

Traffic Bylaw Review 2021

Summary of submissions

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Glossary

Berm	a grass area between the roadway and the footpath or property boundary.
Business	in the context of permit eligibility and associated offences, means having a commercial premise
Cargo bicycle	a cycle designed to carry larger and heavier loads than a regular bicycle, generally with an in-built container. Sometimes these may involve electric motors. (Waka Kotahi New Zealand Transport Agency)
Cruising	driving repeatedly in the same direction over the same section of a road in a manner that causes disturbance by: <ul style="list-style-type: none"> a) drawing attention to the power or sound of the engine and/or b) creating a convoy that impedes traffic flow (LTA 1998)
Cycle lane	a longitudinal strip within a roadway for the passage of cycles (LT (Road User) Rule 2004).
Cycle path	physically separated part of the roadway intended for the use of cyclists (may also be used by pedestrians) and includes a cycle track formed under the Local Government Act 1974 (LT (Road User) Rule 2004).
Licenced Council encroachment (parking)	occurs when a parking structure is built on, over or under the public land between your property's front boundary and the road or footpath and the Council has permitted this by issuing an encroachment licence.
Engine braking	supplementary braking on heavy vehicles to assist the normal service brakes in maintaining safe speeds when travelling down hills (Waka Kotahi NZTA).
E-scooters/ electric scooter	designed in the style of a traditional push scooter, with a footboard, two or three wheels, a long steering handle and an electric auxiliary propulsion motor. (Waka Kotahi NZTA).
Goods vehicle	designed for the carriage of goods (LT (Road User) Rule 2004)
Heavy goods vehicle	a heavy motor vehicle (exceeding 3500 kg) used for the carriage of goods. (LTA 1998).
MAXQDA	a software package for qualitative and mixed methods research.
Mobile trading	temporary trading activity from a location which is vacated at the end of the day when trading is finished, trading activity is from stands or stalls (including vehicles used as stalls) by hawkers, pedlars, and keepers of mobile or travelling shops (LTA 1998).
Mobility device	A vehicle that is designed for use by people who require mobility assistance. (LT (Road User) Rule 2004).
Parking	the stopping or standing of a vehicle on a portion of a road (where parking is being governed by a local authority) for any period exceeding five minutes. (LT (Road User) Rule 2004).
Parking enforcement officer	person authorised by the Council to act on its behalf in parking enforcement.

Road	same meaning as section 315 of the Local Government Act 1974 and includes motorways or state highways covered by the Instrument of Delegation. The meaning also includes beaches and unformed legal roads.
Special vehicle lanes	A lane restricted to a specified class of vehicle. (LT (Road User) Rule 2004).
Shared path	a length of roadway intended to be used by pedestrians and vehicles (LTA 2004).
Shared use zone	a length of roadway intended to be by pedestrians and vehicles, including motor vehicles, and where the parking areas may be designated for different users at different times.

Introduction

This report presents a summary of the results of consultation on the 2021 Traffic Bylaw Review. The analysis of results is based on the survey ratings and free text comments in submissions that were received from submitters between 10 May and 11 June 2021.

Submissions were regarded as ‘valid’ if they were:

- recorded in the Proposed Traffic and Parking Bylaw 2021 submission database following completion of the questions in the online submission form (by clicking the “submit” button)
- a paper submission on the Wellington City Council form (following the same questions and format as the online form)
- a free-form email with narrative feedback that is clearly indicated, or confirmed, as a Proposed Traffic and Parking Bylaw 2021 submission: or
- a written document submission with narrative feedback that is clearly indicated, or confirmed, as a submission on the review of the Traffic Bylaw
- an oral submission to the Pōruru Āmua Planning and Environment Committee.

We have separately collated, themed and analysed social media posts received between 10 May and up to and including the 11 June 2021. Although the feedback via social media has been considered, they have not been included in the submissions analysis in this report as they were not tagged as #trafficbylaw or in any other way readily identifiable as being attributable to the Traffic Bylaw Review Statement of Proposal.

The analysis of submitter feedback covers both the levels of submitter support for the consultation proposals in the Statement of Proposal and comments on the reasons for their support and suggestions for amending the proposals.

Submitter comments covered a range of interests and were not necessarily related to the consultation proposals or the draft traffic and parking bylaw. Out-of-scope topics or themes have been documented in this report if they have been raised by a significant proportion of submitters.

One submitter indicated on the submission form that they were submitting as Tuhoe. Clarification was requested as to whether this was the submitters iwi affiliation, or a submission made on behalf of the

Tuhoe iwi. Clarification was not received at the time of reporting to Councillors; therefore, this submission has been categorised as an individual.

How we analysed free-text comments

The analysis in this report of the consultation results generally reflects the structure of the Statement of Proposal and the submission form. We have quantified support or otherwise for each proposal. We have also indicated the general themes, topics or categories of issues raised in the free-text comments.

All valid submissions received have been entered into the Let’s Talk Wellington database and analysed using MAXQDA¹ software. Where a written or emailed submission followed the structure of the submission form, or the responses matched the questions and options as per the form, the responses were entered into the matching section of the online form. Where a submission did not follow the online form structure, the entire response has been copied directly into the question “Do you have any final comments about the proposed Traffic and Parking Bylaw?” or added as an attachment. Where it was possible to confirm that the submitter lived in Wellington, this option was marked in the submission form.

Our approach to analysing free-text comments explaining support or otherwise for a proposal or recommending changes to the proposal, involved identifying high-level themes. Within each theme, groups of topics were identified. The themes and topics were then graphed to provide a visual overview of areas of common concern or interest for submitters. Each question was analysed using theme/topic identification.

1 MAXQDA is a software package for qualitative and mixed methods research.

Separate to the submission we requested examples of personal experience to inform decision-making on

- whether to add the ability for Council to prohibit or restrict engine braking in certain areas
- whether to add the ability for Council to control, restrict or prohibit cruising activity and disturbance

This has been analysed in a separate section.

There was also one section for submitters to tell us their thoughts on alternatives to parking on footpaths. This question did not reference a specific part of the Traffic Bylaw Review Statement of Proposal. This section has been analysed and noted separately in this report.

Social Media

Four Facebook posts were made on the Wellington City Council Facebook page. They covered:

- Media release
- Red Rocks clarification
- Cruising activity and engine braking noise
- Last week to have your say

Two tweets were posted on the Council's Twitter page: one on the media release of the consultation and one on cruising and engine braking. One story was shared on the Council's Instagram account. See appendix one for the posts.

Part 1: Who were the submitters?

404 submissions on the proposed traffic and parking bylaw were received, plus 154 people gave 198 responses to the questions about their experiences of engine braking and cruising disturbance. 245 people provided responses to the question ‘How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?’.

The majority (356) were made online, 21 were emailed responses and 27 paper submission forms were received by post. One submitter sent in a submission by email and via the online form, therefore the comments have been combined and counted as one submission. One submitter made an oral submission only.

We received submissions from 21 organisations and 383 individuals. Refer to Appendix two for a list of all organisations that submitted.

In addition, a total of 98,748 people were reached and 8,262 people engaged (commented on a post, reacted to a post) to the four Facebook posts. The Red Rocks and Cruising Facebook posts received the most engagement. The Instagram posts made a total of 5,961 impressions and 136 engagements and the Instagram story reached 707 people.

The gender count and age range of submitters, who answered this question, is not representative for the Wellington area (based on 2018 census data) with 78 percent of submitters identifying as male, 17 percent female and one percent non-binary/gender diverse. In terms of ethnicity, 69 percent of submitters reported themselves to be NZ European/Pākehā, 15 percent as Māori and eight percent as Other (these were self-selected ethnicities).

Most submitters who answered this question or clearly indicated where they lived on their submission form lived and/or worked in Wellington and 17 percent lived outside of Wellington City.

Part 2: Analysis of the submissions

Proposed new Traffic and Parking Bylaw - Section 1

What we proposed:

The proposed new traffic and parking bylaw adds several new clauses to provide provisions for managing parking and traffic issues.

1. Provide for shared paths
2. Provide for shared use parking zones
3. Reflect the Parking Policy 2020
4. Enable temporary road changes for pilot/trial schemes
5. Make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days
6. Regulate the parking of vehicles for advertising or selling purposes
7. Manage mobile trading in roads and public places
8. Prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay or Lyall Bay beach)
9. Restrict the driving, riding or parking of vehicle on unformed legal roads
10. Amend the definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)
11. Clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw
12. Clarify the conditions for using actual public works as a defence for parking offences

In addition, there were several amendments to clauses in the current bylaw that were carried over into the new bylaw plus some additional traffic flow management provisions.

What we asked:

Submitters were asked if they agreed with the changes proposed to the Traffic and Parking Bylaw with a Yes, No or Don't know response option.

1. Provide for shared paths - clause 13

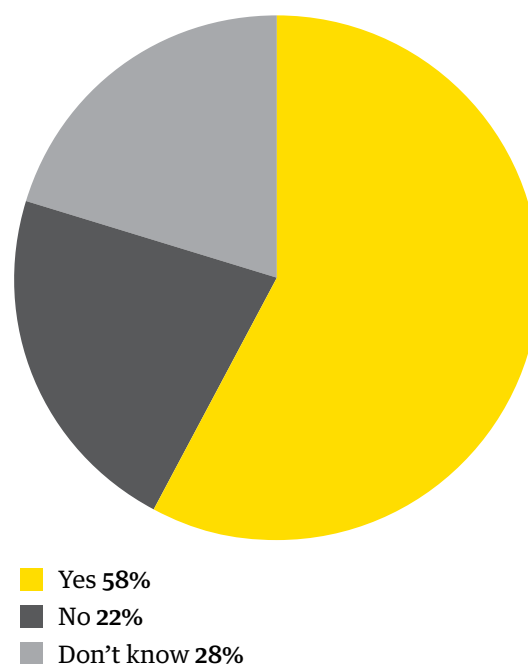


Figure 1: Submitter response to the question do you agree with the changes we propose to provide for shared paths?

What submitters said:

Refer to figure 1, 332 submitters answered this question. Of those, 192 submitters said yes, they supported the changes to provide for shared paths and 73 submitters said no.

20 submitters provided additional comments about shared paths. The comments raised concerns about the safety of pedestrian users of shared paths.

The following organisations indicated that they did not support the proposal; Wellington Care of the Aged and Living Streets Aotearoa, who said shared paths are not best practice, are inconsistent with the transport hierarchy and inconsistent with Council practice.

The Disabled Persons Assembly (DPA) welcomes the greater clarity that the proposed bylaw will give to the definitions of cycle path, cycle lane and cycle track and the need to define shared path and shared use zones. However, they strongly recommend that cycle

lanes and tracks are separated safely from pedestrian footpaths to minimise safety risks to user. They also request the proposed bylaw should stipulate and define the creation of safe, separate, parallel and well-signed spaces for pedestrians, cyclists and other micro-mobility to adhere to and maximum speed limits for powered users in shared spaces.

The Environmental Reference Group (ERG) and Generation Zero raised similar concerns about the risk shared paths pose for pedestrians, particularly children and people with disabilities. Both groups commented it should not be the default option and must have appropriate signage. Generation Zero raised the need for regulation of passing distances, the speed of bicycles and which user has priority of way.

Cycle Wellington, the Newtown Residents Association, the Architectural Centre and the Creswick Valley Residents Association indicated that they were supportive.

Table 1: Illustrative quotes from individual submitters - shared paths

Lots of clarity needed. Use of motorised devices on shared pathways to be clarified in terms of ‘ownership’ and identification of the user. Charges to be levied on owner and reflected in consent documents with penalties for repeated breaches. Speed restriction to walking speed. Potential dangers of poorly parked e-scooters and hire devices matched with fines. (Kenneth Munro)

Shares paths with cyclists can be very dangerous for pedestrians. Try walking from Kaiwharawhara to Ngauranga and you’ll soon get the message. Where possible the “share” should be divided so that cyclists scooters and the like do not intrude into pedestrian space. (Catherine Lythe)

Shared paths, tend to equal people travelling at different speeds. Usually never a good outcome if both collide. (Te Kawa Robb)

Table 2: Illustrative quotes from organisation submitters - shared paths

Shared paths are not best practice for pedestrians and there needs to be oversight for changing of footpaths into the lower level of service provided by shared paths. (Living Streets Aotearoa)

We submit that shared paths only be considered when other options have been exhausted; as far as possible be on recreational rather than commuter routes, and that they include cues that signal to active transport users that the precinct is a ‘go slow’ and ‘proceed with caution’ area. (Environmental Reference Group)

Cycle Wellington supports the proposed change to the bylaw, for example to allow other similar micro-mobility users to use bike paths where appropriate - the ‘rori iti’ or ‘little road’ concept. (Cycle Wellington)

Officer’s response

Officers have used the definition of shared path provided in 11.1A(1) of the Land Transport (Road User) Rule 2004. Officers added a supplementary sentence to the definition to help readers understand the difference between a shared path and a shared use zone.

However, in those situations where there is insufficient space to accommodate a physical separation between pedestrians and cyclists/scooters, a compromised design solution may be necessary. We acknowledge the concerns raised by some submitters about the safety of pedestrian users. The Council is following the sustainable transport hierarchy by providing a shared path as it prioritises active transport modes over motorised vehicles. When introducing a shared path, the Council follows the Waka Kotahi NZ Transport Agency (Waka Kotahi) Cycle and Pedestrian Network Guidance documents to mitigate the potential safety issues.

As per the Council's submission on the Government's Accessible Streets Regulatory Package, the Council will consider making high pedestrian routes in Wellington free of transport devices if the Government makes the changes as proposed.

The Council also stated in its submission on the Accessible Streets Regulatory Package that micro mobility, when regulated well, offers positive solutions that can improve traffic safety and air quality, and reduce traffic congestion and that we also strongly support the proposal that cycle lanes and shared paths be used by other devices other than cycles provided devices adhere to particular safety considerations. The Council also recommended to Waka Kotahi to adopt a co-design or similar process with elderly and disabled people that addresses issues of safety and accessibility.

The Council uses the Local Government Act 1974 319 General powers of Council in respect of roads (1) (f) to determine what part of a road shall be a carriageway, and what part a footpath or cycle track only. However, to ensure that the Council has appropriate enforcement powers over the use of these paths, we need to also use the bylaw making power under the Land Transport Act 1998 section 22AB(1)(h) to prescribe the use of roads and cycle tracks and the construction of anything on, over, or under a road or cycle track. The footpath that wraps around Oriental Bay Parade is a shared path.

Therefore, it is recommended the proposal to provide for shared paths is not changed.

Officers suggest the Council review and, if required, amend the definitions pertaining to active transport and if necessary, this clause (13), when the Government has finalised and adopted the new Accessible Streets Regulatory Package.

2. Provide for shared use parking zones - clause 14

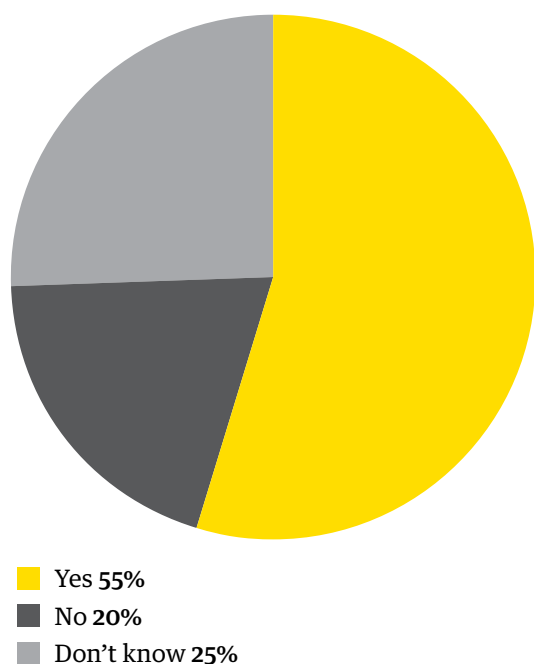


Figure 2: Submitter response to the question do you agree with the changes we propose to provide for shared use parking zones?

What submitters said:

Refer to figure 2, 330 submitters answered this question. Of those, 181 submitters said yes, they supported the changes to provide for shared use parking zones and 65 submitters said no.

11 submitters provided additional comments in support of their view on the proposals, some of the feedback was combined with the response to the shared paths proposal.

Cycle Wellington supports shared use zones to allow loading but not to disrupt the use by other users. They expressed concern that shared zones can become dominated by vehicles parking at the detriment of pedestrians. CVRA, the ERG, Living Streets Aotearoa, the Newtown Residents Association, the Architectural Centre and Wellington Care of the Aged, all indicated their support for the proposal.

Table 3: Illustrative quotes from individual submitters - shared use zones

Shared parking spaces are a mess people will exploit this and take more than needed. (Michael Coleman)

I am in favour of shared parking zones but the council cannot be trusted to be responsible for this. (Jon Harris)

Table 4: Illustrative quotes from organisation submitters - shared use zones

Shared zones. We agree with this. WCC needs the legal power to adequately regulate access to these areas based on vehicle type, speed, time and purpose. (Generation Zero)

Shared zones need to work flexibly to allow loading but minimise disruption to their value as a low-traffic space. We are concerned that space used for parking prohibits the use of the space by other users. (Cycle Wellington)

Officer's response

Officers do not consider shared spaces a problem but how they are designated and designed can affect the user experience and interaction between active transport and motorised vehicles. The use of street furniture can improve safety for pedestrians whilst still providing necessary vehicle access.

The Waterfront is a managed shared use space. By keeping the speed of motorised vehicles slow, restricting the type or reason for motorised access, the space can be pedestrian friendly.

Officers have provided a definition of shared use zone that provides for sharing between motorised vehicles and pedestrians, but also, by specifying the details in the resolution, a parking space that could be shared by two different types of motorised vehicle class. Such as a loading zone and a P120 at different times or days. Shared parking spaces would require appropriate enforcement to ensure use at right time by the right vehicle class.

It is recommended the proposal to provide for shared use parking zones is not changed.

3. Reflect the Parking Policy 2020

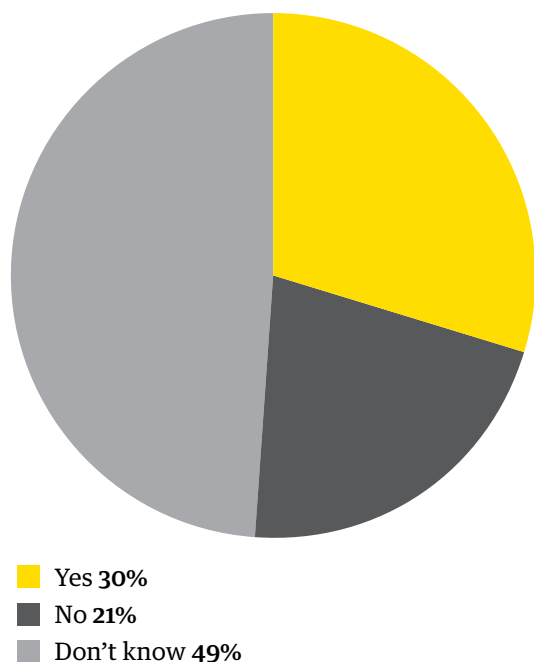


Figure 3: Submitter response to the question do you agree with the changes we propose to reflect the Parking Policy 2020?

What submitters said:

Refer to figure 3, 329 submitters answered this question. Of those, 98 submitters said yes, they supported the changes to reflect the Parking Policy 2020 and 71 submitters said no. Most submitters who answered this question responded don't know (160 submitters).

12 submitters provided additional comments to clarify their views on the proposals.

Some of the individual submitters raised concerns about the Parking Policy proposed changes but their comments reflected a lack of understanding of the Parking Policy. Most submitter comments were positive about the proposed changes.

The proposed changes are supported by the DPA, Cycle Wellington, CVRA, Generation Zero, the ERG, the Newtown Residents Association and the Architectural Centre.

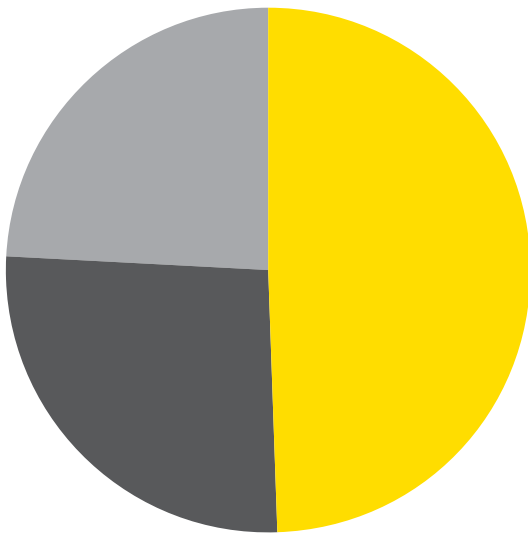
Officer's response

Greater Wellington Regional Council (GWRC) raised concerns about the need for short stay bus layover spaces. The Wellington Justices of the Peace Association submission focused on their concern that the implementation of the Parking Policy is changing the free parking permits they receive.

This bus layover issue is covered in the Out of Scope section of this document as it not directly related to the bylaw and the parking permit issue is covered in the table on specific bylaw clause issues.

It is recommended the proposal to reflect the Parking Policy 2020 is not changed.

4. Enable temporary road changes for pilot/trial schemes - clause 15



■ Yes 50%
■ No 26%
■ Don't know 24%

Figure 4: Submitter response to the question do you agree with the changes we propose to enable temporary road changes for pilot/trial schemes?

What submitters said:

Refer to figure 4, 326 submitters answered this question. Of those, 162 submitters said yes, they supported the changes to enable temporary road changes for pilot/trial schemes and 86 submitters said no. A similar amount, 78 submitters said don't know.

12 submitters provided additional comments to clarify their view on the proposals. Some submitters were concerned that not enough consultation takes place before trials are installed, or that the trials are 'anti-car', others wanted less consultation before a trial or considered trials of new street design as a good way of determining if they will work well or not.

Of those 12 that commented specifically on this proposal, most of the individual submitters were unresponsive of temporary road changes for pilot/trial schemes.

The DPA welcomes the proposal. However, they felt the Council must have mandatory community consultation for any trial/pilot scheme. Similarly, the NZ Automobile Association (AA) expressed concern, in their view, the process for designing the trial on Brooklyn Road has not been managed well and were disturbed that construction began before an independent safety audit had been completed².

Whereas, Generation Zero supports the proposed change and feel that pilot schemes should be low cost, with little prior consultation and in a flexible manner.

The following organisations indicated their support for the proposed changes to enable temporary road changes for pilot/trial schemes: Cycle Wellington, CVRA, the ERG, the Newtown Residents Association, Fire and Emergency New Zealand, Wellington Care of the Aged and the Architectural Centre.

Table 5: Illustrative quotes from individual submitters - pilot/trial schemes

Rapid and unconstrained trialling of clearways for active transport is an excellent policy. (Alexander Garside).

Temporary road changes for pilot schemes: Rather than consent to this wholesale, I would prefer to assess this on a case-by-case basis - not just in my residential area, but areas that I transit through or visit. I have already mentioned that I veto road changes (particularly where it would disrupt efficient traffic flow and general accessibility) in order to 'pretty-up' the streetscape. (Daniel McGaughran).

Should be consulted Widely first. (Island Bay Cycleway). (Laura Spiers)

² This specific concern has been addressed at the appropriate Council Officer level.

Table 6: Illustrative quotes from organisation submitters - pilot/trial schemes

DPA welcomes the Council's proposal to consider the need for pop-up pedestrianisation trials to occur by permitting temporary constructions on roads for pilot/trial schemes and placemaking. However, in the spirit of co-designing people friendly spaces, it is important that the by-law and any associated policy mandate community consultation (including of disabled people and disabled people's organisations) before proceeding with any such development. (The Disabled Persons Assembly)

Officer's response

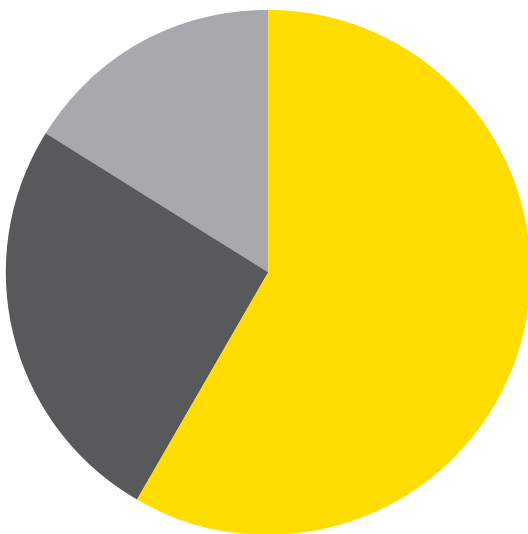
The proposed new clause 15 for the construction of anything on, over, or under a road or cycle path is provided for under the Land Transport Act 1998 section 22AB clause (1)(h) and therefore, it must be actioned through a Council resolution. The resolution process for provisions under the LTA are set out in the proposed clause 7 Resolutions made under this part of the Bylaw. This includes the proposal is placed on the Council's website at least 14 days before the Council considers it. Any person may provide comments, in writing, on the proposed resolution and those comments will be considered by the Council before it makes a resolution. Any person who has made written comments may request to be heard by the Council and it is at the Council's sole discretion whether to allow that request (clause 7.4).

Officers have limited the clause to the creation of community public places as commercial use of a public place is provided for, with controls and criteria, under the current Trading in Public Places Policy and Part 5 Public Places of the Wellington Consolidated Bylaw 2008. Both these documents are under officer review and the Council is currently consulting on a revised Trading in Public Places and Events Policy.

Officers acknowledge that the use of the provisions in the LTA 1998 are not ideal for the situation required, however there are no other suitable provisions available to empower a road controlling authority or local authority to introduce trial/pilot schemes. This legislative constraint has been raised with the Ministry of Transport and Waka Kotahi.

It is recommended the proposal to provide for pilot/trial schemes is not changed.

5. Make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days - sub-clause 38.1(j)



■ Yes 58%
■ No 26%
■ Don't know 16%

Figure 5: Submitter response to the question do you agree with the changes we propose to make it simpler for Parking Officers to remove non-motorised vehicles that park on the street for longer than 7 days?

What submitters said:

Refer to figure 5, 332 submitters answered this question. Of those, 194 submitters said yes, they supported the changes to make it simpler for Parking Officers to remove non-motorised vehicles that park on the street for longer than 7 days and 85 submitters said no. 53 submitters said don't know.

14 submitters provided additional comments to illustrate their view on the proposals.

The following organisations indicated their support for the proposal: the DPA, Wellington, CVRA, Cycle Wellington, the ERG, Newtown Residents Association, Wellington Care of the Aged and the Architectural Centre. Most of the individual submitters supported the proposal and both organisation and individual submitters requested that the provision is extended to cover other motorised vehicles too or extended to cover public car parks.

A handful of submitters who commented on the proposals and were not in support, referred to people not using their vehicles often or not having a driveway to park off the street. One submitter expressed concern that sometimes people live in non-motorised vehicles such as caravans, on the street, and therefore the Council should remove the freedom camping restrictions for its off-street car parks. The New Zealand AA were not supportive of the proposal to extend the provision to include motorhomes.

Table 7: Illustrative quotes from individual submitters - non-motorised 7 days

Expand “Long-stay storage of caravans, trailers etc” to include motorised camper vans and motor homes, including bus-sized motor homes. For example, two are permanently parked directly outside St Francis school in Island Bay - both also with trailers attached - substantially reducing visibility, making it dangerous for vehicles passing the school and children crossing the road. The fact these vehicles can be moved under their own power doesn't make their impact on the safety of our streets any less than that of unpowered caravans, trailers, etc. (Brock Abernethy)

Why should vehicles not in use but paying registration be removed when parked legally in the same spot for 7 days? Many working people do not use their vehicles as they cannot afford to park their car outside of their workplace or cannot afford to repair their vehicle when it is broken down. Not everyone has a driveway where they can park their vehicle. (Robert Young)

Table 8: Illustrative quotes from organisation submitters - non motorised 7 days

DPA welcomes the Council's proposal to remove non-moving vehicles such as caravans and trailers from any parking spaces where they may obstruct pedestrian or vehicular movement. (the Disabled Persons Assembly)

We do not support the proposed clause to allow Council to remove motorhomes parked on a public street that have not been moved for 7 days. Motorhomes are registered motor vehicles and should be allowed to park on the street the same as other vehicles like cars. Many cars are not used during the week as the owners take public transport to work. Council already has mechanisms to restrict vehicle parking in inner city suburbs such as Residents Parking and Coupon Parking. (NZ Automobile Association)

Officer's response

The proposed clause 33 comes from the Land Transport (Road User) Rule 2004 6.19 which says a person must not park a trailer on a roadway for a period exceeding 7 days, except with the written permission of the road controlling authority. The definition of trailer from the same Rule (clause 1.6) means a vehicle without motive power that is capable of being drawn or propelled by a vehicle from which it is readily detachable.

Officers have added motorhome and heavy goods vehicle (HGV) to the 7 day parking restriction using the power to make a bylaw under the LTA 1998 22AB (1)(n). Officers added immobilised vehicles as immobiliser devices, such as chains and clamps are being used by drivers to prevent the Council from towing vehicles that commit an offence or are in breach of other parts of the bylaw. Officers have also added sub-clause two (33.2), that parking on any road for a continuous period includes parking within 500 metres of the original parking place to stop drivers circumventing the current 7-day restriction.

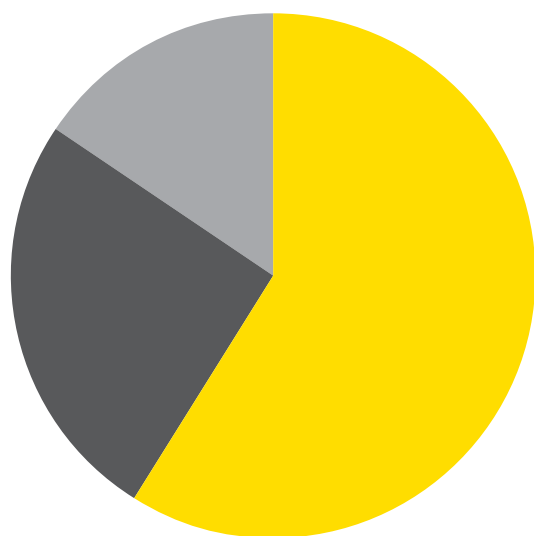
If people are not using their non-motorised vehicles (trailers, caravans, boats etc) very often, then it is not appropriate to use public street space to store privately owned property and longer-term off-street storage should be arranged by the owners. Most streets in Wellington City are not wide enough to safely accommodate the on-street parking of oversized vehicles such as HGVs and motorhomes, particularly for extended periods of time. For those people that are using their non-motorised vehicle or motorhome to sleep in, there are suitable off-street parking areas where they can park, subject to being self-contained and although certain parts of the city have freedom camping prohibitions in place, there are other locations where freedom camping is not prohibited. The Council also provides support services, alongside other agencies, to help homeless people find suitable places to live.

The additional step of adding signage is required before the Council could actively enforce the new clause as currently worded to cover the restriction on heavy goods vehicles and motorhomes. As this could be costly, and in some parts of the city, unnecessary, Officers recommend only using signage and enforcing the restriction on heavy motor vehicles parked on the street for longer than 7 days in specific problem roads or parts of roads. An operational decision would need to be made as to whether to use this provision or the proposed clause 24.1(b) to introduce a parking restriction or prohibition for a different type of vehicle class to a specific parking area.

The Council can extend this provision to Council-managed off-street parking places too if people are using the public car parks at recreation facilities, for example, to store their boats/trailers/caravans and other large vehicles.

It is recommended the proposal to provide for the removal of non-motorised vehicles, motorhomes, heavy goods vehicles and immobilised vehicles is not changed.

6. Regulate the parking of vehicles for advertising or selling purposes - clause 31



- Yes 59%
- No 26%
- Don't know 15%

Figure 6: Submitter response to the question do you agree with the changes we propose to regulate the parking of vehicles for advertising or selling purposes?

What submitters said:

Refer to figure 6, 331 submitters answered this question. Of those, 195 submitters said yes, they supported the changes to regulate the parking of vehicles for advertising or selling purposes and 85 submitters said no. 51 submitters said don't know.

Seven submitters provided additional comments to clarify their view on the proposals.

Cycle Wellington, CVRA, Generation Zero, the ERG, Newtown Residents Association, the Architectural Centre and Wellington Care of the Aged indicated they support the proposed changes. The NZ Automobile Association also supports the proposal as they consider advertising trailers a distraction for road users and potential safety hazard.

Living Streets Aotearoa want this to apply to footpaths too, they refer to the use of bicycles placed on the footpath outside shops for advertisement purposes.

Only a handful of individual submitters gave responses as to why they did not support the proposed change,

Table 9: Illustrative quotes from individual submitters - advertising/selling

Among the examples targeted by this change, I was concerned that an auto-repair/servicing business was among them. This is ludicrous, as these businesses often have high demand for their services and limited on-premise space to shuffle around vehicles being worked on. If they aren't allowed to park customers' vehicles on adjacent parks, where are these vehicles supposed to go until they're picked up by their owners? (Daniel McGaughran)

Because that's just stupid (Klaus Kremer)

Poor people who need to sell vehicles may not be able to afford TradeMe or other venues and should be able to have a sign in their vehicle and to park it in a prominent place. (Danjite)

Table 10: Illustrative quotes from organisation submitters - advertising/selling

We agree that advertising vehicles ought to be regulated as this is often a poor use of space. (Generation Zero)

Officer's response

Some submitters were concerned that this provision would stop an affordable way of selling vehicles/ advertising businesses. However, there are many free advertising options for people who wish to sell their car or promote a business/service, for example, the online Marketplace via the Facebook social media platform, using supermarket noticeboards and the Neighbourly website. Therefore, it is not essential for sellers to use valuable, and limited on-street space to park vehicles for sale or to advertise businesses.

Secondly, the new provision does not completely prohibit this type of activity but requires it to be managed through prior written approval from the Council. Therefore, where it is justified, will be in a space not in conflict with other higher priority users and is safe for other road users, the Council could provide prior written approval.

As stated in the Statement of Proposal, the Council is not able to use this clause to stop other commercial vehicles, that are not for sale or primarily for advertising, overspilling on to public road space.

The issue raised by Living Street Aotearoa of bicycles on the footpath being used solely for advertising will be covered by the proposed Trading and Events in Public Places policy, currently out for consultation, under the retail displays section.

It is recommended the proposed clause 31.1 to provide for the regulation of parking vehicles for advertising or selling purposes is not changed.

7. Manage mobile trading in roads and public places - clause 32

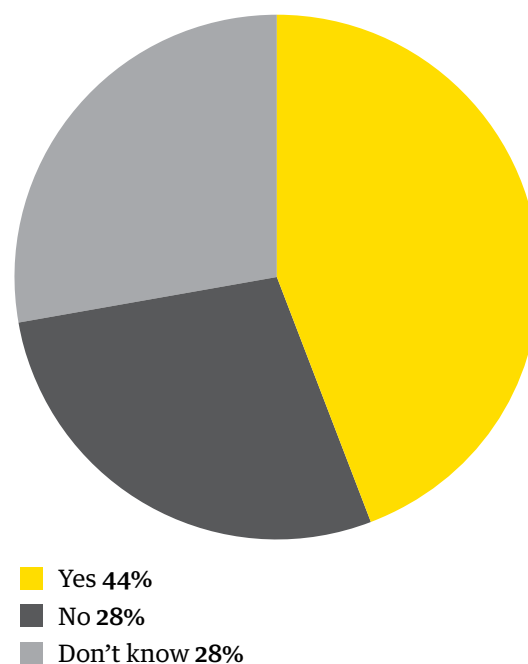


Figure 7: Submitter response to the question do you agree with the changes we propose to manage mobile trading in roads and public places?

What submitters said:

Refer to figure 7, 319 submitters answered this question. Of those, 141 submitters said yes, they supported the changes to manage mobile trading in roads and public places and 90 submitters said no. Almost the same number of submitters said don't know (88).

Eight submitters provided additional comments in support of their view on the proposals.

The DPA, Cycle Wellington, CVRA, the ERG, Generation Zero, Newtown Residents Association and the Architectural Centre indicated their support for the proposed changes.

The proposed changes were not supported by Wellington Care of the Aged, they said we need to keep mobile trading off the footpaths. Of those submitters that did not support the proposed changes, most cited the concern that it will create barriers for people needing to earn money.

Table 11: Illustrative quotes from individual submitters - mobile trading

No one choosing to do business on the road does so by choice. Restricting their opportunities puts unnecessary pressure on the most vulnerable of our community. (Klaus Kremer)

Because it would make it harder for small mobile businesses and people selling cars to actually make money (Thomas Simeon)

I think we should be encouraging this sort of use, as it would encourage pedestrianisation of roads. (Richard Reddaway)

The opportunity for small business starts at home, regulating people selling fruit on council land or a little girl from selling lemonade on the side of the road is ridiculous. Embrace the free market. (Robert Young)

A lot of these people don't earn a lot of money and introducing more hoops makes it hard for these people to chase their dreams and the public don't mind them. Sometimes it's a gateway to another way of life and can be a pleasant experience u weren't actually looking for initially. (Tk Solomon)

Table 12: Illustrative quotes from organisation submitters - mobile trading

DPA welcomes the proposal to regulate mobile trading on public roadsides and in pedestrian spaces. These considerations are particularly important as disabled footpath users, for example, could be and are impacted by un-regulated activity. (the Disabled Persons Assembly)

Officer's response

On 7 July 2021 the Council released a Statement of Proposal seeking submissions on a revised Trading and Events in Public Places policy. As stated in that document trading and events can make our city more vibrant, diverse, inviting, and inspiring. Exciting and vibrant public spaces can also increase public safety and inclusivity as more pedestrians engage and take part in trading and event activities. These activities make valuable contributions to local communities, culture, and our economy.

However, the Council needs to have rules and guidance to manage trade and event activities in public spaces. Sometimes there is competing use of our public places which can increase the risk of preventable accidents, obstructions, hazards, or misuse. This new provision is to ensure that the management of roadside selling does not cause negative effects and it can be regulated using a permitting mechanism. It will complement the proposals in the proposed Trading and Events in Public Places policy and gives the Council the ability to stop mobile trading that is increasing the risk to road users, including pedestrians.

It is recommended the proposed clause 32 to prohibit, permit or charge for mobile trading is not changed.

8. Prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay or Lyall Bay beach) - clause 20

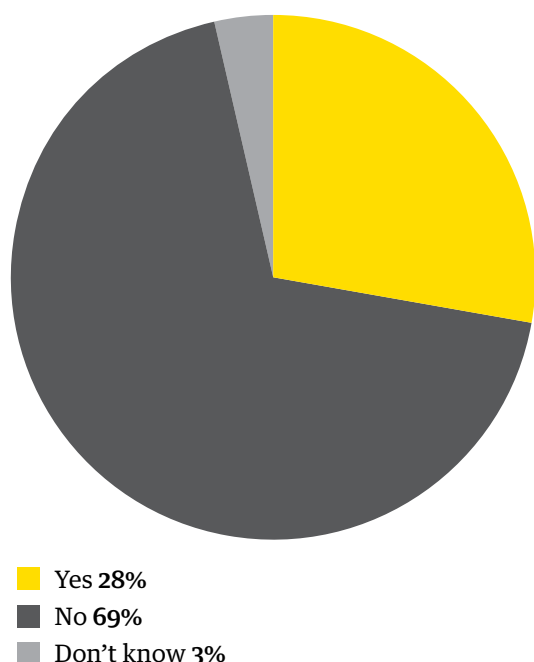


Figure 8: Submitter response to the question do you agree with the changes we propose to prohibit the driving, riding or parking of vehicles on beaches?

What submitters said:

Refer to figure 8, 367 submitters answered this question. Of those, 102 submitters said yes, they supported the changes to prohibit the driving, riding or parking of vehicles on beaches and 252 submitters said no. 13 submitters said don't know.

176 submitters provided additional comments to clarify their view on the proposals for both the prohibition of driving, riding or parking of vehicles on beaches and restricting driving, riding or parking of vehicles on unformed legal roads (ULR). For some submitter comments it was not clear if the feedback related to the beach's proposal, the ULR proposal or both, therefore the number has been collated and the feedback analysed together in this section.

The submission comments on these two proposals indicated some misunderstanding about the proposals. It appears that some submitters interpreted the bylaw proposed clause to result in the Council completely stopping people from accessing the South Coast Road from Red Rocks/the end of Owhiro Bay Road. Therefore, many of the submission comments were specific to opposing the closure/stopping access to this specific beach and unformed legal road.

90 submitters specifically mentioned Red Rocks and/or the South Coast road in at least one section of their submission.

The following organisations indicated their support for the proposed changes, Cycle Wellington, CVRA, the ERG, Living Streets Aotearoa, Newtown Residents Association, Wellington Care of the Aged and the Architectural Centre.

The DPA requested that mobility permit holders be exempt from any driving/parking restriction on beaches.

Forest & Bird support strict limits to vehicles on beaches as off-road vehicle use is one of the most environmentally damaging human activities on sandy beaches. They state that it is the one practical measure to reduce damage vehicles cause to a fragile coastal environment, reduce stress and disturbance they cause Kororā/little blue penguins and other wildlife. They agree with the Council that driving on beaches can cause damage to ecological values and contribute to erosion and a hazard to wildlife. The specific Wellington species that inhabit our beaches are the banded and New Zealand dotterels, reef herons, oystercatchers/torea, Kororā/little blue penguins, seals and a variety of lizards (e.g. northern grass skink and Raukawa gecko). This viewpoint was shared by some individual submitters too.

The Cross-Country Vehicle Club (CCVC), who opposed the proposed change, said the changes will prevent recreational activities on the South Coast to Red Rocks and beyond. They suggested the Council needs to identify which beaches are not reserves and therefore need different management under the bylaw not the Reserves Act. They also questioned how recreational users would be able to park off the unformed legal road along the South Coast to go diving etc and how

would people be able to launch a boat that's not a Council designated launch site as the South Coast has no designated launch sites?

CCVC, and an individual submitter, raised concerns that were related to the process the Council has followed in reviewing this bylaw. These comments and the Officer response are covered in the 'Out of scope' section of this document. Refer to page 60.

Many individuals who indicated they did not support the changes to beaches and/or ULRs referred to the loss of access to gather kaimoana; the importance of the Red Rocks/South Coast beach, for recreational activities, particularly off-roading, fishing and diving. The submitters also referred to this wild coastline being the only one of its kind so close to the city and that it can only be access by vehicle.

Although many submitters opposed the prohibition of vehicles driving and parking on beaches, many, with specific mention of the Red Rocks/South Coast beach, suggested other ways to manage the harm caused by inappropriate use of vehicles on beaches. Suggestions included:

- ensure the vehicles are fit for purpose for off-roading and are registered/have warrants of fitness
- have electronic registration at the gate
- make it permit access only with funds used to maintain the unformed legal road, and
- introduce speed restrictions.

Table 13: Illustrative quotes from individual submitters - beaches

I oppose the use of any beaches anywhere within the city boundaries for driving or parking. Use of vehicles on any beach potentially endangers people walking, running or at rest on beaches. Driving and parking on beaches have adverse impacts on native birds resting and crossing them and invertebrates and shellfish living in the sand. (Chris Horne)

This is New Zealand we have an enormous outdoor adventure culture. You cannot take that away from us. Especially as to hunt or gather food around the south coast of Wellington you need to drive to get around the rugged landscape. With very little to no incidents reported to four-wheel driving on these tracks - you simply cannot take that away from us. (Cody Murray)

it's the only place in the Wellington region where 4x4 owners can go that's free of charge and easily accessible but provides enough fun and a challenge for their vehicles!! (Sam Badcock)

Restrict vehicle access to the Wellington South coast from Te Kopahou Reserve to emergency services and bach owners. (David Moss)

Red rocks Road should be left open but made illegal to drive on the beach. (Brett Coram)

Table 14: Illustrative quotes from organisation submitters - beaches

Role of Council to champion public access to legal roads, formed or unformed, and Council should be acting in accordance with the NZ Public Access Commission's Guidelines for Legal roads, and not acting in derogation of the law (CCVC)

Officer's response

Officers accept that the wording of the Statement of Proposal could be misconstrued. Driving on a beach in Wellington City is already an offence under section 22.30 of Part 5 Public Places of the Wellington Consolidated Bylaw 2008 (Public Places bylaw). The proposed new bylaw carried over this provision from the Public Places Bylaw, as it is a traffic and vehicle offence as much as it is a public places offence, and added on 'park' a motor vehicle and provided two exemptions for launch/land a boat and with prior written permission from the Council. If necessary, the exemptions could be further clarified with supplementary guidance, outside of the bylaw, that cover the criteria or circumstances for written approval, including if it's for an event, and the process to seek approval.

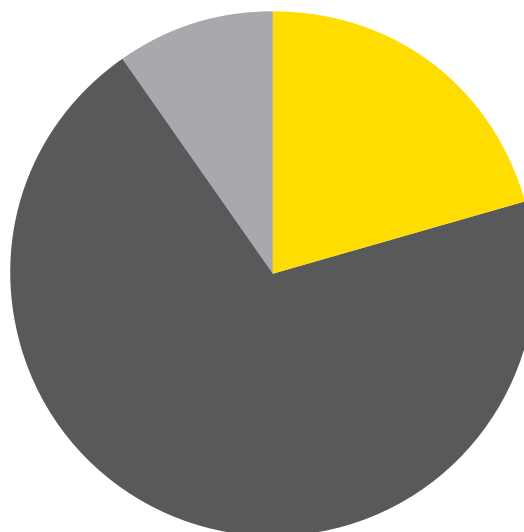
Beaches that are reserves are managed under the Reserves Act 1977 and do not need to be separately identified in the proposed clause.

The DPA request is an operational decision and would need to factor in the potential harm caused by all types of vehicles driving or parking on beaches but the additional, by prior written permission, clause allows Officers the opportunity to consider this type of request.

Transferring the offence from the Public Places bylaw does not result in a new offence that had not been consulted on. It was and will remain an offence. The draft proposed clause provides circumstances where driving or parking on a beach is permitted (launch/land boats) and provides the Council with the opportunity to provide vehicle access to beaches through a permit process. This is improving access to beaches not stopping it.

It is recommended the proposed clause 20 to prohibit the driving, riding or parking of vehicles on beaches is not changed. Following legal review, Officers have added the offence of operating, driving or parking a vehicle on a beach except in accordance with 20(a) or (b) to section 38 Offences of the proposed bylaw.

9. Restrict the driving, riding or parking of vehicle on unformed legal roads - clause 19



■ Yes 21%
■ No 69%
■ Don't know 10%

Figure 9: Submitter response to the question do you agree with the changes we propose to restrict the driving, riding or parking of vehicles on unformed legal roads?

What submitters said:

Refer to figure 9, 365 submitters answered this question. Of those, 76 submitters said yes, they supported the changes to restrict the driving, riding or parking of vehicles on unformed legal roads (ULRs) and 254 submitters said no. 35 submitters

The following organisations indicated support for the proposal to provide a mechanism to restrict access on unformed legal roads: Cycle Wellington, CVRA, the ERG, Newtown Residents Association, Wellington Care of the Aged and the Architectural Centre. Forest & Bird also support the proposal, specifically for the Red Rocks/South Coast ULR as it is on a wild and fragile coastline, and due to its proximity to the urban area, it has the greatest potential for vehicles to disturb wildlife and damage coastal habitat. It would benefit from stricter and enforceable control by the Council.

The Walking Access Commission Ara Hikoi Aotearoa recommends that when the Council makes a determination to prohibit or restrict vehicle access, it should not limit in any way the ability for the public to utilise or access unformed legal roads by other means and the bylaw should in no way imply the ability to prohibit or restrict public access for recreational purposes such as but not limited to walking and cycling.

Organisations that do not support the proposal were the CCVC and the New Zealand Four Wheel Drive Association (NZFWDA). The NZFWDA said the Council should follow a ‘road stopping’ process as per the LGA 1974 if it wants to impose restrictions on ULRs. They also felt that the proposal is inconsistent with the Outer Green Belt Management Plan 2019 and that the broad-brush approach of the proposed bylaw clause does not include the necessary specific details of issues for each ULR.

Table 15: Illustrative quotes from individual submitters - unformed legal roads

I dive in red rocks and take my kids there to catch a Kai for our whanau and distant relatives who live inland. Stopping driving on the beaches and unmarked roads will stop me and a lot of other divers providing for our families the best way we know how. (Tuau Love)

I’m particularly interested in ending six day access on the paper road to Sinclair Head. It is a place of extreme beauty in my eyes and having to compete with cars as a pedestrian destroys the natural beauty of the place. There are some delicate ecosystems and a seal colony in the area which are constantly disturbed even after dark. I believe that at the very least access should be restricted to Saturday only and would prefer an end to driving in that area except for DoC and landowners in the area. (Steve Bradford)

I am opposed to the Council introducing ‘stealthy’ ways of treating ‘unformed legal roads’ any differently from formed legal roads. The rules should be the same. Firstly unformed legal roads should be just as publicly accessible as formed legal roads. And the local road controlling authority (Council) should have no more power, or less power, than with any legal road. I do not see any need for Council to introduce additional laws (by-laws) for regulating use along unformed legal roads. (Richard Murcott)

When discussing the bylaw with a coastal user recently they put it this way “*The whole bylaw is to allow Council to stop a road without due process*”. While I will not make judgements on such calls it perhaps highlights an individual’s perception when denied all of the available information had a proper consultation process been followed.

My submission has nothing to do with the sincerity of officers seeking to tidy up perceived issues but rather the need to demonstrate a recognized democratic process involving community consultation has been undertaken. (Barry Insull)

Table 16: Illustrative quotes from organisation submitters - unformed legal roads

The public have full rights of access to all ULR, by whatever means they find practicable or see fit, be it by foot, cycle, vehicle. These rights are no different to those on a formed roadway. (CCVC)

The Commission recommends that;.....when Council in making a determination to prohibit or restrict vehicle access, should not limit in any way the ability for public to utilise or access these public corridors by other means, and, the bylaw should in no way imply the ability to prohibit or restrict public access for recreational purposes such as but not limited to walking and cycling. (The Walking Access Commission)

It is our understanding that there is legal precedent in respect of the rights of local bodies to impose restrictions on ULRs. For example “road stopping” requires a proper process to be followed including proper consultation with potentially affected parties if not the public. We understand that there are similar requirements of process for establishing by-laws. (NZFWDA)

Officer’s response

Officers agree with the significant number of submissions that focused on the special community, social, recreational and wildlife values of the South Coast and Red Rocks areas to Wellington City. It is a valued part of the city and a unique habitat that is important to protect.

The provision to restrict the use of motor vehicles on ULRs provided by the LTA 1998 section 22AB (1) (g) is specifically for the purposes of protecting the environment, the road and adjoining land, and the safety of road users. The provision is also written as ‘the Council may, by resolution’ meaning before any form of restriction on any ULR is put in place, and therefore becomes an offence, must go through a traffic resolution process. The traffic resolution process involves Officers providing the case for restricting the use of motor vehicles on a named/ identified road or part of a road to protect the environment, the road and adjoining land, and the safety of road users.

The resolution must follow the procedures set out in the proposed clause 7.4 which includes notifying the public, any person may provide comments in writing, and those comment will be considered by the Council before it makes the resolution.

At no time have Officers said that if the Council approve this bylaw, the road to Red Rocks will be closed (or ‘stopped’) to the public. As set out in several plans: The Our Natural Capital - biodiversity strategy and action plan 2015, the Open Space Access Plan 2016 and the South Coast Management Plan 2002, this special part of Wellington needs to be managed more proactively to protect the environment and safety of the ULR users. The proposed bylaw gives the Council the tool to do this.

Officers from the Council have confirmed that they will actively engage with all types of users, the local community, land and property owners and others with an interest in the South Coast/Red Rocks unformed legal road.

It is recommended the proposed clause 19 to restrict the use of motor vehicles on unformed legal roads is not changed.

10. Amend the definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy) - clause 6

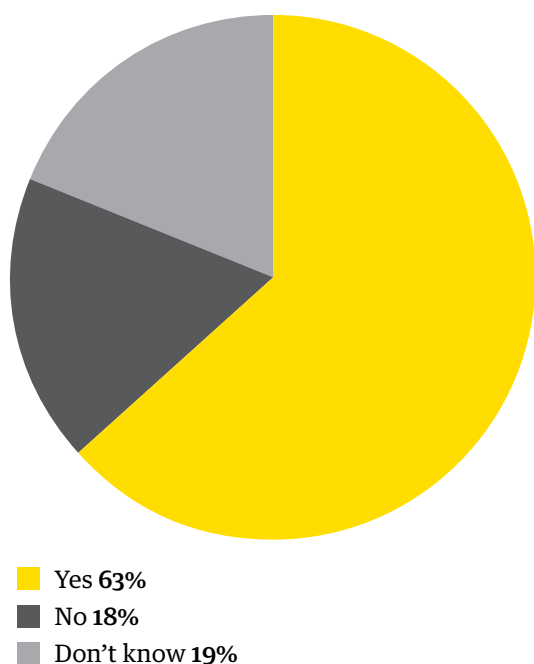


Figure 10: Submitter response to the question do you agree with the changes we propose to amend the definition of taxi to include small passenger service vehicles?

What submitters said:

Refer to figure 10, 331 submitters answered this question. Of those, 210 submitters said yes, they supported the changes to amend the definition of taxi to include small passenger service vehicles and 59 submitters said no. 62 submitters said don't know.

11 submitters provided additional comments in support of their view on the proposals.

Cycle Wellington, CVRA, the ERG, Newtown Residents Association and the Architectural Centre support the proposal. The DPA also supports equitable access to taxi stands, provided SPSVs display relevant licences. They said many rideshare companies don't provide mobility taxi van services and these types of services should have access to taxi stands too.

The following organisation did not support the proposal, Wellington Care of the Aged. Of the individual submitters who did not support the proposal, several felt that a licensed taxi vehicle incur more set up costs than an app-based scheme so they should have a dedicated standing area. One submitter suggested making all taxi stands 'pick up and drop off' areas instead so any driver can use it.

Table 17: Illustrative quotes from individual submitters - taxis/SPSVs

[No] because it uses the confusing term ridesharing (which does not include taxis) when it actually means ridehailing (which does include taxis). Change the wording, and my answer becomes "yes". (Mike Mellor)

That just doesn't make sense at all. You can't even book an uber/ola if it was parked right in front of you, an uber 3 miles away is probably going to accept first. And all taxi ranks would be taken up by ubers so where the taxi's going to park? You would need much much more taxi parking if this was to happen. (Marvin Latour)

Running a taxi company requires a lot more commitment and training than your everyday guy driving his private car for extra cash. There should be a difference in terms, and the extra commitment rewarded with app-based services not being allowed at cab stands etc (Thomas Guldborg)

Officer's response

The Council has received independent advice that confirms Officers opinion that a mobility driving service is a small passenger service and therefore can use taxi stands. Note that this also means that these types of services should not stop in taxi restricted areas at the specified times either and are therefore recommended to use mobility parking spaces, unrestricted parking or very short-stay parking spaces to pick up and drop off passengers.

The proposed changes bring the bylaw in to line with the relevant requirements for a small passenger service (SPS)³ under the Land Transport Act 1998 and the Land Transport Rule: Operator Licencing 2017. that uses vehicles that carry 12 people or less to carry passengers. The legislation requires all vehicles operating under a SPS to display a Transport Service Licence and meet other criteria.

In response to the feedback about the confusing terminology, below is a table to clarify the different terms used for the various transport sharing options:

Term	Definition	Is this a SPS under the LTA?
Carpooling, 2+ car sharing, lift sharing, 2+ ride sharing	When two or more people share the ride to a similar or nearby destination in a private vehicle.	No
Ride sourcing / ride hailing	Arrange one-time shared rides on short notice where the driver is paid. Services such as Uber, Zoomy, Ola and taxis.	Yes

It is recommended the proposal to include all small passenger service vehicles in the definition of taxi is not changed.

3 A small passenger service uses vehicles that carry 12 people or less to carry passengers and includes taxi and app-based services, shuttle services and private hire services.

11. Clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw - clause 34

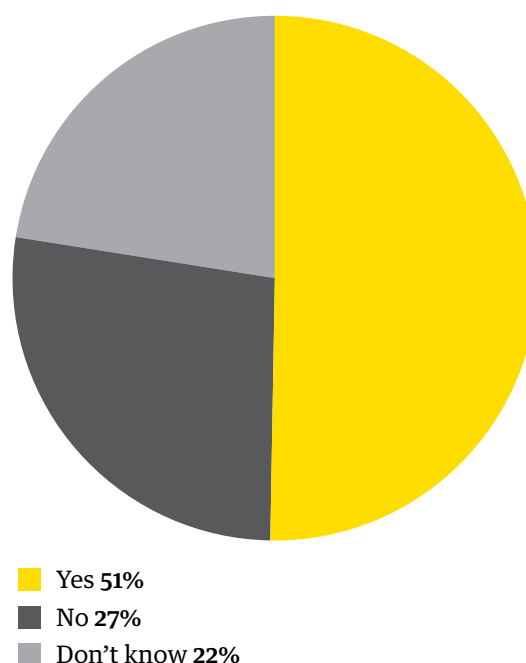


Figure 11: Submitter response to the question do you agree with the changes we propose to clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw?

What submitters said:

Refer to figure 11, 331 submitters answered this question. Of those, 167 submitters said yes, they supported the changes to clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw and 90 submitters said no. 74 submitters said don't know.

14 submitters provided additional comments in support of their view on the proposal.

Cycle Wellington, CVRA, the ERG, Newtown Residents Association, Wellington Care of the Aged and the Architectural Centre support the proposed change. The DPA also supports an extended definition as skip and bulk bins cause safety issues for pedestrians, including the disabled and especially Blind people. The DPA also requested a higher fine \$1-5k especially for skip bins/bulk bins placed in a way to create a substantial safety risk for road and footpath users. The Disabilities Resource Centre Trust and Living Streets Aotearoa support the proposal for the same reasons and want it applied to footpaths too.

The 11 individual submitters who provided comments, some were concerned that this provision would prevent people (residents and tradespeople) from being able to do building/gardening work on their properties and that there shouldn't be a charge for putting a skip bin on the road.

Table 18: Illustrative quotes from individual submitters – skip bins

People have to get the work done so I don't mind if a skip bin occupies a car park from time to time.
(Angus Hodgson)

Home owners & Rate payers should be entitled to hire & park skips & bins when maintaining their property & therefore encouraged to clear debris particularly in congested areas like central city. (Murray Mexted)

As you point out several times in the document, Wellington is made up of narrow roads, and this clause could result in people not being able to bring a skip to their house to safely remove refuse. Laws, as far as I know, already dictate you cannot block traffic, that should suffice. There should never be a charge for having a skip at your house for a day or two, as the council provides no service in connection with it
(Thomas Guldborg)

Remove all cars and non-motorised bins from footpaths. (Julia Ames)

Officer's response

Officers have used the powers under the Local Government Act 2002 section 163 and 164 and the Public Places Bylaw to enable the Council to remove skip and bulk bins causing obstruction in the road or parking places. The Council is using the fines under the LGA 1974 section 357 (1) for any future skip bin offences. The fines are set in this section as not exceeding \$1,000 liable on conviction and, where the offence is a continuing one, a further fine not exceeding \$50 for every day on which the offence has continued.

When applying for a skip bin permit to use public space for a private purpose, the fee covers the costs incurred by the Council to manage and ensure compliance plus recover any lost actual and potential revenue if the bin is placed in a restricted parking area. In time, Officers would like to change the payment process so the waste management companies (owners of the bins and providers of the service) apply and pay the permit fee and not the individual customers. This would provide for efficiencies in the application and approval process and reduce free-riding⁴ amongst the sector.

The proposed traffic and parking bylaw will work in tandem with the Public Places Bylaw to manage the placement and approval of skip and bulk bins on public land, including roads. The Statement of Proposal seeking submissions on a revised Trading and Events in Public Places Policy, released on 7 July 2021 proposes the Council position continues to be that bulk and skip bins are not permitted to be placed on any Wellington footpaths.

It is recommended the proposal to manage skip bins and bulk bins placed in the road or parking places is not changed.

4 Free-riding, in this example, occurs when some companies within the waste sector use public road space for their skip bins but do not apply for the required approval/permit (pay for it).

12. Clarify the conditions for using actual public works as a defence for parking offences - clause 41

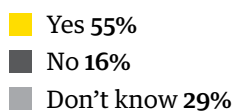
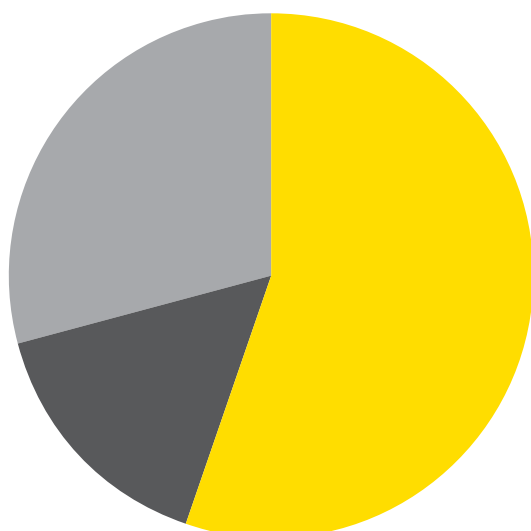


Figure 12: Submitter response to the question do you agree with the changes we propose to clarify the conditions for using actual public works as a defence for parking offences?

What submitters said:

Refer to figure 14, 323 submitters answered this question. Of those, 179 submitters said yes, they supported the changes to clarify the conditions for using actual public works as a defence for parking offences and 50 submitters said no. 94 submitters said don't know.

Two submitters provided additional comments in support of their view on the proposals.

The following organisations indicated support for the proposal: Cycle Wellington, CVRA, the ERG, Wellington Care of the Aged, Newtown Residents Association and the Architectural Centre.

Only two individual submitters provided comments to clarify their submission response, these are provided below.

Table 19: Illustrative quotes from individual submitters - public works

While this rightly covers emergency services, and cases where under direction of a police officer; this has a too-narrow scope for tradespeople doing works only on public assets and should be extended to cases where a tradesperson is performing urgent works at a private property. Using an example of a burst water pipe, the tradesperson should be granted the same exemption regardless of whether the burst occurred on one side or the other of the boundary line - just as an ambulance has the same exemption regardless of whether the patient was on public land or private land when they needed urgent medical attention. (Daniel McGraughan)

Leave the poor road workers alone... they're working for ALL the ratepayers! (Glenn van Beers)

Officer's response

For tradespeople doing works of any kind at a private property, the Council currently has trade coupons that can be purchased to allow the trade vehicle to park in resident or coupon parking areas and, if accessing a property in the central city, an inner city trade coupon to park in a Pay by Space. There is a fee for the coupons. Where long-term or large-scale works are taking place, a traffic management plan is required, and this can require the suspension of any parking restrictions near a site to provide trade access.

This new clause will prevent the inappropriate, and sometimes unsafe, parking of 'public works' vehicles pretending to be engaged in public works and reduce the time spent by Council officers processing the appeals for these infringements.

It is recommended the proposal to clarify the defence for public works offences is not changed.

Section 3:

What we asked:

Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?

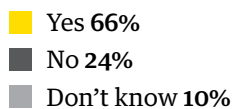
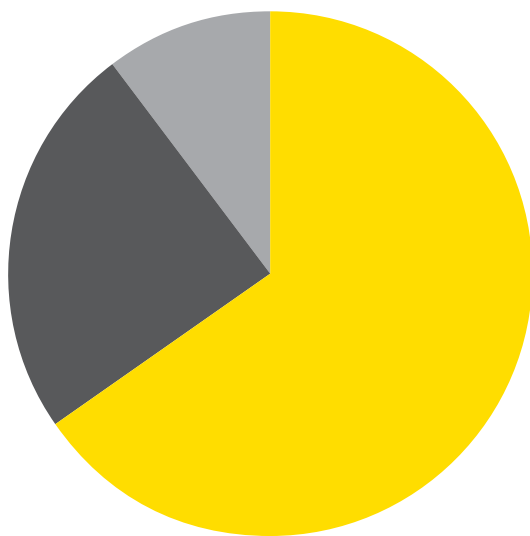


Figure 13: Graph to show the submitter response to the question do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter) provided they pay the appropriate charge (per vehicle) and follow the time restriction?

What submitters said:

Refer to figure 13, 313 submitters answered this question. Of those, 205 submitters said yes, they supported the changes to allow motorcycles to be able to park in a pay by space and 76 submitters said no. 32 submitters said don't know.

172 submitters provided additional comments in support of their view on the proposals. The additional comments revealed that although some people indicated no to the proposal, they were supporters of the Council doing what it can to encourage more people to use motorcycles as they are of the opinion

that motorcycles reduce congestion and emit fewer carbon emissions compared to a car. Some submitters also voted no to the proposal because they felt that motorcycle parking should remain free, a few said the charge should be lower than for a car but yes, motorcycles should be able to park in standard sized parking spaces.

Others said yes to the proposal for the same reason, that the Council should be encouraging a space saving, low emission form of transport. Both the submissions supportive and unresponsive of the proposal want more parking available to motorcyclists in the central city - either as dedicated motorcycle parking or as proposed by allowing more than one motorcycle to park in a standard sized parking space.

Of those submissions that did not support the proposal and were not supportive of motorcycles parking in standard spaces, this was due to the concern that there would be less parking available for cars; they have free, dedicated parking bays already; and it is an inefficient use of space.

The ERG, Cycle Wellington, Newtown Residents Association, Wellington Care of the Aged and the Architectural Centre support the proposal.

Cycle Wellington agrees that motorcycles should be able to park in 'pay by space' or standard time restricted spaces (provided they pay the appropriate charge and/or follow the time restriction). They believe other vehicles such as large cargo bicycles should be allowed to park in parking spaces as these types of vehicles offer new options for Wellington businesses to use bicycles for sustainable zero-carbon cargo delivery, but currently do not have any place to park. Such vehicles are too large to park on the footpath or in bike racks. Wellington already has businesses and others using bicycles for deliveries, and the Council should support these options by permitting bicycles to use loading zones, 'pay by space' and standard time restricted spaces (provided they pay the appropriate charge and/or follow the time restriction). Cycle Wellington suggests it would be easiest to simply allow any bicycle to use a parking space as likely only users of large cargo bicycles would find it practical to utilise such an option.

Table 20: Illustrative quotes from individual submitters who said yes, motorcycles should be allowed to park in a pay by space

Bikes with sidecars or large cruising bikes need more space (Laura Spiers)

Motorcycles are much more efficient (space and emissions) at moving people than cars, we should encourage their use. (Jarrod Crossland)

I would also extend this to large electric bikes (cargo bikes), which can't adequately be parked on the footpath or normal bike rack (David Harkness)

Because I am sick of riding round the city looking for a motorbike parking bay. Let me put 2 bikes in a car park and we'll pay for the space. Not per bike. Don't make this yet another money making scheme for the council. Look after all residents (Larissa Hoogendoorn)

If they pay the same and follow the rules like everybody else why shouldn't they be able to park? When people drive cars there is usually only one person in it anyway. This takes up more space for the same amount of people. (Nick Kan)

Table 21: Illustrative quotes from organisation submitters who said no, motorcycles should be allowed to park in a pay by space

Motorcycles should have their own designated spaces and not take up a vehicle space. There's nothing more irritating than finding a motorcycle taking up twice the room it needs. (Catherine Lythe)

Motorcycle parking should be free to encourage people to do it as they take up less room. (Jayme Groeneveld)

I agree, but not per vehicle. Charge should be for the entire space regardless of vehicle count (Joe Rattanong)

A single motorcycle parking in whole parking space is a very inefficient use of limited parking spaces. Better to use dedicated areas for motorcycles where many motorcycles can fit in the space of a single normal car parking space. There need to be sufficient dedicated spaces for motorcycles. (Robert Cox)

One motorcycle in a car park is a massive waste of car parking space (Dinah Okeby)

Officer's response

Removing the clause that currently prevents motorcycles from parking in standard sized parking spaces could be done without immediately changing the current use and restrictions on parking spaces, particularly in the central city. This is because a new traffic resolution would be required to activate the change, and new technology is required to allow the Council to ensure that for paid parking spaces, each motorcycle is paying their fair share of the space used. Officers do not expect to have the new technology procured and installed for at least a year.

Therefore, further consideration of accommodating both motorcycles and 4-wheeled vehicles, particularly in the central city is required. The Parking Policy 2020 makes it clear that in the central city short-stay parking is the priority over long-stay commuter parking, and that parking should be user pays. However, until there are sufficient private and public off-street parking facilities for motorcycles and other non-standard vehicles, some provision of on-street motorcycle bays for long-stay parking should remain.

When the new Parking Policy and bylaw is implemented in the central city and suburban centres, Officers recommend that the parking of cargo-bikes⁵ and other forms of larger electric bicycles are also accommodated, and if supported, a traffic resolution to allow several motorcycles to park in standard sized parking spaces should be worded to also allow cargo-bikes to use them too.

It is recommended the proposal to provide for motorcycles to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction is not changed. Note that the current practice will remain unchanged until a new traffic resolution is issued for specified spaces.

⁵ A bicycle designed to carry a load (other people, cargo or freight). They can be electric or human powered.

Feedback raised by organisations on specific clauses or additions requested

Clause	Submitter/comment	Officer response
13. Shared paths and cycle paths	It is important where there is a shared path with pedestrians and cyclists there is also clear access to bus stops. We suggest bus stop access for pedestrians be prioritised in this clause (GWRC).	Design considerations are outside of the scope of the bylaw clause. However, Council officers use the Waka Kotahi's Cycle Network Guidance.
19. Unformed legal roads	The public have full rights of access to all ULRs, by whatever means they find practicable or see fit, the public has rights of free passage on ULRs. The Council cannot restrict access. (NZFWD, CCVC)	The LTA 1998 Section 22AB (1)(g) empowers the Council, through a bylaw, to restricting the use of motor vehicles on unformed legal roads for the purposes of protecting the environment, the road and adjoining land, and the safety of road users. Therefore, the Council can balance the rights of access by the public to ULRs with the need to protect the environment, road and adjoining land. Note the power is limited to restricting motor vehicles, therefore, if this power is used, the public would retain access by active/non-motorised modes of transport.
33. Motorhomes, heavy goods vehicles, immobilised vehicles and trailers 33.1 No person may park a motorhome, heavy goods vehicle, immobilised vehicle or trailer, whether or not the trailer is attached to another vehicle, on any road for a continuous period exceeding seven days without the prior written permission of an authorised officer.	Motorhomes are registered motor vehicles and should be allowed to park on the streets the same as other vehicles. Restrict this type of parking using residents parking schemes instead. (The New Zealand AA).	The road reserve is primarily for the movement of traffic and to provide access to properties not to store private vehicles. Motorhomes are unlikely to be a household's only transport option and take up a disproportionate amount of space than a standard car. If a resident, particularly in a high parking demand area, wishes to own a motorhome, or a heavy goods vehicle, they can seek private off-street parking to store it for periods exceeding seven days.

27. Other permits

27.1 The Council may by resolution specify the vehicle or classes of vehicles that may or must not use a parking place, or parking area, or transport station, such classes including but not limited to.....

Wellington Justices of the Peace Association Incorporated. Concerned that permit categories in 27.1 do not include JPs. Concerned JPs will not get free parking permits in the future or be able to pay and stay longer than the required 2 hours.

The Council is changing the types of permits it issues in the central city to follow the adopted Parking Policy 2020. The priority is for short-stay visitors not long-stay for central city on-street parking. Off-street parking, both Council managed, on the Waterfront, and private is available for parking longer than two hours. Officers appreciate that fewer Justices of the Peace (JPs) are operating from their homes and as volunteers, some are not in paid employment. The role of a JP is very clearly voluntary with no expected dividend, such as free parking, as per the Ministry of Justice (MoJ) best practice guidelines for JPs. Officers have spoken with the MoJ and for those JPs based at the District Court for judicial duties, the MoJ can arrange suitable parking (again, as per the MoJ JP best practice guidelines).

Officers have added in judiciary, to the list in clause 27, so that, in the future, if longer stay parking is not possible at the District Court, the Council could choose to provide a specified parking place as per the LTA 1998 22AB (1) (o)(ii). Officers will also add the medical practitioners, and members of the diplomatic or consular corps to complete the list.

29. Parking vehicles on the grass/berm

No person may stop, stand, or park a vehicle on a berm, verge, kerb, lawn, garden, or other cultivation adjacent to, or forming part of a road:

- a) so as to cause or be likely to cause damage to the cultivated area; or
- b) so as to obstruct other traffic or pedestrians or any view of the roadway to the driver of a vehicle entering or exiting the roadway.

The Statement of Proposal intent is to make it clear that vehicles must not park on the berms” (p27), but the actual clause (29.1) adds “(b) so as to cause or be likely to cause damage to the cultivated area; or (c) so as to obstruct other traffic or pedestrians or any view of the roadway to the driver of a vehicle entering or exiting the roadway”, which implies a conditional rather than absolute ban (Living Streets Aotearoa).

Agree. Officers have removed the sub clauses to make it clear that the Council position, through the proposed new bylaw, is that no person may park on a berm or other cultivated area. This complements the no parking on the footpath position and will have to be supported with signage advising drivers they must not park on berms.

Clause 38.1 (a) Every person commits an offence against this Bylaw who drives or parks a vehicle on any grassed or cultivated area under the control of Council.

30. Parking vehicles off a roadway	What does this mean - the side of a road is a kerb? Please make this clear (Living Streets Aotearoa).	This clause is to ensure the primary use of the road reserve is for movement and the transit/ flow of vehicles and people not parking.
38. Offences	38.1 This should include footpath for clarity.	38.1 The scope of the bylaw is roads and parking places. Footpath offences are specifically referred to where required. The Public Places Bylaw covers all public places, including footpaths.
(1)(d) Drives any vehicle over any hose in use in connection with an outbreak or alarm of fire provided that it shall not be an offence under this clause so to drive if hose bridges are provided or the driver is directed by a traffic officer, police officer or New Zealand Fire Service officer.	38.1 (d) What is a traffic officer? Police are not differentiated so is this a parking warden? (Living Streets Aotearoa, GWRC)	38.1(d) Officers agree that the mix of terminology used in the bylaw is confusing, therefore all references to traffic officer have been changed to enforcement officer which has the same meaning as defined in the Land Transport Act 1998.
38.1 (j) Leaves in or on any road or private road within the City for a period exceeding 7 days, any vehicle having no effective motive power in or attached to it, or in such a state that it cannot be safely driven, or so immobilised, disabled or damaged that it cannot be driven.	38.1 (j) Extend this to motorised vehicles too (Cycle Wellington)	38.1(j) Under the Land Transport (Road User) Rule 2004 6.19, a person must not park a trailer on a roadway for a period exceeding 7 days. Under the Road User Rule, a trailer means a vehicle without motive power that is capable of being drawn or propelled by a vehicle from which it is readily attached. The LTA section 22AB provides the Council with the ability to create in its bylaw a provision to prohibit or restrict the parking of vehicles on any road to vehicles of any specified class or description and limiting the period of time that those vehicles may park. Extending a time limit of 7 days to all roads and all motorised vehicles would be problematic. This broad, and tough proposal would need to be consulted on to determine if it would create any perverse outcomes and hinder people going about their daily lives.

<p>(k) Parks on a road in front of any property in the Residential Area under the Council's District Plan, where the size of the vehicle parked, or the continual nature of the parking, unreasonably prevents occupants from parking outside their property, excluding commercial vehicles parked on the road temporarily for business purposes.</p>	<p>38.1 (k) implies that there is some right for occupants to park outside their property in a residential area. This should be removed as there is no such right. Residents frequently do not park directly outside their property.</p>	<p>38.1(k) Officers agree that the wording implies a right to park outside a property when it should be to access property. Therefore, this wording has been amended.</p>
<p>(s) Places or leans a bicycle, motorcycle, electric scooter or power-cycle on or against a parking meter.</p>	<p>38.1 (s) We recommend this include any vehicle which leans against any traffic control such as pedestrian beg buttons, telephone poles, etc. This is a too frequent occurrence and is a particular problem for people using mobility aids.</p>	<p>38.1(s) This offence is to ensure the parking meters are not obstructed for users and to protect the expensive hardware from damage.</p>
<p>(t) Places or leaves a bicycle or electric scooter on any parking space.</p>	<p>38.1 (t) This does not specify where bikes and escooters should park. Clearly they will not be allowed on the footpath when this bylaw is enacted. (Living Streets Aotearoa)</p>	<p>38.1(t) Officers have amended the wording to clarify that wheeled recreational devices should park in spaces designated or designed specifically for bicycles/scooters.</p> <p>The contractual arrangements with the e-scooter commercial share schemes is very clear about where e-scooters can and cannot park and the penalties for the company if users do not follow the requirements. Further education and awareness may be required to improve the parking of all micro-mobility devices.</p>
<p>39 Vehicle and Object removal</p> <p>39.1 A Council enforcement officer or their appointed agents may remove or cause to be removed.....</p>	<p>39.1 We recommend that it is made clear that vehicles can be removed from footpaths as well. (Living Streets Aotearoa, Pos. 71)</p>	<p>This clarification is not required as vehicles parking on footpaths is an offence under the LT(RU)R 2004, therefore the enforcement responsibilities and offences are covered by the Land Transport Act 1998 and do not need to be repeated in the bylaw.</p>

41 Parking defences

(1)(a) in compliance with the directions of a police officer or traffic officer, or that the vehicle was actually engaged on a public work and was being used on the road with due consideration for other road users;

Defence should not include parking on the footpath - fire engines and roadworks trucks are too heavy at any time (Living Streets Aotearoa)

Officers recommend that 41(1)(a) is a suitable defence for parking offences, such as parking on the footpath, because the priority, in these limited situations, would be on saving lives and preventing further harm to road users, the public and further damage to public infrastructure. In these circumstances, if the vehicle involved in the offence was being used on the road with due consideration for other road users, the benefits of the offence outweigh the costs of the offence.

Other feedback on the proposed bylaw wording

Intersection parking - there should be no parking from a standard set-back of 6 metres at all intersections and this should be included in the bylaw. This provides an adequate chance for all road users to see each other and be seen. A particular safety issue for frail people and children. (Living Streets Aotearoa)

A driver must not stop, stand, or park a vehicle on any part of a road, whether attended or unattended, within an intersection or within 6m of an intersection unless authorised by signs or road markings. This is an offence under the LT(RU)R 2004 and therefore does not need to be repeated in the bylaw.

Personal experiences of engine braking noise and/or cruising disturbance

What we asked:

Using a map of Wellington City, we asked people to share their experience of disturbance from cruising activity or engine braking noise by places locator pins on the map and answering questions about the frequency and time period that they experienced the disturbance. Submitters were also able to provide additional comment about the disturbances they experienced.

154 people placed 199 locator pins sharing their experiences of cruising and/or engine braking disturbance. Eight of the locator pins were placed for locations outside of Wellington City (Lower Hutt and Wainuiomata). As these are out of scope of the proposed traffic and parking bylaw they have not been counted or reported on in the following summary.

Engine braking

The Waka Kotahi described engine braking as a form of supplementary braking system on heavy vehicles *to assist the normal 'service brakes' in maintaining safe speeds travelling down hills*. There are three main types of supplementary braking systems, engine brakes are devices that release compressed gases from the engine. Engine brakes are typically used on large trucks, whereas exhaust brakes are common on medium trucks. Modern engine and exhaust brakes include silencers and are unlikely to cause significant noise disturbance, but some older heavy vehicles have unsilenced or ineffectively silenced engine brakes which produce loud noise and may cause noise disturbance⁶.

What submitters said:

48 submitters gave 53 examples and locations of their experiences of engine braking. Based on the descriptions provided, at least 11 of these are likely to be because of heavy vehicle engine braking noise and were all from the Brooklyn/Ohiro Road area, every day and mostly in the daytime. 25 of the submitters described experiences that were probably heavy vehicle engine braking disturbances, and these were from Tawa, Kilbirnie, Lyall Bay, Island Bay, Karori (Makara end) and Wellington Central.

Many people described disturbances that were not engine braking or cruising, or it was not possible to determine whether the experience was from engine braking or cruising disturbance. The maps with locator pins have not been amended to remove any of the experiences.

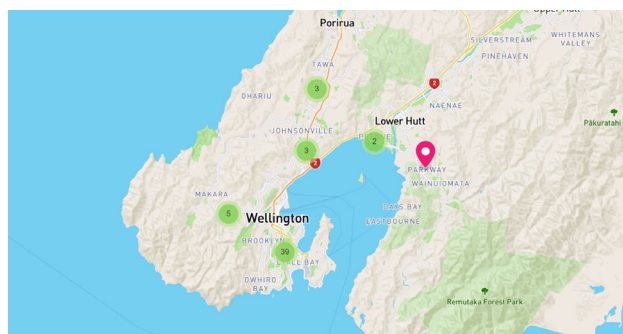


Figure 14: Map to show the distribution and number of 'engine braking disturbance' experiences shared by submitters.

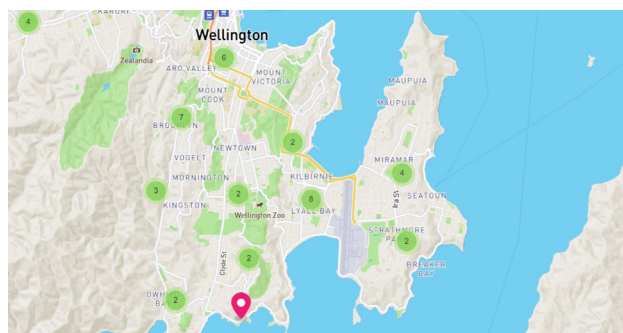


Figure 15: Map to show the distribution and number of 'engine braking disturbance' experiences shared by submitters for central, southern and eastern suburbs.

⁶ <https://www.nzta.govt.nz/roads-and-rail/highways-information-portal/technical-disciplines/noise-and-vibration/frequently-asked-questions/engine-braking-faqs/> accessed on 5 July 2021.

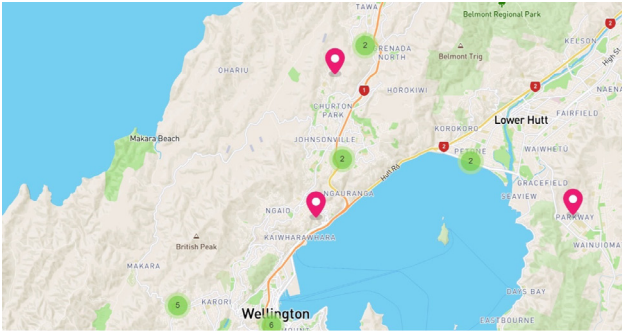


Figure 16: Map to show the distribution and number of ‘engine braking disturbance’ experiences shared by submitters for northern and western suburbs.

Officer response

Based on the descriptions, at least 18 of the submitters described issues with speeding vehicles or unsafe driving rather than engine braking and many of the noise disturbance described seems to be general vehicle noise from tyres on the road surface, engine or mechanical noises as light weight, not heavy vehicles, accelerate and brake and noise from chains or movement of loads carried by vehicles. These types of noises do not meet the legislative description of ‘engine braking’ and therefore the Council, and the bylaw clause, will not be able to enforce these.

This survey has shown loud noise from engine braking is not as frequent as loud noise from other vehicles, such as motorcycles, modified cars and sirens or other heavy vehicle noise - such as acceleration/ deceleration noise without engine brakes.

Other vehicle noise such as routine heavy vehicle acceleration/deceleration can produce noise which is commonly confused with engine braking, as can the sound of vehicles travelling on rumble strips.

The LT(RU)R clause 7.4 covers some vehicle noise offences. A driver must not operate a vehicle that creates noise that, having regard to all the circumstances, is excessive. Offences covered by this clause are enforced by Police Officers not Council Parking Officers.

Some of the descriptions and locations submitters provided appear to be due to engine braking occurring on State Highway 1. Again, the Council’s bylaw provisions for engine braking do not extend to State highways so the Police would be the enforcement agency for these occurrences. Wellington Police have confirmed to Officers that their priorities are driving offences that result in death or serious harm and driving offences within the central city area. They are not sufficiently resourced to actively monitor and enforce potential engine braking disturbance.

There appears to be a couple of clusters of disturbance reports where, based on the noise disturbance descriptions provided, engine braking is an issue. These clusters also align with known extensive construction work and the routes to and from the landfills on Happy Valley Road, Wellington and Broken Hill Road, Porirua.

As previously reported to Councillors at the Planning and Environment Committee meeting on 24 June 2021 in the paper *Petition: Stop trucks coming off motorway and using Wellington streets to transport waste to tips*.

A more effective approach could be liaison with trucking operators and industry groups to influence driver behaviour. Additional ‘No engine braking’ signs can be put up but Waka Kotahi consider such signs are likely to have limited effectiveness but would most likely be beneficial in areas where drivers might not realise there are nearby dwellings which may be disturbed by engine braking.

Officers also suggest collaboration with Waka Kotahi and Wellington Police to have noise cameras installed along Ohiro Road and Brooklyn Road to carry out a survey to determine if the noise disturbance experienced in this area is due to engine braking or not. The camera combines the ability to measure the character of noise made by a heavy vehicle with the ability to record the licence plate of the vehicle. This means that even infrequent engine braking could be picked up and the driver/company responsible identified.

The evidence would then confirm if an engine braking prohibition is required in this area, and/or if additional signage is required. Officers recommend a two-stage approach following surveying; the first, liaison with the drivers/companies to seek a reduction in engine braking without any regulatory intervention. Secondly, if this does not reduce the problem, after a second survey, introducing a prohibition and collaborative monitoring and enforcement with the Police.

Officers have discussed this potential approach with the Wellington Police and the Road Transport Forum (RTF). Wellington Police have verbally confirmed that for engine braking they could, if required, assist with follow up compliance management once the offending vehicle/driver is identified. The RTF confirmed that they can help the Council with distinguishing RTF member trucking companies from those that are not members to assist with liaising with the company management on a non-regulatory approach to reducing engine braking noise. The RTF also advice that reducing truck generated noise from one aspect can result in increasing the audibility of noises generated elsewhere on the vehicle particularly the tyres. So, we may resolve one noise issue but not all noise issues. The paper referred to above covers other future interventions that may result in a reduction in the amount of trucked waste going to and from the regions landfills as disposers are incentivised to reduce waste to landfill as much as possible.

It is recommended the proposal to add a clause to provide for the restriction/prohibition of engine braking on certain streets is not changed.

Cruising

The Land Transport Act 1998 defines cruising as driving repeatedly in the same direction over the same section of a road in a motor vehicle in a manner that

- draws attention to the power or sound of the engine of the motor vehicle being driven; or
- creates a convoy that
- is formed otherwise than in trade; and
- impedes traffic flow.

The LTA, section 22AB (1)(a) also gives road controlling authorities the power to make a bylaw to control, restrict or prohibit cruising, including specifying the section of road or roads and the period of time that must elapse between each time a driver drives on a specified section of road for it not to be considered cruising. For example, in 2014 Christchurch City Council passed a bylaw banning cruising on specific roads between 10am and 5 am seven days a week.

What submitters said:

124 submitters gave 146 examples and locations of their experiences of cruising disturbance. Based on the descriptions provided, around 100 of the examples might be due to cruising activity but may not meet the LTA definition of cruising. Nearly all the submitters described speeding, unsafe driving and noisy vehicle activity.

The most mentioned suburbs where the description provided most closely described cruising activity were; Breaker Bay, Grenada Village, Newlands, Tawa, Karaka Bays, Karori, Kilbirnie/Rongotai, Miramar/Maupuaia.

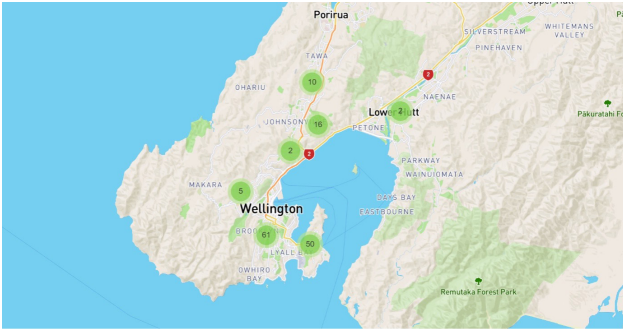


Figure 17: Map to show the distribution and number of ‘cruising disturbance’ experiences shared by submitters.

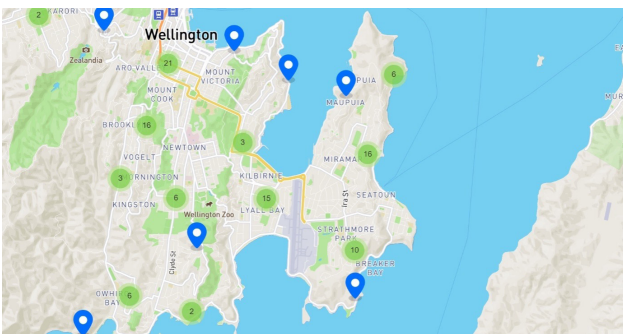


Figure 18: Map to show the distribution and number of ‘cruising disturbance’ experiences shared by submitters for the central, southern and eastern suburbs.

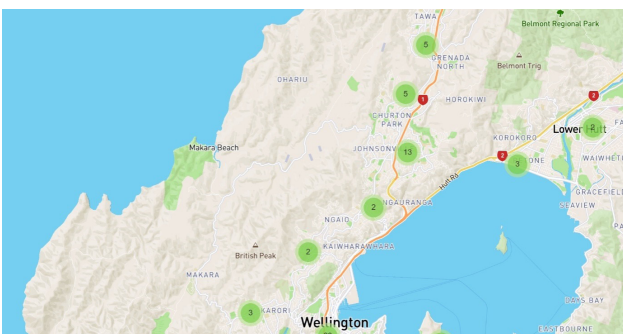


Figure 19: Map to show the distribution and number of ‘cruising disturbance’ experiences shared by submitters for the northern and western suburbs.

Officers response

Based on the descriptions, there appears to be a couple of locations with the potential to become problematic if gatherings of car enthusiasts drive in a reckless manner. This driving behaviour may or may not meet the definition of cruising. Based on discussions with Wellington Police and officers at Christchurch and Auckland Councils, the Land Transport definition of ‘cruising’ makes it hard to police.

This is because the current wording requires the Police to first prove the same person drove on the same section of road more than once and prove their driving either drew attention to the power or sound of the vehicle’s engine, or created a convoy that hindered traffic flow. Both components had to be recorded and proved multiple times before police could prosecute.

Wellington Police support the proposed option of putting in a bylaw control for cruising. At this time, the Wellington Police opinion is that the Wellington area does not have a significant issue with “cruising” but having a bylaw approved and in place would allow for quicker action to be taken should the driving behaviour change.

Auckland Transport have an additional clause in their bylaw ‘Light motor vehicle restrictions’, using the LTA 1998 22AB(1)(zk) on the basis that dangerous vehicle behaviour such as burnouts and doughnuts damage the road surface, especially a flammable lubricant is used. These activities are also inherently dangerous if a driver loses control, particularly if there are spectators nearby. The light motor vehicle restriction is suitable to use in non-residential locations, such as industrial or retail estates, as it will not negatively intrude on others. The proposed bylaw contains this combination of cruising clause (16) and light motor vehicle restrictions (17).

It is recommended the proposal to add the cruising and light motor vehicle restriction clauses is not changed.

Additional comments from oral submissions

We provided an opportunity for any submitter to make an oral submission directly to Councillors. 27 submitters said 'yes'. Of these, the first tranche of oral hearings took place on Wednesday 23 June 2021 (12 submitters participated, of which six were organisations: Living Streets Aotearoa; Hankey Street Cares Residents Association; New Zealand Four-wheel Drive Association; Forest and Bird; NZ Automobile Association; Cross Country Vehicle Club).

A link is provided to access presentation material provided at the hearing by some of the submitters in Appendix Three.

Out of scope feedback

We received many comments in the submissions that did not directly relate to a traffic bylaw suggestion in the Statement of Proposal. Several of the comments related to overall transport management or planning in the city or the need to improve and incentivise active and public transport. Some comments concerned private parking which the Council does not have any remit to manage through a bylaw. Other comments were along similar themes to those received for the Parking Policy 2020 consultation and either wanted more and/or cheaper parking or thought the current enforcement of traffic and parking was too much already or that other issues such as water infrastructure are a higher priority for the city right now.

Specific comments about the wording or language used in the bylaw, where Officers agree, have been marked as a track change in the bylaw to be presented to Councillors.

Frequently mentioned comments regarded as out-of-scope but connected to the management of Council roads, traffic or parking are summarised in this section.

Feedback

Officer's response

Consultation was not full or fair, clauses 19 and 20 have not been subject to any effective prior consultation process (NZFWDA, CCVC, Barry Insull)

The Council did not engage with many stakeholders before releasing the draft Statement of Proposal (SoP). The draft bylaw and proposed changes were based on the Parking Policy (extensively consulted on in 2019/2020) and operational or compliance issues raised by Council staff and analysis of the Council's customer services emails/phone calls from the public. The release of the SoP and subsequent consultation met the requirements of a special consultative procedures as per the section 83 of the LGA 2002. The Council is not required to undertake prior engagement or consultation on specific clauses in the proposed bylaw prior to releasing the SoP.

A review of the proposed bylaw and review process has been done by an external lawyer who have no concerns and confirms the Council's consultation complied with section 83 of the LGA, including clauses 19 and 20 of the draft bylaw. Part 4.9 and 4.10 of the SoP clearly identify relevant problems that justify regulating ULRs and beaches. Section 76-83 of the LGA give local authorities a very broad discretion to identify and address problems.

Request for controls on the hiring and use of e-scooters/other micro-mobility and sanctions/protocols for parking them safely/considerately (DPA, the ERG, Living Streets Aotearoa)

The controls for the hiring and use of e-scooters and other micro-mobility is covered under terms & conditions of the Council contractual agreements with the service providers.

The proposed bylaw has been written so that e-scooters and other forms of micro-mobility are in scope of the relevant sections, should, in the future, the Accessible Streets Package results in amendments to the key transport legislation.

<p>Council hasn't adequately identified the problems that the bylaw will manage. (NZFWD, CCVC, Barry Insull)</p>	<p>Not required under Section 83 of the LGA to specify the problem for specific streets or roads that may be managed using clauses, by resolution, in the proposed bylaw. Broad description of the overall traffic and parking problems and negative impacts are sufficient at this stage in the process. Full problem definition and options analysis are conducted prior to selecting the appropriate tool to manage an issue that leads to a traffic resolution.</p>
<p>Council should provide parking based on the population of disabled and elderly people in the area. (Disabilities Resource Centre)</p>	<p>The Council follows the Parking Policy 2020 when making significant changes to parking. Mobility parking is the highest priority type of parking in most types of areas of the city. The Parking Policy 2020 also confirmed the concession for mobility permit holders so that they may park in standard parking spaces for longer.</p>
<p>Rules for driveways that cross footpaths and only allow accessways to be 1 car-width (Living Streets)</p>	<p>The provision of driveways is covered by the District Plan and, in part, by the Public Places Bylaw. Therefore, does not need to be repeated in this proposed bylaw.</p> <p>The LT(RU)R 2004 6.9 states that a vehicle must not stop, stand, or park so as to obstruct entry to or exit from any driveway. Any amendments sought to the wording of this legislation are out of scope of this bylaw review.</p>
<p>Short stay bus layovers are prioritised over long-stay bus layovers. Need a minimum of 1 layover space per bus route for lower frequency services and at least 2 layover spaces for each high frequency route. The prioritisation of residents parking and short-stay parking in city fringe and inner-city suburbs does not support improvements to public transport. (GWRC)</p>	<p>The Parking Policy 2020 street space hierarchy is a guide to help decision-making and the priority of parking types does not relate to the amount of street space taken up in a particular area. As and when area-based parking plans are developed, Officers will engage with GWRC on the placement of bus layover spaces.</p>

It has long been known that speed has been an issue on the access-way to Red Rocks. As a strong advocate for the area, I have called for an enforceable speed limit for 20 plus years..... There is no plain text, that I have seen, that discusses speed. This raises the question of whether officers have inadvertently failed to address the issue or an enforceable limit could be introduced under existing legislation/bylaws.
(Barry Insull)

Vehicle speed is out of scope of the proposed traffic and parking bylaw. Currently, speed limits can be considered, by resolution, under Part 6: Speed Limits of the Wellington Consolidated Bylaw.

Waka Kotahi have recently closed consultation on a proposed new rule enabling an improved approach to speed management planning, [the Land Transport Rule: Setting of Speed Limits 2021](#). Therefore, a new regulatory framework for speed management is expected.

As part of the consideration of restrictions on vehicles using the ULR at Red Rocks, Council officers can also include speed restrictions.

There is no protection for Cuba Mall from unwanted parking as it is not a shared zone. This is our one pedestrian-only space in Wellington. Cyclists and e-scooter riders using Cuba Mall as a through route continue to be a problem.
(Living Streets Aotearoa)

The Cuba Mall issue is considered operational and not related to the wording of the bylaw. This feedback has been noted and passed on to the relevant team within the Council.

Alternatives to footpath parking

What we asked:

How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?

What submitters said:

246 submitters provided a text response to this question. Both organisations and individual submitters commented on the need for unimpeded access for emergency services and waste vehicles on roads and submitters supported the need for unobstructed, safe pedestrian access on footpaths, particularly those with prams and disabilities. Many submissions also raised the need for improvements to public transport to reduce the need/reliance on private cars and to prioritise pedestrians over vehicle parking. Another theme repeated in the submissions was to improve or increase the enforcement of footpath parking offences but the opinion on when footpath parking could occur without an infringement was varied.

Approximately 35 of the individual submitters want to retain the status quo and continue to allow footpath parking if 1 metre is kept clear for pedestrians.

The Disabled Persons Assembly's submission strongly supported the Council's recent ruling that all parking on footpaths is an offence as all vehicles parked on footpaths is a potential hazard to all pedestrians, including Blind people and people with mobility impairments. They request the Council to at least issue warnings to all reports or seen parking on footpaths. The Disabilities Resource Centre Trust consider footpath parking to be a barrier to all public but particularly those with walking frames, mobility scooter, wheelchairs.

CVRA agree with the change and expect a combination of management options may be required and input from local community is critical.

Generation Zero believe the transport system must be made fully accessible as per the United Nations Convention on the Rights of People with Disabilities, Waka Kotahi and WCC guidelines where mobility impaired pedestrians is at the top of the hierarchy for transport planning decisions and private parking the lowest.

Fire and Emergency New Zealand say parking on some streets severely restricts the ability for fire appliances to respond directly to the scene of an emergency in a timely fashion, and this might cost lives.

GWRC supports change but are concerned about blockages on roads from parked cars that were previously parked on the footpath. They want to see effective parking management where there is not enough space for a bus to get through. GWRC suggest setting up a formal process to report instances of when a bus is blocked and mitigations in place to address these.

Living Streets Aotearoa support the change and recommend guidelines are published to help the public to understand when and why enforcement discretion may be used.

The ERG recommends starting with the problem streets i.e. high traffic volume, pedestrians more at risk and consider a wide range of options on a case by case basis as streets vary. The ERG believes that in the long-term we need fewer vehicles on the streets but the transition to this will be a challenge.

AA concerned about the overspill effect on surrounding streets.

The Residents of Imperial Terrace and Regal Gardens (14 households) advocates for using Imperial Terrace as shared space. The residents state that the challenging altitude, gradient and lack of access to public transport means that owning a car is very important. They also state that the changes to the footpath rule would make access so difficult that some families would need to consider moving, particularly those with small children, the elderly and persons with disabilities. The residents proposed a mix of solutions: remove footpaths, give pedestrians right of way along length of Imperial Terrace, 5km/hr speed limit, cars park on one side of the road, speed bumps.

Another residents group, Hankey Street Cares comment that the changes to the footpath rule will result in a loss of 50 percent of on-street parking capacity on the middle part of Hankey Street. The residents suggest decreasing the wide footpath to increase the width of road carriageway and create a parking inset/bay. They also suggest criteria to use to determine when it's acceptable to remove a footpath.

Numerous ideas were put forward by submitters as options to help implement the change. These have been summarised in table 22, together with comments on the feasibility of each suggestion.

Many submitters fully supported the Council's rule change, and several suggested the Council should be widening the existing footpath or add more footpaths. This is a feasible option in some circumstances and in line with the sustainable transport hierarchy, the Parking Policy 2020 and Accessible Action Plan.

The feasible suggestions will be considered by Council traffic and transport staff when area-based parking management plans are developed and for those streets identified as being the highest priority for action.

Priority will be based on access barriers to traffic flow, particularly emergency vehicles/service vehicles and level of risk to footpath users. Traffic management changes will be rolled out as resourcing allows.

Table 22: Submitters suggestions how the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace

Idea	Officer comment
Recommended	
More broken yellow lines on streets where there isn't enough room	<p>Fewer vehicles parked on the street will improve sightlines and visibility for both pedestrians and road users leading to improved safety.</p> <p>Although broken yellow lines are low cost to install and maintain the decision to introduce them must go through a traffic resolution process which is currently resource intensive and can take up to six months due to current backlog. The Council could gradually roll-out the implementation starting with streets creating access issues for the emergency services, then main bus routes and locations creating access issues for footpath users.</p> <p>Provides clarity for enforcement purposes.</p>
Allow parking on one side of the street only	<p>Similar solution to the above with the same associated benefits and costs. The Council would aim to retain at least one side of on-street parking wherever that could be safely accommodated.</p>
Have 'no parking' zones or areas to use for passing/ban parking	<p>Under the Land Transport Act 22AB (1)(m) the Council can, through a bylaw provision and erecting prescribed signage, prohibit the stopping, standing or parking of vehicles on any road.</p> <p>Although 'no parking' signs are low cost to install and maintain the decision to introduce them must go through a traffic resolution process which is currently resource intensive and can take up to six months due to current backlog.</p> <p>Can be enforced but not as simply as using broken yellow lines.</p>

Encourage/incentivise alternatives to car ownership, improve public transport	<p>The infrastructure that Let's Get Wellington Moving (LGWM) will put in place through its programmes represents a generational improvement in public and active transport. The LGWM indicative package was endorsed by Government in 2019 and includes: a walkable central city, safe connected cycleways, a smarter transport network, and public transport improvements. The Council is publishing new Car Share Scheme guidelines that will incentivise the use of car sharing in the city fringe as opposed to the city centre. In addition, the Council has allowed for fifty more car share vehicles to be placed in use each year for the next five years to increase the opportunity for car sharing.</p>
Make it residents parking only	<p>Recommended only for those areas that would meet the Parking Policy criteria for a residents' scheme. As per the Parking Policy 2020, city fringe areas that already have residents' parking schemes in place and have parking issues may have the scheme changed to a priority-driven area-based permit scheme. Only those residents without off-street parking would be eligible to apply for a limited number of permits based on the parking space capacity. Introducing restricted residents' schemes would encourage vehicle owners to use the off-street parking they already have to store their vehicles off the street and incentivise others to consider reducing the number of cars owned or shift to alternative transport modes.</p> <p>The resourcing and time required to assess and then implement residents' parking schemes are high so this would not be a quick solution or suitable for all problem areas. Ongoing administration and enforcement of schemes required.</p>
Increase education, awareness, communication	<p>The Council is planning a city-wide education and awareness raising campaign to spread the message about not parking on footpaths, the reasons why it is not permitted (an offence under the LT(RU)R 2014) and the damage/harm it can cause.</p>
Consider each street on a case-by-case basis	<p>The Council would look at each problem street on a case-by-case basis and tailor the solution based on the feasible options and budget available.</p> <p>Having different management on different streets could lead to inconsistency which is hard to monitor and enforce.</p>
Make narrow streets one-way traffic only	<p>In some circumstances, changing a street's traffic flow may allow for on-street parking without negatively affecting traffic flow. Roads are primarily intended for moving people and vehicles. The Council must ensure people can access property frontages, but this does not include stopping or parking. Storing/parking vehicles is a secondary purpose.</p>

Increase speed management/speed restrictions	Where the speed of vehicles is causing safety risks on a road, the Council has powers under the LTA 1998 22AB(d) to fix the maximum speed of vehicles for the safety of the public or better preservation of any road. This would be on a case-by-case basis. The 2021-2031 Long-Term Plan has funding allocated to improve speed management throughout the city.
Change the street to a shared use space - parking and pedestrians share the street space.	Recommended as a final option to consider. The Parking Policy 2020 places pedestrians at the top of the street space use hierarchy, supported by the sustainable transport hierarchy. Careful street design would be required to ensure appropriate, safe pedestrian space is prioritised and active transport users are not put at risk from the vehicle users. Only suitable for low speed streets.
White road edge lines	The road markings are used to provide a driver with assurance that they are not impeding the traffic flow if they park at the kerb, and therefore, do not need to park on the footpath. The visual narrowing of the road can help to slow traffic.
Mix of broken yellow lines, give way and marked parking spaces on alternating sides to create safe passing spaces.	<p>Alternating sides will reduce the total amount of parking compared to parking on only one side, but it would create a chicane effect slowing vehicles and therefore making it safer.</p> <p>Although broken yellow lines are low cost to install and maintain the decision to introduce them must go through a traffic resolution process which is currently resource-intensive and takes up to six months.</p> <p>This option can be enforced.</p>
Limit parking to vehicles not exceeding a specific width	<p>The Council could, through a traffic resolution, restrict parking by certain vehicle classes, such as a heavy goods vehicle but it would be difficult to enforce based on a maximum width.</p> <p>The Council could control the length of vehicles parking between driveways if insufficient for parking using white triangle line marking.</p>

Not recommended

Make it easier/cheaper to apply for an encroachment to park for those streets most affected

The District Plan and Urban Design Guides discourage vehicles parking on the street edge as it is detrimental to the pedestrian environment and can lead to many vehicle crossings which effects the safety of all pedestrians.

The application process for an encroachment is already relatively straight forward. If applications meet the published guidelines and provide all the requested documents, they generally progress smoothly. The application and annual fees are very reasonable and are effectively at a subsidised charge-out rate. The annual fee for a typical sized encroachment for parking is one-tenth the cost of a typical off-street parking space.

Make vehicle access to a particular road 'residents only'

This option is only feasible if all the residents of a particular street agree to become a 'Private Road' and therefore are no longer subject to the rules and requirements of the Council Road Controlling Authority. The Council could discourage those streets used as a shorter through cut using traffic calming measures.

Provide more parking (such as more parking buildings/off-street areas, convert berms to off-street parking spaces)

The Parking Policy 2020 has supplying additional parking as the lowest priority for resolving parking issues. This is in line with the Council's Te Ate Kura First to Zero plan and the need to accommodate a growing population by maximising the development capacity of sites. Using high value land for private vehicle parking is not economical or logical. In addition, there are regulatory constraints, the Government's National Policy Statement for Urban Development prevents the Council for requiring any minimum number of parking spaces with new developments.

Changing some of the existing wide, grassed berms to parking is technically feasible, however, using rates to fund the creation storage facilities of private vehicles is not recommended. Changing a planted area to a sealed one would increase the amount of impervious areas. Cumulatively this would increase stormwater run-off and the associated contaminants and problems this causes. Green infrastructure is important for stormwater management.

Widen the roads

A road could only be widened if the property and existing road reserve boundaries allowed for it. It is unlikely all property owners on a street would willingly relinquish some of their sections. It would be a costly option for the Council to purchase the land where the road reserve did not accommodate widening. Widening the sealed road would increase the amount of impervious areas. Cumulatively this would increase stormwater run-off and the associated contaminants and problems this causes. As above, using rates to create storage facilities of private vehicles is not recommended.

Encourage residents to have and use off-street parking/don't build dwellings with no off-street parking	The Council has no powers to make property owners use their property in a particular way. This is an individual choice. However, by making alternatives to car ownership more attractive and parking on the street restricted and/or expensive, the Council could help to encourage residents to park off the street. There are regulatory constraints to building new developments with off-street parking. The Government's National Policy Statement for Urban Development prevents the Council for requiring any minimum number of parking spaces with new developments.
Remove footpath or reduce the width of the footpath	The Parking Policy 2020 places pedestrians at the top of the street space use hierarchy, supported by the sustainable transport hierarchy. Removing footpaths or reducing the width of a footpath for the storage of private vehicles on a public road would not be in line with this. Reducing the width of footpaths is inconsistent with the city's Accessible Action Plan. Removing a footpath may also result in insufficient space available for street furniture, street trees, electric vehicle charging stations, power poles and other forms of infrastructure that need to be off the carriageway.
Line markings (indicate where to park or how far on to the footpath a vehicle can park	Adding line markings to a footpath to show how far a vehicle may park is still parking on the footpath. Under the Land Transport (Road User) Rule 2004 (6.14) (1) a driver or person in charge of a vehicle must not stop, stand, or park the vehicle on a footpath or on a cycle path.
Change to angle parking	Angle parking uses more of the width of a road and does not always result in additional parking spaces. Angle parking is more dangerous than parallel parking because drivers have little visibility of the road as they back their vehicles out of the parking spaces into the traffic flow.
Let residents of each street decide if they want to park on the footpath or not	Under the Land Transport (Road User) Rule 2004 (6.14) (1) a driver or person in charge of a vehicle must not stop, stand, or park the vehicle on a footpath or on a cycle path. Traffic and parking management decisions should be left to the Council as officers have experience, knowledge and understanding of relevant legislation, traffic engineering and parking management. Officers consider all options from a wider community/ user point of view not from one group only. Not practical from an enforcement point of view.

Appendices

Appendix One: Social media posts

Appendix Two: Table of organisation submitters

Appendix Three: List of oral submitters
(alphabetical order by first name)

Appendix One: Social media posts

Wellington City Council
Published by Falcon Jo · 11 May ·

Consultation is now open on a proposed new Traffic and Parking Bylaw.

The Council is proposing to revoke the current traffic bylaw which is no longer fit for purpose, and create a new 'stand-alone' Traffic and Parking Bylaw to protect, promote and maintain public safety on roads or parking areas owned or managed by the Council.

To read the proposed bylaw and have your say, visit our website.
#OurWellington #TōTātouPōneke



WELLINGTON.GOVT.NZ

Have your say about Wellington City Council's proposed new Traffic and Parking Bylaw

Wellington City Council
Published by Simone Borgstedt · 8 June at 12:18 ·

It's the last week to have your say on the Proposed Traffic and Parking Bylaw 2021.

Let us know your thoughts about alternatives to parking on footpaths, noisy engine braking and cruising and more!

Submissions close 5pm Friday 11 June.
#OurWellington #TōTātouPōneke



LETSTALK.WELLINGTON.GOVT.NZ


Proposed Traffic and Parking Bylaw 2021
Here's your chance to have your say! Last August Wellington City Council adopted a new Park...

Wellington City Council
20 May ·

We've noticed some misunderstanding about our Proposed Traffic and Parking Bylaw 2021.

The Council is not proposing to close access to vehicles on the road that runs along the Red Rocks coastline. The proposed new clause would give the Council the ability to manage vehicles on specific paper roads (like Red Rocks) – only if required and with engagement from the community.

For more information about the Proposed Traffic and Parking Bylaw 2021 and to have your say, visit:
<https://www.letstalk.wellington.govt.nz/proposed-traffic-an...>
#TōTātouPōneke #OurWellington



Wellington City Council
24 May ·

Do you experience disturbance from vehicles cruising up and down your street or loud engine braking?

As part of our Proposed Traffic and Parking Bylaw 2021, we want to know which areas of Wellington are affected by this kind of noise.


Simply head to our website, pin your location on the survey map and share some simple details about your experience.

Submissions close 11 June 2021.
<https://www.letstalk.wellington.govt.nz/proposed-traffic-an...>
#TōTātouPōneke #OurWellington

Share Your Experience of Disturbance from Cruising Activity or Engine Braking Noise

Have you experienced disturbance from vehicle cruising and/or noise from engine braking? Do you live in Wellington City?

If answered yes to these questions, you can add pin markers to indicate whereabouts in Wellington City you live and provide details of the disturbance you have experienced.



Wellington City Council @WgtnCC

Consultation is now open on a proposed new Traffic and Parking Bylaw to protect, promote and maintain public safety on roads or parking areas owned or managed by the Council. To read the proposed bylaw and have your say, visit our website. [#TōTātouPōneke](#)



Have your say about Wellington City Council's proposed new Traffic and Parking Bylaw wellington.govt.nz

10:00 AM · May 11, 2021 · Falcon Social Media Management

View Tweet activity

5 Retweets 2 Quote Tweets 3 Likes

Wellington City Council @WgtnCC

Do you experience disturbance from vehicles cruising up and down your street or loud engine braking?

Take our quick survey - part of our Proposed Traffic and Parking Bylaw 2021.

Submissions close 11 June 2021.

letstalk.wellington.govt.nz/proposed-traff...

[#TōTātouPōneke](#) [#OurWellington](#)



2:39 PM · May 25, 2021 · Falcon Social Media Management

View Tweet activity

4 Retweets 2 Quote Tweets 3 Likes

Appendix Two: Table of organisation submitters

Organisation Name	Oral Submission?
Architectural Centre	
Creswick Valley Residents Association	
Cross Country Vehicle Club Wellington	Yes
Cycle Wellington	
Disabilities Resource Centre	
Disabled Persons Assembly NZ	
Environmental Reference Group	
Fire and Emergency NZ	
Forest and Bird	Yes
Generation Zero	
Greater Wellington Regional Council	
Hankey Street Cares Residents Association	Yes
Imperial Residents Association	
Living Streets Aotearoa	Yes
New Zealand Automobile Association	Yes
New Zealand Walking Access Commission	
Newtown Residents Association	
The New Zealand Four Wheel Drive Association Inc	Yes
Tuhoe Kai Gathers	
Wellington Justices of the Peace Association	

Appendix Three: List of oral submitters (alphabetical order by first name)⁷

Name	Organisation?
Barry Insull	<u>Individual</u>
Daniel Spector	Individual
Ellen Blake	Living Streets Aotearoa
Alex Gray	NZ Automobile Association
Grant Purdie	<u>New Zealand Four-wheel Drive Association</u>
Ian Hutchings	<u>Cross Country Vehicle Club</u>
Kate Hayward	Individual
Kate Hayward	<u>Hankey Street Cares Residents Association</u>
Mark Spiers	Individual
Mike Mellor	Individual
Peter Hunt	Forest and Bird
Tania Ali	Individual
Yvonne Weeber	<u>Individual</u>

⁷ Hyperlinks are provided to access the presentations given by some submitters.

J013249

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke