Peter Jackson, remains completely empty with an abundance of car parks.

Your 3-page proposal states "...drivers are often seen to circulate the area looking for a carpark". What data have you collected to show that these drivers are visitors to Weta, as opposed to residents/visitors to residences?

If required, please consider this request under the Local Government Official Information and Meetings Act 1987.

As a resident of the area, we see a majority of tourists arrive by bus (chartered/public) and uber/taxi generally. The major parking issue is for residents and their visitors, which this proposal does not attempt to resolve.

Furthermore, your proposal seems contradictory. There will still be increased vehicle movements with cars moving in and out of the six carparks. While the six visitors to Weta can avoid crossing the busy intersection, unfortunately the children of Miramar Christian School cannot.

Just curious as to your responses to my above points, as I'm struggling to see how this proposal is a fit for purpose solution. Is it the first of more, incremental changes?

Officer Response

Thank you for your interest and submission.

The Weta Workshops have confirmed that a parking facility at one of their sites is available for staff parking (providing 36 off-street private staff parking).

WCC Traffic engineers have visited the site on two occasions to monitor driver behaviour at this intersection. It was observed that the majority of vehicles circling to find carparks at the time of the site visit were rental vehicles and/or caravans.

The intention is to minimise vehicles travelling in and out of the intersection looking for parking. The proposed restricted parking spaces are set well away from the intersection hence achieving this goal.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference : TR 155-19

Location: Park Road Miramar

Proposal: To provide parking spaces on Park Road, Miramar following the removal of bus stops.

Information: Background

Bus stops were discontinued on Park Road in the Miramar town centre when the stops were incorporated into the new bus stops on Miramar Avenue. The space occupied by these stops is in an area of high parking demand. To address concerns from businesses in the area related to the space being used for all day parking it is proposed to restrict parking to one hour each day between 8am and 6pm in this location. This will generate better utilisation of the space and be consistent with surrounding restrictions.

The proposed change will create seven additional P60 parking spaces.

While the initial consultation undertaken in preparation of this report highlighted a change to the West side bus stop the East side stop was not. However the same situation exists in that the East side bus stop was also discontinued. This report now proposes to include both redundant bus stops being changed to P60 parking.

This traffic resolution aligns with and supports the achievement of Council's Transport Strategic outcome of improving accessibility.

Key dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 29 October 2019 |
| 2) Feedback period closes. | 15 November 2019 |
| 3) Report sent to Regulatory Processes Committee for approval. | 4 December 2019 |
| 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:

Add to Schedule A (Time Limited parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Park Road	<i>P60</i>	<i>West side, commencing 11.5 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,039.6 m y=5,474,534.4 m), and extending in a northerly direction following the western kerbline for 22 metres.</i>

Column One	Column Two	Column Three
Park Road	<i>P60</i>	<i>East side, commencing 15 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,051.4 m y=5,424,527.2 m), and extending in a northerly direction following the eastern kerbline for 17 metres.</i>

Prepared By : Stephen Harte (Transport and Place Planning Project Manager)
Approved By : Charles Kingsford (Principal Transport Engineer)
Date: 21/11/2019

No feedback received

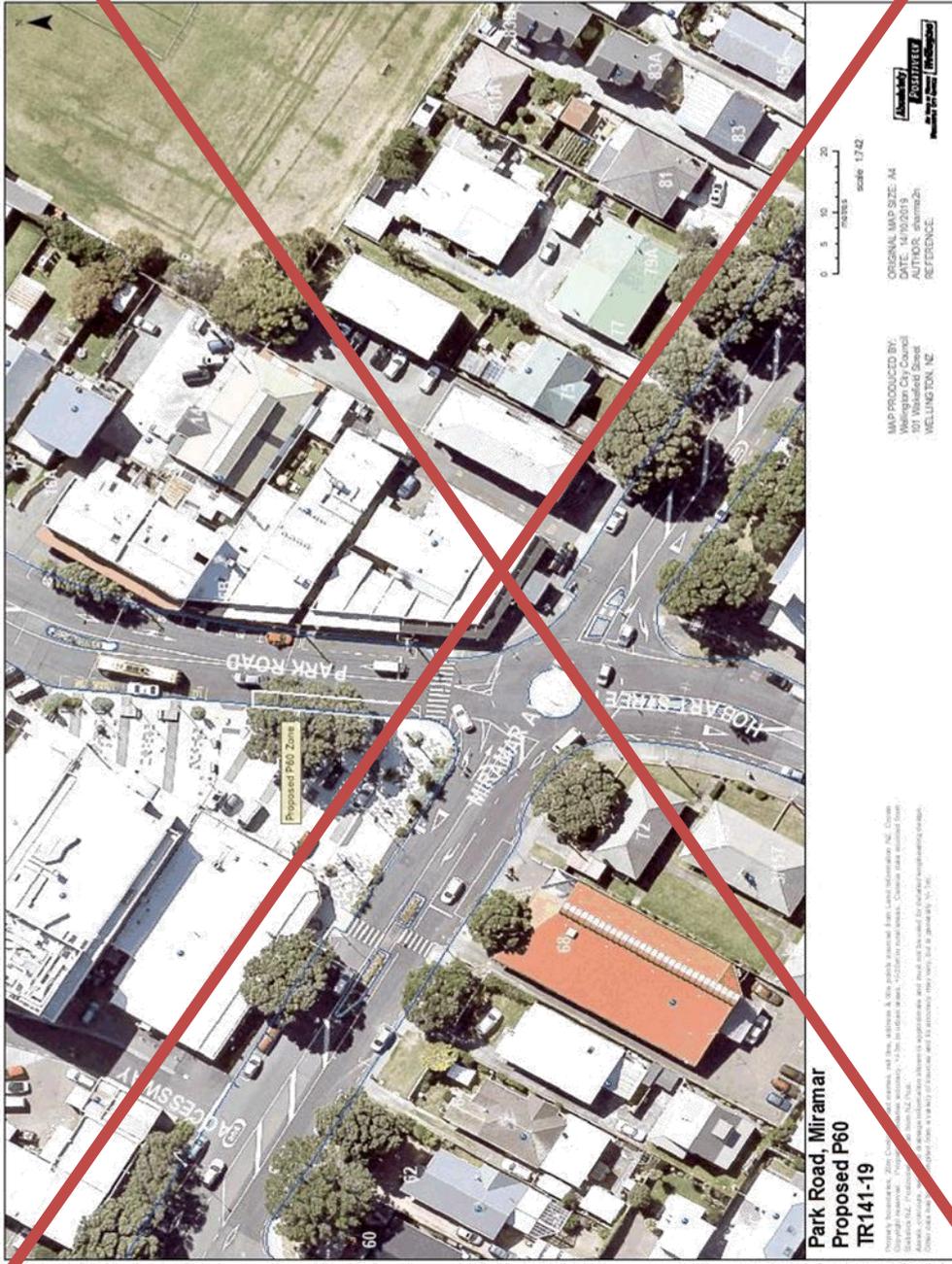
WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Poneke

Traffic Resolution Plan: TR155-19 Park Road, Miramar – Restricted Parking



PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Amended plan to convert both redundant bus stops to P60 parking

