
ORDINARY MEETING

OF

TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

AGENDA

Time: 9:15 am
Date: Thursday, 14 April 2016
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Wade-Brown
Councillor Ahipene-Mercer
Councillor Coughlan
Councillor Eagle
Councillor Foster (Chair)
Councillor Free
Councillor Lee
Councillor Lester
Councillor Marsh
Councillor Pannett
Councillor Peck
Councillor Ritchie
Councillor Sparrow
Councillor Swain
Councillor Woolf
Councillor Young

(Greater Wellington Regional Council)

Have your say!

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

AREA OF FOCUS

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

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

Quorum: 8 members

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1 Meeting Conduct

1.1 Apologies

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

1.2 Conflict of Interest Declarations

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

1.3 Confirmation of Minutes

The minutes of the meeting held on 16 March 2016 will be put to the Transport and Urban Development Committee for confirmation.

1.4 Public Participation

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

1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows:

Matters Requiring Urgent Attention as Determined by Resolution of the Transport and Urban Development Committee.

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

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

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

2. General Business

HEARINGS - DRAFT CAR SHARE POLICY

Purpose

1. To provide a copy of the submissions and a list of submitters making oral submissions in support of their written submissions on the Draft Car Share Policy consultation.

Summary

2. On 8 October 2015 the Transport and Urban Development Committee agreed to consult on the draft Car Share Policy. Consultation ran from 26 January through to 11 March 2016.
3. In total 37 submissions were received with seven submitters indicating they wished to be heard. A schedule of submitters and a copy of their submissions are attached as attachment 1.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the oral submissions.

Attachments

Attachment 1. Hearings | Schedule and submissions

Page 8

Author	Antoinette Bliss, Governance Advisor
Authoriser	Anusha Guler, Manager Democratic Services

Hearings | Draft Car Sharing Policy

Submitter Number	Submitter Name & Organisation	Start Time	End Time	Page
32	Victoria Carter - Cityhop	14/04/2016 9:20:00 a.m.	14/04/2016 9:30:00 a.m.	1
34	Victor Komarovskiy - Generation Zero	14/04/2016 9:30:00 a.m.	14/04/2016 9:40:00 a.m.	12
35	Robert Murray	14/04/2016 9:40:00 a.m.	14/04/2016 9:45:00 a.m.	14
30	Liz Springford	14/04/2016 9:45:00 a.m.	14/04/2016 9:50:00 a.m.	16
13	Henrik Stovring - MyCarYourRental.com	14/04/2016 9:50:00 a.m.	14/04/2016 10:00:00 a.m.	19
29	Erik Zydervelt and Finn Lawrence - Mevo Ltd.	14/04/2016 10:00:00 a.m.	14/04/2016 10:10:00 a.m.	22
26	Oscar Ellison - YourDrive	14/04/2016 10:10:00 a.m.	14/04/2016 10:20:00 a.m.	25



Submission to Wellington City Council Car Share policy

Executive summary

Cityhop would like to congratulate the Council on developing a car share policy, recognising the enormous contribution that car share can make to congestion and making it viable for residents and businesses to own fewer cars. However we are disappointed your submission process has focussed on pricing of on street car parks and not the wider benefits a car share service contributes to your city. This information is widely available. Without good quality information how can residents know if there is a value from Council giving up kerb space?

If the Council is serious about wanting a car share service then it has to help nurture it. Very few people will give up their car ownership without an alternative. Neither will businesses reduce their fleet use if they can't see a viable alternative when they need a car occasionally.

Cityhop welcomes the opportunity to add more car parks spaces in Wellington. It is thanks to Z Energy that we have added two more central car parks in addition to the Civic car park we have had since 2008. WCC recently made available an on-street park in Victoria St in February. Such is the demand from Wellington members that often there is no carshare car available. If WCC wants a viable car share business then we need more than two car parks.

We believe (and we have been reporting this for many years now) that car parks on-street and in visible locations encourage more individuals and business users to consider the cost and their use of cars. Seeing how easily accessible the car share cars are encourages behaviour change.

We know that car share is part of the tool box for any city spending money on public transport, biking and walking strategies. Sometimes people need a car and Cityhop carshare is the 'just in case' car.

Cityhop has around 250 Wellington drivers (plus Auckland business users) who share three cars (a fourth was added in February). We are at capacity. The only thing holding us back from growing is additional car parks. A rule of thumb is around 30 members per car. We don't actively promote car share to business because we don't want to disappoint users who can't access a car. This is a lost opportunity.



So first up – let’s share with you some real people in Wellington who RELY on car share.

Sarah Littlejohn, “ I joined Cityhop when I lost my car in the Wellington floods and I thought why buy when I can just use a car when I need one. The challenge is finding the cars. The most convenient one for me is deep underground in the Civic, Library car park building.”

Adds Sarah Littlejohn, “ I have been in the Civic car park many, many times and never noticed it tucked away in the corner - why not at least put it in a park by the pay and display machines ?

Stuart Brock, Assoc Professor of History at VUW, says,“We used to own a car but we gave it up a few years ago when we got sick of paying the high cost of running it, when we got sick of waiting in traffic to get to work, when we could walk there in about the same time, when we got sick of driving our kids everywhere because they (like us) left things to the last minute, when we felt we needed more exercise in our lives, and when we got too guilty about the carbon footprint we were leaving.

“Cityhop made that decision easy for us. Now, on the few occasions when we need a car, we have easy enough access to one for as long as we need at an affordable price. Without cityhop, though, I'm not sure we would have felt in a position to make the change. It was great for us. It could be great for so many others too. And if the council could make more cityhop cars more accessible to potential users, it would also provide the beginnings of a solution to big problems like climate change and small problems like peak hour congestion as people learn to rely less on cars.

“We think your business is terrific and Nalayini, my wife, and I feel very fortunate to have the opportunity to be a part of it.

Rebecca Zonneveld, Nurse Practitioner/Clinical Team Leader of **Evolve Youth Services** who provide health care and counselling services says, “We operate a Youth Service in central Wellington, and have been a member of cityhop since 2008 when it was recommended to me by a friend. We use a cityhop car to get to appointments/meetings/ outreach clinics which are too far or too difficult to get to by public transport – cityhop is convenient and easy to use.”

Jonathan Major – Individual Member

“One of the best things about living in the inner city is that we don't need to own a car; but there are times when we really need to use one. Now we only drive when we really need to. With Cityhop, a car is available when we need it, but we don't pay for maintenance, petrol or registration.

We drive less and consider others more. This reduces our carbon footprint, saves money and treats the resource of transport the way it (arguably) should be treated: as something the whole community has a stake in. I mean every word of it as well.”



Cityhop submits:

1. That it is important to understand what is car share and we submit that this should be further considered in the development of a car share policy. Otherwise it is like combining bus and taxi services and saying they are the same.
2. We refer WCC to the International Carsharing Association for a 'robust definition' on carshare. <http://carsharing.org/what-is-car-sharing/>
Cityhop is New Zealand's only true car share operator and the only operator accepted for membership of the Association.
3. Car sharing is defined as a membership based service with cars that are not owned by an individual. This is an important distinction – the cars are all available for anyone to use 24/7.

Another key difference and one which distinguishes us from Carsharing NZ (who are referenced in your policy document) is the fact that petrol is not added to the car usage. A service that charges by the half day or day and separates fuel is not a traditional car share modal. Another distinguishing characteristic is vetting drivers by handing over keys to drivers. Cityhop cars all have keyless technology. Carsharing NZ¹ operates only a few cars on Waiheke Island, doesn't charge by the hour, or include fuel and doesn't have a business membership.

4. Car sharing is not like renting out your personal car - Traditional car share cars are unattended self-service – this is another distinction from existing peer to peer.
5. Peer to peer car share is generally a substitute for car rental. We submit that another more useful measure for you to add to the trial data the Council collects is the length of time of member bookings. Users of peer to peer car share are generally not using by the hour but by half days or whole days. This will be a useful measure.
6. Cityhop encourages WCC to look at other cities that focus on reducing reliance on individual car ownership. They recognise that **car sharing is part the sustainable transport hierarchy that encourages walking, cycling and public transport. (see Vancouver, Portland, Sydney)**

¹ The Auckland Transport car share research had 101 carshare users surveyed of which 92 were Cityhop members. The public transport usage figures quoted in the WCC policy relate directly to Cityhop users.



7. That there are so many economic gains from encouraging car share that WCC should consider in its policy development. For example - money saved when individuals sell their car & car share gets spent locally. Social benefits include: fewer cars on the road, less road accidents, less pressure on parking infrastructure, more affordable housing. **See slide page 6**
8. There is no sense in spending millions on trains, bus lanes and bike lanes if a City doesn't also actively support car share for the times people need a car. Why? Because people who car share use these modes 50 per cent more than those who drive. Car share is proven to result in private cars being sold too. As other cities with car share can prove you don't need to own to have access.

Leadership role - WCC could use car share and reduce its fleet

We would ask that WCC think more broadly about the role it can play in car share. We encourage WCC to think about its own mobility choices, fleet size, taxi use and the place of car share.

For any city concerned about fuel emissions or wanting to reduce their carbon footprint car share is a solution. We refer WCC to Vancouver City and its 'Greenest City' plan. Vancouver contracted to use car share in 2010 to improve employee mobility options while also supporting the more rapid growth of car share in the community resulting in substantially reduced greenhouse gas emissions.

Lack of access to a car was one of the key reasons staff gave for their use of single occupant vehicles to get to work. Contracting to car share enabled more employees to walk, bike, use public transport or car pool. Car share can be part of the 'guaranteed ride home and TDM schemes.

The initiative has been hugely successful not only in changing the behaviour of staff but in growing car share (staff use it personally as well as for business) reducing costs for the council (fewer cars owned improves the balance sheet and it also reduces the need to pay for parking, maintenance and so on) Vancouver is a good example of a council that has given significant support to their local car share operator.

We would encourage WCC to consider using car share as an alternative to its fleet cars. If your team can always get a fleet car then perhaps you have too many cars. A good use of fleet allows overflow - so that when there is no fleet car available staff can access a car share car. This creates significant cost savings for the council from not adding a fleet car with its parking costs or from using a taxi or personal mileage)

Other considerations

While we support the direction of a car share policy we think it is valuable to consider the ways other cities have advanced car share. In the past ten years thanks to the leadership of their Mayor Sydney City has got over 1000 on-street car share spaces. Its residents are now very able to live without a car.



There is an international behavioural trend whereby individuals are reviewing their consumption and considering whether there is another way to use rather than own. This trend now has a name 'collaborative consumption.' Car share was one of the very early behavioural shifts as people in Europe, America Australia and eight years ago New Zealand began to recognise that they only used their car occasionally yet it was an expensive asset given it was idle for 92 per cent of the time while incurring other associated and often expensive costs like parking, insurance, and maintenance.

Many people living in higher density inner city areas have maintained the ownership of a lightly used car for those 'occasional trips.' This group could reach most of their destinations by biking, walking or public transport – these modes were usually more convenient than driving but they maintained a car in order to have a car when they needed or wanted it.

When a fixed based short term rental car service (cityhop) started the low car use group saw they had a choice and many chose to sell their car and rely on the cityhop car share service.

Cityhop has worked hard to offer a service in Wellington **since 2008** however the challenge has been car park locations, being underground (in the Civic), lack of a partnership with the council to raise awareness of the service, being out in the suburbs (Newtown trial) without growing a strong inner city base (as has been done in Auckland though the co-operation of the Council) to staff using the service.

We would urge WCC to work closely with operators like us to find out what we need to grow and for success. If every car share park is taking 15-20 privately owned cars off the road, increasing residents and business use of public transport, bike ways and walk ways, and reducing costs of car ownership so more money is spent locally then it is surely in the Council's interests to see this form of mobility grow.

When people switch from low car use ownership to car share services significant value is generated for the household and the community. This is especially so in areas where population is increasing and the vehicle fleet is also expanding.

Cityhop urges WCC to better understand how the benefits of having a strong car share network can reach across many of its policy objectives. The list of ten areas that car share policy can be developed into others parts of Council is on page 7 and also in our conclusion.



Below is a table from Phillip Boyle Associates presented at the International Car Sharing Association conference in September 2015. It illustrates the multiple benefits car share brings to a community and city. We suggest the WCC Car sharing Policy document recognise some of these elements and that Officers within other parts of the Council consider how car share can be implemented into planning and other policy work to get the best from the service so that more of these benefits result.



Apologies for the amateur screenshot – time short and needed a millennial’s help!

We submit that it would be valuable for the planning and development parts of council to consider these benefits. For example in Sydney developers are encouraging to put car share spaces in and around their buildings to support the infrastructure. Car share operators get free parking permits on street to enable more people to consider living in the inner city without owning a car.

NSW has support for car share within its environmental plans. Other municipalities are mandating car share services within any new developments along with bike sharing in the same way public art once was.

In Sydney developers calculate every car park they don’t have to add saves roughly \$50,000 which means they don’t have to build this into their costs so housing is a bit more affordable. Encouraging developers to think differently about car parks within their buildings is good for the city’s sustainable goals.



Finally we urge the WCC to consider that the successful development and implementation of an expanding car share service strategy involves consideration of the following Council areas:

1. Transport planning – mode share and trip targets, mode and user priorities
2. Sustainable transport – integration with public transport, bicycle and walking networks
3. Traffic engineering – parking bay sizes, set-backs, road speeds, local area traffic management
4. Kerbside space management - proportion and location of kerbside nodes and permits
5. Parking enforcement - policies and procedures
6. Urban Planning controls and requirements
7. Public health – facilitation and partnerships related to active transport
8. Social planning – support for low income access
9. Council fleet – management and staff transport support
10. Communication – internal and external awareness raising and marketing
11. To Climate change - car share is recognised as a significant contributor to these strategies especially when a council or government shows leadership by actively using and encouraging car share use

Instead of placing measures on the car share operators another approach would be for WCC to review the number of motor cars in the CBD per 100 residents and review this annually. It encourages different levers.

Other measures we would encourage WCC to consider so that it can see how to encourage car share is:

- Car share network coverage
- Take-up by local business of car share. The more businesses that use car share the less need they have for parking infrastructure (less pressure on parking) and it also encourages greater use of transit, cycling, walking.
- Number of cars parked in the city

Cities around the world that promote the sharing economy (not just car sharing) have reduced the cost of living for residents and the cost of doing business in that location. This makes them more economically productive and efficient and yields significant benefits in terms of economic activity and community engagement.

Sydney is ahead of many in this regard yet well behind Seoul, South Korea where partnerships have been fostered and tangible support given to start up car share companies.



Conclusion

1. As we began, we support the car share policy we would just like to encourage WCC that if they are serious about reducing reliance on individual car ownership, that **car sharing be included in the sustainable transport hierarchy and travel management demand programmes that encourage walking, cycling and public transport.**
2. We submit that while car share is in its infancy that WCC not charge any fees for car park locations for true car share modals.
3. We encourage WCC not to be too prescriptive in the conditions they set on the car share operator. Cityhop has had ambitions to grow in Wellington for many years but has been unable to get any on street car parks from the council. The closest we could get was a free car park that Wilson Parking gave us on Wilson St for three years. This became our best used location which confirmed what international research told us that visibility was key to car share success. If people can see it they will use it.
4. We think the proposed reporting is complex. Auckland Transport used to require 6 monthly reporting and this gave more meaningful data – a monthly report as proposed makes work for all parties. We would recommend a quarterly or six monthly report as per previous WCC requirements.
5. We respectfully submit that the ‘criteria’ being developed by WCC appear to be designed for an immature business modal. Cityhop may not have many cars in Wellington but it has a significant number of individual and business users who rely on it. We have been growing steadily for many years now and we are at capacity. As the long established player in the city offering car share we believe we are in a very different position to the start-up peer to peer modals.
6. We have made enquiries of other car share operators who work with Councils and question the requirement for an independent audit - not only is this a cost for ratepayers but if there is no risk to council why is this necessary?



7. Finally (and we repeat the policy areas car share can have some bearing on) we encourage WCC to consider that the car sharing policy shouldn't sit in isolation to other parts of council. If the city is serious about encouraging a reduced reliance on the individual car (be it business or residents) then WCC needs to understand that successful development and implementation of an expansionary car share service strategy involves consideration of the following:
1. Transport planning – mode share and trip targets, mode and user priorities
 2. Sustainable transport – integration with public transport, bicycle and walking networks
 3. Traffic engineering – parking bay sizes, set-backs, road speeds, local area traffic management
 4. Kerbside space management - proportion and location of kerbside nodes and permits
 5. Parking enforcement - policies and procedures
 6. Urban Planning controls and requirements
 7. Public health – facilitation and partnerships related to active transport
 8. Social planning – support for low income access
 9. Council fleet – management and staff transport support
 10. Communication – internal and external awareness raising and marketing
 11. And climate change! Car share can make a significant difference to your targets.

Cityhop has been providing a service for your residents and businesses that reduces the demand for private vehicles in the city for nearly 8 years. We hope WCC will consider the points we have raised and that the policy will support active provision of onstreet carparks at no cost until car share is better established.

We also hope WCC will work more closely with New Zealand's only true car share operator, Cityhop, to make it easier for residents and businesses to have **'wheels when they need them.'**

We look forward to assisting WCC deliver its urban growth plan through the provision of a viable and sustainable car share service.

We would like to speak to our submission, thank you.



Victoria Carter
Owner



Dealing with your questions in the online submission.

1. Cityhop supports Council's car sharing policy to provide on and off street car parks for the exclusive use of authorised car share operators. However as noted we understand we are the only operator that meets the car share criteria as set out by the International Car sharing Association of which we are a member. We are disappointed that the questions asked of submitters have focussed solely on pricing.
2. Cityhop urges the Council to make these parks available at no cost to the operator if it serious about making it viable for residents to consider reducing their car ownership. It is the only way it will make the scheme grow and become viable.
3. Cityhop doesn't support partial subsidisation of exclusive use of on and off street parks while car sharing is in its infancy. Each Cityhop car share cars (as your research identifies) takes between 15-20 privately owned cars off the road. This reduces emissions, road accidents, parking issues, pressure on kerbside spaces and much more. Cityhop gets none of these benefits.

Research completed by an independent consultant Phillip Boyle and Associates, commissioned by the International Carsharing Association has put the value of each Sydney car share park at A\$ 53,000.00. The City's support of car share delivers a return of \$4.34 for every \$1 spent. WCC has to consider whether it wants the cash today or community benefit tomorrow. Look at how tax on smoking works. Other sustainable transport initiatives like bike ways aren't taxed so why are car share users? Our rates would have to go up if we had to pay for parking.

The draft policy sets no maximum number of car parks for car sharing if a provider is able to demonstrate demand beyond the initial allocation of two car parks.

Do you agree that there should be no maximum or limit to the number of on or off-street car parks that could potentially be allocated to each car share provider?

There should be NO limits. If WCC wants to see car share grow and truly support your public transport objectives of more walking, cycling and public transit then you need to encourage car share. If this is the goal then surely there should be no limit on the number of parks. Sydney's Mayor Clover Moore has been an avid champion of car share and over ten years the council now has 1100 on street car share spaces! 20 % of the resident population of the municipality use the cars

Please don't be so prescriptive! Otherwise car share won't survive! Certainly Cityhop won't.

Our other suggestions to the draft policy have been noted earlier.



Cityhop – drivers of change!

Benefits of car share

Carsharing lets people and organisations access the benefits of private cars without the costs and hassle of car ownership.

- Members drive **31%** less than they did before joining
- Car share removed **42K** tonnes of CO2 emissions in '09 worldwide
- Globally **1.2** million members, and growing fast!

The average car doesn't do much...
On average, our private cars only get used 1 hour each day, the rest of it is sitting doing nothing.

1 hour being used
23 hours of nothing

... yet the average car costs quite a bit to own each month.
\$861 / month

Car share instead of owning you own car.

New car share members...
 - 34% Avoided buying another car
 - 21% Ditched their existing car

1 car share takes 15 other cars off the road.

Contact us
 cityhop.co.nz
 info@cityhop.co.nz
 facebook.com/cityhop
 @cityhopppa

Sources: 1. How the Business Model Works, 2. Cityhop

How cityhop works IT'S EASY!

BOOK + UNLOCK + DRIVE = SAVE \$\$\$

www.cityhop.co.nz

Twitter cityhopppa



Submission on WCC draft Car Share Policy Generation Zero Wellington

Submitted by:

Paul Young
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Wellington 6011
027 4188841
paul@generationzero.org.nz

Note that Generation Zero Wellington has not consulted our supporters specifically on the draft Car Share Policy. We currently have 1,645 Wellington-based supporters registered in our database, and have advocated in support of car share systems since 2013 with our 'Fast Forward Wellington' proposal.¹

We would like to speak to the Transport and Urban Development Committee in support of our submission.

Question 1: Do you agree with the Council supporting car sharing by:

- providing on and off-street car parks for the exclusive use of authorised car share operators?

Yes

- fully subsidising the exclusive use of on and off-street car parks (that is, providing the car parks at no charge)?

Yes – at least for the next several years, to enable and support car share initiatives to take off and gain a foothold.

In general, we believe parking costs should be borne by the user to accurately reflect the cost of provision and avoid distorting transport decisions. However, in the current context where freely provided on- and off-street parking is still common place – and, we understand, parking for taxis and buses is freely provided – it is important that car share providers at least have a level playing field. Furthermore, we support WCC offering modest financial incentives to support car share initiatives in this early start-up phase, given the potential for large public benefits over the medium- to long-term as uptake grows. The aim

¹ <http://www.generationzero.org/fastforwardwellington>

should be to rationalise all forms of subsidised parking over time in a fair way that supports Wellington's goals around liveability, reduced car dependence and climate change mitigation.

We note that the draft policy states that parking spaces will initially be allocated for a 2-year period. This seems reasonable, but if WCC has not already done so, it should consult with potential operators and ensure this provides them with sufficient certainty and does not pose a barrier to entry.

- partially subsidising the exclusive use of on and off-street car parks?

Yes, but we prefer a full subsidy.

Question 2: If you would prefer to see a partial subsidy, what level of Council support do you favour? Please tick one, or specify another level of support.

N/A

Question 3: The draft policy sets no maximum number of car parks for car sharing if a provider is able to demonstrate demand beyond the initial allocation of two car parks.

Do you agree that there should be no maximum or limit to the number of on or off-street car parks that could potentially be allocated to each car share provider?

Yes. WCC should make every effort to encourage growth in car share initiatives over the next two years.

Question 4: If you favour limiting the number of car parks that could be allocated to each car share provider, what do you think that limit should be?

N/A

Question 5: Do you have any other comments?

We fully support WCC's plans to promote and incentivise car sharing, and wish to offer our thanks and congratulations on a well thought-through policy. The document does an excellent job of laying out the benefits other cities are already reaping. We believe Wellington is well-placed to do the same, and that this fits strongly with the 'smart capital' brand.

It is good to see clear plans for monitoring and evaluation, in order to measure the benefits that the car share initiatives are delivering, and to potentially help identify any barriers and ways that services could be improved.

**Have your say
on our draft Car Share Policy**

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

35

We are keen to get your views on our draft Car Share Policy. You can do this online at wellington.govt.nz/carshare. Alternatively, return this form to us via FreePost (no stamp needed) or email your submission (no form needed) to carshare@wcc.govt.nz

Submissions are required by 5pm, Friday 11 March 2016.

Section one - your details	
Enter your name and contact details (*mandatory fields)	
<input checked="" type="checkbox"/> Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Ms <input type="checkbox"/> Miss <input type="checkbox"/> Dr.	
First name*	Last name*
Robert	Murray
Street address* 34 Hornsey Rd, Melrose, Wellington 6023	
Phone/mobile	Email
970 2175	
I am making a submission <input checked="" type="checkbox"/> As an individual <input type="checkbox"/> On behalf of an organisation	
Name of organisation	
Number of people whose views are represented by this submission	
Let us know if you would like to speak to the Councillors on our Transport and Urban Development Committee in support of your submission. This is expected to happen in April 2016. We will contact you to confirm a time.	
I would like to speak in support of my submission <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Privacy statement: All submissions (including name and contact details) are published and made available to the public and elected members of the Council. Personal information supplied will be used for the administration and reporting back to the public and elected members of the Council as part of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.	
Section two - your views on the draft Car Share Policy	
Question 1: Do you agree with the Council supporting car sharing by:	
<ul style="list-style-type: none"> providing on and off-street car parks for the exclusive use of authorised car share operators? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No fully subsidising the exclusive use of on and off-street car parks (that is, providing the car parks at no charge)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No partially subsidising the exclusive use of on and off-street car parks (that means the car share operator would pay a charge for exclusive use of the car park but not the full cost of making use of this space)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No 	
Question 2: If you would prefer to see a partial subsidy, what level of Council support do you favour? Please tick one, or specify another level of support.	
<input type="checkbox"/> 75% <input type="checkbox"/> 50% <input type="checkbox"/> 25% Something else (please state) 0%	
Question 3: The draft policy sets no maximum number of car parks for car sharing if a provider is able to demonstrate demand beyond the initial allocation of two car parks.	
Do you agree that there should be no maximum or limit to the number of on or off-street car parks that could potentially be allocated to each car share provider?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

Question 4: If you favour limiting the number of car parks that could be allocated to each car share provider, what do you think that limit should be? 35

Zero

Question 5: Are there any other changes you would like to see made to the draft policy?

Will you please stop using misleading vague statistics like "40% of car share users in Auckland..." P3

Adopting motorcycle friendly policies would be far more effective at achieving the objectives stated.

Only consider the provision of off street Council owned/^{run} car parks

Question 5: Do you have any other comments? (Add more pages if you want to.)

Perhaps the Council could set up its own internal car-sharing system with its own fleets to practically assess the viability of the process and the likelihood of achieving the objectives.

I'm not sure I understand why inner city dwellers, who have most access to public transport, should need to hire a car for an hour; for longer periods, rental car companies already offer such a service.

I suspect the operational rules will be too onerous for most private operators but approve the Council's stringent approach: maybe Council should look at it as an income source for a Council project/business.

2nd fold here

Free Post Authority Number 2199

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



FreePost Wellington City Council
Car share consultation (KCIF02)
Wellington City Council
PO Box 2199
Wellington 6140

Draft Car Share Policy from Stovring, Henrik organisation: MyCarYourRental.com

13

Introduction

The Council is keen to give people more transport choice and this draft policy looks at ways we can encourage car share schemes in the city. This includes providing free or subsidised on and off-street car parks where vehicles operated by authorised car share operators can be parked when they are not in use. We'd like to know what everyone, including residents and ratepayers, think of the draft policy. The first section of the policy outlines the benefits, why we support car sharing and how we plan to support it. The second section looks at what car share operations will need to do to potentially qualify for Council assistance and the right to use car parking spaces.

Privacy Statement

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Submitter Details

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eMail: **hst@mycaryourrental.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Draft Car Share Policy from Stovring, Henrik organisation: MyCarYourRental.com

13

Submission

Your views on the draft Car Share Policy

Question 1: Do you agree with the Council support car sharing by:

- providing on and off-street car parks for the exclusive use of authorised car share operators?

Yes
 No

- fully subsidising the exclusive use of on and off-street car parks (that is providing the car parks at no charge)?

Yes
 No

- partially subsidising the exclusive use of on and off-street car parks (that means the car share operator would pay a charge for exclusive use of the car park but not the full cost of making use of this space)?

Yes
 No

Question 2: If you would prefer to see a partial subsidy, what level of Council support do you favour?

Please tick one, or specify another level of support.

75%
 50%
 25%

Something else (please state)

That would depend on the location of the car park. In my opinion a car sharing scheme should be a sustainable operation without the support from the council. It is important that there is access to parking where needed, in central locations, in order to make such a scheme work. However the usage of parking spaces are just as much dependent on the ease of use in term of payment and reservation. As the intention of the parking spaces is that they shouldn't be occupied for long it should be possible for car sharing operators to include any costs in their budgeting. An option could be for a set amount of hours for a dedicated parking spot to be free of charge, and thereafter charged at a set price.

Question 3: The draft policy sets no maximum number of car parks for car sharing if a provider is able to demonstrate demand beyond the initial allocation of two car parks.

Do you agree that there should be no maximum or limit to the number of on or off-street car parks that could potentially be allocated to each car share provider?

Yes
 No

Question 4: If you favour limiting the number of car parks that could be allocated to each car share provider, what do you think that limit should be?

17

Created by WCC Online submissions Page 2 of 3

Draft Car Share Policy from Stovring, Henrik organisation: MyCarYourRental.com

13

Comments

If a limit is introduced this should be introduced on a pro-rata basis so all car sharing schemes get access to all allocated parkingspace. If spaces should be booked in advance by user (car share provider), a shared booking system must be implemented between the car sharing providers

Question 5: Are there any other changes you would like to see made to the draft policy?

Comments

If the council sees a benefit in promoting EV(Electric Vehicles), dedicated parking spots for car sharing schemes providing access to EV should be considered as these would need charging facilities.

Question 6: Do you have any other comments on the draft policy?

Comments

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Draft Car Share Policy from Springford, Liz

30

Introduction

The Council is keen to give people more transport choice and this draft policy looks at ways we can encourage car share schemes in the city. This includes providing free or subsidised on and off-street car parks where vehicles operated by authorised car share operators can be parked when they are not in use. We'd like to know what everyone, including residents and ratepayers, think of the draft policy. The first section of the policy outlines the benefits, why we support car sharing and how we plan to support it. The second section looks at what car share operations will need to do to potentially qualify for Council assistance and the right to use car parking spaces.

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Submitter Details

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Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Draft Car Share Policy from Springford, Liz

30

Submission

Your views on the draft Car Share Policy

Question 1: Do you agree with the Council support car sharing by:

- providing on and off-street car parks for the exclusive use of authorised car share operators?

Yes
 No

- fully subsidising the exclusive use of on and off-street car parks (that is providing the car parks at no charge)?

Yes
 No

- partially subsidising the exclusive use of on and off-street car parks (that means the car share operator would pay a charge for exclusive use of the car park but not the full cost of making use of this space)?

Yes
 No

Question 2: If you would prefer to see a partial subsidy, what level of Council support do you favour?

Please tick one, or specify another level of support.

75%
 50%
 25%

Something else (please state)

Question 3: The draft policy sets no maximum number of car parks for car sharing if a provider is able to demonstrate demand beyond the initial allocation of two car parks.

Do you agree that there should be no maximum or limit to the number of on or off-street car parks that could potentially be allocated to each car share provider?

Yes
 No

Question 4: If you favour limiting the number of car parks that could be allocated to each car share provider, what do you think that limit should be?

Comments

Question 5: Are there any other changes you would like to see made to the draft policy?

Comments

I would like the policy to be much more ambitious - recognising the overseas research that shows successful car share systems have begun as a partnership either with a local authority or public

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Draft Car Share Policy from Springford, Liz

30

transport company. Wellington urgently needs car share to grow to the same scale as our taxi companies. We need cars easily available throughout the CBD and within 5-10 minutes walk in our suburbs. Widespread car share is the essential component to complement high quality high capacity public transport and a safe attractive active transport network - three legs of a low/zero emissions transport spine for Wellington. By removing high numbers of privately owned cars parked mostly unused on our roads, car share enables the easier creation of safe cycle routes throughout our city. It also helps de-clog some of our streets that already have too many cars parked there, creating illegal and hazardous driving. As Wellington's population grows, we urgently need less privately owned cars, not more. Car share also has important equity of access implications which I believe could with the right support, complement the Council's living wage initiative. I would like to see this policy not only provide unlimited free highly visible car-parking for vetted car share operators, but also create a real partnership between operators and Council. This would mean a large scale Council-funded promotion of car share and funding and/or loans to enable rapid growth to taxi-level scales of availability. Council needs to act urgently on this.

Question 6: Do you have any other comments on the draft policy?

Comments

I have been actively promoting car share for years now after practical experience as a family (with three school-age children and dog) living without a car as a climate-friendly experiment. We found that every 2-3 weeks we needed to borrow a car - and that's where my interest in car share as climate action began.

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Draft Car Share Policy from Zydervelt, Erik organisation: Mevo Ltd.

29

Introduction

The Council is keen to give people more transport choice and this draft policy looks at ways we can encourage car share schemes in the city. This includes providing free or subsidised on and off-street car parks where vehicles operated by authorised car share operators can be parked when they are not in use. We'd like to know what everyone, including residents and ratepayers, think of the draft policy. The first section of the policy outlines the benefits, why we support car sharing and how we plan to support it. The second section looks at what car share operations will need to do to potentially qualify for Council assistance and the right to use car parking spaces.

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Submitter Details

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Last Name: **Zydervelt**
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Mobile: **+642040591485**
eMail: **erik@mevo.co.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Draft Car Share Policy from Zydervelt, Erik organisation: Mevo Ltd.

29

Submission

Your views on the draft Car Share Policy

Question 1: Do you agree with the Council support car sharing by:

- providing on and off-street car parks for the exclusive use of authorised car share operators?

Yes
 No

- fully subsidising the exclusive use of on and off-street car parks (that is providing the car parks at no charge)?

Yes
 No

- partially subsidising the exclusive use of on and off-street car parks (that means the car share operator would pay a charge for exclusive use of the car park but not the full cost of making use of this space)?

Yes
 No

Question 2: If you would prefer to see a partial subsidy, what level of Council support do you favour?

Please tick one, or specify another level of support.

75%
 50%
 25%

Something else (please state)

It is our opinion that anything other than a fully subsidised provision of parking spaces works absolutely in contradiction to the desired outcome of this policy. There is international precedent for fully subsidised space to be made available to car share providers in order to dampen other demands on parking due to the removal of privately owned vehicles caused by car share vehicles being made available. Further, those cities where car sharing is the most successful in provide fully subsidised spaces. The intention of this policy is to enable and encourage public transport behaviour change. Any cost to the providers for space, will simply be transferred onto the customer. This will increase the cost and reduce the scale and positive impact of car sharing as desired to have in Wellington. Please note, we do feel a minimum utilisation rate will need to be developed so that the market is able to dictate over time, the distribution of spaces to providers. This will work to limit or remove underperforming services in favour of those which deliver greater utilisation and therefore service to Wellingtonians.

Question 3: The draft policy sets no maximum number of car parks for car sharing if a provider is able to demonstrate demand beyond the initial allocation of two car parks.

Do you agree that there should be no maximum or limit to the number of on or off-street car parks that could potentially be allocated to each car share provider?

Yes
 No

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Draft Car Share Policy from Zydervelt, Erik organisation: Mevo Ltd.

29

Question 4: If you favour limiting the number of car parks that could be allocated to each car share provider, what do you think that limit should be?

Comments

Question 5: Are there any other changes you would like to see made to the draft policy?

Comments

We do feel that the policy is somewhat overly prescriptive as car sharing in essence, has not been tested in Wellington on any real scale to date. Thus, the restrictions outlined in page 7: Car share operators: 'have, or be developing, a network of cars in locations that are accessible to all members' Could be edited to potentially read along the lines of: 'Develop over time a network of cars in locations that are accessible to all members where density and demand allows the successful utilisation of the vehicle.' While the following two points do restrict the potential maximum utilisation and therefore the speed at which a provider may be able to scale, and thus positively impact Wellington. A split model where 50% of vehicles are able to be booked under these restrictions could be an option, allowing Wellingtonians both constant availability and the ability to use car shares as they see fit and are willing to pay for. Reporting: in our opinion this section is functionally better suited to be placed in contract form with the providers. This will mean that the restrictions do take place, but are less administratively challenging to change and fit to the varying use cases presented by different providers. We believe this will have two fold effect of allowing greater flexibility to protect the public interest and be truly great stewards of car sharing for the Wellington people, while giving the team managing the relationships with providers greater mandate and control as there is inevitably going to be different risks and allowances to be considered for different provider models.

Question 6: Do you have any other comments on the draft policy?

Comments

We are very supportive of this policy and feel there has been an incredible amount of work, research and diligence put into this draft by the team and wish to recognise this.

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

Draft Car Share Policy from Ellison, Oscar organisation: YourDrive

26

Introduction

The Council is keen to give people more transport choice and this draft policy looks at ways we can encourage car share schemes in the city. This includes providing free or subsidised on and off-street car parks where vehicles operated by authorised car share operators can be parked when they are not in use. We'd like to know what everyone, including residents and ratepayers, think of the draft policy. The first section of the policy outlines the benefits, why we support car sharing and how we plan to support it. The second section looks at what car share operations will need to do to potentially qualify for Council assistance and the right to use car parking spaces.

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Submitter Details

First Name: **Oscar**
Last Name: **Ellison**
Organisation: **YourDrive**
Street: **37 Hackett St**
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City: **St Marys Bay**
Country: **New Zealand**
PostCode: **1011**
eMail: **oscar@yourdrive.co.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Draft Car Share Policy from Ellison, Oscar organisation: YourDrive

26

Submission

Your views on the draft Car Share Policy

Question 1: Do you agree with the Council support car sharing by:

- providing on and off-street car parks for the exclusive use of authorised car share operators?

Yes
 No

- fully subsidising the exclusive use of on and off-street car parks (that is providing the car parks at no charge)?

Yes
 No

- partially subsidising the exclusive use of on and off-street car parks (that means the car share operator would pay a charge for exclusive use of the car park but not the full cost of making use of this space)?

Yes
 No

Question 2: If you would prefer to see a partial subsidy, what level of Council support do you favour?

Please tick one, or specify another level of support.

75%
 50%
 25%

Something else (please state)

In the policy, the council has set out the clear benefits that occur when car sharing is used. Car sharing is still in its infancy in Wellington. All car share operators currently operating or looking to operate in Wellington will be in a heavy growth stage in their business where they're reinvesting any profit back into the business to expand their fleet and improve their service. Any charges forced on operators will directly stymie the growth of car share in Wellington. If Wellington City Council is serious about enabling the growth of car share in Wellington it would be ill-advised to charge for car parking space at this juncture. If fees were applied (even at 25% cost recovery) YourDrive would not be able to justify using the car park. We're running at a significant loss as we look to grow our fleet and our user numbers. Since our inception, we have strived to build a business that can be successful without support from the public sector. We do this by sourcing our own locations. As at 11 March 2016, we have 7 vehicles available in Wellington only one of which has a dedicated council car park. Notwithstanding that, the one vehicle in the council car park is our most heavily used in Wellington. It is in a convenient, central and visible location, the likes of which we would struggle to provide by working only with private individuals. The catalytic effect that this one vehicle has had on our operation in Wellington is very apparent. YourDrive hopes to continue to have access to this car park and is motivated to work with the council to provide more parking spots throughout Wellington. From a financial perspective, we will struggle to justify any costs associated with this though as we can spend that money more effectively to grow the business in other ways.

Question 3: The draft policy sets no maximum number of car parks for car sharing if a provider is able to demonstrate demand beyond the initial allocation of two car parks.

Do you agree that there should be no maximum limit to the number of on or off-street car parks

Created by WCC Online submissions Page 2 of 3

Draft Car Share Policy from Ellison, Oscar organisation: YourDrive

26

that could potentially be allocated to each car share provider?

- Yes
- No

Question 4: If you favour limiting the number of car parks that could be allocated to each car share provider, what do you think that limit should be?

Comments

Again, if the council sees clear benefits of encouraging car share in Wellington why would it even consider limiting the number of car parks available? The success of car share is governed by the network effect. The more vehicles that are available the more effective the service is for users. If you are limiting growth you are dooming car share to failure. In YourDrive's business models we need at least 100 vehicles in New Zealand to reach a profitable level. The initial two car parks is a drop in the bucket. YourDrive already has significant demand in the one car park and we would be confident enough to apply for a least another three car parks immediately if they were offered to us. This limit must be removed or be significantly high to enable growth. Any city internationally where car share is thriving has car share vehicle numbers in the hundreds. If Wellington City Council is serious about supporting operators to build an effective car sharing network in Wellington it should not consider a low limit.

Question 5: Are there any other changes you would like to see made to the draft policy?

Comments

YourDrive is broadly supportive of the policy and we congratulate Wellington City Council on taking these measures to encourage car share growth in Wellington. As noted in the policy car share has been proven to reduce car use and is an important tool in supporting the growth of active travel and public transport use. YourDrive does have some concerns around some finer points in the operator's criteria: The criteria to enable booking by the internet and by phone is unreasonable in our opinion. YourDrive requires users to access our platform on the internet when the register. This enables us to process the necessary checks and enables data reliability. We currently only allow bookings to take place on the internet and we provide a 0800 number for support but do not take bookings over the phone. As we move into the future and improve the ease of use for users it becomes even less practical for use to offer the ability to book over the phone. There is a requirement to be developing a 'network of cars in locations that are accessible to all members'. Although all our vehicles are currently accessible to all of our members we can envisage situations in the future where particular vehicles in our wider fleet were only available to a subset of our users. All vehicles located in council carparks would continue to be accessible to all users. It is noted that 'The Council will fund in full the line-marking and signage of car share spaces for the first 2 years of the car share scheme, after which this will be reviewed.' YourDrive would like to work with the council to explore options around the signage to better explain how car sharing works.

Question 6: Do you have any other comments on the draft policy?

Comments

Attached Documents

File
No records to display.

Need Help?

Privacy Statement

ORAL UPDATE - COUNCILLOR SWAIN, GREATER WELLINGTON REGIONAL COUNCIL

Purpose

1. The Committee will receive an update from Councillor Swain, Chair of The Greater Wellington Regional Council Sustainable Transport Committee.

Summary

2. At the Wellington City Council (WCC) meeting on 26 August 2015, the Council (WCC) agreed to appoint the Chair of the Sustainable Transport Committee from Greater Wellington Regional Council (GWRC), as a non-voting member of the Council's Transport and Urban Development Committee.

Recommendation

That the Transport and Urban Development Committee:

1. Receive the information.

Discussion

3. Councillor Swain, Chair of The Greater Wellington Regional Council Sustainable Transport Committee will update the Committee on transport projects.

Attachments

Nil

Author	Antoinette Bliss, Governance Advisor
Authoriser	Anusha Guler, Manager Democratic Services

TRAFFIC RESOLUTIONS

Purpose

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

Summary

2. The proposed resolutions were advertised on 23 February 2016, giving the public 18 days to provide feedback.
3. All feedback received during the Consultation period has been included in the attachments of this report and, where appropriate, officers' responses have been included.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Approves the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

- a. No stopping, at all times – Wilton Road - Wilton (TR01-16)

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

Column One	Column Two	Column Three
<i>Wilton Road</i>	<i>No stopping, at all times</i>	<i>North side, commencing 386 metres north of its intersection with Shropshire Avenue (Grid coordinates x= 1,747,028.4 m y= 5,429,892.7 m), and extending in an easterly direction following the northern kerbline for 34 metres</i>

- b. No stopping at all times - Mairangi Road - Wadestown (TR02-16)

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

Column One	Column Two	Column Three
<i>Mairangi Road</i>	<i>No stopping at all times</i>	<i>North side, commencing 84 metres south of its intersection with Lytton Street (grid coordinates x= 1,748,267.2 m, y= 5,430,527.9 m), and</i>

<i>Mairangi Road</i>	<i>No stopping at all times</i>	<i>extending in a southerly direction following the northern kerbline for 33 metres South side, commencing 45.5 metres west of its intersection with Wade Street (grid coordinates x= 1,748,319.1 m, y= 5,430,453.2 m), and extending in a westerly direction following the southern kerbline for 19 metres</i>
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- c. No stopping, at all times - Woodmancote Road – Khandallah (TR04-16)

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

Column One	Column Two	Column Three
<i>Woodmancote Road</i>	<i>No Stopping, at all times</i>	<i>South side, commencing at its intersection with Box Hill and extending in a westerly direction following the southern kerbline for 64 metres</i>

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

Column One	Column Two	Column Three
<i>Woodmancote Road</i>	<i>No Stopping, at all times</i>	<i>South side, commencing at its intersection with Box Hill (Grid coordinates x= 1,750,112.3 m y= 5,432,652.6 m), and extending in a westerly direction following the southern kerb line for 94 metres</i>

- d. Electric car charging point - Main Road- Tawa car park (TR05-16)

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

Column One	Column Two	Column Three
<i>Tawa car park Between 214 and 212</i>	<i>Electric car charging point</i>	<i>South side, commencing 53 metres west of its intersection with Main Road (grid coordinates x= 1,753,102.2 m, y= 5,440,831.2 m), and extending in a westerly direction following the southern kerbline for 3 metres (1 parking</i>

space)

- e. No stopping at all times - Thompson Street - Mount Cook (TR07-16)

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

Column One	Column Two	Column Three
<i>Thompson Street</i>	<i>No stopping, at all times</i>	<i>Eastern side, commencing from the projected southern kerb alignment of Webb street (X=1,748,224.8 m, y=5,426,389.2 m), and from a point six metres, extending in a southerly direction following the kerbline for 3 metres.</i>
<i>Thompson Street</i>	<i>No stopping, at all times</i>	<i>1. Eastern side, commencing from the projected northern kerb alignment of Hankey Street (X=1,748,237.0 m, y=5,426,388.2 m) and from a point seven metres, extending in a northerly direction following the kerbline for 8.5 metres</i>
<i>Thompson Street</i>	<i>No stopping, at all times</i>	<i>2. Western side, commencing from the projected eastern property alignment of Nairn Street (X=1,748,227.6 m, y=5,426,387.7 m) extending in a northerly direction following the kerbline for 18 metres</i>
<i>Thompson Street</i>	<i>No stopping, at all times</i>	<i>3. Eastern side, commencing from the projected western property alignment of Thompson Street (X=1,748,224.8 m, y=5,426,389.2 m), extending in a northerly direction following the kerbline for 11 metres</i>

- f. Time limited parking (P10) - Karori Road – Karori (TR08-16)

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

Column One	Column Two	Column Three
<i>Karori Road</i>	<i>P10, Mon-Fri, 8.00 - 9.00 am,</i>	<i>South side, commencing 223 metres west of its intersection</i>

*3.00 - 4.00pm,
During school
terms only*

*with Lancaster Street
(grid coordinates
x= 1,746,265.0 m,
y= 5,428,441.8 m), and
extending in a westerly
direction following the southern
kerbline for 17 metres (3
parking spaces)*

- g. Time limited parking (P60) - Westminster Street – Kaiwharawhara (TR09-16)

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

Column One	Column Two	Column Three
<i>Westminster Street</i>	<i>P60, Mon-Sat, 8.00am - 6.00pm</i>	<i>South side, commencing 35 metres east of its intersection with Hutt Road and extending in an easterly direction following the kerbline for 10 metres (4 angle parks)</i>
<i>Westminster Street</i>	<i>P60</i>	<i>South side, commencing 12 metres east of its intersection with Hutt Road and extending in an easterly direction following the southern kerbline for 46 metres (angle parking)</i>
<i>Westminster Street</i>	<i>P60</i>	<i>North side, commencing 8 metres east of its intersection with Hutt Road and extending in an easterly direction following the southern kerbline for 5 metres (angle parking)</i>

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

Column One	Column Two	Column Three
<i>Westminster Street</i>	<i>P60, Mon-Sun, 8.00am - 6.00pm</i>	<i>South side, commencing 9 metres east of its intersection with Hutt Road (grid coordinates x= 1,749,997.7 m, y= 5,430,881.9 m), and extending in an easterly direction following the southern kerbline for 11.2 metres (4 angle parking)</i>
<i>Westminster Street</i>	<i>P60, Mon-Sun, 8.00am - 6.00pm</i>	<i>South side, commencing 25.5 metres east of its intersection with Hutt Road (grid coordinates</i>

<i>Westminster Street</i>	<i>P60, Mon-Sun, 8.00am - 6.00pm</i>	<i>x= 1,749,997.7 m, y= 5,430,881.9 m), and extending in an easterly direction following the southern kerbline for 23 metres (8 angle parking) South side, commencing 54.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,749,997.7 m, y= 5,430,881.9 m), and extending in an easterly direction following the southern kerbline for 5.5 metres (2 angle parking)</i>
<i>Westminster Street</i>	<i>P60, Mon-Sun, 8.00am - 6.00pm</i>	<i>North side, commencing 6.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,750,004.9 m, y= 5,430,890.0 m), and extending in an easterly direction following the northern kerbline for 8 metres (3 angle parking)</i>
<i>Westminster Street</i>	<i>P60, Mon-Sun, 8.00am - 6.00pm</i>	<i>North side, commencing 14.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,750,004.9 m, y= 5,430,890.0 m), and extending in an easterly direction following the northern kerbline for 19 metres (7 angle parking)</i>
<i>Westminster Street</i>	<i>P60, Mon-Sun, 8.00am - 6.00pm</i>	<i>North side, commencing 66.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,750,004.9 m, y= 5,430,890.0 m), and extending in a southerly direction following the northern kerbline for 11.5 metres (4 angle parking)</i>

- h. Give Way Control - Melksham Drive – Churton Park (TR10-16)

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

Column One	Column Two	Column Three
<i>Melksham Drive</i>	<i>Give Way Control</i>	<i>Melksham Drive at its south bound approach to its intersection with Mauldeth Terrace.</i>
<i>Melksham Drive</i>	<i>Give Way Control Straight Ahead Traffic</i>	<i>Melksham Drive at its north bound approach to its intersection with Mauldeth Terrace</i>

- i. No stopping, at all times - Taylor Terrace – Tawa (TR11-16)

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

Column One	Column Two	Column Three
<i>Taylor Terrace</i>	<i>No stopping, at all times</i>	<i>East side, commencing 45 metres south of its intersection with Tawa Terrace (Grid coordinates x= 1753318.1 m, y= 5440185.6 m), and extending in a southerly direction following the eastern kerbline for 45 metres</i>

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

Column One	Column Two	Column Three
<i>Taylor Terrace</i>	<i>No stopping, at all times</i>	<i>East side, commencing 45 metres south of its intersection with Tawa Terrace (Grid coordinates x= 1753318.1 m, y= 5440185.6 m), and extending in a southerly direction following the eastern kerbline for 52 metres</i>
<i>Taylor Terrace</i>	<i>No stopping, at all times</i>	<i>West side, commencing from its intersection with Tawa Street (Grid coordinates x= 1,753,303.6 m, y= 5,440,178.2 m), and extending in a southerly direction following the western kerbline for 21 metres</i>

- j. Time limited parking (P2), No parking except for Drop Off / Pick Up - Weld Street – Wadestown (TR12-16)

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

Column One	Column Two	Column Three
<i>Weld Street</i>	<i>P15 Mon- Fri, 8:30 - 9:30 am, 2:30 - 3:30 pm, During School Term</i>	<i>West side, commencing 96 metres north of its intersection with Wade Street and extending in a northerly direction following the kerbline for 22 metres (angle parking)</i>

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

Column One	Column Two	Column Three
<i>Weld Street</i>	<i>P2, Mon-Fri, 8.30 - 9.30 am, 2.30 - 3.30 pm, During school terms</i>	<i>West side, commencing 55 metres south of its intersection with Cecil Road (grid coordinates x= 1,748,573.5 m, y= 5,430,560.7 m), and extending in a southerly direction following the western kerbline for 23 metres (7 angle parking)</i>

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

Column One	Column Two	Column Three
<i>Weld Street</i>	<i>No parking, except for Drop off / Pick Up only, Mon- Fri, 8.45 – 9.15 am, 2.45 – 3.15 pm, During school terms</i>	<i>West side, commencing 85 metres south of its intersection with Cecil Road (grid coordinates x= 1,748,573.5 m, y= 5,430,560.7 m), and extending in a southerly direction following the western kerbline for 5 metres</i>

- k. No stopping, at all times - Hauraki Street - Karori (TR13-16)

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

Column One	Column Two	Column Three
<i>Hauraki Street</i>	<i>No stopping, at all times</i>	<i>East side, commencing 87 metres from its intersection with Waikare Street (Grid coordinates x= 1,746,017.8 m y= 5,428,852.0 m), and</i>

*extending in a northerly
direction then westerly then
southerly following the eastern
kerbline for 21 metres*

- I. Give Way Control - Mark Avenue - Grenada Village (TR14-16)

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

Column One	Column Two	Column Three
<i>Mark Avenue</i>	<i>Give Way Control</i>	<i>Mark Avenue at its south approach to its intersection with Grenada Drive</i>

- m. Residents Parking At All Times and No Stopping At All Times - Buller Street - Te Aro (TR16-16)

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

Column One	Column Two	Column Three
<i>Buller Street</i>	<i>No Stopping, At All Times.</i>	<i>Northeast side, commencing 72 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658203.973968 m, Y=5988903.740894 m) and extending in a south-easterly direction following the kerbline for 8.5 metres</i>

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

Column One	Column Two	Column Three
<i>Buller Street</i>	<i>Resident Parking – Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times</i>	<i>Northeast side, commencing 80.5 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658203.973968 m, Y=5988903.740894 m) and extending in a south-easterly direction following the kerbline for 10.5 metres</i>

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

Column One	Column Two	Column Three
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<i>Buller Street</i>	<i>No Stopping, At All Times.</i>	<i>Northeast side, commencing 91 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658203.973968 m, Y=5988903.740894 m) and extending in a south-easterly direction following the kerbline to its intersection with Buller Street for 10 metres</i>
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Buller Street</i>	<i>No Stopping, At All Times.</i>	<i>Northeast side, commencing 66.5 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658203.973968 m, Y=5988903.740894 m) and extending in a south-easterly direction following the kerbline for 9 metres</i>

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

Column One	Column Two	Column Three
<i>Buller Street</i>	<i>Resident Parking – Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times</i>	<i>Northeast side, commencing 75.5 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658203.973968 m, Y=5988903.740894 m) and extending in a south-easterly direction following the kerbline for 16.5 metres</i>

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

Column One	Column Two	Column Three
<i>Buller Street</i>	<i>No Stopping, At All Times.</i>	<i>Northeast side, commencing 92 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658203.973968 m, Y=5988903.740894 m) and extending in a south-easterly direction following the kerbline</i>

to its intersection with Buller Street for 9 metres

- n. Residents Parking, At All Times - Hawker Street - Mt Victoria (TR17-16)

Remove from Schedule E (No Stopping, Except for Authorised Resident Vehicles) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Hawker Street</i>	<i>No Stopping, Except for Authorised Resident Vehicles, Monday to Friday, 8am – 6pm</i>	<i>West side, commencing 32.5 metres south of its intersection with Roxburgh Street (Grid Coordinates X= 1749735.1176 m, Y= 5427111.7685 m) and extending in a southerly direction following the western kerbline for 23 metres</i>

Add to Schedule E (No Stopping, Except for Authorised Resident Vehicles) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Hawker Street</i>	<i>No Stopping, Except for Authorised Resident Vehicles, At All Times</i>	<i>West side, commencing 32.5 metres south of its intersection with Roxburgh Street (Grid Coordinates X= 1749735.1176 m, Y= 5427111.7685 m) and extending in a southerly direction following the western kerbline for 23 metres</i>

- o. P60 9:30am-6:00pm Monday to Friday, P60 8:00am-6:00pm Saturday - Bowen Street – Thorndon (TR18-16)

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

Column One	Column Two	Column Three
<i>Bowen Street</i>	<i>P120, at all other times</i>	<i>North side, commencing 18 metres east of its intersection with Tinakori Road (Grid Coordinates X= 1,748,182.8895 m, Y= 5,428,787.9878 m) and extending in an easterly direction following the kerbline for 29 metres (5 carparks)</i>

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

Column One	Column Two	Column Three
<i>Bowen Street</i>	<i>P60, 9:30am-6:00pm Monday to Friday, 8:00am-6:00pm Saturday</i>	<i>North side, commencing 18 metres east of its intersection with Tinakori Road (Grid Coordinates X= 1,748,182.8895 m, Y= 5,428,787.9878 m) and extending in an easterly direction following the kerbline for 29 metres (5 carparks)</i>

- p. P10 Monday to Friday 7:45am-9:00am, 3:00pm-5:45pm, P120 Other Times - Portland Crescent – Thorndon (TR19-16)

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

Column One	Column Two	Column Three
<i>Portland Crescent</i>	<i>P10, Monday to Friday, 7:45am-9:00pm, 3:00pm-5:45pm</i>	<i>East side, commencing 15.5 m north of its intersection with Hawkestone Street (Grid Coordinates X= 1,748,798.1 m, Y= 5,429,200.1 m) and extending in a northerly direction following the eastern kerbline for 11 metres (2 carparks)</i>

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

Column One	Column Two	Column Three
<i>Portland Crescent</i>	<i>P120, Other Times</i>	<i>East side, commencing 15.5 m north of its intersection with Hawkestone Street (Grid Coordinates X= 1,748,798.1 m, Y= 5,429,200.1 m) and extending in a northerly direction following the eastern kerbline for 11 metres (2 carparks)</i>

- q. Residents parking Monday to Friday 8am-6pm - Owen Street – Newtown (TR20-16)

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

Column One	Column Two	Column Three
<i>Owen Street</i>	<i>Residents parking, Monday to Friday 8:00am-6:00pm</i>	<i>East side, commencing 4m south of its intersection with Somerset Avenue (Grid</i>

Coordinates X= 1,749,337.3m, Y= 5,425,123.1m) and extending in a southerly direction following the eastern kerbline for 23 metres (4 carparks)

- r. Residents parking at all times - Goldies Brae – Thorndon (TR22-16)

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

Column One	Column Two	Column Three
<i>Goldies Brae</i>	<i>Residents Parking – Displaying an Authorised Resident Parking Permit Only</i>	<i>West side, commencing 20m north of its intersection with Grant Road and extending in a northerly direction following the western kerbline for 29 metres</i>

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

Column One	Column Two	Column Three
<i>Goldies Brae</i>	<i>Residents parking, at all times</i>	<i>West side, commencing 31m north of its intersection with Grant Road (Grid Coordinates X= 1,749,034.1m, Y= 5,429,980.2m) and extending in a northerly direction following the western kerbline for 18 metres</i>

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

Column One	Column Two	Column Three
<i>Goldies Brae</i>	<i>Residents parking, at all times</i>	<i>South side, commencing 40m west of its intersection with Grant Road (Grid Coordinates X= 1,749,093.1m, Y= 5,429,991.3m) and extending in a westerly direction following the southern kerbline for 6 metres</i>

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

Column One	Column Two	Column Three
<i>Goldies Brae</i>	<i>Residents parking, at all times</i>	<i>South side, commencing 50m west of its intersection with Grant Road (Grid Coordinates</i>

X= 1,749,093.1m, Y= 5,429,991.3m) and extending in a westerly direction following the southern kerbline for 6 metres.

- s. Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm - Vivian Street – Te Aro (TR24-16)

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

Column One	Column Two	Column Three
<i>Vivian Street</i>	<i>No Stopping, at all times</i>	<i>North side, commencing 19.5 metres east of its intersection with Victoria Street (Grid Coordinates X= 2658470.443605 m, Y= 5988788.772233m) and extending in an easterly direction following the kerbline to its intersection with Bute Street for 71 metres</i>

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

Column One	Column Two	Column Three
<i>Vivian Street</i>	<i>No Stopping, at all times</i>	<i>North side, commencing 4 metres east of its intersection with Victoria Street (Grid Coordinates X= 2658470.443605 m, Y= 5988788.772233m) and extending in an easterly direction following the kerbline for 10 metres</i>

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

Column One	Column Two	Column Three
<i>Vivian Street</i>	<i>Metered parking, P120 maximum, Monday to Sunday 8:00am-6:00pm</i>	<i>North side, commencing 9 metres east of its intersection with Victoria Street (Grid Coordinates X= 2658474.4 m, Y= 5988789.1m) and extending in an easterly direction for 34.8 metres</i>

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

Column One	Column Two	Column Three
<i>Vivian Street</i>	<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 7 metres east of its intersection with Victoria Street (Grid Coordinates X= 1,748,452.2 m, Y= 5,427,075.6 m) and extending in an easterly direction for 29 metres (5 parks)</i>

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

Column One	Column Two	Column Three
<i>Vivian Street</i>	<i>No Stopping, at all times</i>	<i>North side, commencing 36 metres east of its intersection with Victoria Street (Grid Coordinates X= 1,748,452.2 m, Y= 5,427,075.6 m) and extending in an easterly direction following the kerbline to its intersection with Bute Street</i>

- t. Coach Stop - Park Road – Miramar (TR25-16)

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

Column One	Column Two	Column Three
<i>Park Road</i>	<i>Coach Stop (Monday-Sunday (9:00am-5:30pm)</i>	<i>West side, commencing 20 metres north of its intersection with North Miramar Road (Grid Co-ordinates x=1,752,429 m, y=5,425,222.5 m) and extending in a northerly direction following the western kerbline for 16 metres</i>

- u. No Stopping, at all times and Bus Stop Relocation - Evans Bay Parade – Hataitai (TR27-16)

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

Column One	Column Two	Column Three
<i>Evans Bay Parade</i>	<i>Bus Stop, Monday-Friday, 8:30am-</i>	<i>East side, commencing 193.5 metres north of its intersection</i>

*9:00am, 3:00pm-3:30pm,
during school terms*

*with Kemp street and extending
in a northerly direction following
the eastern kerbline for 61.5
metres*

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

Column One

Column Two

Column Three

Evans Bay Parade

*Bus Stop, Monday-
Friday, 8:30am-
9:00am, 3:00pm-
3:30pm, during school terms*

*East side, commencing 205.5
metres north of its intersection
with Kemp street (grid
coordinates x= 1,750,285.3m,
y= 5, 424,671.2m) and
extending in a northerly
direction following the eastern
kerbline for 61.5 metres*

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

Column One

Column Two

Column Three

Evans Bay Parade

*Bus Stop, Monday-
Friday, 8:30am-
9:00am, 3:00pm-3:30pm,
during school terms*

*East side, commencing 158
metres north of its intersection
with Kemp street and extending
in a northerly direction following
the eastern kerbline for 24
metres*

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

Column One

Column Two

Column Three

Evans Bay Parade

*Bus Stop, Monday-
Friday, 8:30am-
9:00am, 3:00pm-3:30pm,
during school terms*

*East side, commencing 158
metres north of its intersection
with Kemp street (grid
coordinates x= 1,750,285.3m,
y= 5, 424,671.2m) and
extending in a northerly
direction following the eastern
kerbline for 12 metres*

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

Column One

Column Two

Column Three

Evans Bay Parade

*Bus Stop, Monday-
Friday, 8:30am-
9:00am, 3:00pm-3:30pm,
during school terms*

*East side, commencing 115.5
metres north of its intersection
with Kemp street and extending
in a northerly direction following
the eastern kerbline for 32.5
metres*

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

Column One	Column Two	Column Three
<i>Evans Bay Parade</i>	<i>Bus Stop, Monday-Friday, 8:30am-9:00am, 3:00pm-3:30pm, during school terms</i>	<i>East side, commencing 103.5 metres north of its intersection with Kemp street (grid coordinates x= 1,750,285.3m, y= 5, 424,671.2m) and extending in a northerly direction following the eastern kerbline for 44.5 metres</i>

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

Column One	Column Two	Column Three
<i>Evans Bay Parade</i>	<i>No Stopping, at all times</i>	<i>East side, commencing 35 metres south of its intersection with Cobham Drive (grid coordinates x= 1,750,309.8m, y= 5, 424,990.3m) and extending in a southerly direction following the eastern kerbline for 7 metres</i>

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

Column One	Column Two	Column Three
<i>Evans Bay Parade</i>	<i>No Stopping, Monday-Friday, 8:30am-9:00am, 3:00pm-3:30pm, during school terms</i>	<i>East side, commencing 193.5 metres north of its intersection with Kemp street (grid coordinates x= 1,750,309.8m, y= 5, 424,990.3m) and extending in a northerly direction following the eastern kerbline for 12 metres</i>

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

Column One	Column Two	Column Three
<i>Evans Bay Parade</i>	<i>No Stopping, Monday-Friday, 8:30am-9:00am, 3:00pm-3:30pm, during school terms</i>	<i>East side, commencing 170 metres north of its intersection with Kemp street (grid coordinates x= 1,750,309.8m, y= 5, 424,990.3m) and extending in a northerly direction following the eastern kerbline for 12 metres</i>

v. Pick up/ Drop Off Zone - Weka Street – Miramar (TR28-16)

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

Column One	Column Two	Column Three
<i>Weka Street</i>	<i>P15 Monday- Friday 8:15am-9:15am,2:30pm- 3:15pm,During School Terms</i>	<i>West side, commencing 9 metres north of its intersection with Manuka Street(Grid coordinates x=1,752,731.4m, y=5,425,736.4m), and extending in a northerly direction following the western kerbline for 44 metres</i>

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

Column One	Column Two	Column Three
<i>Weka Street</i>	<i>Pick Up/ Drop Off Zone Monday- Friday 8:15am-9:15am,2:30pm- 3:15pm,During School Terms</i>	<i>West side, commencing 41 metres north of its intersection with Manuka Street(Grid coordinates x=1,752,731.4m, y=5,425,736.4m), and extending in a northerly direction following the western kerbline for 12 metres</i>

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

Column One	Column Two	Column Three
<i>Weka Street</i>	<i>P15 Monday- Friday 8:15am-9:15am,2:30pm- 3:15pm,During School Terms</i>	<i>West side, commencing 9 metres north of its intersection with Manuka Street(Grid coordinates x=1,752,731.4m, y=5,425,736.4m), and extending in a northerly direction following the western kerbline for 32 metres</i>

w. Stop Control - Stewart Duff Drive – Miramar (TR29-16)

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

Column One	Column Two	Column Three
<i>Stewart Duff Drive</i>	<i>Give Way Control</i>	<i>Stewart Duff Drive at its eastern/western intersection with Moa point Road</i>

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

Column One	Column Two	Column Three
<i>Stewart Duff Drive</i>	<i>Stop Control</i>	<i>Stewart Duff Drive, at its intersection with Moa Point Road (Grid coordinates x=1,751,394.4m, y=5,422,345.7m)</i>

Give Way Control - Krull Street – Vogelstown (TR30-16)

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

Column One	Column Two	Column Three
x. <i>Krull Street</i>	<i>Give Way Control</i>	<i>Krull street, at its intersection with McColl Street. (Grid coordinates x=1,748,104m, y=5,424,889.9m)</i>

y. Class restricted parking - Bus Stop (extension), Bus Stop 4419, Khandallah Village, New Word - Dekka Street – Khandallah (TR31-16)

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

Column One	Column Two	Column Three
<i>Dekka Street</i>	<i>Bus Stop, at all times</i>	<i>Southern side, commencing from a point 18 metres from the projected southern kerb alignment of Ganges Road (X=1,750,084.7506 m, Y=5,432,249.5322 m) and extending in a westerly direction following the kerb line for 30 metres</i>

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

Column One	Column Two	Column Three
<i>Dekka Street</i>	<i>No Stopping at all times</i>	<i>Southern side, commencing from a point 48.4 metres from the projected southern kerb alignment of Ganges Road (x=, y=), and extending in a westerly direction following the kerb line for 4.5 metres</i>

- z. Class restricted parking - Bus Stop (New) - Evans Bay Parade – Kilbirnie (TR32-16)

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

Column One	Column Two	Column Three
<i>Evans Bay Parade</i>	<i>Bus Stop, at all times</i>	<i>Western side, commencing from a point 49 metres from the projected eastern kerb alignment of Bay Road (X=1,750,268.5275 m, Y=5,424,476.2909 m), and extending in a southerly direction following the kerb line for 15 metres</i>

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

Column One	Column Two	Column Three
<i>Evans Bay Parade</i>	<i>No Stopping at all times</i>	<i>Western side, commencing from a point 64 metres from the projected eastern kerb alignment of Bay Road (X=1,750,268.5275 m, Y=5,424,476.2909 m), and extending in a southerly direction following the kerb line for 9 metres</i>
<i>Evans Bay Parade</i>	<i>No Stopping at all times (Confirmation of current No Stopping restrictions in place)</i>	<i>Western side, commencing from the projected eastern kerb alignment of Bay Road (X=1,750,268.5275 m, Y=5,424,476.2909 m), for a distance of 49 metres</i>

- aa. Class restricted parking - Bus Stop (New), Bus Stop 4435, Khandallah Road near Lucknow Terrace (outside 112 Khandallah Road) – Khandallah Road – Khandallah (TR33-16)

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

Column One	Column Two	Column Three
<i>Khandallah Road</i>	<i>Bus Stop, at all times</i>	<i>Southern side, commencing from a point 69 metres from the projected eastern kerb alignment of Lucknow Terrace (X= 1,749,451.1422 m, Y=</i>

5,432,312.767 m), and extending in a easterly direction following the kerb line for 15 metres

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

Column One	Column Two	Column Three
<i>Khandallah Road</i>	<i>No Stopping at all times</i>	<i>Southern side, commencing from a point 60 metres from the projected eastern kerb alignment of Lucknow Terrace (X= 1,749,451.1422 m, Y= 5,432,312.767 m), and extending in a easterly direction following the kerb line for 9 metres</i>
<i>Khandallah Road</i>	<i>No Stopping at all times</i>	<i>Southern side, commencing from a point 84 metres from the projected eastern kerb alignment of Lucknow Terrace (X= 1,749,451.1422 m, Y= 5,432,312.767 m), and extending in a easterly direction following the kerb line for 9 metres</i>

Background

31 proposed traffic resolutions were publicly advertised in The Dominion Post on Tuesday 23 February 2016. Copies were hand delivered to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council website.

After reviewing the feedback received, 25 proposals are being recommended for approval as advertised, 2 have been modified with an amended version being recommended for approval, and 4 have been withdrawn.

A summary report for each traffic resolution can be found in the attachments. Each summary contains:

- the proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback
- any feedback received
- where appropriate, Council Officers responses to the feedback

Attachments

Attachment 1.	TR01-16 Wilton Road	Page 61
Attachment 2.	TR02-16 Mairangi Road	Page 65
Attachment 3.	TR04-16 Woodmancote Road	Page 70
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Attachment 9.	TR11-16 Taylor Terrace	Page 104
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Attachment 11.	TR13-16 Hauraki Street	Page 117
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Attachment 27.	TR33-16 Khandallah Road	Page 196

Author	Lindsey Hill, Project Coordinator
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

Recommendations have been publically advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

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

Policy and legislative implications

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

Risks / legal

Not applicable.

Climate Change impact and considerations

Not applicable.

Communications Plan

Not required.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 01 – 16
- Location:** Wilton Road - Wilton
- Proposal:** No stopping, at all times
- Information:** The traffic regulations require that the zebra crossing markings are visible to a driver approaching the crossing from any direction. In this case, with the absence of a no stopping restriction, and with cars parked at the end of the current No Stopping restriction on the approach to the crossing, the sightline from the driver of a vehicle to a pedestrian waiting to cross cannot be achieved.

It is therefore recommended that a 19 metre parking restriction is implemented to satisfy the traffic regulations, and improve safety at this zebra crossing used by school children to and from the nearby primary school.

Net parking loss:3 spaces

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One

Wilton Road

Column Two

No stopping, at all times

Column Three

North side, commencing 386 metres north of its intersection with Shropshire Avenue (Grid coordinates $x= 1,747,028.4$ m $y= 5,429,892.7$ m), and extending in an easterly direction following the northern kerbline for 34 metres.

Prepared By: Lubna Abdullah
Approved By: Steve Spence
Date: 15/02/2016

**(Northern Area Traffic Engineer)
(Chief Transport Advisor)**

WCC Contact:

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



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No feedback was received.

PROPOSED TRAFIC RESOLUTION

Reference: TR 02 – 16

Location: Mairangi Road - Wadestown

Proposal: No stopping at all times

Information: We have received requests from the public expressing their concerns regarding parked vehicles on this section of Mairangi Rd. The road is a significant thoroughfare and often a driver's speed is not according to the horizontal curvature and safe stopping sight distance available. This section of Mairangi Rd is confined between two short radius corners and there is a frequently used Wade St walkway which connects Cecil Rd with Mairangi Rd. Children use this walkway to go to Wadestown School. Parked vehicles outside 13 and 15 are forcing through traffic to drive in the opposite direction on a blind corner and there have been some near misses.

Officers earlier proposed a section of broken yellow lines by way of an informal consultation with affected residents to gain their views and suggestions. The majority of residents were supportive, and have also brought our attention to parked vehicles adjacent to the second bend (outside 14), opposite the walkway where children often cross the road. Therefore officers propose two sections of broken yellow lines close to these two corners to reduce vehicle and possible pedestrian conflicts thus improving road safety to all road users.

Net parking loss: 4 parking spaces

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Mairangi Road	<i>No stopping at all times</i>	<i>North side, commencing 84 metres south of its intersection with Lytton Street (grid coordinates x= 1,748,267.2 m, y= 5,430,527.9 m), and extending in a southerly direction following the northern kerbline for 33 metres.</i>
Mairangi Road	<i>No stopping at all times</i>	<i>South side, commencing 45.5 metres west of its intersection with Wade Street (grid coordinates x= 1,748,319.1 m, y= 5,430,453.2 m), and extending in a westerly direction following the southern kerbline for 19 metres.</i>

PROPOSED TRAFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Lubna Abdullah
Approved By: Steve Spence
Date: 15/02/16

**(Northern Area Traffic
Engineer)
(Chief Transport Advisor)**

WCC Contact:

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Mairangi Rd - Wadestown - TR (2 - 16)
Proposed NSAAT Restriction

0 5 10 20
metres
1:407

ORIGINAL MAP SIZE: A3
DATE: 27/01/2016
AUTHOR: 30/04/21
REFERENCE:

Absolutely
POSITIVELY
WELLINGTON CITY COUNCIL Wellington

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Brendan Tracey on behalf of Wadestown
Residents Association
Address: Wadestown
Agrees with proposal: Yes

The general feeling is that it makes common sense.

Submitter: Rex Woodhouse
Address: Wadestown
Agrees with proposal: Yes

I simply wanted to state that we are entirely in agreement with the proposal. It will result in a safer street.

Submitter: Laura Thomas
Address: 13 Mairangi Road, Wadestown
Agrees with proposal: Yes

We support the proposal to install No Stopping restriction on Mairangi Road.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 04 – 16

Location: Woodmancote Road - Khandallah

Proposal: No stopping, at all times

Information: A number of residents and the local primary school have raised concerns regarding parking on the southern side of the road which creates hazards for children and all road users.

The operation of the current informal school patrol on Woodmancote Road in the morning and afternoon peak is by nominated patrol children under adult supervision. Children are required to stand in the road to sight approaching vehicles from Box Hill. Their vision is blocked by parked cars on the southern side of the road.

The residents have also raised their concerns regarding the bottleneck with parking on both sides of the road, especially when children are being dropped off and picked up. This can occur throughout the day given the volume of traffic accessing the Swimming Pool, Mt Kaukau, Khandallah Park, Café du Parc and the Bowling Club. The residents have also witnessed damage to doors and side mirrors of parked vehicles being struck by other vehicles trying to squeeze through the narrow road space between parked vehicles. The situation is made worse by large rubbish trucks looking to access the street at peak pedestrian times.

Officers therefore propose extending existing broken yellow lines in front of #11 and #15 to eliminate the bottleneck to traffic and to provide unrestricted vision to the school patrol children (this option is supported/petitioned by the residents). It is noted that there are sufficient parking spaces at the end of the road for parents and other people wishing to park in this area.

Net parking loss: No 5

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Woodmancote Road	<i>No Stopping, at all times</i>	<i>South side, commencing at its intersection with Box Hill and extending in a westerly direction following the southern kerbline for 64 metres.</i>

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

Column One	Column Two	Column Three
Woodmancote Road	<i>No Stopping, at all times</i>	<i>South side, commencing at its intersection with Box Hill (Grid coordinates x= 1,750,112.3 m y= 5,432,652.6 m), and extending in a westerly direction following the southern kerb line for 94 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: Lubna Abdullah
Approved By: Steve Spence
Date: 15/02/16

(Northern Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

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FEEDBACK RECEIVED

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

Feedback Received:

Submitter: Peter Williams
Address: 17A Woodmancote Road, Khandallah, Wellington
Agrees with proposal: Yes

The proposed changes - are claimed to address the issue of safety of children. However, it is lack of enforcement that is the real problem. I view the flouting, on a daily basis, of no stopping zones on Woodmancote Road. Making more rules and painting more lines doesn't actually make children safer.

Submitter: Ian & Setsuko Kennedy
Address: 17A Woodmancote Road, Khandallah, Wellington
Agrees with proposal: Yes

Thank you for your letter of 18 February 2016 proposing that the existing broken yellow lines on the southern side of Woodmancote Road be extended to include the frontage of #11 and #15 to eliminate the bottleneck to traffic and to provide unrestricted vision for the school patrol.

My wife and I welcome the proposal which has our full support.

Submitter: Rachel Winter on behalf of Khandallah School Board of Trustees
Address: Khandallah School, Woodmancote Road, Wellington
Agrees with proposal: Yes

We would like to support the traffic resolution proposed by the Wellington City Council. The proposed changes will make the road safer for our students, parents and caregivers.

Submitter: Lyndsay Fraser
Address: 10 Woodmancote Road, Khandallah, Wellington
Agrees with proposal: Yes

This will make a huge difference to the congestion in our street and make a big difference to our ability to get out of our drive when there are cars on both sides of the street. We have witnessed dozens of times difficulties with buses, council trucks, private rubbish

FEEDBACK RECEIVED

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

collection trucks and even a fire engine having problems getting through the congested area. Woodmancote Rd is by nature a fairly narrow street and so many of the vehicles driven and parked are of large SUV type. Some resort to parking half on the footpath to avoid broken side mirrors which then hinders people with pushchairs getting along the footpath. We look forward to the change!!

Submitter: Natasha Kenyon
Address: 31A Woodmancote Road, Khandallah, Wellington
Agrees with proposal: Yes

We need a proper pedestrian crossing where the no stopping will be. We also need another speed bump down by the bowling club, before the driveways up to 31A, 33 & 35.

Submitter: Nicola Taylor
Address: 5 Lucknow Terrace, Khandallah, Wellington
Agrees with proposal: Yes

This road is too narrow for cars to stop.

Submitter: Helen Rogers
Address: 23 Woodmancote Road, Khandallah, Wellington
Agrees with proposal: Yes

We strongly agree with the proposal to extend the existing broken yellow lines in front of #11 and #15 to eliminate the bottleneck to traffic and to provide unrestricted vision to the school patrol children. There are currently significant safety concerns (for the school children and also for the ability of emergency vehicles to access the street when cars are parked on both sides). On some occasions heavy vehicles (including rubbish and recycling trucks) have been unable to access the street due to the narrow width of available space when cars are parked on both sides. There are a large number of carparks at the end of the road near the swimming pool, so the loss of a few carparks in this case should have minimal impact, with significant benefit to both safety and access for residents.

Proposed Traffic Resolution

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

- Reference:** TR 05 – 16
- Location:** Main Road- Tawa car park
- Proposal:** Electric car charging point
- Information:** PSC Consulting has a plan to install an electric car charging point in the car park outside their building #210 Main Road Tawa.

The car park in question is public land owned by WCC. PSC owns the adjacent building and has installed solar panels on its roof. PSC will pay for the installation of the EV charger. They are also open to the EV charger being used by members of the public.

The property department in the Council has approved their request and assigned one angle parking space for the electric car charging point. This report is to confirm the designated one car park space for the electric charging point in the Tawa car park.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 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 B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One

*Tawa car park
Between 214
and 212*

Column Two

*Electric car
charging point*

Column Three

*South side, commencing
53 metres west of its
intersection with Main
Road
(grid coordinates
x= 1,753,102.2 m,
y= 5,440,831.2 m), and
extending in a westerly
direction following the
southern kerbline for 3
metres (1 parking space).*

Prepared By: Lubna Abdullah
Approved By: Steve Spence
Date: 15/02/16

**(Northern Area Traffic
Engineer)
(Chief Transport Advisor)**

WCC Contact:

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



Title Plan - LT 493112



Survey Number LT 493112
 Surveyor Reference S15-0741 Three Pigs - Tawa
 Surveyor Hudson Laurence Moody
 Survey Firm Spencer Holmes Ltd
 Surveyor Declaration

Survey Details
 Dataset Description Easement over Lot 5 DP 51708
 Status Initiated
 Land District Wellington Survey Class Class A
 Submitted Date Survey Approval Date
 Deposit Date

Territorial Authorities
 Wellington City

Comprised In
 CT WN20D588

Created Parcels	Parcel Intent	Area	CT Reference
Parcels	Easement		
Area A Deposited Plan 493112		0.0000 Ha	
Total Area			

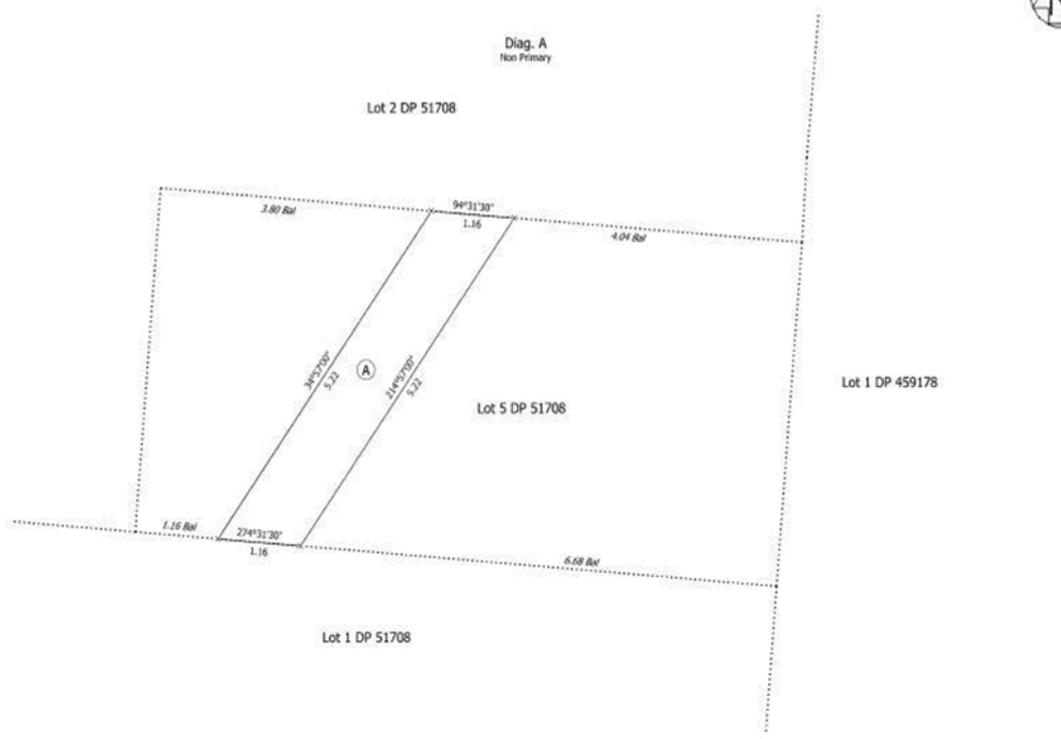
Schedule of Easements

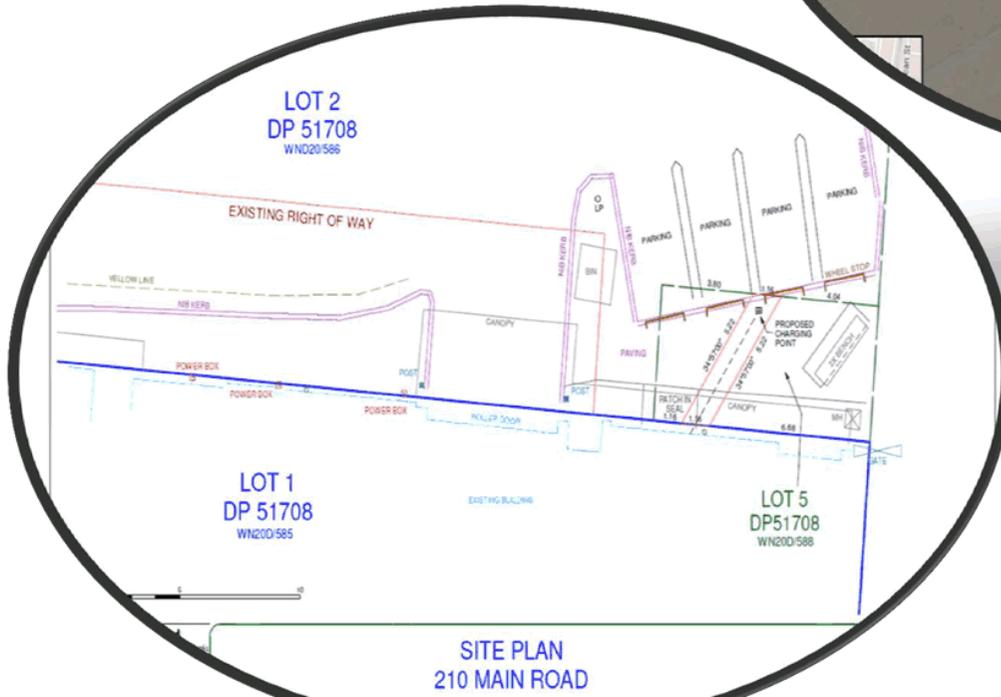
Purpose	Shown	Servient Tenement	Dominant Tenement
RIGHT TO CONVEY ELECTRICITY	A	LOT 5 DP 51708	LOT 1 DP 51708

Plan No. 493112

EASEMENT SCHEDULE

schedule of easements.docx 2/11/2015 9:00 PM







Main Rd -Tawa car park -Electric charging point - Os # 210
Proposed designated 1 car parking space - TR (5 - 16)

0 5 10 20
metres
1:300

ORIGINAL MAP SIZE: A3
DATE: 12/01/2016
AUTHOR: 800421
REFERENCE:

Absolutely
POSITIVELY
Me Heke Ki Pōneke
WELLINGTON CITY COUNCIL
Wellington

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No feedback was received.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 07 – 16

Location: Thompson Street - Mount Cook

Proposal: No stopping at all times

Information: We have received complaints from residents of Thompson Street with respect to parking and speed of traffic.

These no stopping proposals will:

1. Improve the left and right turn entry manoeuvres from Webb Street to Thompson Street. The proposal of an additional three metres of no stopping will significantly improve the operation and safety at this intersection for vehicle and pedestrian movements.
2. Improve road safety at the intersection of Thompson Street with Nairn and Hankey Streets by providing for vehicle separation over the crest and horizontal alignment on Thompson Street. The proposed no stopping restrictions will be accompanied by a painted median on Thompson Street to separate opposing traffic flows

Net parking loss: 3 parking spaces

PROPOSED TRAFFIC RESOLUTION

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Thompson Street	<i>No stopping, at all times</i>	<i>Eastern side, commencing from the projected southern kerb alignment of Webb street (X=1,748,224.8 m, y=5,426,389.2 m), and from a point six metres, extending in a southerly direction following the kerbline for 3 metres.</i>
Thompson Street	<i>No stopping, at all times</i>	<i>Eastern side, commencing from the projected northern kerb alignment of Hankey Street (X=1,748,237.0 m, y=5,426,388.2 m) and from a point seven metres, extending in a northerly direction following the kerbline for 8.5 metres.</i>
Thompson Street	<i>No stopping, at all times</i>	<i>Western side, commencing from the projected eastern property alignment of Nairn Street (X=1,748,227.6 m, y=5,426,387.7 m) extending in a northerly direction following the kerbline for 18 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Thompson Street *No stopping, at all times*

Eastern side, commencing from the projected western property alignment of Thompson Street (X=1,748,224.8 m, y=5,426,389.2 m), extending in a northerly direction following the kerbline for 11 metres.

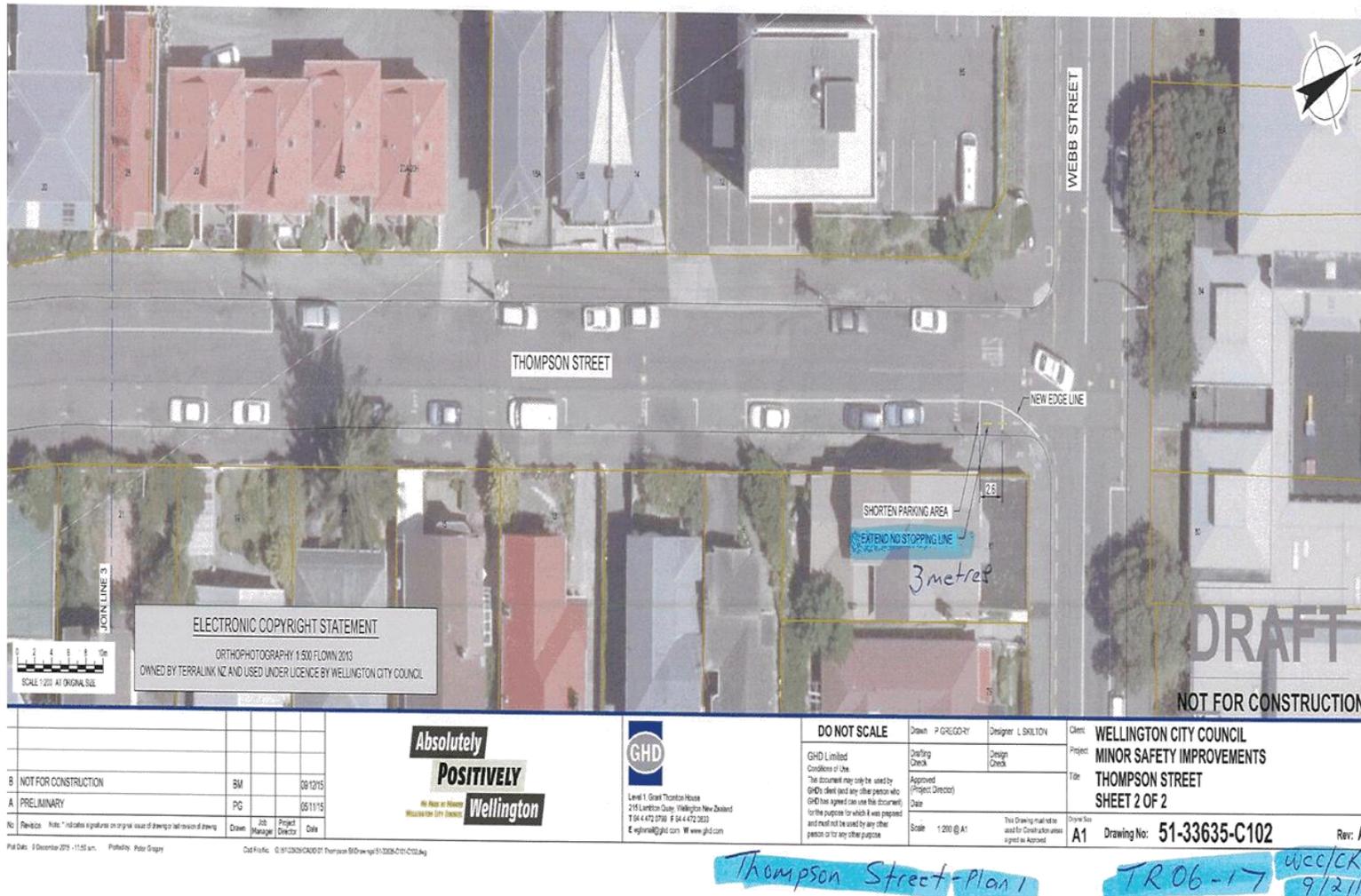
Prepared By: **Charles Kingsford** (Principal Traffic Engineer/Team Lead)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: 15/02/2016

WCC Contact:

Charles Kingsford
Principal Traffic Engineer / Team Leader
Transport Group – Network Operations
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Email: Charles.kingsford@wcc.govt.nz



Thompson Street
WCC/CK
9/2/16
TR06-17



ELECTRONIC COPYRIGHT STATEMENT ORTHOPHOTOGRAPHY 1:500 FLOWN 2013 OWNED BY TERRALINK NZ AND USED UNDER LICENCE BY WELLINGTON CITY COUNCIL						DO NOT SCALE GHD Limited Conditions of Use This document may only be used by GHD's client (and any other person who GHD has agreed can use this document) for the purposes for which it was prepared and must not be used for any other purpose.		Drawn: P GREGGORY Designer: L SKELTON Checked: [] Design Check: [] Approved (Project Director): [] Date: []		Client: WELLINGTON CITY COUNCIL Project: MINOR SAFETY IMPROVEMENTS Title: THOMPSON STREET SHEET 2 OF 2	
B NOT FOR CONSTRUCTION A PRELIMINARY	BM PG	08/12/15 05/11/15	Rev: A Drawing No: 51-33635-C102 Date: 9/12/16		Scale: 1:200 @ A1 This drawing must not be used for construction unless agreed in Advance.		Rev: A				

Thompson Street - Plan 1
TR06-17
wcc/ck
9/12/16



No feedback received.

PROPOSED TRAFIC RESOLUTION

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

- Reference:** TR 08 – 16
- Location:** Karori Road - Karori
- Proposal:** Time limited parking (P10)
- Information:** Samuel Marsden Collegiate School has requested three designated P10 parking spaces to be allocated for the hours of 8.00-9.00am and 3.00-4.00pm Mon – Fri during School terms outside the main Karori Road entrance to their Preschool children and younger Primary school girls.

The majority of the children are dropped off by parents who walk them into the school whilst the older girls are dropped off and walk in themselves. The Karori Rd entrance is the favoured entrance as it is closest to the Primary and Preschool and parents prefer to stop on the southern side of Karori Road as the children then do not have to cross the road.

Karori Road is a very busy thoroughfare and the area around Karori Rd school entrance is also very busy. The St Mary's Early Childhood Centre is located across from the main entrance as is the Smash Club which has a breakfast club and afterschool care so there is a lot of activity in the mornings and afternoons. The entrance is also close to Karori Normal School which adds to the congestion. Drop-offs and pick-ups are proving difficult for the parents as there are limited places to pull in to and park. Cars have been noted to often park there for long periods of time from early in the morning until later at night leaving limited spaces for parents to drop-off and pick up children.

The school has entrances at Marsden Avenue, Vera Street and off Donald St, but these all have limitations. Marsden Avenue is a narrow avenue and is often used by commuters who park permanently together with the residents of that street. The Vera St entrance is at the southern end of the school and several hundred metres away from the Preschool and Primary school, which is at the northern end of the school. The Donald St entrance is up a private way and is directly opposite Karori Normal School which is heavily traffic congested in the morning and afternoon.

The school does not permit parents to drive into the school in order to maintain the safety of the students.

PROPOSED TRAFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Therefore, officers support this request, and propose three P10 parking spaces, 8.00-9.00am and 3.00-4.00pm, Mon – Fri during school terms to ensure parents can drop-off and collect their children safely. The P10 restriction will create the necessary parking turnover in this location and mitigate parking on the broken yellow lines near the zebra crossing which is the current practice by parents/carers.

Net parking loss: None

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One

Karori Road

Column Two

*P10, Mon-Fri,
8.00 - 9.00 am,
3.00 - 4.00pm,
During school
terms only*

Column Three

*South side, commencing
223 metres west of its
intersection with Lancaster
Street
(grid coordinates
x= 1,746,265.0 m,
y= 5,428,441.8 m), and
extending in a westerly
direction following the
southern kerbline for 17
metres (3 parking spaces).*

Prepared By: Lubna Abdullah
Approved By: Steve Spence
Date: 15/02/16

**(Northern Area Traffic
Engineer)
(Chief Transport Advisor)**

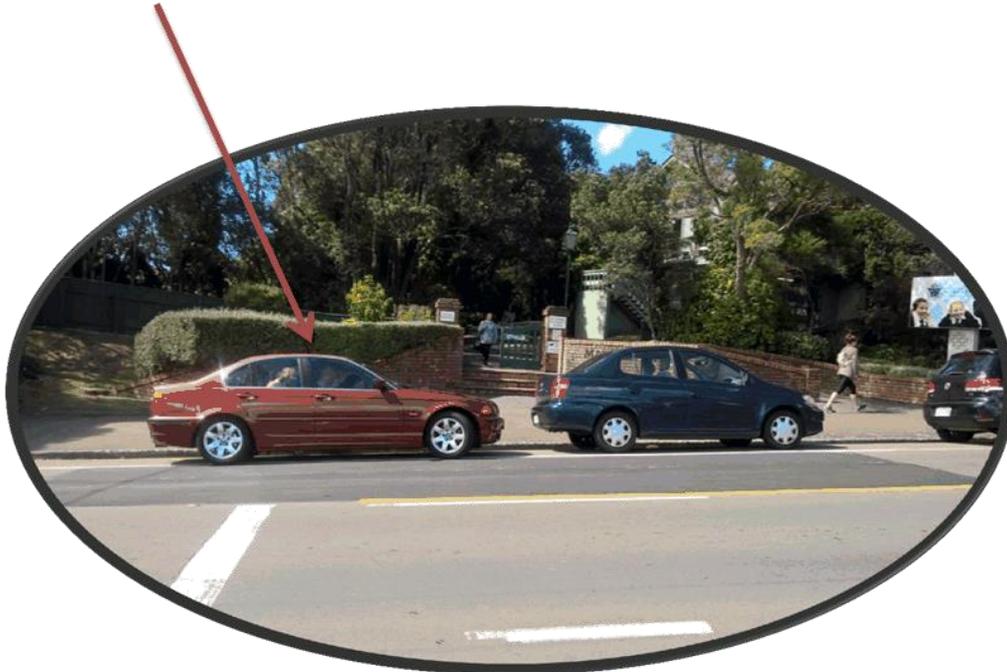
WCC Contact:

Lubna Abdullah
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Wellington City Council
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PROPOSED TRAFIC RESOLUTION

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

Parking on broken yellow lines





Karori Rd - Karori - Samuel Marsden School
Proposed P10 - TR (8 - 16)

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

0 5 10 20
1:407

ORIGINAL MAP SIZE: A3
DATE: 7/01/2016
AUTHOR: adou121
REFERENCE:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No feedback was received.

PROPOSED TRAFIC RESOLUTION

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

Reference: TR 09 – 16

Location: Westminster Street- Kaiwharawhara

Proposal: Time limited parking (P60)

Information: The surrounding businesses have petitioned the Council to limit the parking on Westminster Street. This street is a short dead end and mainly used for parking. There are existing 3 parking spaces P30, and 12 parking spaces P60 and the rest of the parking spaces are unlimited. This area has grown over recent years as well as the number of customers visiting the nearby shops. The parking on Hutt Road is very limited and the unlimited spaces on Westminster Street are occupied by all day parkers who park and catch the bus to the city. Therefore officers propose P60 time limit for the remaining spaces to ensure turnover to provide much needed parking for adjacent businesses.

Net parking loss: Non

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
<i>Westminster Street</i>	<i>P60, Mon-Sat, 8.00am - 6.00pm</i>	<i>South side, commencing 35 metres east of its intersection with Hutt Road and extending in an easterly direction following the kerbline for 10 metres (4 angle parks).</i>
<i>Westminster Street</i>	<i>P60</i>	<i>South side, commencing 12 metres east of its intersection with Hutt Road and extending in an easterly direction following the southern kerbline for 46 metres (angle parking)</i>
<i>Westminster Street</i>	<i>P30</i>	<i>North side, commencing 8 metres east of its intersection with Hutt Road and extending in an easterly direction following the southern kerbline for 5 metres (angle parking).</i>

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

Column One	Column Two	Column Three
<i>Westminster Street</i>	<i>P60, Mon-Sun, 8.00am - 6.00pm</i>	<i>South side, commencing 9 metres east of its intersection with Hutt Road (grid coordinates x= 1,749,997.7 m, y= 5,430,881.9 m), and extending in an easterly direction following the southern kerbline for 11.2 metres (4 angle parking).</i>

PROPOSED TRAFIC RESOLUTION

<i>Westminster Street</i>	<i>P60, Mon-Sun, 8.00am - 6.00pm</i>	<i>South side, commencing 25.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,749,997.7 m, y= 5,430,881.9 m), and extending in an easterly direction following the southern kerbline for 23 metres (8 angle parking).</i>
<i>Westminster Street</i>	<i>P60, Mon-Sun, 8.00am - 6.00pm</i>	<i>South side, commencing 54.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,749,997.7 m, y= 5,430,881.9 m), and extending in an easterly direction following the southern kerbline for 5.5 metres (2 angle parking).</i>
<i>Westminster Street</i>	<i>P30, Mon-Sun, 8.00am - 6.00pm</i>	<i>North side, commencing 6.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,750,004.9 m, y= 5,430,890.0 m), and extending in an easterly direction following the northern kerbline for 8 metres (3 angle parking).</i>
<i>Westminster Street</i>	<i>P60, Mon-Sun, 8.00am - 6.00pm</i>	<i>North side, commencing 14.5 metres east of its intersection with Hutt Road (grid coordinates x= 1,750,004.9 m, y= 5,430,890.0 m), and extending in an easterly direction following the northern kerbline for 19 metres (7 angle parking).</i>

PROPOSED TRAFIC RESOLUTION

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

*Westminster Street P60, Mon-Sun,
8.00am - 6.00pm*

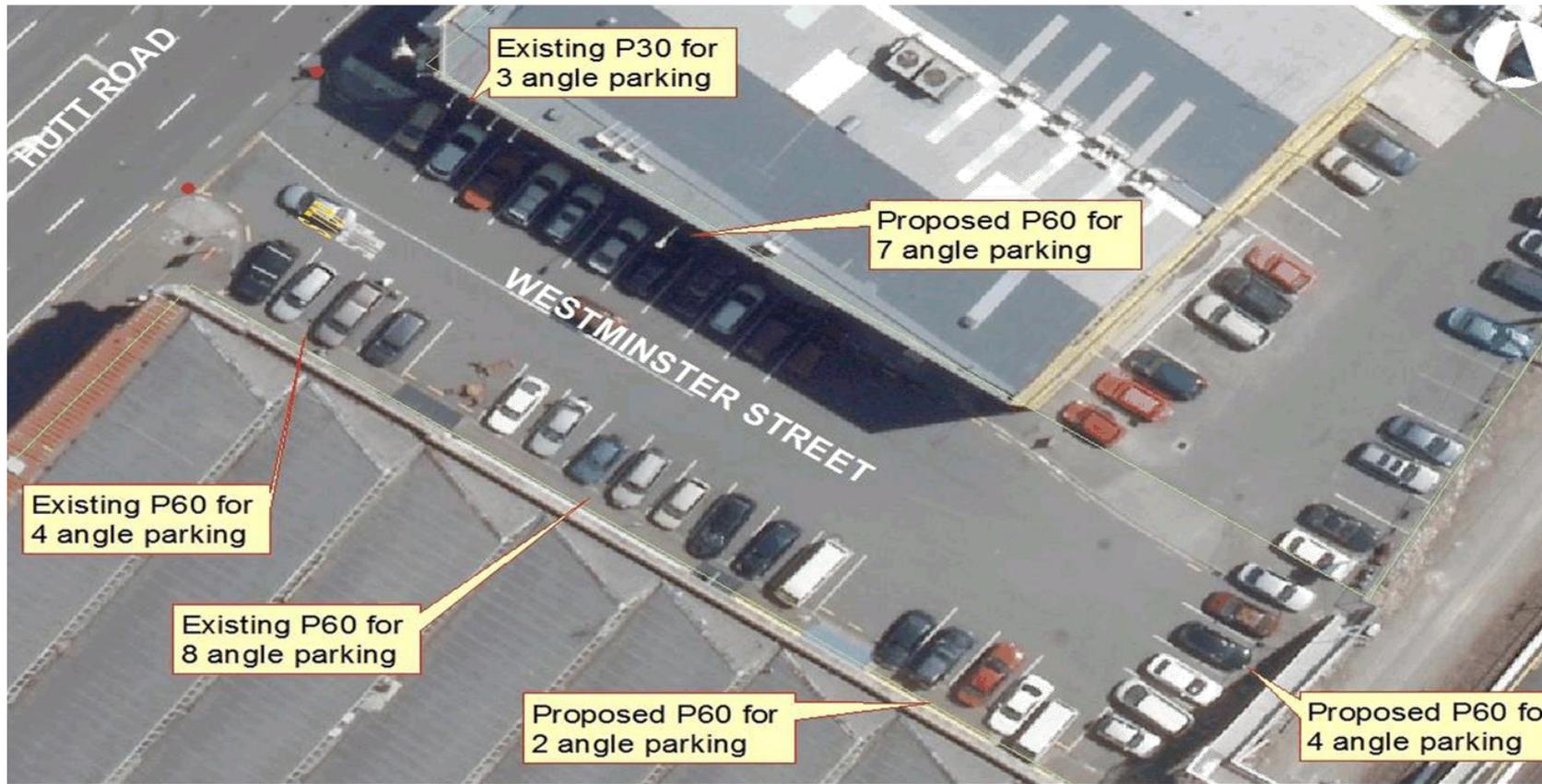
*North side, commencing
66.5 metres east of its
intersection with Hutt Road
(grid coordinates
x= 1,750,004.9 m,
y= 5,430,890.0 m), and
extending in a southerly
direction following the
northern kerbline for 11.5
metres (4 angle parking).*

Prepared By: Lubna Abdullah
Approved By: Steve Spence
Date: 15/02/2016

**(Northern Area Traffic
Engineer)
(Chief Transport Advisor)**

WCC Contact:

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Westminister St - Kaiwharawhara - TR (9-16)
Proposed P60 Time Limit

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

ORIGINAL MAP SIZE: A3
DATE: 11/01/2016
AUTHOR: 30/04/16
REFERENCE:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No feedback was received.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 10 – 16

Location: Melksham Drive – Churton Park

Proposal: Give Way Control

Information: Confirmation for existing Give way control on the north section of Melksham Drive/Mauldeth Terrace intersection. Recently the developer has started the construction work on this section of Melksham Drive and a large number of trucks are using this intersection.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

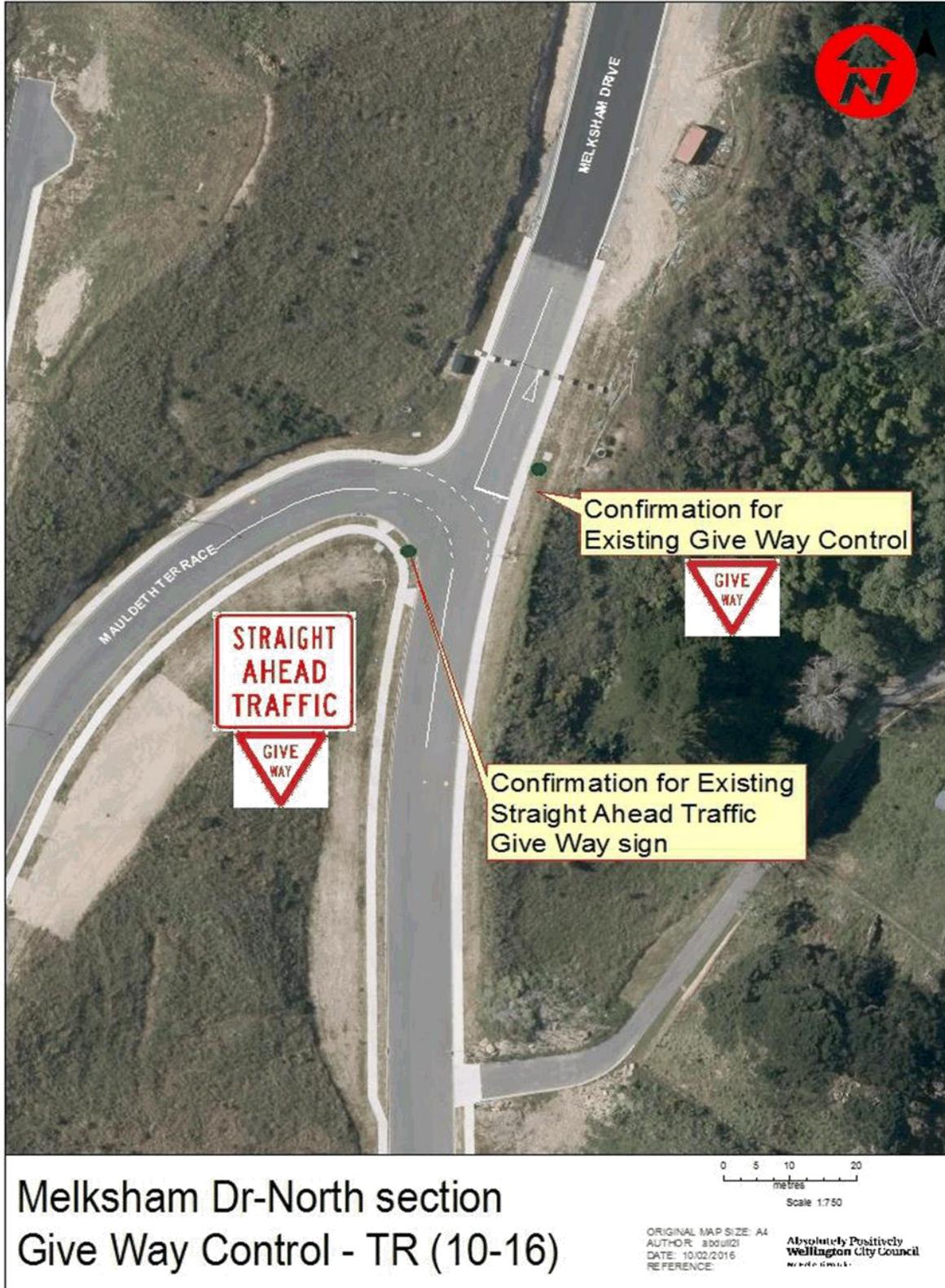
Column One	Column Two	Column Three
Melksham Drive	<i>Give Way Control</i>	<i>Melksham Drive at its south bound approach to its intersection with Mauldeth Terrace.</i>
Melksham Drive	<i>Give Way Control Straight Ahead Traffic</i>	<i>Melksham Drive at its north bound approach to its intersection with Mauldeth Terrace.</i>

Prepared By: **Lubna Abdullah**
Approved By: **Steve Spence**
Date: 15/02/2016

(Northern Area Traffic Engineer)
(Chief Transport Advisor)

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FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No feedback was received.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 11 – 16

Location: Taylor Terrace - Tawa

Proposal: No stopping, at all times

Information: Council officers are receiving ongoing requests from residents to address a road safety problem close to the first bend on Taylor Terrace when travelling from Tawa Street. Commuters park all day on both sides of this section of Taylor Terrace to catch the train. The parked vehicles force traffic to drive on the opposite side of the road where visibility is reduced due to the bend on the eastern side. Residents have stated that they have experienced conflicts on different occasions with vehicles travelling in the opposite direction. The existence of a play area on the western side of the road creates an additional hazard and officers have noticed that not all motorists drive according to the alignment of the road.

Therefore, officers propose extending existing broken yellow lines on the inside of the bend and the removal of two parking spaces between #1 and #3 to improve safety on this section of Taylor Terrace.

Net parking loss: 2 spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 23 February 2016
- 2) Feedback period closes. 11 March 2016
- 3) If no objections received report sent to Transport & Urban Development Committee for approval. 14 April 2016
If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.
- 4)

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
<i>Taylor Terrace</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 45 metres south of its intersection with Tawa Terrace (Grid coordinates x= 1753318.1 m, y= 5440185.6 m), and extending in a southerly direction following the eastern kerbline for 45 metres.</i>

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

Column One	Column Two	Column Three
<i>Taylor Terrace</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 45 metres south of its intersection with Tawa Terrace (Grid coordinates x= 1753318.1 m, y= 5440185.6 m), and extending in a southerly direction following the eastern kerbline for 52 metres.</i>
<i>Taylor Terrace</i>	<i>No stopping, at all times.</i>	<i>West side, commencing from its intersection with Tawa Street (Grid coordinates x= 1,753,303.6 m, y= 5,440,178.2 m), and extending in a southerly direction following the western kerbline for 21 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: Lubna Abdullah

**(Northern Area Traffic
Engineer)**

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 15/02/2016

WCC Contact:

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Taylor Terrace - Tawa - TR (11 – 16)
Proposed Extending NSAAT On Bend Between 1 & 3

0 10 20 40
metres
1:500
ORIGINAL MAP SIZE: A3
DATE: 26/01/2016
AUTHOR: 30/09/21
REFERENCE:
Absolutely
POSITIVELY
Me Heke Ki Pōneke
WELLINGTON CITY COUNCIL Wellington

FEEDBACK RECEIVED

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

Feedback Received:

Submitter: Marina Kerschbaumer
Address: Not given
Agrees with proposal: Yes

I welcome the proposed changes to parking on Taylor Terrace. Over the last 5 years I have seen one accident and several near misses outside 1 Taylor Terrace. Furthermore cars frequently park over the fire hydrant outside numbers 1 and 3. However I have reservation because the parking restrictions are not going to slow those who accelerate around the blind corner going south after the roundabout. Living at number 1, the angle of our driveway forces us onto the proposed no parking zone when backing out of the driveway and there will be an increased risk of accidents with those cars that do accelerate around the corner. I suggest that a speed hump would mitigate this risk.

Submitter: Hilda Lowes
Address: 2A Taylor Terrace, Tawa, Wellington
Agrees with proposal: Yes

Thank you for your letter re installation of 'No Stopping' restriction at Taylor Terrace, this action will be most appreciated as this end of Taylor Terrace has been getting rather dangerous over the last year or two.

I write to ask whether the Council could give consideration please to further measures of traffic control by installing a parking bay over the patch of ground outside my home at 2A Taylor Terrace. From Monday to Friday at least and regularly at weekends when backing out of my driveway I have to back right over to at least the middle of the road and generally even further to get round cars parked there and have had several narrow escapes with traffic coming down Taylor Terrace on the even number side of the road because there is another slight bend at 4 Taylor Terrace and traffic cannot see round it until almost on top of me. If this area was a parking bay and not just grass cars could park there and I could pull out onto my side of the road and traffic coming round the bend would have more places to go to avoid me.

I would really appreciate your and the Council's consideration of this request/suggestion.

Looking forward to your reply and many thanks for your attention.

FEEDBACK RECEIVED

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

Submitter: Michelle Snyman
Address: 3 Taylor Terrace, Tawa, Wellington
Agrees with proposal: Yes

We strongly support the proposed changes. Living at number 3 Taylor Tce we find it very dangerous getting out of our driveway at peak times of the day. We have crashed our car once and have had several other near misses reversing out of our driveway due to the fast speed of cars coming up the street and the lack of street space due to the high demand for parking by railway commuters. There are two factors which make the area dangerous: 1. drivers unnecessarily accelerating quickly because of the gradient of the street and 2. cars parked on both sides of the street. The proposal addresses the second issue in part but not the first issue. To address all the issues, in addition to proposed changes we would like to have a speed bump installed a few metres before the northern end of the driveway of 1 Taylor Terrace. We would also like the Council to consider extending the parking restriction on the west side of the street to be in line with the northern boundary of 5 Taylor Tce (currently the northern boundary of 3 Taylor Tce). We look forward to hearing you.

Officer's responses to all three submissions:

The points regarding traffic calming and further no-stopping raised in the above submissions require further investigation, however are outside the current proposal.

PROPOSED TRAFFIC RESOLUTION

- Reference:** TR 12 – 16
- Location:** Weld Street - Wadestown
- Proposal:** Time limited parking (P2), No parking except for Drop Off / Pick Up
- Information:** Wadestown side School is located on Weld Street and provides education for young children (age 5-6) only. The parking on this narrow and inclined section of road is limited.

There are existing 7 angle parking spaces (P15) in front of the school, however, the 15 minute time restriction is not creating a turnover during the peak morning and afternoon periods. Due to the occupied spaces and limited turnover, parents park on the broken yellow lines and in the middle of this narrow road holding up traffic and putting children at risk.

The Principal and the Board of Trustees have agreed to the Council's proposal to reduce the P15 to P2 and to install one space for drop off/pick up only in front of the school gate to improve road and school pedestrian safety in this area.

The school and Council officers will work to re-educate the parents with regard to these parking changes.

Net parking loss: None

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Weld Street	<i>P15 Mon- Fri, 8:30 - 9:30 am, 2:30 - 3:30 pm, During School Term</i>	<i>West side, commencing 96 metres north of its intersection with Wade Street and extending in a northerly direction following the kerbline for 22 metres (angle parking)</i>

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

Column One	Column Two	Column Three
Weld Street	<i>P2, Mon-Fri, 8.30 - 9.30 am, 2.30 - 3.30 pm, During school terms</i>	<i>West side, commencing 55 metres south of its intersection with Cecil Road (grid coordinates x= 1,748,573.5 m, y= 5,430,560.7 m), and extending in a southerly direction following the western kerbline for 23 metres (7 angle parking).</i>

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

Column One	Column Two	Column Three
Weld Street	<i>No parking , except for Drop off / Pick Up only, Mon- Fri, 8.45 – 9.15 am, 2.45 – 3.15 pm, During school terms</i>	<i>West side, commencing 85 metres south of its intersection with Cecil Road (grid coordinates x= 1,748,573.5 m, y= 5,430,560.7 m), and extending in a southerly direction following the western kerbline for 5 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

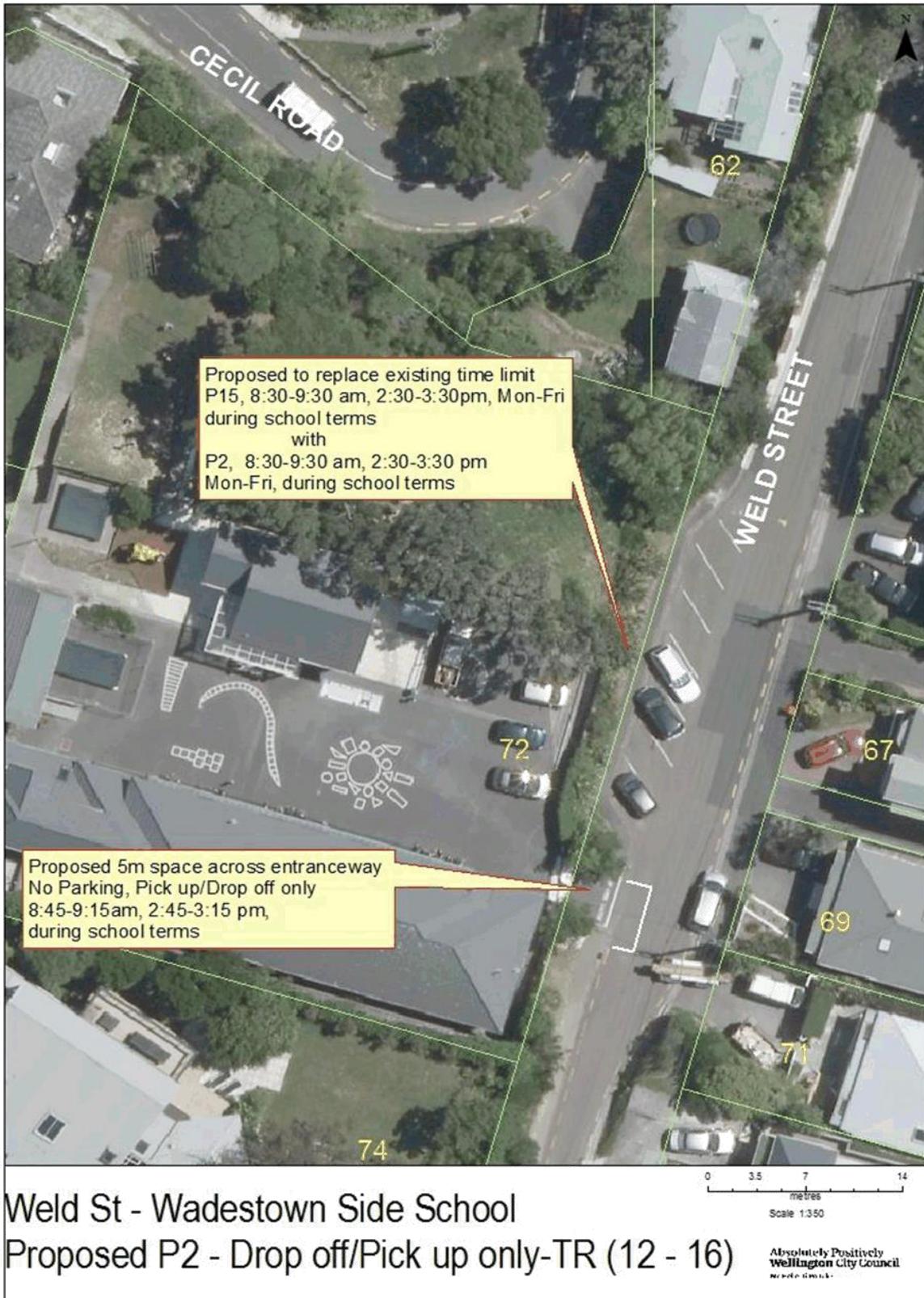
Prepared
By:
Approved
By:
Date:

Lubna Abdullah
Steve Spence
15/02/2016

(Northern Area Traffic
Engineer)
(Chief Transport Advisor)

WCC Contact:

Lubna Abdullah
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Email: lubna.abdullah@wcc.govt.nz



FEEDBACK RECEIVED

Feedback Received:

Submitter: Kathy and Duncan Ferrier
Address: 57 Weld Street
Agrees with proposal:

Comments:

Our position – Our fundamental position is that, while we do not object to the proposed resolution per se, we have serious reservations as to the implications of the resolution, particularly at school drop off and collection times, and more particularly, in poor weather.

We are of the view that, beyond the parking areas outside the school, the whole street should be painted with broken yellow lines.

The present situation –

Weld Street, outside our property, has no road markings whatsoever. Despite the fact that the street is narrow, parents from the school park opposite our driveway between 8.30 and 9.15 am and between 2.45 and 3.15 pm. Attached are recent photographs showing this. Often the drivers leave their cars for some time to escort their children onto, or collect them from, the school grounds.

This has significant implications for us if we propose to drive onto or out of our property during those times. It is impossible to manoeuvre in order to turn down Weld Street without driving onto the footpath outside our house. That creates a significant pedestrian safety issue, particularly in view of the fact that the great majority of those pedestrians at this time are school children. We would have less difficulty in manoeuvring to turn up the street, but the parents of the school have always operated a de facto one way system at drop off and collection times, and we respect that.

The implications of the proposal – While we welcome the suggestion that the Council and the school will work to educate parents, we think that there is little doubt that replacement of the P15 parking spaces in front of the school with P2 spaces will only drive those who are determined to park for longer periods of time than two minutes further down Weld Street. Given present parking habits, we are strongly of the view that the proposal will simply create more competition for the unmarked areas of the street, and the result will be greater congestion in those areas. Thus will create greater inconvenience to those who live on the street and will potentially elevate the risks to safety.

The solution to this, in our view, is that there should be no unmarked areas on the street and, where parking is not specifically provided for, the street should be marked with broken yellow lines.

We have a long association with the school and support its initiatives for road safety. We are copying the school in on this submission and would be happy to discuss these issues further, both with the Council and the school.

PROPOSED TRAFFIC RESOLUTION

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

Officer's response:

The traffic team have considered the feedback and discussed the proposal with the Principal of the school. WCC will proceed with proposed changes. The Principal will inform parents of the new parking restrictions in the school's monthly newsletters and remind them of the importance of keeping residents' driveways' clear at all times. WCC may consider broken yellow lines in front of the driveway of No 57 but this will require further consideration during the post installation period of these new P2 proposals.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 13 – 16
- Location:** Hauraki Street - Karori
- Proposal:** No stopping, at all times
- Information:** This section of Hauraki Street is narrow and a cul-de-sac. At the end there is a walking trail. People park nearby and walk on the trails at the end of the road anytime of the day. The parked vehicles and the narrowness of the street are forcing cars to reverse back up the road, as there is not enough room to turn. Council officers have received a request from resident(s) living near this cul-de-sac to install a section of broken yellow lines to enable drivers to turn safely. Officers propose a section of No Stopping At All Times to improve road safety in this area.

Net parking loss:2 spaces

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One

Hauraki Street

Column Two

No stopping, at all times

Column Three

East side, commencing 87 metres from its intersection with Waikare Street (Grid coordinates $x= 1,746,017.8$ m $y= 5,428,852.0$ m), and extending in a northerly direction then westerly then southerly following the eastern kerbline for 21 metres.

Prepared By: Lubna Abdullah

Approved By: Steve Spence

Date: 15/02/16

(Northern Area Traffic Engineer)

(Chief Transport Advisor)

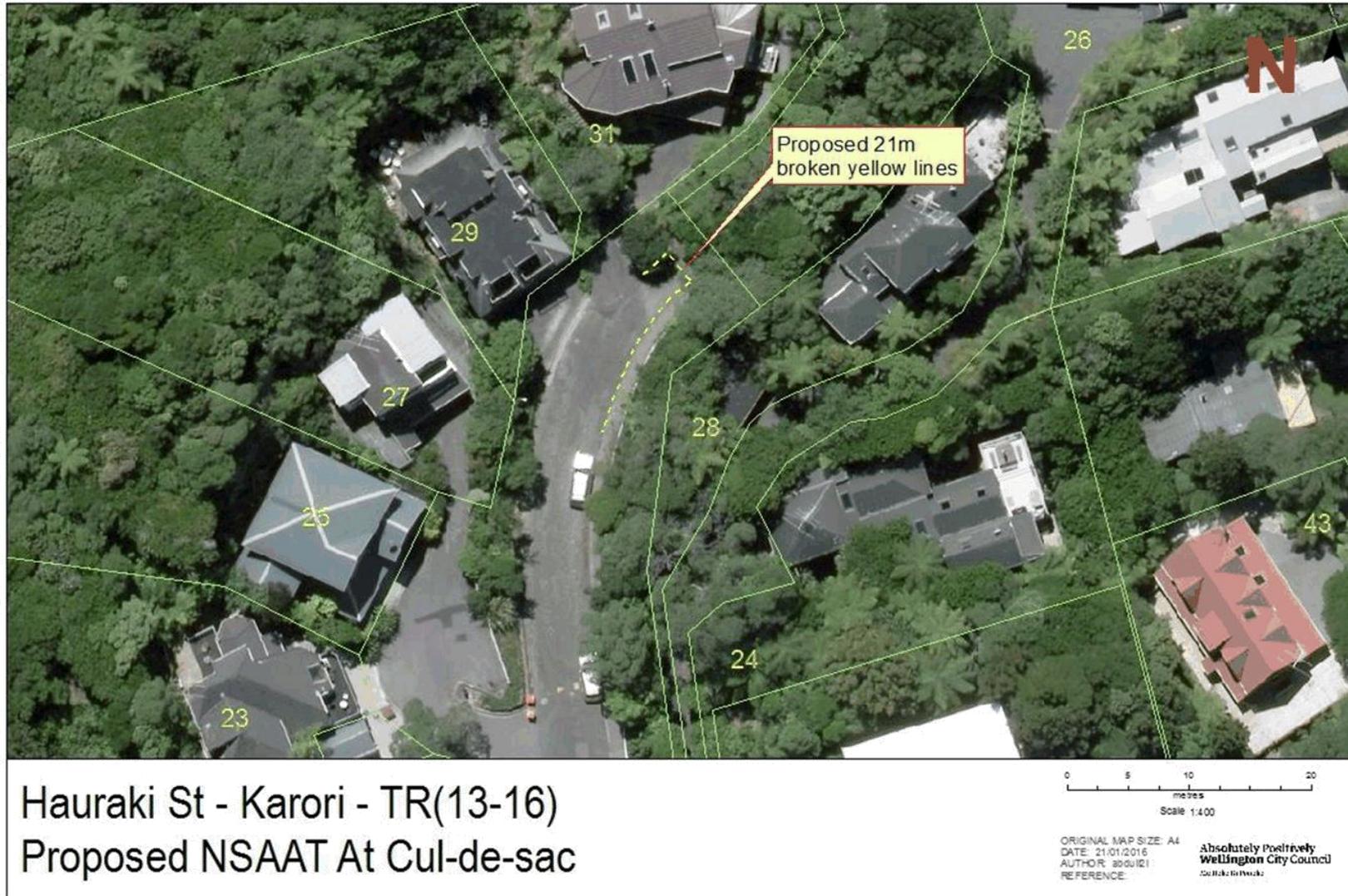
WCC Contact:

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

PROPOSED TRAFFIC RESOLUTION

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





FEEDBACK RECEIVED

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

Feedback Received:

Submitter: Ross & Sarah Weenink
Address: 25 Hauraki Street, Karori, Wellington
Agrees with proposal: Yes

We agree with the proposal to install a no stopping restriction on the part of Hauraki Street described in the proposal, for the reasons stated in the council's report. However, we submit that the no stopping restriction should be extended to include the part of the Hauraki Street extension immediately opposite 23 and 25 Hauraki Street (on the uphill side of the white median fence and shrubs). At present, vehicles park in this space from time to time, making it difficult for the residents of 23, 25 and 27 Hauraki Street to exit their garages safely. If the far end of Hauraki Street becomes a no parking zone, this will increase the likelihood that casual visitors who wish to use the walking trails at the end of Hauraki Street will choose to park in the Hauraki Street extension immediately opposite 23 and 25 Hauraki Street, thus exacerbating the existing problem.

We look forward to your favourable consideration of our submission.

Submitter: Geoff Leech
Address: 31 Hauraki Street, Karori, Wellington
Agrees with proposal: Yes

The yellow lines proposed are too long. I suggest that yellow lines are only placed directly opposite the driveway entrances to 29a, 29b and 31 Hauraki Street as the driveways are what are used by turning vehicles. There should be room left at the very end of the cul-de-sac for parking and the yellow lines should not extend quite so far down Hauraki Street towards Waikare Street.

Officer's response to the submissions: The traffic engineering team have considered the feedback and have decided to proceed with the broken yellow lines we proposed in the traffic resolution. This end of the road is very narrow and has a very tight turning area for vehicles and a parked vehicle at the very end of this cul de sac could make this more difficult. Removing car parks along this stretch of road will also improve safety for those pedestrians using the path to the walking trails. The no parking restriction extends to end of No. 29's driveway and no further towards Waikare Street.

PROPOSED TRAFFIC RESOLUTION

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

- Reference: TR 14 – 16
- Location: Mark Avenue - Grenada Village
- Proposal: Give Way Control
- Information: Confirmation for the existing Give way control on the north section of Mark Avenue/Grenada Drive roundabout. This has arisen due to new properties in the area and these have recently been occupied. The number of vehicles has therefore increased at the roundabout. The Give Way control is recommended good practice at roundabout controlled intersections.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 23 February 2016
- 2) Feedback period closes. 11 March 2016
- 3) If no objections received report sent to Transport & Urban Development Committee for approval. 14 April 2016
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Mark Avenue</i>	<i>Give Way Control</i>	<i>Mark Avenue at its south approach to its intersection with Grenada Drive</i>

Prepared By: Lubna Abdullah
Approved By: Steve Spence
Date: 15/02/2016

(Northern Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

Lubna Abdullah
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Email: lubna.abdullah@wcc.govt.nz



Mark Ave - Grenada Village - North Section
Give Way Control - TR (14 - 16)

0 10 20 40
metres
1:500

ORIGINAL MAP SIZE: A3
DATE: 1/02/2016
AUTHOR: 3004121
REFERENCE:

Absolutely
POSITIVELY
Me Heke Ki Pōneke
WELLINGTON CITY COUNCIL **Wellington**

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No feedback was received.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 16 – 16

Location: Buller Street - Te Aro

Proposal: Residents Parking At All Times and No Stopping At All Times

Information: On Buller Street, outside #34-36, there is a discrepancy between what is stated in the traffic resolutions versus the actual markings and signs on site.

Recent improvements made to home accessways resulted in a conflict between a vehicle accessway and the allocated resident parking area. In order to adapt to this change, the allocated residents parking area will be adjusted accordingly.

The purpose of this resolution is to update the resolutions database to match the actual on street measurements.

Net parking loss: 0 spaces

Key Dates:

- | | |
|---|-------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 Feb 2016 |
| 2) Feedback period closes. | 11 Mar 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 Apr 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Buller Street	<i>No Stopping, At All Times.</i>	<i>Northeast side, commencing 72 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658203.973968 m, Y=5988903.740894 m) and extending in a south-easterly direction following the kerbline for 8.5 metres.</i>
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Remove from Schedule E (Residents Parking) of the Traffic Restrictions Schedule

Buller Street	<i>Resident Parking – Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times</i>	<i>Northeast side, commencing 80.5 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658203.973968 m, Y=5988903.740894 m) and extending in a south-easterly direction following the kerbline for 10.5 metres.</i>
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Remove from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Buller Street	<i>No Stopping, At All Times.</i>	<i>Northeast side, commencing 91 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658203.973968 m, Y=5988903.740894 m) and extending in a south-easterly direction following the kerbline to its intersection with Buller Street for 10 metres.</i>
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PROPOSED TRAFFIC RESOLUTION

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

Buller Street	No Stopping, At All Times.	Northeast side, commencing 66.5 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658203.973968 m, Y=5988903.740894 m) and extending in a south-easterly direction following the kerbline for 9 metres.
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Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule

Buller Street	Resident Parking – Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times	Northeast side, commencing 75.5 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658203.973968 m, Y=5988903.740894 m) and extending in a south-easterly direction following the kerbline for 16.5 metres.
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Buller Street	No Stopping, At All Times.	Northeast side, commencing 92 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658203.973968 m, Y=5988903.740894 m) and extending in a south-easterly direction following the kerbline to its intersection with Buller Street for 9 metres.
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PROPOSED TRAFFIC RESOLUTION

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

Prepared By: **Patrick Padilla**
Approved By: **Steve Spence**
Date: 15/02/2016

(Area Traffic Engineer)

(Chief Transport Advisor)

WCC Contact:

Patrick Padilla
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Wellington City Council
101 Wakefield Street / PO Box 2199,
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Phone: +64 4 803 8242
Fax: +64 4 801 3009
Email: patrick.padilla@wcc.govt.nz



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No feedback was received.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 17 – 16

Location: Hawker Street - Mt Victoria

Proposal: Residents Parking, At All Times

Information: On Hawker Street, outside #15-25, there is a discrepancy between what is stated in the traffic resolutions versus the actual signs on site.

The allocated Residents Parking area currently is signed as Residents Parking, At All Times. However, the Traffic Resolutions database states this area is designated with time restriction – Residents Parking, Monday to Friday, 8am to 6pm.

As this discrepancy has been in place for a number of years, updating the Traffic Resolutions database to reflect what is on site is preferred rather than reinstating the time restriction. As it stands, the current arrangement has not prompted any complaints or safety concerns.

The purpose of this resolution is to update the resolutions database to match the actual on street line markings and signage.

Net parking loss: 0 spaces

Key Dates:

- | | |
|---|-------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 Feb 2016 |
| 2) Feedback period closes. | 11 Mar 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 Apr 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

Remove from Schedule E (No Stopping, Except for Authorised Resident Vehicles) of the Traffic Restrictions Schedule

Hawker Street	<i>No Stopping, Except for Authorised Resident Vehicles, Monday to Friday, 8am – 6pm</i>	<i>West side, commencing 32.5 metres south of its intersection with Roxburgh Street (Grid Coordinates X= 1749735.1176 m, Y= 5427111.7685 m) and extending in a southerly direction following the western kerbline for 23 metres.</i>
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Add to Schedule E (No Stopping, Except for Authorised Resident Vehicles) of the Traffic Restrictions Schedule

Hawker Street	<i>No Stopping, Except for Authorised Resident Vehicles, At All Times</i>	<i>West side, commencing 32.5 metres south of its intersection with Roxburgh Street (Grid Coordinates X= 1749735.1176 m, Y= 5427111.7685 m) and extending in a southerly direction following the western kerbline for 23 metres.</i>
----------------------	---	--

Prepared By: **Patrick Padilla**
Approved By: **Steve Spence**
Date: 15/02/2016

(Area Traffic Engineer)

(Chief Transport Advisor)

WCC Contact:

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Item 2.3 Attachment 14

**Hawker Street, Mt Victoria TR17-16
Residents Parking At All Times**

MAP PRODUCED BY:
WISCONSIN CIVIL ENGINEERS
101 VANDER STRAIT
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 26/01/2016
AUTHOR: PHOENIX
REFERENCE:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Ellen Blake on behalf of Mt Victoria Residents
Association

Address: PO Box 19056, Wellington 6011

Agrees with proposal: Yes

We support the change to the traffic resolution to match what is actually shown on the sign on Hawker Street. We think this is a very sensible approach in an area where no issues have been identified.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR18 – 16

Location: Bowen Street - Thorndon

Proposal: P60 9:30am-6:00pm Monday to Friday
P60 8:00am-6:00pm Saturday

Information: Council officers received a request to reduce the P120 time restriction along the top of Bowen Street to a one hour time limit up to 6:00pm, Monday to Saturday.

The shorter time restriction will allow for a faster parking turnover in support of the local businesses in the area during the day and benefit longer staying customers and/or visitors in the evenings.

Net parking loss: 0 – change of time restriction only

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Bowen Street	<i>P120, at all other times</i>	<i>North side, commencing 18 metres east of its intersection with Tinakori Road (Grid Coordinates X= 1,748,182.8895 m, Y= 5,428,787.9878 m) and extending in an easterly direction following the kerbline for 29 metres. (5 carparks)</i>

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

Column One	Column Two	Column Three
Bowen Street	<i>P60, 9:30am-6:00pm Monday to Friday, 8:00am-6:00pm Saturday</i>	<i>North side, commencing 18 metres east of its intersection with Tinakori Road (Grid Coordinates X= 1,748,182.8895 m, Y= 5,428,787.9878 m) and extending in an easterly direction following the kerbline for 29 metres. (5 carparks)</i>

Prepared By: **Orencio Gueco**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Advised)

Date: **15/02/2016**

WCC Contact:

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Fax: +64 4 801 3009
Email: orencio.gueco@wcc.govt.nz



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No feedback was received.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR19 – 16

Location: Portland Cres - Thorndon

Proposal: P10 Monday to Friday 7:45am-9:00am, 3:00pm-5:45pm
P120 Other Times

Information: In connection with a child care centre at 12 Hawkestone Street, it is proposed to install two P10 parks at their Portland Cres entrance 7:45am-9:00am in the mornings and 3:00pm-5:45pm in the afternoons. This will allow drop off and pick-up of children at these times.

The parking space becomes a 2 hour parking space outside of these hours

Net parking loss: 0 – coupon parking to short term parking

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Portland Cres	<i>P10, Monday to Friday, 7:45am-9:00pm, 3:00pm-5:45pm</i>	<i>East side, commencing 15.5 m north of its intersection with Hawkestone Street (Grid Coordinates X= 1,748,798.1 m, Y= 5,429,200.1 m) and extending in a northerly direction following the eastern kerbline for 11 metres. (2 carparks)</i>

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

Column One	Column Two	Column Three
Portland Cres	<i>P120, Other Times</i>	<i>East side, commencing 15.5 m north of its intersection with Hawkestone Street (Grid Coordinates X= 1,748,798.1 m, Y= 5,429,200.1 m) and extending in a northerly direction following the eastern kerbline for 11 metres. (2 carparks)</i>

Prepared By: **Orencio Gueco**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Advisor)

Date: **15/02/2016**

WCC Contact:

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Email: orencio.gueco@wcc.govt.nz



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No feedback was received.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR20 – 16

Location: Owen Street - Newtown

Proposal: Residents parking Monday to Friday 8am-6pm

Information: Council officers received a petition from several residents along 41 to 49 Owen Street requesting residents parking. Owen Street is currently within the Newtown residents parking area.

Residents in this section are finding it difficult to locate available parks due to long term parking by non-residents in the area.

The proposal is to convert four unrestricted parks between 41 and 45 Owen Street to residents parks Mon-Fri 8am-6pm.

Net parking loss: 4 – unrestricted parks to residents parks

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Owen Street	<i>Residents parking, Monday to Friday 8:00am-6:00pm</i>	<i>East side, commencing 4m south of its intersection with Somerset Avenue (Grid Coordinates X= 1,749,337.3m, Y= 5,425,123.1m) and extending in a southerly direction following the eastern kerbline for 23 metres. (4 carparks)</i>

Prepared By: **Orencio Gueco**
Approved By: **Steve Spence**
Date: **15/02/2016**

(Area Traffic Engineer)

(Chief Transport Advisor)

WCC Contact:

Orencio Gueco
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Email: orencio.gueco@wcc.govt.nz



FEEDBACK RECEIVED

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

Feedback Received:

Submitter: India & Steven Korner
Address: 12 Somerset Avenue, Newtown, Wellington
Agrees with proposal: Yes

I wish to provide feedback the proposed residents parking area in Owen Street, Newtown (Monday to Friday 8am-6pm) Reference: TR20 – 16.

My husband and I recently bought a house a few hundred metres away, 12 Somerset Ave. We are in favour of this proposal but would also like a residents parking area in Somerset Avenue. We moved here in December 2015 and have 2 boys, aged 1 and nearly 4. On the days I do not work we often go out for a few hours in the morning leaving at about 9am and then come back around 11:30-12 for my youngest son to have a nap. When we leave we see people who work in the area taking the parks outside our house and then walking to work in nearby rest homes etc. When we get back we often have to park a block away to find a park. With young children we often have several bags and I have to carry my youngest child all the way home. Often he falls asleep in the car and not being able to park in our street paring means he wakes on the way back, instead of being carried straight to bed without waking. If we come back from the supermarket mid morning it is also very difficult.

We paid a considerable amount for our house and pay rates of \$3,356.27 a year as a result and I feel we should be given preferential parking in our Street. When we drive into work in town we have to pay for parking there so I feel aggrieved others take our parks for full day parking for their work at no cost.

We have one garage but require a ute for our business which is too large to fit into our garage, common for houses built in the 1900's. Public transport through Newtown is some of the best in Wellington so if some parks are lost for workers I am sure they could easily take public transport to work; as we often do to town.

I notice the majority of Streets in Newtown have residents parking areas including Picton Ave and Wilson Street directly parallel to us, but Somerset Ave seems to be the exception.

I look forward to hearing back from you on this.

Officer's response: The points raised above require further investigation, however are outside the area of the current proposals. The Traffic Engineer has discussed this matter with the submitter.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR22 – 16
(Amended)

Location: Goldies Brae - Thorndon

Proposal: Residents parking at all times

Information: Council officers received a request from a resident of Goldies Brae requesting to relocate two of five existing residents' parks.

A new street light facility was recently installed adjacent to two nearby coupon parks. It is proposed to move two residents' parks to this location which will provide more security for the resident vehicles especially in the evenings.

The original location of the two residents' parks will now become coupon parking spaces.

Net parking loss: 0 – no reduction in existing parks

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Goldies Brae	<i>Residents Parking – Displaying an Authorised Resident Parking Permit Only</i>	<i>West side, commencing 20m north of its intersection with Grant Road and extending in a northerly direction following the western kerbline for 29 metres.</i>

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

Column One	Column Two	Column Three
Goldies Brae	<i>Residents parking, at all times</i>	<i>West side, commencing 31m north of its intersection with Grant Road (Grid Coordinates X= 1,749,034.1m, Y= 5,429,980.2m) and extending in a northerly direction following the western kerbline for 18 metres.</i>

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

Column One	Column Two	Column Three
Goldies Brae	<i>Residents parking, at all times</i>	<i>South side, commencing 40m west of its intersection with Grant Road (Grid Coordinates X= 1,749,093.1m, Y= 5,429,991.3m) and extending in a westerly direction following the southern kerbline for 6 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Goldies Brae	Residents parking, at all times	South side, commencing 50m west of its intersection with Grant Road (Grid Coordinates X= 1,749,093.1m, Y= 5,429,991.3m) and extending in a westerly direction following the southern kerbline for 6 metres.

Prepared By: **Orencio Gueco**

(Area Traffic Engineer)

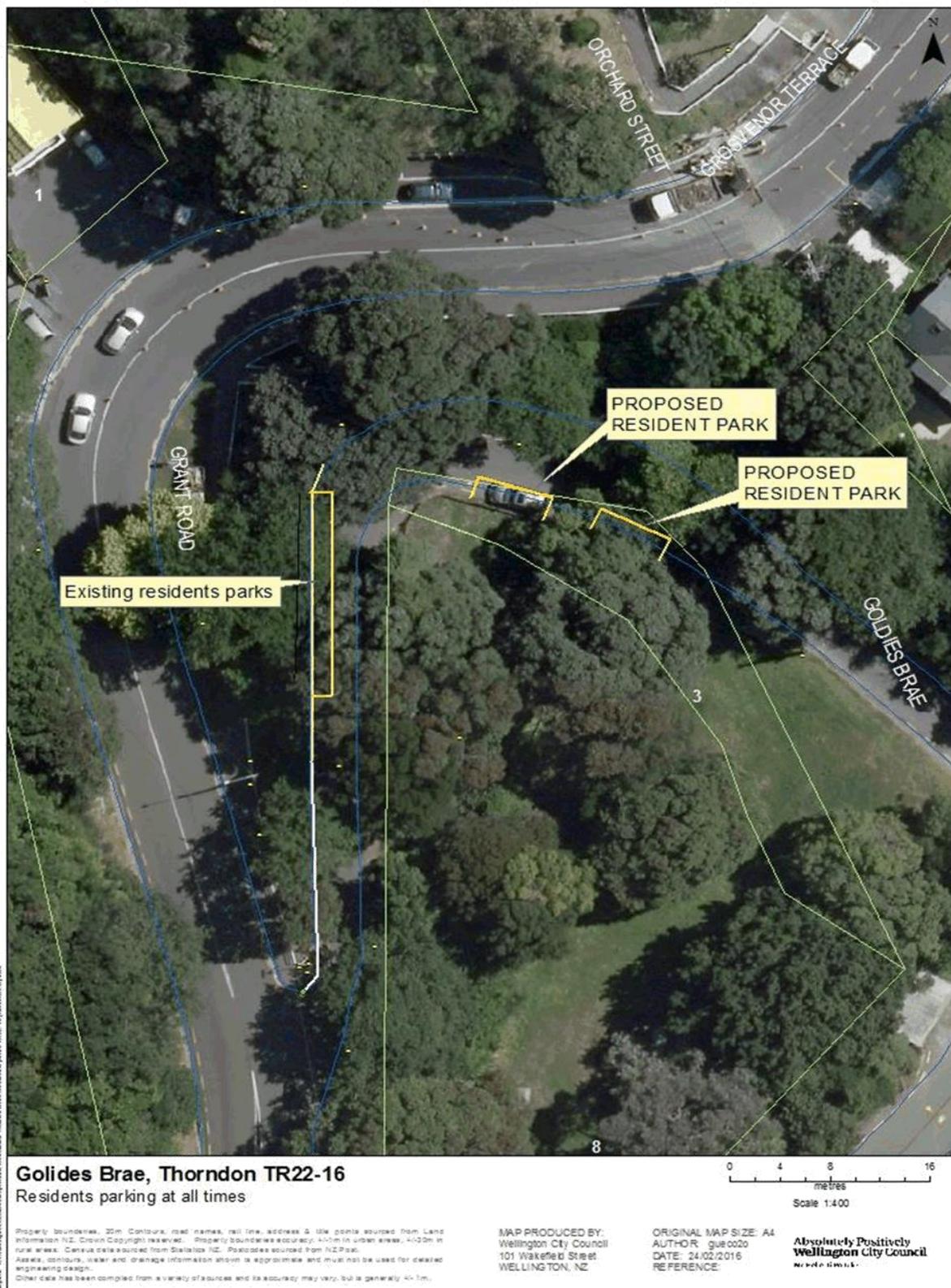
Approved By: **Steve Spence**

(Chief Transport Planner)

Date: 24/02/16

WCC Contact:

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



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No feedback was received.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR24 – 16

Location: Vivian Street - Te Aro

Proposal: Metered parking, P120 maximum,
Monday to Thursday 8:00am-6:00pm,
Friday 8:00am-8:00pm,
Saturday and Sunday 8:00am-6:00pm

Information: Part of the upgrading works related to the SH1 Wellington Inner City Improvements (Vivian Street) consist of the installation of metered parks along the northern side of Vivian Street.

The proposed five Pay and Display parks are intended as an interim use of the kerb space until such time as a three laning project might proceed.

Net parking loss: 0 – no stopping lines to metered parking

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Vivian Street	No Stopping, at all times	North side, commencing 19.5 metres east of its intersection with Victoria Street (Grid Coordinates X= 2658470.443605 m, Y= 5988788.772233m) and extending in an easterly direction following the kerbline to its intersection with Bute Street for 71 metres.

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

Column One	Column Two	Column Three
Vivian Street	No Stopping, at all times	North side, commencing 4 metres east of its intersection with Victoria Street (Grid Coordinates X= 2658470.443605 m, Y= 5988788.772233m) and extending in an easterly direction following the kerbline for 10 metres.

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

Column One	Column Two	Column Three
Vivian Street	Metered parking, P120 maximum, Monday to Sunday 8:00am-6:00pm	North side, commencing 9 metres east of its intersection with Victoria Street (Grid Coordinates X= 2658474.4 m, Y= 5988789.1m) and extending in an easterly direction for 34.8 metres

PROPOSED TRAFFIC RESOLUTION

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

Column One	Column Two	Column Three
Vivian 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 7 metres east of its intersection with Victoria Street (Grid Coordinates X= 1,748,452.2 m, Y= 5,427,075.6 m) and extending in an easterly direction for 29 metres (5 parks)</i>

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

Column One	Column Two	Column Three
Vivian Street	<i>No Stopping, at all times</i>	<i>North side, commencing 36 metres east of its intersection with Victoria Street (Grid Coordinates X= 1,748,452.2 m, Y= 5,427,075.6 m) and extending in an easterly direction following the kerbline to its intersection with Bute Street.</i>

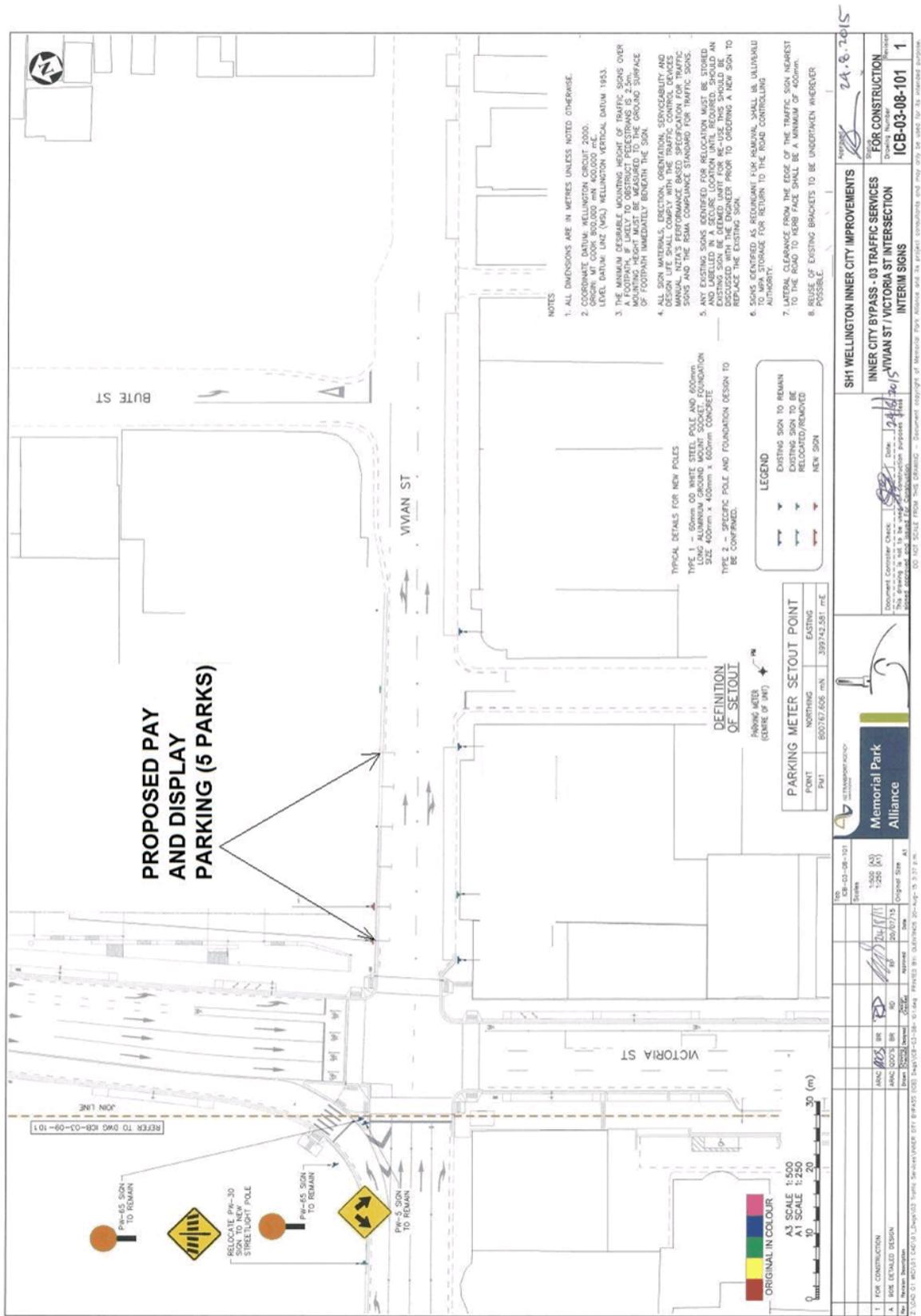
Prepared By: **Orencio Gueco**
Approved By: **Steve Spence**
Date: 15/02/2016

(Area Traffic Engineer)

(Chief Transport Advisor)

WCC Contact:

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Area Traffic Engineer
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FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No feedback was received.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 25 – 16

Location: Park Road - Miramar

Proposal: Coach Stop

Information: This is the confirmation Traffic Resolution of the existing 16 metres coach stop. This coach stop serves the new Weta Workshop at 127 Park Road. Tourist buses frequent and wait at this coach stop regularly on a daily basis. The coach stop is essential to facilitate parking in this area.

Parking changes: Nil

Amendments due to feedback: Following the feedback received during the consultation period, WCC have made minor amendments to the advertised/consulted on traffic resolution Coach Stop at All Times. WCC now propose a Coach Stop from Monday-Sunday 9.00am – 5.30pm.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

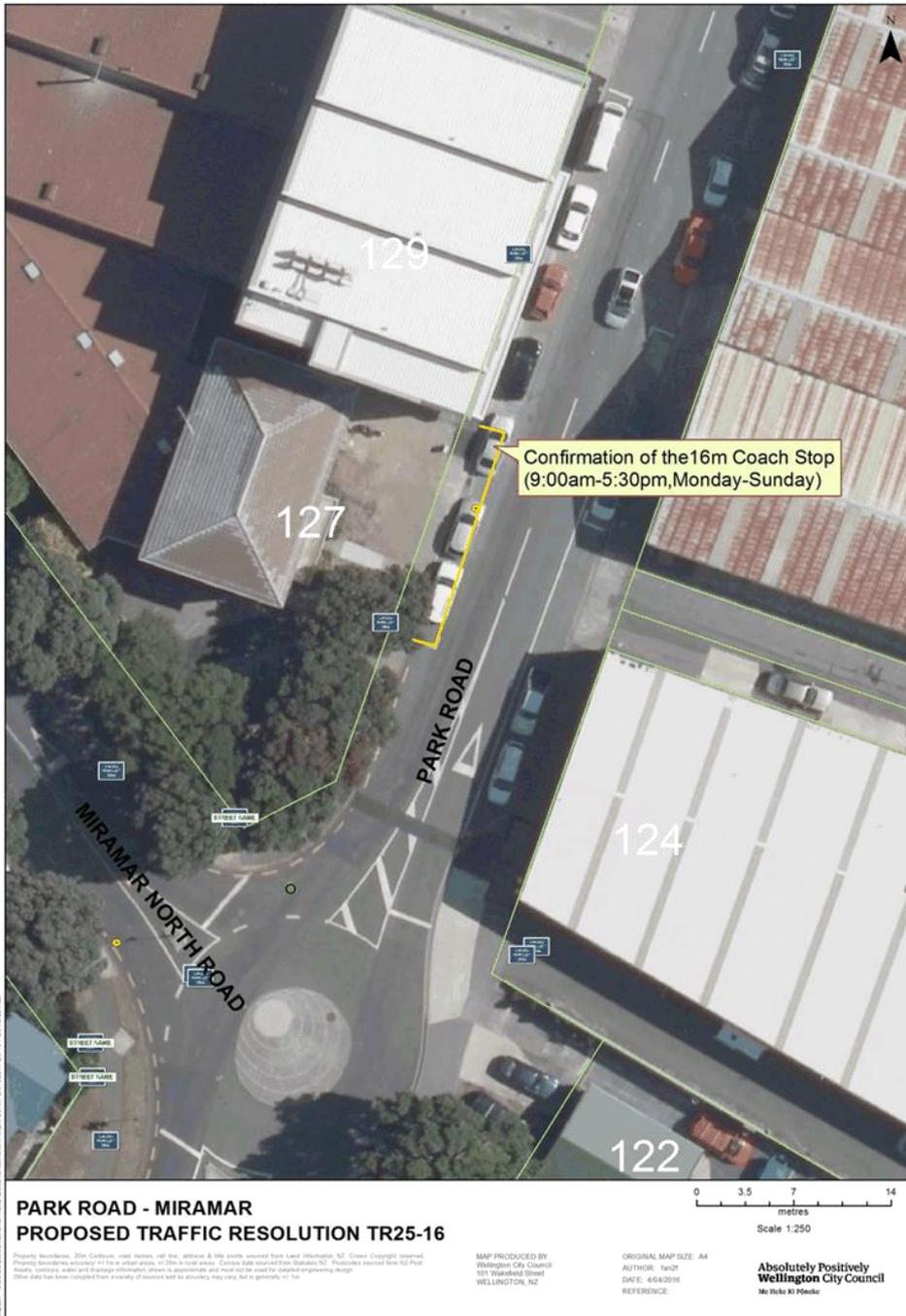
Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Park road	<i>Coach Stop (Monday-Sunday (9:00am-5:30pm)</i>	<i>West side, commencing 20 metres north of its intersection with North Miramar Road (Grid Co-ordinates $x=1,752,429$ m, $y=5,425,222.5$ m) and extending in a northerly direction following the western kerbline for 16 metres</i>

Prepared By: **Frank Fan** (Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: 15/02/2016

WCC Contact:

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



FEEDBACK RECEIVED

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

Feedback Received:

Submitter: Regan Ryan
Address: 2 Te Anau Avenue, Hataitai, Wellington
Agrees with proposal: No

While I fully understand why the 'Weka shop' [sic] would require easy parking for coaches at the door, it places huge strain on an area already struggling with minimal available parks. Can the Council also please explain why the area has already been marked as Coach Stop for over a year, without any opportunity for consultation prior to this? The text at the top of the submission page states: 'Following feedback and Council approval, the traffic restrictions will be added to the Council's legal database and instructions issued to contractors to install any signs and road markings, usually taking two or three weeks.' Why in this case, is it happening in reverse? Road markings, signs first, consultation second? Parking in the northern end of Park Road is stretched to the point where workers must sometimes park as far away as the corner of Rotherham Tce. Many businesses operate in the area, and the density of employee per square metre has increased significantly with the arrival of new non-industrial commerce to this part of Miramar. I believe that the permanent of addition of a Coach Stop outside 127 Park Road can be made more palatable with the following changes: 1) Time limited parking (of up to 2hrs max) is marked out in areas along Park Road. This would go some way to dissuade local car-rental companies from cheekily parking their rentals car on the street for weeks at a time. 2) Some assurance from Weta that they will not shoe-horn 2 or even 3 coaches into the kerbside at the immediate exit of the roundabout as they currently do. It is a significant safety risk for drivers and pedestrians. I attach a photo showing a common situation. 3) Convert the parking between Puriri St and Rotherham Tce to diagonal spaces, taking advantage of the width of the road. Alternately, parking could be made available in the wide median strip that runs the length of Park Road. 4) Reducing the speed in the area to 30kmh, due to the higher amount of foot traffic in the area and poor visibility caused by large trucks and buses stopped so perilously close to the roundabout exit.

Officer's response:

WCC installed the coach stop outside 127 Park Road over a year ago to serve the urgent demand for coach parking outside the newly opened Weta Workshop, and are reconfirming this through the traffic resolution process. We have discussed the demand for the coach stop again with Weta Workshop who inform us that the coach stop is only required between 9:00am-5:30pm on Monday-Sunday. We have, therefore, made an amendment to the advertised traffic resolution and propose unrestricted parking after 5:30pm at this site to free up the parking on Park Road.

We will further investigate the points raised in regards to time restricted parking along Park Road, the angle parking on Puriri Street and Rotherham Terrace, the illegal parking of coaches on the No stopping lines and also speed limits in the area.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 27 – 16

Location: Evans Bay Parade - Hataitai

Proposal: No Stopping, at all times and Bus Stop Relocation

Information: Officers have received concerns for students' safety from St Patricks College while crossing Evans Bay Parade. This is especially the case around the after school time as school buses park too close to the school entrance. This bus parking significantly blocks the view for students to traffic on Evans Bay Parade and is a road safety concern warranting the restriction of parking in the morning and evening arrival and departure times of students near the main entrance.

Council officers have been in consultation with St Patricks College and have agreed to the following:

- Shift the bus stop on the northern side of the main entrance 12 metres further north and change the 12m space to No Stopping during school terms (Monday-Friday, 8:30am-9:00am, 3:00pm-3:30pm)
- Shorten the bus stop on the southern side of the main entrance for 12 metres and change the 12m space to No Stopping during school terms (Monday-Friday, 8:30am-9:00am, 3:00pm-3:30pm)
- Extend the bus stop 12 metres north of St Patricks College
- Extend the bus stop 12 metres south of St Patricks College
- Extend the No Stopping Restriction at all times for 7 metres at north end of Evans Bay Parade to facilitate improved road safety to left turning vehicles.

Parking changes: 1 loss

PROPOSED TRAFFIC RESOLUTION

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Evans Bay Parade	<i>Bus Stop, Monday-Friday, 8:30am-9:00am, 3:00pm-3:30pm, during school terms</i>	<i>East side, commencing 193.5 metres north of its intersection with Kemp street and extending in a northerly direction following the eastern kerbline for 61.5 metres.</i>

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

Column One	Column Two	Column Three
Evans Bay Parade	<i>Bus Stop, Monday-Friday, 8:30am-9:00am, 3:00pm-3:30pm, during school terms</i>	<i>East side, commencing 205.5 metres north of its intersection with Kemp street (grid coordinates x= 1,750,285.3m, y= 5,424,671.2m) and extending in a northerly direction following the eastern kerbline for 61.5 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

Column One	Column Two	Column Three
Evans Bay Parade	<i>Bus Stop, Monday-Friday, 8:30am-9:00am, 3:00pm-3:30pm, during school terms</i>	<i>East side, commencing 158 metres north of its intersection with Kemp street and extending in a northerly direction following the eastern kerbline for 24 metres.</i>

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

Column One	Column Two	Column Three
Evans Bay Parade	<i>Bus Stop, Monday-Friday, 8:30am-9:00am, 3:00pm-3:30pm, during school terms</i>	<i>East side, commencing 158 metres north of its intersection with Kemp street (grid coordinates x= 1,750,285.3m, y= 5,424,671.2m) and extending in a northerly direction following the eastern kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
Evans Bay Parade	<i>Bus Stop, Monday-Friday, 8:30am-9:00am, 3:00pm-3:30pm, during school terms</i>	<i>East side, commencing 115.5 metres north of its intersection with Kemp street and extending in a northerly direction following the eastern kerbline for 32.5 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

Column One	Column Two	Column Three
Evans Bay Parade	<i>Bus Stop, Monday-Friday, 8:30am-9:00am, 3:00pm-3:30pm, during school terms</i>	<i>East side, commencing 103.5 metres north of its intersection with Kemp street (grid coordinates x= 1,750,285.3m, y= 5, 424,671.2m) and extending in a northerly direction following the eastern kerbline for 44.5 metres.</i>

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

Column One	Column Two	Column Three
Evans Bay Parade	<i>No Stopping, at all times</i>	<i>East side, commencing 35 metres south of its intersection with Cobham Drive (grid coordinates x= 1,750,309.8m, y= 5, 424,990.3m) and extending in a southerly direction following the eastern kerbline for 7 metres.</i>

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

Column One	Column Two	Column Three
Evans Bay Parade	<i>No Stopping, Monday-Friday, 8:30am-9:00am, 3:00pm-3:30pm, during school terms</i>	<i>East side, commencing 193.5 metres north of its intersection with Kemp street (grid coordinates x= 1,750,309.8m, y= 5, 424,990.3m) and extending in a northerly direction following the eastern kerbline for 12 metres</i>

PROPOSED TRAFFIC RESOLUTION

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

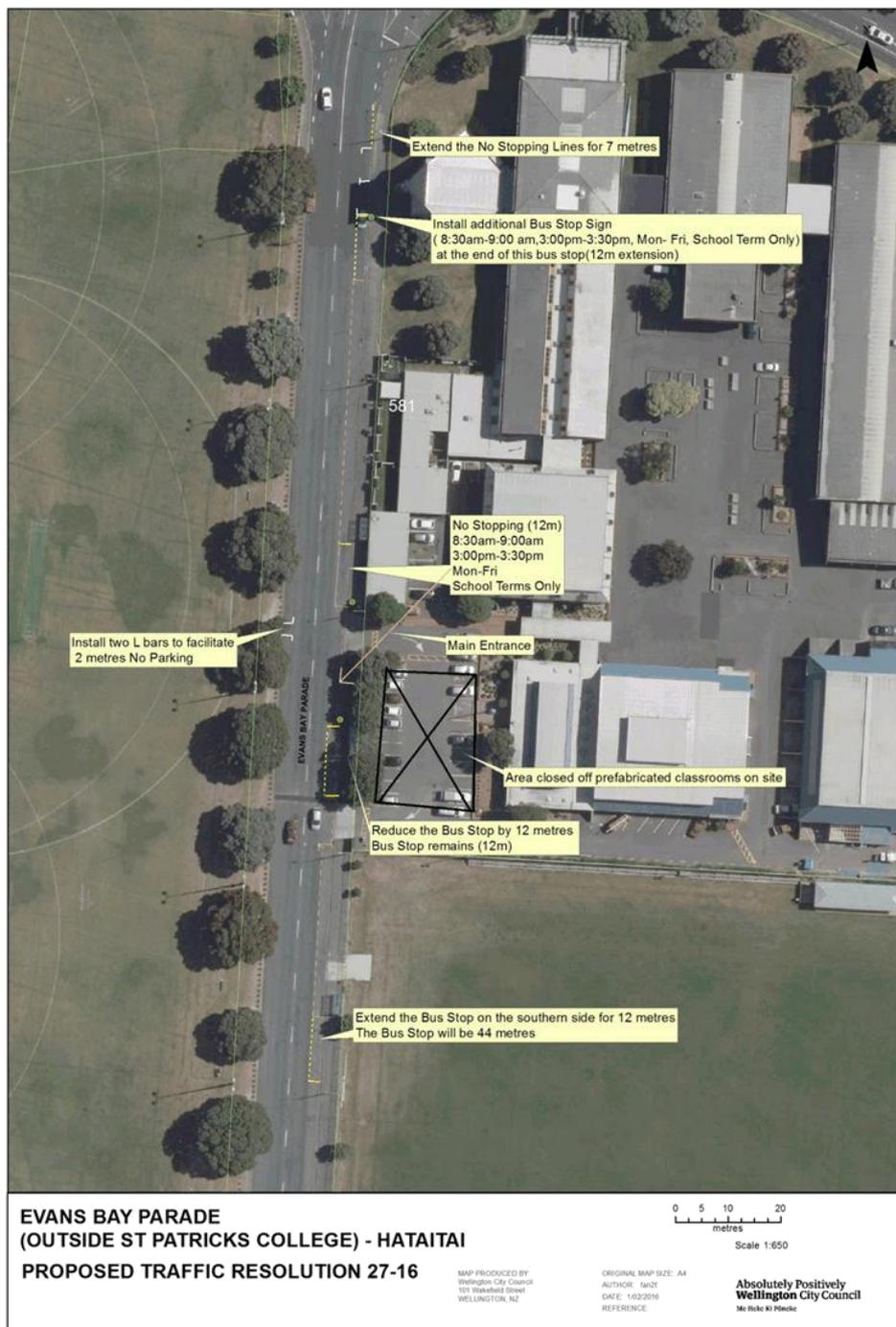
Column One	Column Two	Column Three
<i>Evans Bay Parade</i>	<i>No Stopping, Monday-Friday, 8:30am-9:00am, 3:00pm-3:30pm, during school terms</i>	<i>East side, commencing 170 metres north of its intersection with Kemp street (grid coordinates x= 1,750,309.8m, y= 5,424,990.3m) and extending in a northerly direction following the eastern kerbline for 12 metres</i>

Prepared By: **Frank Fan**
Approved By: **Steve Spence**
Date: 15/02/2016

(Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

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



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No feedback was received.

PROPOSED TRAFFIC RESOLUTION

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

- Reference:** TR 28 – 16
- Location:** Weka Street - Miramar
- Proposal:** Pick up/ Drop Off Zone
- Information:** WCC consulted in Feb/March 2016 on an additional pick up/ Drop off zone scheme. This proposal address the concerns raised.

Officers have received parking concerns from School representatives on Weka Street outside Miramar North School. This is especially the case around school drop off and pick up times.

Council officers are proposing to convert two P15 parking spaces to Pick up/drop off only spaces outside #19 and also create a new Pick up/drop off only space outside #21 on Weka Street to ease the parking concerns and limit illegal parking on current no-stopping restrictions.

Net parking gain: 1 Parking space.

- Amendments due to feedback:** Following feedback during the consultation period, WCC have made a minor amendment to this traffic resolution and have withdrawn the proposal to create a Pick up/drop off only space outside #21 Weka Street. Vehicle access to properties #19 & #21 will not change with these proposals.

Net parking loss: 0 Parking space

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Weka Street	P15 Monday- Friday 8:15am- 9:15am, 2:30pm- 3:15pm, During School Terms	West side, commencing 9 metres north of its intersection with Manuka Street(Grid coordinates x=1,752,731.4.m, y=5,425,736.4m), and extending in a northerly direction following the western kerbline for 44 metres

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

Column One	Column Two	Column Three
Weka Street	Pick Up/ Drop Off Zone Monday- Friday 8:15am- 9:15am, 2:30pm- 3:15pm, During School Terms	West side, commencing 41 metres north of its intersection with Manuka Street(Grid coordinates x=1,752,731.4.m, y=5,425,736.4m), and extending in a northerly direction following the western kerbline for 12 metres

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

Column One	Column Two	Column Three
Weka Street	P15 Monday- Friday 8:15am- 9:15am, 2:30pm- 3:15pm, During School Terms	West side, commencing 9 metres north of its intersection with Manuka Street(Grid coordinates x=1,752,731.4.m, y=5,425,736.4m), and extending in a northerly direction following the western kerbline for 32 metres

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: **Frank Fan**

(Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Advisor)

Date: 15/02/2016

WCC Contact:

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Area Traffic Engineer
Transport Team - Network Operations
Wellington City Council
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Wellington 6140
Phone: +64 4 830 1202
Email: frank.fan@wcc.govt.nz



FEEDBACK RECEIVED

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

Feedback received:

Submitter: Penelope & Nigel Burns
Address: 22 Bay Road, Shop 13 Kilbirnie Plaza, Wellington
Agrees with proposal: No

As the owners of 21 Weka Street, we are opposed to removing the No Stopping Restrictions and changing it to a Pick Up/Drop Off Zone.

As the council do not monitor the current No Stopping Restriction, parents pick up and drop off there anyway including pulling alongside our driveway; parking on the grass area; worse still pulling into our driveway and "reversing" out. This is truly a tragedy waiting to happen; and yet parents do it every school day.

The only reason parking has become an issue in Weka Street is due to Weta Workshop and the other film related industries in Weka and Manuka Street. How do I know this? I lived in Weka Street long before any of these were here. The employees park in Weka Street ALL day and they work LONG hours.

I would suggest the WCC work with Peter Jackson and Richard Taylor to build a multi-story carpark in Park Road opposite Park Road Post. The land there is already being used for parking.

I truly believe the residents have accommodated enough.

I realise your focus is Weka Street; however please take the time to drive your car down Revans Street. My mother-in-law lives there and if she knows she's going out sometime during the day, she'll get up extra early just to put her car on the road as she is unable to get it out once all the parking is taken; she's 83. There's been times when she hasn't beaten the parkers and therefore stuck at home; this is just unacceptable.

God forbid she's required to call an ambulance or the fire brigade, they wouldn't fit.

Submitter: Debra Sleep
Address: 19 Weka Street, Miramar, Wellington
Agrees with proposal: No

I'm opposing the new parking space being proposed where the current yellow lines are, between the driveways of No.19 and No.21. While I thought the yellow lines were added to stop cars parking there to aid visibility for children from Miramar North School on crossing patrol, I'm also concerned that if this new park is created it will make getting into and out of

FEEDBACK RECEIVED

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

my driveway (No.19) even more difficult than it is now. Because my driveway comes out to the street on an angle and drivers are not always considerate when parking in the park as it is currently marked, often overhanging the park, sometimes considerably, I feel the problem would be compounded if there was another parking space on the other side of my driveway. At times I have had to drive up on the curb to get into my driveway which I possibly would not be able to do if another car was parked on the other side. I would suggest that the yellow lines should remain and if another pick up/drop off zone is needed then perhaps the current 15 min parks further up Weka Street past the crossing zone could be changed. Or maybe even angle parking somewhere in that area could be considered similar to that at the southern end of Weka Street. I appreciate parking in Weka Street can be an issue at times, but I don't feel that creating one extra park will make much of a difference.

Officer's response to the submissions:

WCC have decided to convert the two P15 parking spaces to Pick up/drop off only spaces outside #19, and have withdrawn the proposal to create a Pick up/drop off only space outside #21 on Weka Street. Therefore, vehicle access to properties #19 & #21 will not change, and the submitters' concerns will not be realised with this proposal.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 29 – 16
- Location:** Stewart Duff Drive - Miramar
- Proposal:** Stop Control
- Information:** This report is a confirmation of the Traffic Resolution of the existing Stop Control on Stewart Duff Drive at the intersection with Moa Point Road. The intersection is currently controlled by a Give Way sign and markings. Sight distances for a vehicle approaching on Stewart Duff Drive to vehicles on Moa Point Road are very limited to the right and hence the requirement for a Stop Control to improve road safety.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Stewart Duff Drive	Give Way Control	Stewart Duff Drive at its eastern/western intersection with Moa point Road

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

Column One	Column Two	Column Three
Stewart Duff Drive	Stop Control	Stewart Duff Drive, at its intersection with Moa Point Road.(Grid coordinates x=1,751,394.4.m, ,y=5,422,345.7m)

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: **Frank Fan** (Traffic Engineer)

Approved By: **Steve Spence** (Chief Transport Advisor)

Date: 15/02/2016

WCC Contact:

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



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No feedback was received.

Project Coordinator to populate after submissions closed.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 30 – 16

Location: Krull Street - Vogeltown

Proposal: Give Way Control

Information: A recent enquiry relating to the 'Right of Way' rule has prompted Council to propose the installation of a Give Way Control to clearly define who has the right of way on Krull Street at its intersection with McColl Street.

Net parking loss: 0 Parking space.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

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

Column One	Column Two	Column Three
Krull Street	<i>Give Way Control</i>	<i>Krull street, at its intersection with McColl Street. (Grid coordinates x=1,748,104m, y=5,424,889.9m)</i>

Prepared By: **Frank Fan** (Traffic Engineer)

Approved By: **Steve Spence** (Chief Transport Advisor)

Date: 15/02/2016

WCC Contact:

Frank Fan
Area Traffic Engineer
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Wellington City Council
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Wellington 6140
Phone: +64 4 830 1202
Email: frank.fan@wcc.govt.nz



**KRULL STREET - VOGELTOWN
PROPOSED TRAFFIC RESOLUTION TR30-16**



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

AUTHOR: fmc/2

REFERENCE:
ORIGINAL MAP SIZE: A3
DATE: 22/01/2016



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: D Bolton
Address: Not given
Agrees with proposal: Yes

I note this has reached traffic changes proposed - as part of this it is necessary to consider painting yellow lines directly opposite this proposed give way sign (painting yellow lines on the left handside of McColl Street opposite the intersection) as vehicles are often parked here making this dangerous.

I look forward to a successful implementation of the give way sign and painted lines.

Thanks for your assistance.

Officer's response: The suggested No Stopping Restriction requires further investigation, however is outside the current proposals.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 31 – 16

Location: Dekka Street - Khandallah

Proposal: Class restricted parking - Bus Stop (extension)
Bus Stop 4419, Khandallah Village, New World

Information: Purpose
The purpose of this report is to recommend the resolution and installation/extension of bus stop 4419 in Khandallah be amended.

Background

From 2011 to 2015 Greater Wellington Regional Council (GWRC) undertook the first fundamental review of the bus network in Wellington City in over 20 years. The review resulted in a bus network design which will be easier to understand, will be more efficient, and increases the coverage and number of services for Wellington City residents.

As part of the Wellington City bus review, GWRC would like to improve infrastructure and access to public transport in Khandallah. From 2018 the current routes 43, 44, 45, 46 and 50 are to be replaced by three new routes.

In order for the bus review to succeed and the new Khandallah routes to be run, GWRC requires an existing bus stop to be extended. The bus stop will act as the terminus point for the Khandallah west route, with the extension allowing buses to layover between trips to ensure on time departure, while still allowing a second bus from another route to use this stop.

In order to complete all the bus stop restrictions required WCC are phasing the traffic resolutions for these, however the changes will not come into effect until January 2018.

Purpose

To recommend that class restricted parking (a bus stop) is amended for bus stop 4419, Khandallah Village – New World, on Dekka Street, Khandallah. The expected patronage at this new stop is envisaged to be approximately 120-125 passengers per day.

Proposal

The bus stop will service the three new Khandallah routes, and will act as a terminus for the Khandallah west and Ngaio routes. Further detailed information on the layout of the amended bus stop in Dekka Street is shown in Figure 1.

PROPOSED TRAFFIC RESOLUTION

GWRC will manage the installation of infrastructure at the new location in consultation with WCC in early 2018.

Traffic Safety Assessment

GWRC Officers and WCC Officers have visited the site independently and have agreed that the bus stop extension is a safe and suitable layout for a bus stop.

The agreed site gives pedestrians and motorists good sight lines and vision of other traffic.

Consultation

WCC are the owners of the road and road reserve.

In December 2015 GWRC contacted the adjacent business and property for feedback on the proposal. The business was opposed to the proposal for the following reasons: a) Loss of two unlimited parking spaces causing employees and customers to walk up to 5 minutes from the nearest car park b) Current bus stop layout adequate. No reply was received from the adjacent property. The Cornerstone Trust in Khandallah was also contacted for feedback and it supported the proposed bus stop extension.

In the WCC formal public notification only one submission was received from a local resident and they were in agreeance with the proposal.

GWRC Officers and WCC Officers have discussed the proposal and verbally agreed on the site detailed in this report for the bus stop's location.

Recommendation

GWRC recommends that WCC approves class restricted parking (a bus stop) be amended for bus stop 4419, Khandallah Village – New World, on Dekka Street, Khandallah.

Net parking loss: 2 parking spaces

PROPOSED TRAFFIC RESOLUTION

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Dekka Street	<i>Bus Stop, at all times</i>	<i>Southern side, commencing from a point 18 metres from the projected southern kerb alignment of Ganges Road (X=1,750,084.7506 m, Y=5,432,249.5322 m) and extending in a westerly direction following the kerb line for 30 metres.</i>

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

Dekka Street	<i>No Stopping at all times</i>	<i>Southern side, commencing from a point 48.4 metres from the projected southern kerb alignment of Ganges Road (x=, y=), and extending in a westerly direction following the kerb line for 4.5 metres</i>
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PROPOSED TRAFFIC RESOLUTION

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

Prepared By: Charles Kingsford (Principal Traffic Engineer/Team Lead)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 19/02/16

WCC Contact:

Charles Kingsford
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



PROPOSED EXTENDED BUS STOP KHANDALLAH VILLAGE (NEW WORLD)

SCALE: 1:500 DRAWN BY: SMCNEILL
DATE DRAWN: 18/01/2016

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Anne McLean
Address: 11 Dekka Street, Khandallah, Wellington
Agrees with proposal: Yes

I would like to make one suggestion, and that is to have the sidewalk at the bus-stop extended to the corner of Dekka and Nicholson Road. At the moment there is no sidewalk on the (east) side of Dekka St which causes many people catching the bus to cross the busy street twice. Thank you for your consideration.

Officer's response: The point raised will be considered separate to this traffic resolution.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 32 – 16

Location: Evans Bay Parade - Kilbirnie

Proposal: Class restricted parking - Bus Stop (New)

Information: **Purpose**

The purpose of this report is to recommend the resolution and installation of one new layover bus stop in Kilbirnie.

Background

From 2011 to 2015 Greater Wellington Regional Council (GWRC) undertook the first fundamental review of the bus network in Wellington City in over 20 years. The review resulted in a bus network design which will be easier to understand, will be more efficient, and increases the coverage and number of services for Wellington City residents.

As part of the Wellington City bus review, GWRC would like to improve infrastructure and access to public transport in Kilbirnie.

In order for the bus review to succeed and the new Kilbirnie/Strathmore Park route to be run, GWRC requires a new layover bus stop to be installed. The bus stop will allow buses to layover for 5-10 minutes between trips to ensure on-time departure.

In order to complete all the bus stop restrictions required WCC are phasing the traffic resolutions for these, however the changes will not come into effect until January 2018.

Proposal

One new layover bus stop is proposed. The bus stop will allow buses travelling to and from Strathmore Park to layover between trips to ensure on time departure. The proposed location will also allow drivers to see connecting buses alight passengers before moving into the terminus stop to board these passengers.

GWRC will manage the installation of infrastructure at the new location in consultation with WCC.

Traffic Safety Assessment

GWRC Officers and WCC Officers have independently visited the site and have agreed that the bus stop extension is safe and suitable layout for a bus stop. The agreed site gives pedestrians and motorists good sight lines and vision of other traffic.

Consultation

WCC are the owners of the road and road reserve.

PROPOSED TRAFFIC RESOLUTION

In December 2015 the GWRC contacted an adjacent business and the Kilbirnie, Lyall Bay, Rongotai Residents Association for feedback on the proposal and no reply was received.

In the WCC formal public notification no submissions were received.

GWRC Officers and WCC Officers have verbally agreed on the site detailed in this report for the bus stop's location.

Recommendation

GWRC recommends that WCC approves class restricted parking (a bus stop) to be installed on Evans Bay Parade near Bay Road, Kilbirnie.

Net parking loss: 5 parking spaces

PROPOSED TRAFFIC RESOLUTION

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Evans Bay Parade	<i>Bus Stop, at all times</i>	<i>Western side, commencing from a point 49 metres from the projected eastern kerb alignment of Bay Road (X=1,750,268.5275 m, Y=5,424,476.2909 m), and extending in a southerly direction following the kerb line for 15 metres</i>

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

Column One	Column Two	Column Three
Evans Bay Parade	<i>No Stopping at all times</i>	<i>Western side, commencing from a point 64 metres from the projected eastern kerb alignment of Bay Road (X=1,750,268.5275 m, Y=5,424,476.2909 m), and extending in a southerly direction following the kerb line for 9 metres</i>
Evans Bay Parade	<i>No Stopping at all times (Confirmation of current No Stopping restrictions in place)</i>	<i>Western side, commencing from the projected eastern kerb alignment of Bay Road (X=1,750,268.5275 m, Y=5,424,476.2909 m), for a distance of 49 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford (Principal Traffic Engineer/Team Lead)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 19/02/2016

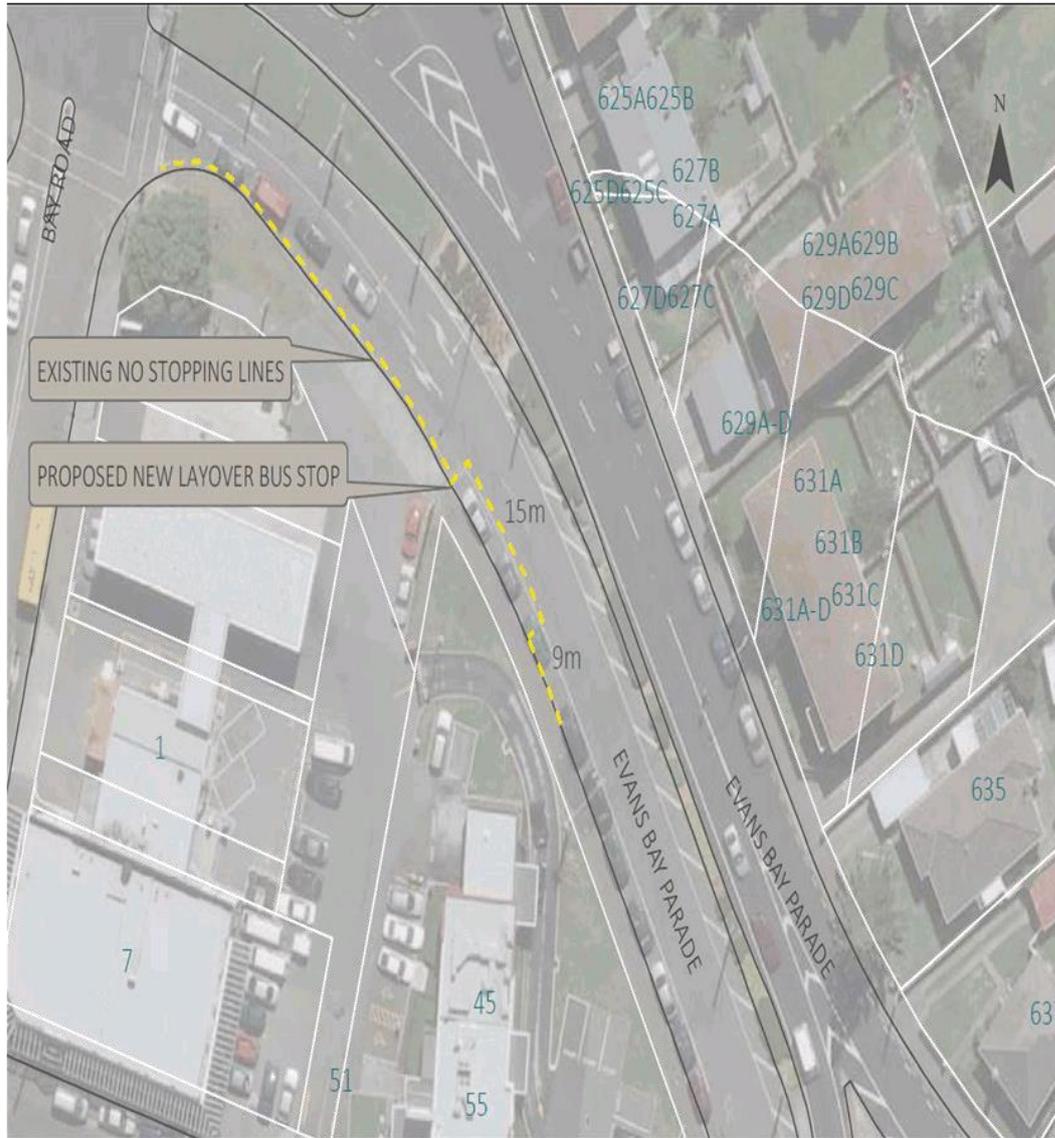
WCC Contact:

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Fax: +64 4 801 3009
Email: Charles.kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Item 2.3 Attachment 26



PROPOSED NEW LAYOVER BUS STOP
EVANS BAY PARADE

SCALE: 1:500
DRAWN BY: SMCNEILL
DATE DRAWN: 02/10/2015

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No feedback was received.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 33 – 16

Location: Khandallah Road - Khandallah

Proposal: Class restricted parking - Bus Stop (New)
Bus Stop 4435, Khandallah Road near Lucknow Terrace (outside 112
Khandallah Road)

Information: **Purpose**
To recommend that a new class restricted parking (a bus stop) is formalised on Khandallah Road east of Lucknow Terrace (outside #112), Khandallah.

Proposal

The formalisation of one bus stop is proposed. The head of the proposed bus stop is positioned approximately 65m east of the intersection of Khandallah Road and Lucknow Terrace, near 112 Khandallah Road. GWRC propose the bus stop configuration to consist of a 9m no stopping entry taper; a 15m bus box in which the bus stops in and a 9m no stopping exit taper, this allows a bus to pull in parallel to the kerb and exit the bus stop in a safe manner.

The bus stop will act as a rail replacement bus stop when buses are required to replace trains on the Johnsonville train line. It will also service five school bus routes, four of which currently have a 2800m distance between bus stops in Broadmeadows and Ngaio. The stop has historically been used by school buses. The expected patronage at this new stop is envisaged to be approximately 5-10 school students per day. This is in addition to days when the stop is used as a rail replacement bus stop. GWRC will manage the installation of infrastructure at the new location in consultation with WCC.

Traffic Safety Assessment

The bus stop is currently being used with no safety issues raised.

Consultation

WCC are the owners of the road and road reserve. A request was received by a nearby resident with school students who have historically caught a school bus from this location. GWRC Officers are available to assist WCC Officers with any further work they consider necessary.

Recommendation

GWRC recommends that WCC approves class restricted parking (a bus stop) at 112 Khandallah Road east of Lucknow Terrace, Khandallah.

Net parking loss: 5 parking spaces

PROPOSED TRAFFIC RESOLUTION

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
<i>Khandallah Road</i>	<i>Bus Stop, at all times</i>	<i>Southern side, commencing from a point 69 metres from the projected eastern kerb alignment of Lucknow Terrace (X= 1,749,451.1422 m, Y= 5,432,312.767 m), and extending in a easterly direction following the kerb line for 15 metres</i>

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

Column One	Column Two	Column Three
<i>Khandallah Road</i>	<i>No Stopping at all times</i>	<i>Southern side, commencing from a point 60 metres from the projected eastern kerb alignment of Lucknow Terrace (X= 1,749,451.1422 m, Y= 5,432,312.767 m), and extending in a easterly direction following the kerb line for 9 metres</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Khandallah Road *No Stopping at all times* *Southern side, commencing from a point 84 metres from the projected eastern kerb alignment of Lucknow Terrace (X= 1,749,451.1422 m, Y= 5,432,312.767 m), and extending in a easterly direction following the kerb line for 9 metres*

Prepared By: Charles Kingsford (Principal Traffic Engineer/Team Lead)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 19/02/2016

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



BUS STOP 4435, KHANDALLAH ROAD TO BE FORMALISED AS
SCHOOL AND TRAIN REPLACEMENT BUS STOP

SCALE: 1:750
DRAWN BY: SMCNEILL
DATE DRAWN: 08/01/2016

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No feedback was received.

FORWARD PROGRAMME - MAY 2016 TO SEPTEMBER 2016

Purpose

1. To present the Transport and Urban Development Committee with the forward programme, outlining the papers that will be considered by the Committee for the remainder of the year.

Recommendation

That the Transport and Urban Development Committee:

1. Receive the information.

Background

2. The Transport and Urban Development Committee forward programme reflects the policy work streams for the Committee as prioritised by the Governance, Finance and Planning Committee (under its delegations) at its meeting held on 11 June 2015. This forward programme also includes operational / “business-as-usual” work requiring decisions in accordance with the delegations of the Transport and Urban Development Committee.

Discussion

3. The Transport and Urban Development Committee Forward Programme will be presented to each meeting of the Committee.
4. It should be noted that the forward programme as presented in Attachment 1 may be subject to change and that there is the flexibility to respond to any opportunities and obligations that may arise during the next 6 months and as such, any changes will require the removal or re-prioritisation of other items.

Attachments

Attachment 1. Forward Programme

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Author	Antoinette Bliss, Governance Advisor
Authoriser	Anusha Guler, Manager Democratic Services

Thursday, 19 May 2016

Transport and Urban Development Committee	
Report Title	Description
Update Oral Councillor Swain	Councillor Swain provides update on GWRC transport projects each meeting
Forward Programme	Work programme end of September 2016
Hutt Road Cycle Path and other Transport Improvements.	Officers will report on the results of the consultation to make improvements to the Hutt road for Pedestrians, Public Transport and those on Bikes, Committee will be asked to approve construction and give approval to the traffic resolutions that will give effect to the scheme.

Thursday, 16 June 2016

Transport and Urban Development Committee	
Report Title	Description
Traffic Resolutions	Variety of traffic and parking restrictions
Update Oral Councillor Swain	Councillor Swain provides update on GWRC transport projects each meeting
Forward Programme	Work programme end of September 2016

Thursday, 11 August 2016

Transport and Urban Development Committee	
Report Title	Description
Update Oral Councillor Swain	Councillor Swain provides update on GWRC transport projects each meeting
Built Heritage Incentive Fund	Grants Round
Forward Programme	Work programme end of September 2016
Car Sharing Policy	Draft Policy

Thursday, 15 September 2016

Transport and Urban Development Committee	
Report Title	Description
Traffic Resolutions	Variety of traffic and parking restrictions
Traffic Resolutions - bus stops	GWRC who are installing 50 new bus stops for new routes in January 2018

Built Heritage Incentive Fund- August 2016	Recommendations for the Built Heritage Incentive Fund- closing date 19 August 2016.
Update Oral Councillor Swain	Councillor Swain provides update on GWRC transport projects each meeting
Forward Programme	Work programme end of September 2016

TO BE SCHEDULED

Transport and Urban Development Committee	
Report Title	Description
Funding for District Plan change for expansion of Kiwi Point Quarry	
City Resilience Strategy	Scoping of a comprehensive resilience strategy for the City's economy, infrastructure, built environment and communities
Report on the Civic Precinct project and make implementation decisions, as required	Officers to confirm details. Policy Work programme July 2015.
Report on development of plans for the east Te Aro regeneration area	Officers to confirm details. Policy Work programme July 2015.
Report(s) on the implementation of the Housing Accord	Officers to confirm details. Policy Work programme July 2015.
Review of the on-street parking policy	Officers to confirm details. Policy Work programme July 2015.
Report on a Port Precinct Access Plan – already underway and on-going.	Officers to confirm details. Policy Work programme July 2015.
District Plan: Tangata whenua Chapter review	Officers to confirm details. Policy Work programme July 2015.
Ngauranga to Aotea	Briefing stage 3/4 - designated SH corridor with some local road implications. NZTA lead.
Cycling Plan (Great Harbour Way)	Wellington to Lower Hutt Cycling options (NZTA)
Housing Accord	District Plan: separate piece of RMA project work

District Plan Forward Programme	Legislative requirement to review the Plan. This is a foundational document for the Council as it sets the framework for developers to operate within. Implementation of Review work programme - update.
Petone to Grenada	Consideration of priority status: need to re-evaluate priority as part of RLTP.
Memorial Park	Operations & Management Structure - Options developed by MCH for consideration.
Miramar/Shelly Bay Framework	Oral Briefing