

ORDINARY MEETING

OF

REGULATORY PROCESSES COMMITTEE

AGENDA

Time: 9:30 am
Date: Wednesday, 9 September 2020
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

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

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The Regulatory Processes Committee has responsibility for overseeing the Council's regulatory functions, including responsibility for:

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

To read the full delegations of this Committee, please visit wellington.govt.nz/meetings.

Quorum: 3 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the meeting.

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana,	Draw on the supreme sacredness
te wairua	To clear, to free the heart, the body
I te ara takatū	and the spirit of mankind
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

1.2 Apologies

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 12 August 2020 will be put to the Regulatory Processes Committee for confirmation.

1.5 Items not on the Agenda

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

Matters Requiring Urgent Attention as Determined by Resolution of the Regulatory Processes Committee.

The Chairperson shall state to the meeting:

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

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

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

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

1.6 Public Participation

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

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

2. General Business

PROPOSED ROAD STOPPING - LAND ADJOINING 117 SEATOUN HEIGHTS ROAD, MIRAMAR

Purpose

1. This report asks the Regulatory Processes Committee to recommend to Council that it stops and sells approximately 87m² (subject to survey) of unformed legal road adjoining 117 Seatoun Heights Road, Miramar. Refer to Attachment 1 for the location plan.

Summary

2. The owners of 117 Seatoun Heights Road, Miramar (the Owners) have applied to purchase unformed legal road land adjoining the front boundary of their property.
3. The approximately 87m² of unformed legal road land proposed to be stopped and sold (the Land) is shown outlined red on Attachment 2.
4. Utility providers and relevant Council business units have been consulted. All support the proposal, subject to conditions (where relevant).
5. Initial consultation letters were sent to adjoining and adjacent neighbours and, at the time of writing of this report, three responses had been received.
6. If the Council agrees with the recommendation of the Regulatory Processes Committee, the road stopping will then be publicly notified. At that time any neighbours, organisations, or any other member of the public will have the opportunity to make a submission.

Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.
2. Recommend to Council that it:
 - a) Declare that approximately 87m² (subject to survey) of unformed legal road land in Seatoun Heights Road, Miramar adjoining 117 Seatoun Heights Road (being Lot 4 DP 8765 held on ROT WN419/26, the Land) is not required for a public work and is surplus to Council's operational requirements.
 - b) Agree to dispose of the Land.
 - c) Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of sale or exchange, imposing any reasonable covenants, and anything else necessary.
3. Note that if objections are received to the road stopping, and the applicant wished to continue, a further report will be presented to the Regulatory Processes Committee for

consideration.

Discussion

7. 117 Seatoun Heights Road is a regular shaped corner lot with frontage on Seatoun Heights Road. The property is gently upwards sloping to the rear of the lot and contains a single storey dwelling with vehicle access from the eastern front boundary. Refer to Attachment 3 for street views.
8. Should the road stopping proposal be successful, the Land will be amalgamated with 117 Seatoun Heights Road, with its current use not proposed to change.
9. Road stopping is provided for under Sections 319(1)(h) and 342(1)(a) and the Tenth Schedule of the Local Government Act 1974 (LGA).
10. The Council, under Section 40 of the Public Works Act 1981 (PWA), 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any public work. Section 345(1)(a)(i) of the LGA provides Council with the statutory power to dispose of stopped road.
11. Advisors from Council's Transport Network Team have confirmed the Land is not required for future road widening or public access purposes. They supported the proposal subject to 18m of legal road land being retained (measured from the front boundaries of opposite properties). Isolation strips will be required on the extensions of the 115/117 and 117/123 Seatoun Heights Road side boundaries. Refer to Attachment 2 for isolation strips shown in green.
12. Relevant Council business units have been consulted and none wish to retain the Land.
13. Officers recently commenced giving the Walking Access Commission the opportunity to comment on road stopping proposals early in the process. The Commission supports the proposal by 117 Seatoun Heights Road, without condition.
14. As is normal practise in the early stages of the road stopping process, officers have written to the adjoining and adjacent neighbours notifying them that Council had received this road stopping application. All of these owners will be consulted again when formal public consultation is carried out later in the road stopping process.
15. If Council approves the above, officers will establish whether any offer back obligations under Section 40 of the PWA exist.

Options

16. The alternative is to continue with the current situation and manage any needs through Council encroachment licence and procedures.

Next Actions

17. Conclude a Section 40 PWA investigation.
18. Prepare Survey Office plan.
19. Prepare Sale and Purchase agreement.
20. Begin public notification process.

Attachments

Attachment 1.	Location Plan	Page 11
Attachment 2.	Aerial	Page 12
Attachment 3.	Street Views	Page 13

Author	Sarah-Jane Still, Property Advisor
Authoriser	Leah Hearn, Manager Property Siobhan Procter, Manager, Transport and Infrastructure Mike Mendonca, Acting Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

In May and August 2020 letters were sent to the five adjoining and adjacent neighbours notifying them that Council had received this road stopping application. At the time of preparing this report three responses had been received, two regarding the front yard setback. One asked for clarification around the location of the setback that would be implemented on their property and was satisfied with the response provided. The second response raised concerns that the setback would impact future plans to develop the property as resource consent would be required to build in the setback area. Given the existing site coverage of the affected property exceeds the allowed 35%; resource consent will be required regardless of the road stopping being completed.

The third response was regarding concerns over the potential for future development of 117 Seatoun Heights Road by the owners.

These neighbouring owners will be consulted again when the formal public consultation is carried out later in the road stopping process and they will have an opportunity to enter a written submission if they so choose.

Treaty of Waitangi considerations

Iwi groups have not been consulted. The proposal does not conflict with the principles of the Treaty of Waitangi nor is the Land located within a Māori Precinct or an area identified as significant to Māori. The Land is not being disposed of on the open market, and will not become a standalone allotment (amalgamation is proposed).

Financial implications

There are no significant financial considerations related to this recommendation. Any costs associated with the disposal of the Land will be recovered from the applicant, and the proceeds of the sale are directed towards the general fund.

In August 2011 new cost sharing incentives for road stopping were approved by Council. The rebate amount is determined at the end of the road stopping process when all of the costs are known.

Policy and legislative implications

The recommendations of this report are consistent with policies of the Council. The road stopping is also being undertaken in accordance with legislative requirements.

This proposed road stopping has no significant impact on the Long Term Plan.

Risks / legal

The road stopping process is consistent with legislative, and the Council's requirements.

Climate Change impact and considerations

There are no climate change implications for this road stopping.

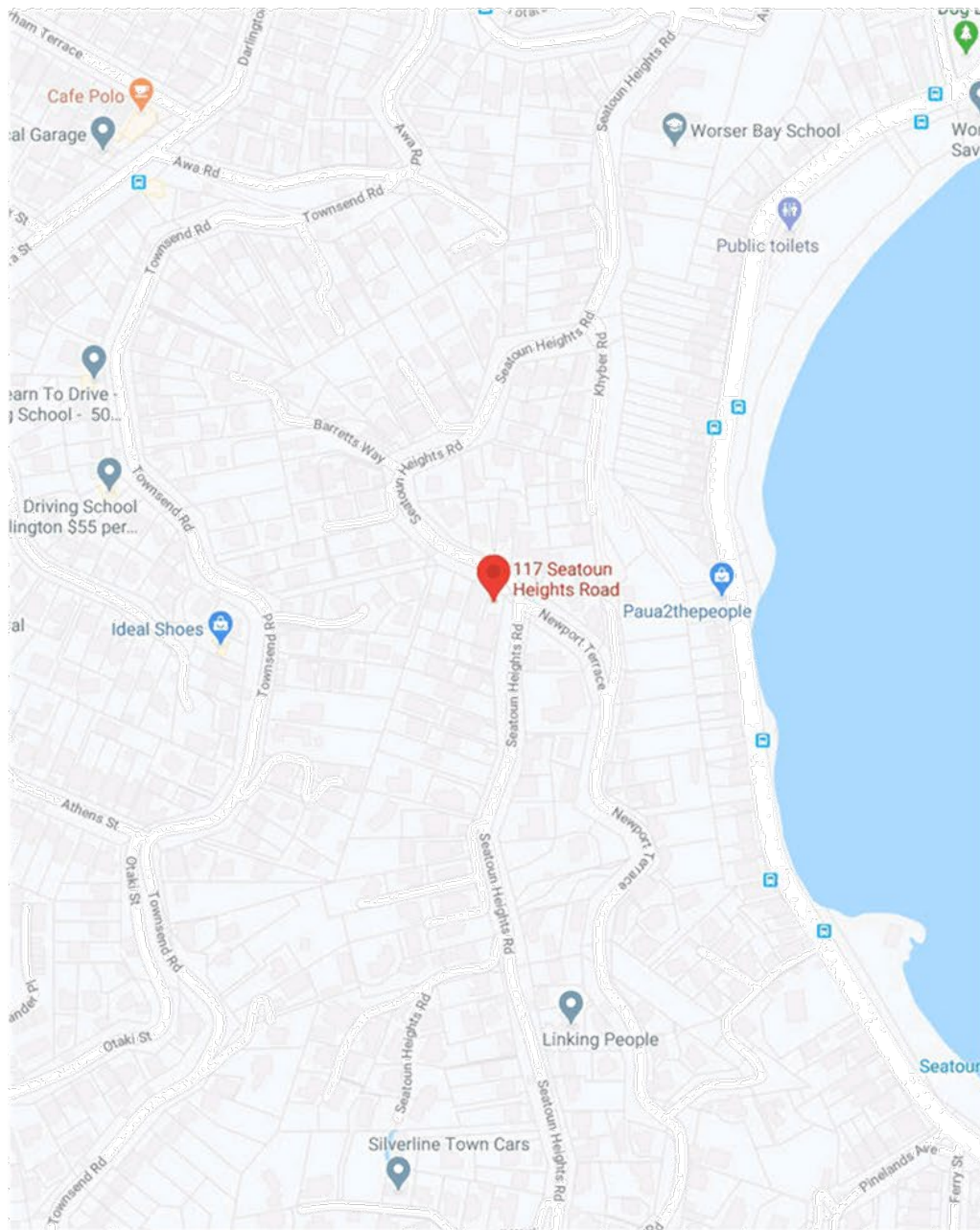
Communications Plan

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

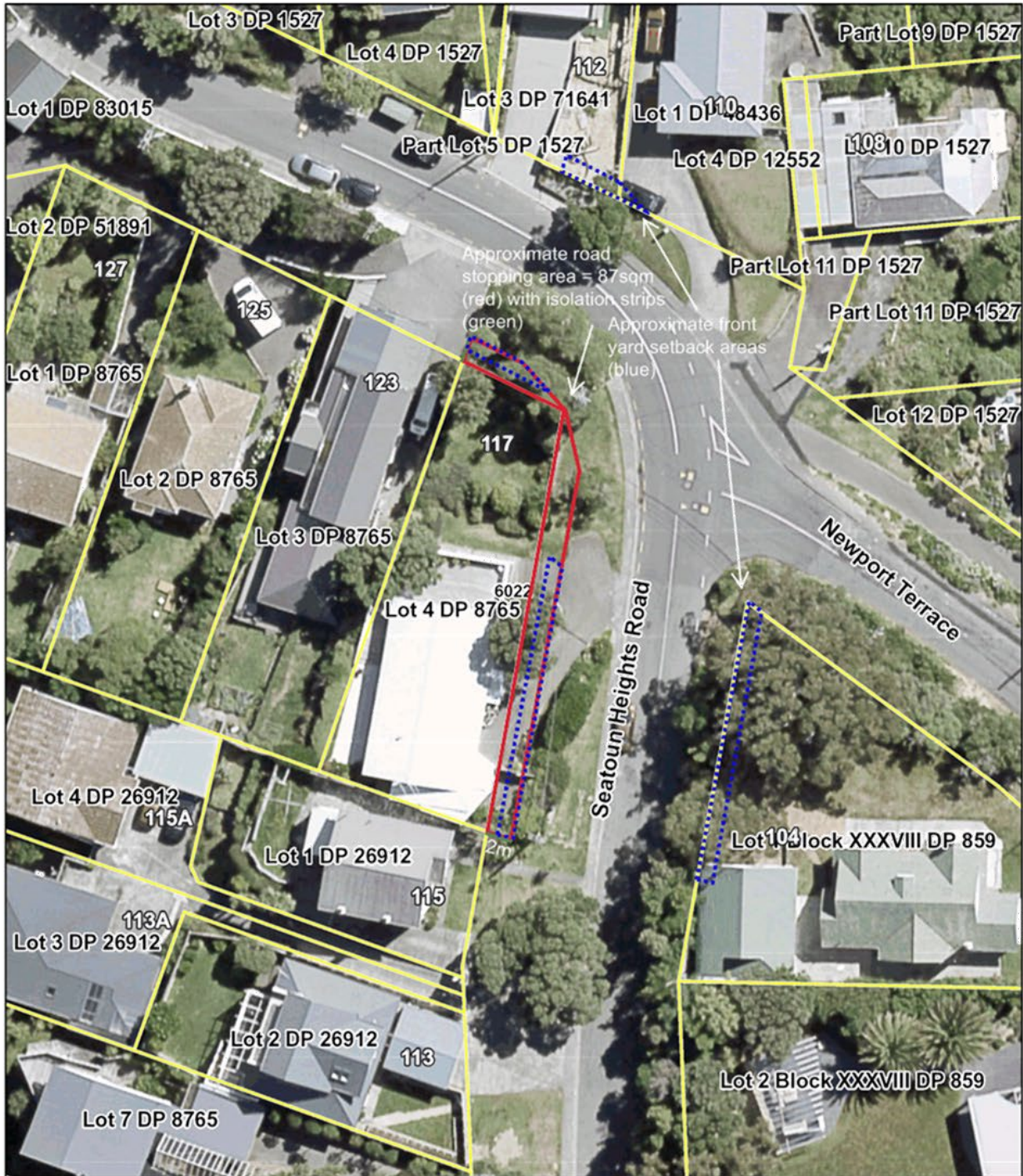
Health and Safety Impact considered

Officers are not aware of any negative health and safety impacts relating to this proposal.

Location Plan



LocalMaps Print



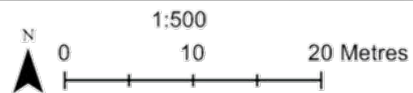
February 28, 2020

Disclaimer:
The use of any land or property information in OneMap is entirely at the user's own risk and discretion. Wellington City Council does not give any warranty that any information contained is accurate or complete. The Council does not accept any responsibility or liability for any action taken, or omission made, in reliance on information obtained from OneMap.

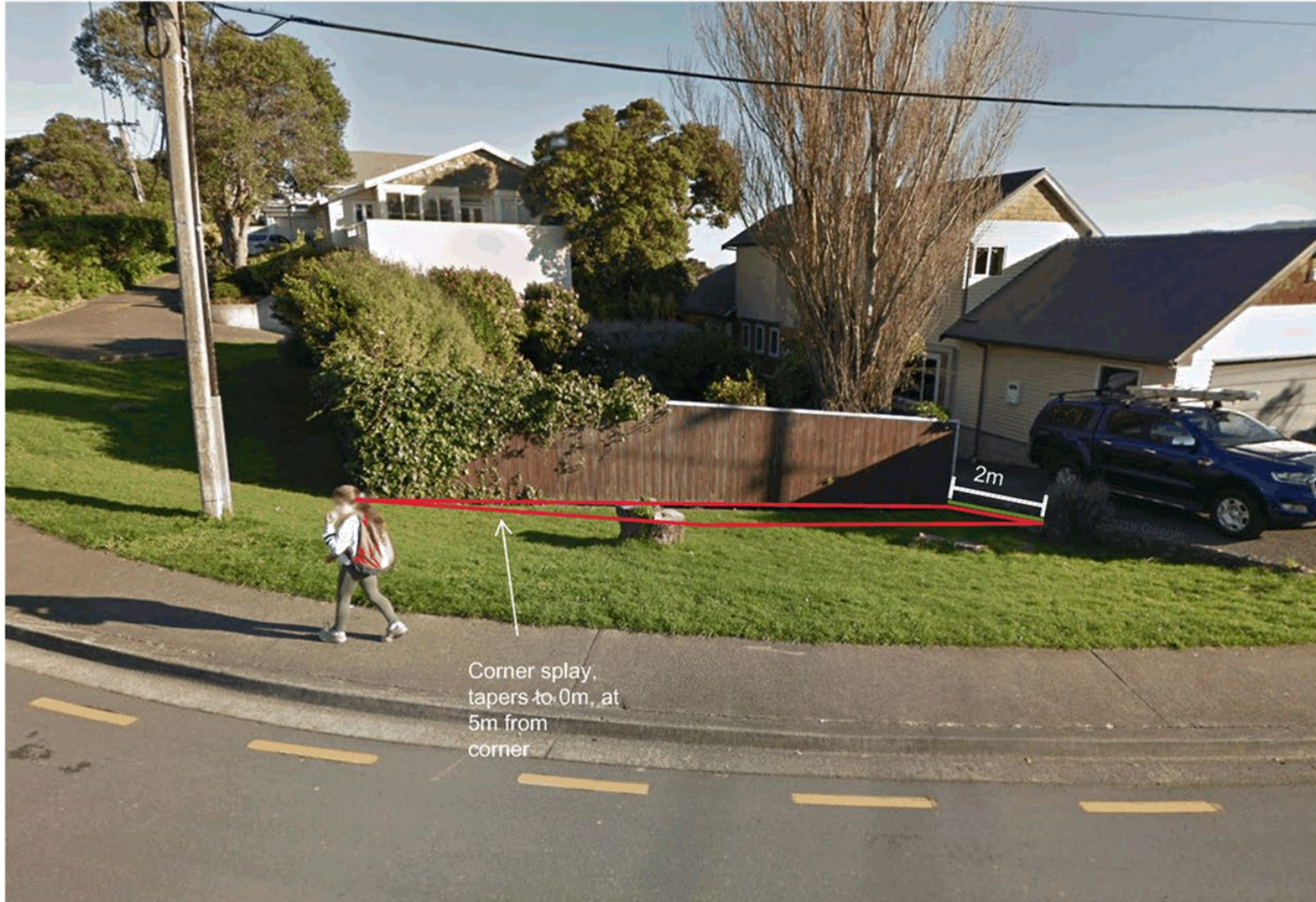
Data Statement:
Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of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

Property Boundaries Accuracy:
+/-1m in urban areas
+/-30m in rural areas

Data Source:
Census data - Statistics NZ.
Postcodes - NZ Post.



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PROPOSED ROAD STOPPING - LAND ADJOINING 24 CAVE ROAD, HOUGHTON BAY

Purpose

1. This report asks the Regulatory Processes Committee to recommend to Council that it stops and sells approximately 133m² (subject to survey) of unformed legal road adjoining 24 Cave Road, Houghton Bay. Refer to Attachment 1 for the location plan.

Summary

2. The owners of 24 Cave Road, Houghton Bay have applied to purchase unformed legal road land adjoining the front boundary of their property.
3. The approximately 133m² of unformed legal road proposed to be stopped and sold (the Land) is shown outlined red on Attachment 2.
4. Utility providers and relevant Council business units have been consulted. All support the proposal, subject to conditions (where relevant).
5. Initial consultation letters were sent to three adjoining or adjacent neighbours. At the time of writing of this report one response has been received.
6. If the Council agrees with the recommendation of the Regulatory Processes Committee, the road stopping will then be publicly notified. At that time any neighbours, organisations, or any other member of the public will have the opportunity to make a submission.

Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.
2. Recommend to Council that it:
 - a) Declare that approximately 133m² (subject to survey) of unformed legal road land in Cave Road, Houghton Bay adjoining 24 Cave Road (being Lot 74 DP 1467 held on ROT WN500/6, the Land) is not required for a public work and is surplus to Council's operational requirements.
 - b) Agree to dispose of the Land.
 - c) Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of sale or exchange, imposing any reasonable covenants, and anything else necessary.
3. Note that if objections are received to the road stopping, and the applicant wished to continue, a further report will be presented to the Regulatory Processes Committee for consideration.

Discussion

7. 24 Cave Road is a rectangular shaped corner lot. It is situated slightly below the formed carriageway having vehicle access from the eastern boundary. It contains a two-storey dwelling. Refer to Attachment 3 for street views.
8. The applicant currently has an encroachment licence for 10 m² of the road land that is proposed to be stopped. Should the road stopping proposal be successful this licence would be cancelled, and the Land amalgamated with 24 Cave Road.
9. Road stopping is provided for under Sections 319(1)(h) and 342(1)(a) and the Tenth Schedule of the Local Government Act 1974 (LGA).
10. The Council, under Section 40 of the Public Works Act 1981 (PWA), 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any public work. Section 345(1)(a)(i) of the LGA provides Council with the statutory power to dispose of stopped road.
11. Advisors from Council's Transport Network Team have confirmed that the Land is not required for future road widening or public access purposes. They supported the proposal subject to 15m of legal road land being retained (measured from the opposite boundary), with a corner splay. An isolation strip is required on the extension of the 24/26 Cave Road side boundary. Refer to Attachment 2 for the isolation strip shown in green.
12. Relevant Council business units have been consulted and none wish to retain the land.
13. Officers recently commenced giving the Walking Access Commission the opportunity to comment on road stopping proposals early in the process. The Commission supports the proposal by 24 Cave Road, without condition.
14. As is normal practise in the early stages of the road stopping process, officers have written to the adjoining and adjacent neighbours notifying them that Council had received this road stopping application. All of these owners will be consulted again when formal public consultation is carried out later in the road stopping process.
15. If Council approves the above, officers will establish whether any offer back obligations under Section 40 of the PWA exist.

Options

16. The alternative is to continue with the current situation and manage any needs through Council encroachment licence and procedures.

Next Actions

17. Conclude a Section 40 PWA investigation.
18. Prepare Survey Office plan.
19. Prepare Sale and Purchase agreement.
20. Begin public notification process.

Attachments

Attachment 1.	Location Plan	Page 19
Attachment 2.	Aerial	Page 20
Attachment 3.	View from street	Page 21

Author	Paul Davidson, Property Advisor
Authoriser	Leah Hearn, Manager Property Siobhan Procter, Manager, Transport and Infrastructure Sara Hay, Chief Financial Officer

SUPPORTING INFORMATION

Engagement and Consultation

In June 2020 letters were sent to the three adjoining and adjacent neighbours notifying them that Council had received this road stopping application.

At the time of preparing this report one response had been received, with that party wanting more information on the new front yard setback requirements triggered on their property. Advice from the Resource Consent team was that this neighbour's property already had resource consent triggers for other reasons.

The neighbouring owners will be consulted again when the formal public consultation is carried out later in the road stopping process and they will have an opportunity to enter a written submission if they so choose.

Treaty of Waitangi considerations

Iwi groups have not been consulted. The proposal does not conflict with the principles of the Treaty of Waitangi as the land is located within a Maori Precinct or an area identified as significant to Maori. The land is not being disposed of on the open market, and will not become a standalone allotment (amalgamation is proposed).

Financial implications

There are no significant financial considerations related to this recommendation. Any costs associated with the disposal of the Land will be recovered from the applicant, and the proceeds of the sale are directed towards the general fund.

In August 2011 new cost sharing incentives for road stopping were approved by Council. The rebate amount is determined at the end of the road stopping process when all of the costs are known.

Policy and legislative implications

The recommendations of this report are consistent with policies of the Council. The road stopping is also being undertaken in accordance with legislative requirements.

This proposed road stopping has no significant impact on the Long Term Plan.

Risks / legal

The road stopping process is consistent with legislative, and the Council's requirements.

Climate Change impact and considerations

There are no climate change implications for this road stopping.

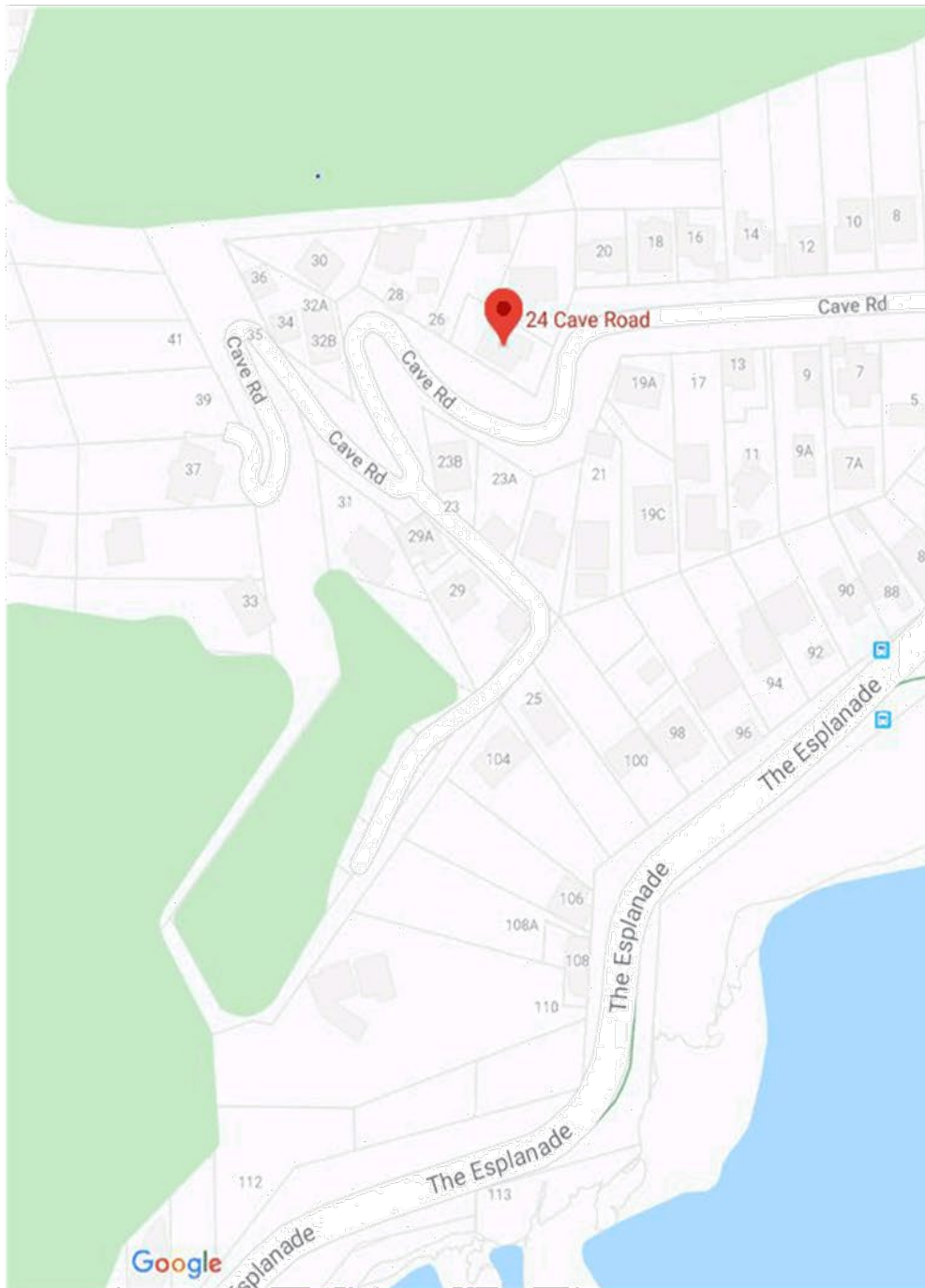
Communications Plan

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

Health and Safety Impact considered

Officers are not aware of any negative health and safety impacts relating to this proposal.

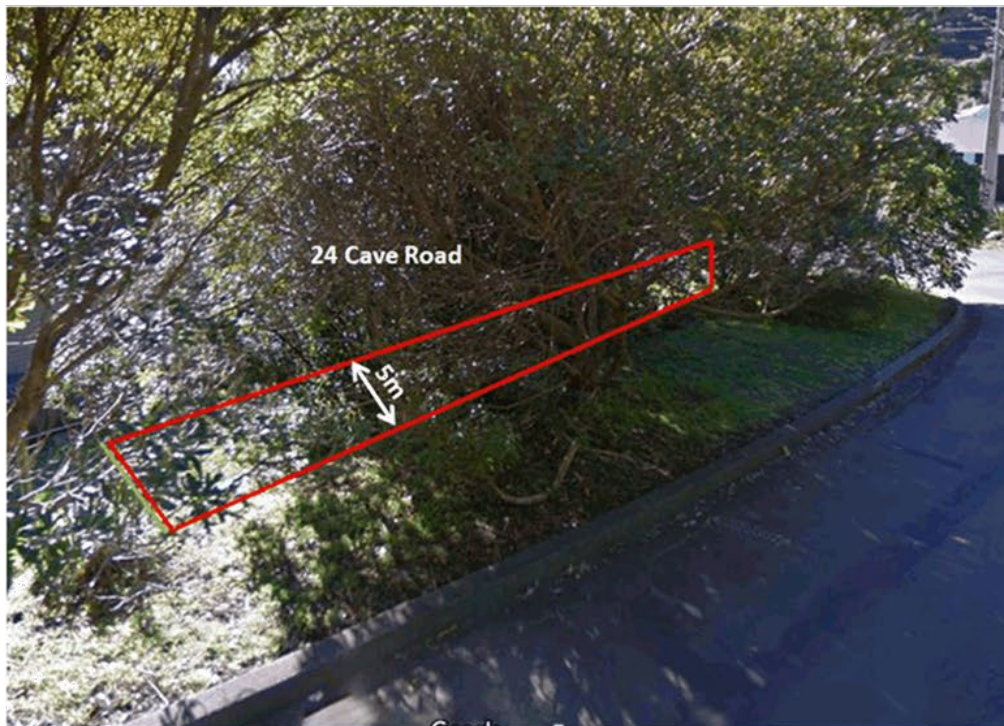
Location plan



Aerial



Views from street



PROPOSED ROAD CLOSURES

Purpose

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

Summary

2. Applications have been made to temporarily close roads for the following events:
 - Beers at the Basin Tuesday 24 November to Monday 30 November 2020, 6.00 am to 6.00 pm.
 - Wellington Night Market Saturday 7 November 2020 to 2 May 2021, 1.00 pm to 11.30 pm Saturday's Only
 - Whenua Ukaipo – Wa Korero Saturday 31 October 2020, 10.00 am to 1.00 pm
 - Chinese New Year Festival Sunday 14 February 2021, 9.00 am to 2.00 pm

Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to close the following roads and sections of the roads for the events (as listed below) to vehicles and cycles only, subject to the conditions listed in the proposed Road Closure Impact Reports:
 - **Beers at the Basin** Tuesday 24 November to Monday 30 November 6:00 am to 6:00pm
 - Buckle Street (Slip Lane Cambridge Terrace and Ellice Street)
 - **Wellington Night Market** Saturday 7 November 2020 to Saturday 2 May 2021 2:00 pm to 11:30 pm Saturdays only
 - Manners Street (between Taranaki Street and Cuba Street)
 - Cuba Street (Manners Street to Wakefield Street)
 - **Whenua Ukaipo - Wa Korero** Saturday 31 October 2020 10:00 am to 1:00 pm
 - Stout Street (between Lambton Quay and Balance Street)
 - **Chinese New Year Festival** Sunday 14 February 2021 9:00 am to 2:00 pm
 - Tennyson Street (Tory Street to Cambridge Terrace)
 - Rolling road closure Tennyson Street to Cambridge Street, to Courtenay Place, to Taranaki Street, to Taranaki Street Wharf.
3. Note that recommendations in this report should not be amended without first carrying out further consultation with affected parties and verification from the Council's Traffic Engineer that the amendment is not likely to cause unreasonable impact on traffic.

Background

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

Discussion

4. The authority to approve requests for road closures is made under Schedule 10, clause 11e, of the Local Government Act 1974 and the Transport (vehicular Traffic Road Closure) Regulations 1965. This authority is delegated to the Regulatory Processes Committee.

Options

5. This report has been prepared in accordance with the procedures that were approved by the Committee on 15 December 2010. In summary, these are:
- An event organiser applies for a road closure where proposed events require one.
 - Council officers receive the proposal and assess the merits and need for a road closure.
 - The council advertised its intention to close the road in the public notice column of the local newspaper and on social media.
 - Together with the event organiser. Council officers ensure consultation with affected stakeholders are carried out and a communication plan is formulated.
 - Any objections are followed up and resolved as far as practical.
 - The event organiser works together with Council officers who modify any plan in response to public submissions and prepare an impact report for Committee.
 - Council officers recommend any conditions that should apply to the approval.
 - The committee deliberates on the proposed road closure.
 - A Council officer notifies the event organiser of the committee's decision.
 - If the proposed closure is approved, Council officers ensure the event organiser follow the agreed communications plan including notifying the public and affected parties. The event is also monitored to ensure the traffic management plan is adhered to and any associated conditions are followed to keep the public safe and to avoid any unreasonable impact on traffic.

Next Actions

6. These events are held annually, and the event organisers apply for permission every year.

Attachments

Attachment 1.	Beers at Basin Impact	Page 27
Attachment 2.	Beers at Basin Advert	Page 30
Attachment 3.	Beers at the Basin Map	Page 31
Attachment 4.	Wellington Night Market Impact	Page 32
Attachment 5.	Wellington Night Market Advert	Page 35
Attachment 6.	Wellington Night Market Map	Page 36
Attachment 7.	Whenua Ukaipo Impact	Page 37
Attachment 8.	Whenua Ukaipo Advert	Page 40
Attachment 9.	Whenua Ukaipo Map	Page 41
Attachment 10.	Chinese New Year 2021 Impact	Page 42
Attachment 11.	Chinese New Year Advert	Page 45
Attachment 12.	Chinese New Year Map	Page 46

Author	Maria Taumaa, Street Activities Coordinator
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Authoriser	Jacqui Austin, Team Leader Street Activities and Audit Coordination Siobhan Procter, Manager, Transport and Infrastructure Mike Mendonca, Acting Chief Infrastructure Officer
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SUPPORTING INFORMATION

Engagement and Consultation

Council intention to consider the proposed temporary road closures was notified through an advertisement in the Dominion Post, Facebook, Twitter and Have Your Say. These advertisements invited the public to make submissions on the proposed road closures.

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

New Zealand Police

NZTA

Fire and Emergency New Zealand

Wellington Free Ambulance

Public Transport Operators

Relevant Council Business units, e.g. Roothing, Communications, WREDA

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

The City Events Team has assessed the proposed events with regard to their contribution towards Council strategies and policies. The proposed events support the Council's strategy of being the "Events Capital" and will contribute to the economic success of the city.

Treaty of Waitangi considerations

There are no Treaty of Waitangi implications.

Financial implications

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

Policy and legislative implications

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

Risks / legal

Nil

Climate Change impact and considerations

N/A

Communications Plan

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

Health and Safety Impact considered

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

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

BEERS AT THE BASIN

TUESDAY 24 NOVEMBER TO MONDAY 30 NOVEMBER 2020 6.00 AM TO 5.00 PM

1. Description of Event

Beers at the Basin is a local summer festival that is now in its 4th year. Hosted at one of Wellington's most iconic venues, the Basin Reserve, Beers at the Basin is an event showcasing some of the best craft breweries, local wineries, street food and music that NZ has to offer. Visitors attend from all around the region and NZ wide, with an average demographic of 25 plus. The festival has become a mainstay on the Wellington summer calendar.

The proposed road closures to vehicles and cyclists, are as follows: Beers at the Basin: Tuesday 24 November to Monday 30 November 2020 6.00 am to 5.00 pm.

- Slip lane (between Buckle Street and Ellice Street)

Please refer to the map attachment for further detail.

Pedestrian access will not be restricted, and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

2. Events Directorate Support

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

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- Dominion Post, 25 July 2020
- Social Media, 19 August 2020
- Twitter, 25 August 2020
- Facebook, 25 August 2020
- Have your say, 10 August 2020

This is a regular annual event and in last 3 years there have been no issues.

The New Zealand Police and the Ministry of Transport (NZTA) will be advised closer to the event by way of advising the watch tower at Central Police station and NZTA will be notified by way of the traffic management.

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4. Objections

The event organiser has advised the New Zealand Police and the Ministry of Transport.

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act (1974), section 342. Stopping and closing of roads, schedule 10: [Local Government Act 1974, Section 342, Schedule 10](#)

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from 6.00 am to 5.00 pm on Tuesday 24 November 2020 to Monday 30 November 2020.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where road closures transition from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required 10 days before the event.
- The event organiser is to provide full details of the TMP to Council for approval no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Beers at the Basin on Tuesday 24 November 2020 to Monday 30 November 2020 6.00 am to 5.00pm, subject to an Alcohol Licence being obtained.

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- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Attachments

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

Prepared By 
Maria Taumaa
Street Activities Coordinator

Approved By 
Jacqui Austin
Team Leader Street Activities and Audit Coordination

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 9 September 2020 to consider the following temporary road closures for events.

**Beers at the Basin 24 November 2020 Tuesday 24 November 2020 to Monday 30th November 2020
6.00am to 6.00pm**

Road Closure

Slip Lane (Buckle Street to Kent Terrace)

Chinese New Year Festival

Sunday 14 February 2021

9.00am to 2.00pm

Road Closure

Tennyson Street (between Tory Street and Cambridge Terrace)

Rolling road closure starts 2.00pm for Parade

Tennyson Street to Cambridge Terrace, Courtenay Place to Taranaki street down Taranaki street onto Taranaki wharfs.

Wellington Night Market

Saturday 7 November 2020 to Saturday 2 May 2021

2.00pm to 11.30pm Saturdays Only

Road Closure

Manners Street (between Taranaki Street and Cuba Street)

Public transport has access 24/7

Cuba Street (Manners Street to Cuba Street)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 14 August 2020.

Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email

Street.activities@wcc.govt.nz

This proposed road closure is subject to the Government Covid-19 guidelines regarding events of this nature.

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

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The Dominion Post | 25 Jul 2020 ▾

Filepath: Z:\Reading_and_Transport\Harry King Project\Beers at the Basin 2020.mxd

Beers at the Basin
Tuesday 24 November 2020 to Monday 30 November 2020
6.00am to 6.00pm



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

ORIGINAL MAP SIZE: A4
 DATE: 14/09/2020
 AUTHOR: garmichael
 REFERENCE:



REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

WELLINGTON NIGHT MARKET
SATURDAY 7 NOVEMBER 2020 TO SATURDAY 2 MAY 2021 2.00 PM TO 11.30 PM
SATURDAYS ONLY**1. Description of Event**

The Coolest Street in Wellington, in the coolest Capital in the World. This event has been running for the last 4 years and has received a lot of support from residents, retailers and members of the public. The organisers would like to extend the Wellington Night markets success through to 2021. It is a popular place where people can come every week, to find something new, to try something different to eat, to shop, to play and enjoy.

The proposed road closures to vehicles and cyclists, are as follows: Wellington Night Market: Saturday 7 November 2020 to 2 May 2021 2.00pm to 11.30pm.

- **Manners Street** (between Taranaki Street and Cuba Street)
- **Cuba Street** (Manners Street to Wakefield Street)

Please refer to the map attachment for further detail.

Pedestrian access will not be restricted, and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure.

2. Events Directorate Support

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

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- Dominion Post, 25 July 2020
- Social Media, 19 August 2020
- Twitter, 25 August 2020
- Facebook, 25 August 2020
- Have your say, 5 August 2020

This is a regular annual event and during the 2019/2020 season there have been no issues.

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The New Zealand Police and the Ministry of Transport (NZTA) will be advised closer to the event by way of advising the watch tower at Central Police station and NZTA will be notified by way of the traffic management.

4. Objections

The event organiser has advised the New Zealand Police and the Ministry of Transport.

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act (1974), section 342. Stopping and closing of roads, schedule 10: [Local Government Act 1974, Section 342, Schedule 10](#)

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from 2.30 pm to 11.30 pm on Saturday 7 November 2020 to 2 May 2021 Saturdays only.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where road closures transition from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required 10 days before the event.
- The event organiser is to provide full details of the TMP to Council for approval no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to provide access to all properties affected by the road closures for the parade assembly.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.

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- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Attachments

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

Prepared By 
Maria Taumaa
Street Activities Coordinator

Approved By 
Jacqui Austin
Team Leader Street Activities and Audit Coordination

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 9 September 2020 to consider the following temporary road closures for events.

**Beers at the Basin 24 November 2020 Tuesday 24 November 2020 to Monday 30th November 2020
6.00am to 6.00pm**

Road Closure

Slip Lane (Buckle Street to Kent Terrace)

Chinese New Year Festival

Sunday 14 February 2021

9.00am to 2.00pm

Road Closure

Tennyson Street (between Tory Street and Cambridge Terrace)

Rolling road closure starts 2.00pm for Parade

Tennyson Street to Cambridge Terrace, Courtenay Place to Taranaki street down Taranaki street onto Taranaki wharfs.

Wellington Night Market

Saturday 7 November 2020 to Saturday 2 May 2021

2.00pm to 11.30pm Saturdays Only

Road Closure

Manners Street (between Taranaki Street and Cuba Street)

Public transport has access 24/7

Cuba Street (Manners Street to Cuba Street)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 14 August 2020.

Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email

Street.activities@wcc.govt.nz

This proposed road closure is subject to the Government Covid-19 guidelines regarding events of this nature.

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The Dominion Post | 25 Jul 2020 ▾



PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

WHENUA UKAIPO – WA KORERO SATURDAY 31 OCTOBER 2020 10.00 AM TO 3.00 PM

1. Description of Event

A time for conversations, discussions, communication and waiata surrounding the exhibition Whenua Ukaipo.

Come and join us at the Public Trust Hall, Saturday 31 October 10.am to 3pm. Artists workshop, guest organisations will present information from their own table/booths on climate change and environment issues and an outdoor live performance, Kai and coffee carts.

“He aha te kai e te rangatira? He Kōrero he kōrero he kōrero”
What is the food of the leader? It is discussion, it is discussion, it is discussion”.

The kai that is offered during Whenua Ukaipo – Wa Kōrero is also a visual feast including, raranga – weaving, mahi uke – clay, waituhi – painting Pakoko – object art, hopu whakaahua – photography, raakai – adornment, taaraitanga – sculpture.

The proposed road closures to vehicles and cyclists, are as follows: Whenua Ukaipo – Wa Korero: Saturday 31 October 2020

- **Stout Street** (Lambton Quay ` to Balance Street)

Please refer to the map attachment for further detail.

Pedestrian access will not be restricted and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

2. Events Directorate Support

The Events (Unit or Directorate) has no connection with and no objection to this event.

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- Dominion Post, Saturday 8 August 2020
- Social Media, [Day Month Year]
- Twitter, [Day Month Year]
- Facebook, [Day Month Year]

- Have your say, 8 August 2020

The New Zealand Police and the Ministry of Transport (NZTA) will be advised closer to the event by way of phoning the watch tower at central police station and NZTA will be notified by way of the traffic management.

4. Objections

The event organiser has advised the New Zealand Police and the Ministry of Transport, no objections have been received.

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: [Local Government Act 1974, Section 342, Schedule 10](#)

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved traffic management plan, is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions:

- The road closure is valid from 10.00 am to 3.00 pm on Saturday 31 October 2020.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where road closures transition from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the Traffic Management Plan (TMP) includes all of their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required 10 days before the event.
- The event organiser is to provide full details of the TMP to Council for approval no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to provide access to all properties affected by the road closures for the parade assembly.

- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Attachments

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

Prepared By
Maria Taumaa
Street Activities Coordinator

Approved By
Jacqui Austin
Team Leader Street Activities and Audit Coordination

The Dominion Post | 8 Aug 2020 ▾

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 9 September 2020 to consider the following temporary road closures for events.

**Whenua Ūkaipo - Wā Kōrero Saturday 31 October 2020
10.00 am to 3.00 pm**

Road Closure

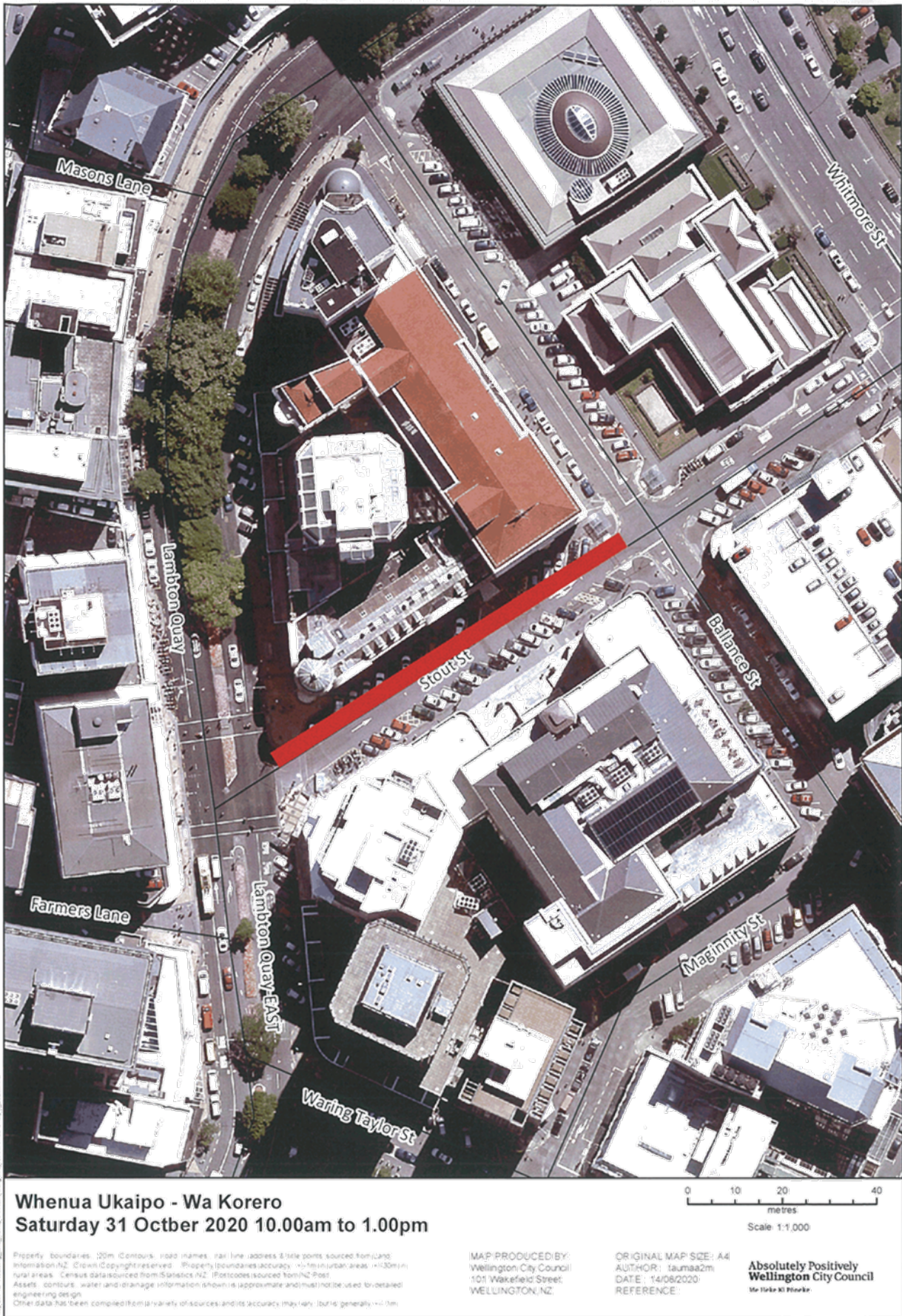
Stout Street (Lambton Quay to Ballance Street)

Any person objecting to a proposed road closure must

Contact the City Council in writing before **4pm, Friday 21 August 2020**. Please send correspondence to Maria Taumaa at mailing address , Street Activities, PO Box 2199, Wellington or by email maria.taumaa@wcc.govt.nz

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

CHINESE NEW YEAR FESTIVAL 2021
*SUNDAY 14 FEBRUARY 2021 9.00 AM TO 2.00 PM***1. Description of Event**

The Chinese New Year Festival has been run annually since 2002. The Festival is expected to attract an audience of over 20,000 people. The Street parade is a major part of the celebrations and begins at Tennyson Street and finishes at the Taranaki Street Wharf. Organised by the Asian Events Trust, the organisers do not require a closure for the street parade itself however; they do require a safe assembly area for the performers and floats.

The proposed road closures to vehicles and cyclists, are as follows: Chinese New Year Festival: Sunday 14 February 2021 9.00am to 2.00pm

- Tennyson Street (Tory Street to Cambridge Terrace)

Parade Route (rolling Road Closure) Tennyson Street, Cambridge Terrace, Courtenay Place, Taranaki Street, Taranaki wharf.

Please refer to the map attachment for further detail.

Pedestrian access will not be restricted, and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

2. Events Directorate Support

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

3. Proposal Notice and Consultation

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- Dominion Post, 25 July 2020
- Social Media, 19 August 2020
- Twitter, 25 August 2020
- Facebook, 25 August 2020
- Have your say, 10 August 2020

The New Zealand Police and the Ministry of Transport (NZTA) will be advised closer to the event by way of phoning the watch tower at central police station and NZTA will be notified by way of the traffic management.

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4. Objections

The event organiser has advised the New Zealand Police and the Ministry of Transport.

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: [Local Government Act 1974, Section 342, Schedule 10](#)

Traffic Impact

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

Conditions: The road closure is valid from 9.00 am to 2.00 pm on Sunday 14th February 2021.

- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where road closures transition from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
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- The event organiser is to provide full details of the TMP to Council for approval no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to provide access to all properties affected by the road closures for the parade assembly.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.

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- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

Attachments

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

Prepared By
Maria Taumaa
Street Activities Coordinator



Approved By
Jacqui Austin
Team Leader Street Activities and Audit Coordination



Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 9 September 2020 to consider the following temporary road closures for events.

**Beers at the Basin 24 November 2020 Tuesday 24 November 2020 to Monday 30th November 2020
6.00am to 6.00pm**

Road Closure

Slip Lane (Buckle Street to Kent Terrace)

Chinese New Year Festival

Sunday 14 February 2021

9.00am to 2.00pm

Road Closure

Tennyson Street (between Tory Street and Cambridge Terrace)

Rolling road closure starts 2.00pm for Parade

Tennyson Street to Cambridge Terrace, Courtenay Place to Taranaki street down Taranaki street onto Taranaki wharfs.

Wellington Night Market

Saturday 7 November 2020 to Saturday 2 May 2021

2.00pm to 11.30pm Saturdays Only

Road Closure

Manners Street (between Taranaki Street and Cuba Street)

Public transport has access 24/7

Cuba Street (Manners Street to Cuba Street)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 14 August 2020.

Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email

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This proposed road closure is subject to the Government Covid-19 guidelines regarding events of this nature.

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The Dominion Post | 25 Jul 2020 ▾



TRAFFIC RESOLUTIONS

Purpose

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

Summary

2. A total of six proposed resolutions were issued for consultation between 28 July 2020 and 11 August 2020.
3. All feedback received during the consultation period has been included in the Traffic Resolution reports attached to this document and, where appropriate, officers' responses have been included
4. All six are being recommended for approval (refer to table below)
5. Officers are confident that the attached Traffic Resolutions, if approved, will improve the transport network in terms of road safety, accessibility, efficiency and sustainability.

Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.
2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008:
 - a. TR92-20 Fortification Road - No Stopping At All Times
 - b. TR96-20 Cunliffe Street - No Stopping At All Times
 - c. TR109-20 Ballance Street - Mobility Park Relocation
 - d. TR110-20 Garden Road - No Stopping At All Times
 - e. TR111-20 Miramar North Road - No Stopping At All Times
 - f. TR112-20 Tacy Street - Police Vehicle Parking

Background

6. Six proposed traffic resolutions were publicly advertised in the Dominion Post on 28 July 2020. Copies were either hand delivered or posted to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council website

Discussion

7. A summary report for each traffic resolution can be found in the attachments. Each summary contains:
 - a. the proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback
 - b. all feedback received, and

- c. where appropriate, Council officers' responses to the feedback.

Options

8. The attached 'Traffic Resolutions Summary Table RPC 9 September 2020' summarises the proposed changes which are detailed in the attached Traffic Resolutions. Whilst there will be net car park losses in some instances, the improvements in road safety, accessibility, efficiency and sustainability outweigh the proposed loss of car parking.

Next Actions

9. If approved, the proposals will be installed within the following three months.

Attachments

Attachment 1.	Traffic Resolutions Summary Table RPC 9 September 2020	Page 51
Attachment 2.	Table of Traffic Resolutions Legal Description RPC 9 September 2020	Page 53
Attachment 3.	TR92-20 Fortification Road - No Stopping At All Times	Page 56
Attachment 4.	TR96-20 Cunliffe Street - No Stopping At All Times	Page 60
Attachment 5.	TR109-20 Ballance Street - Mobility Park Relocation	Page 64
Attachment 6.	TR110-20 Garden Road - No Stopping At All Times	Page 69
Attachment 7.	TR111-20 Miramar North Road - No Stopping At All Times	Page 83
Attachment 8.	TR112-20 Tacy Street - Police Vehicle Parking	Page 87

Authors	Wendy Ferguson, Project Coordinator Lindsey Hill, Project Coordinator, Network Operations
Authoriser	Siobhan Procter, Manager, Transport and Infrastructure Mike Mendonca, Acting Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

The work required is contained in a range of Operating Project budgets Policy and legislative implications.

Policy and legislative implications

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

Risks / legal

None identified.

Climate Change impact and considerations

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

Communications Plan

Not required.

Health and Safety Impact considered

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

Traffic Resolutions Summary Table RPC 9 September 2020

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
							Traffic Volume	Passenger Number	Pedestrian Impact (+, -, no change)		
TR92-20	Fortification Road, Karaka Bays	Unrestricted Parking	No Stopping At All Times	Accessibility	Resident	-6 unrestricted parking spaces	230	N/A	No change	This proposal is to install 37 metres of broken yellow lines on Fortification Road. We received concerns from a resident to look at a no stopping restriction to restrict vehicles parking on both sides of the road. This is to improve accessibility to the rest of this street.	Yes = 0 No = 2 Not stated = 0
TR96-20	Cunliffe Street, Churton Park	No Stopping At All Times	No Stopping At All Times	Safety/ Accessibility	Residents	-2 unrestricted parking spaces	1,160	N/A	Improved	This proposal is to install 13 metres of broken yellow lines. A 'Request for Action Form' from 15 residents was received requesting the extension of broken yellow lines to improve visibility and space for vehicles to make a safe turn. Officers confirm this is a reasonable request to improve road safety and accessibility in this area by the removal of two parking spaces.	Yes = 0 No = 1 Not stated = 0
TR109-20	Ballance Street, Wellington Central Business District	Metered Parking	Metered Parking	Safety/ Accessibility	Property Development	-3 metered parking spaces	Balance Street = 2,820 Waring Taylor Street 1,470	N/A	No change	This proposal is to relocate two mobility parking spaces from the north side of Ballance Street outside no.2, to the north side of Waring Taylor Street outside no.4. As part of a significant construction project at 1 Whitmore Street, two mobility parks on Ballance Street are required to be converted into a construction loading zone. The relocation of the mobility parks is necessary to accommodate mobility users and to ensure accessibility to this area of the CBD. This Traffic Resolution confirms the above changes and legalises the 2 Mobility spaces on Waring Taylor Street. A suitable mobility ramp will be provided. This will improve safety and accessibility for mobility park users.	Yes = 0 No = 0 Not stated = 0
TR110-20	Garden Road, Northland	Unrestricted Parking	No Stopping At All Times	Safety/ Accessibility	Residents'/ Public	Removal of 4-5 observed unrestricted parking spaces	2,126	N/A	No change	This proposal is to install 40 metres of broken yellow lines along the south side of Garden Road. We received safety and accessibility concerns from local residents and travelling motorist on Garden Road regarding cars parking on the southern side of the blind corner outside no. 12 Garden Road. With the road measuring 6.5 metres around this corner accessibility and visibility is compromised when vehicles are parked on both sides of the road.	Yes = 23 No = 1 Not stated = 1
TR111-20	Miramar North Road, Miramar	Unrestricted Parking	No Stopping At All Times	Safety/ Accessibility	Bus Operators	-7 unrestricted parking spaces	320	N/A	Improved	This proposal is to install 46 metres of broken yellow lines along the north side of Miramar North Road. We received accessibility concerns from NZ Bus regarding vehicles parked on both sides of the road restricting access for buses and emergency vehicles. When vehicles park on both sides the lane width is reduced making the road narrow for buses to manoeuvre through. Improves safety and accessibility for buses, emergency vehicles and other vehicles. This will improve safety and accessibility for buses, emergency vehicles and other vehicles.	Yes = 1 No = 0 Not stated = 0
TR112-20	Tacy Street, Kilbirnie	Time Restricted	Class restricted	Efficiency/ Accessibility	Police	- 1 PS restricted parking/ +1 restricted Police parking	2,160	N/A	No change	This proposal is to install two class restricted "Police department vehicles only" parking on the west side of Tacy Street outside the Kilbirnie Police Station. We have been made aware by the Kilbirnie Police Station that there is a need for Police department vehicle parking outside the Kilbirnie Police Station. This will improve efficiency and accessibility for the parking of Police vehicles.	Yes = 1 No = 1 Not stated = 0

Table of Traffic Resolutions Legal Description RPC 9 September 2020

a.	Fortification Road, Karaka Bays (TR92-20) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Fortification Road	<i>No Stopping At All Times</i>	<i>West side commencing 2 metres north of its intersection with Nevay Road (Grid Coordinates X=1,753,146.12m Y=5,426,157.81m) and extending in a northerly direction following the western kerb line for 47 metres.</i>
b.	Cunliffe Street, Churton Park (TR96-20) No Stopping At All Times		
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Cunliffe Street	<i>No Stopping, At All Times</i>	<i>East side, commencing on Cunliffe street's intersection with Atamira Close 101 metres south of its intersection with Hollydale Grove (Grid Co-ordinates X= 1,751,184.86 , Y = 5,436,012.46) extending in a northern for 6 metres along the eastern kerb line.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Cunliffe Street	<i>No Stopping, At All Times</i>	<i>East side, commencing 80 metres south of its intersection with Hollydale Grove (Grid Coordinates X=1,751,141.27m Y=5,436,099.93m) and extending in a southerly direction following the eastern kerb line for 19 metres.</i>
c.	Ballance Street, Wellington Central (TR109-20) Mobility Park Relocation		
	<i>Delete from Schedule B (Class restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Ballance Street	<i>Metered mobility parking – Displaying an Operation Mobility Permit Only, At all times, P120 maximum, Monday through Thursday 8:00am-6:00pm, Friday 8:00 am-8:00pm,</i>	<i>Northeast side, following the kerbline 40 metres east of its intersection with Featherston Street (Grid coordinates x=1748892.6m, y=5428436.3m), and extending in a south-easterly direction for 8 metres. (2 mobility parks)</i>

Table of Traffic Resolutions Legal Description RPC 9 September 2020

		<i>Saturday and Sunday 8:00am-6:00pm</i>	
<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Waring Taylor Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southwest side, following the kerbline 12 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction for 16 metres. (6 angle carparks)</i>
<i>Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Waring Taylor Street	<i>Metered Mobility Parking Displaying an Operation Mobility Permit Only, At all times, P120 maximum, Monday through Thursday 8:00am-6:00pm, Friday 8:00 am-8:00pm, Saturday and Sunday 8:00am-6:00pm</i>	<i>South Side, commencing 20 metres west of its intersection with Customhouse Quay (Grid coordinates x=1,748,920.33m y=5,428,346.47m) and extending in a westerly direction following the southern kerb line for 8 metres. (2 mobility parks)</i>
<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Waring Taylor Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>South side, following the kerbline 12 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction for 8 metres. (3 angle carparks)</i>
d.	Garden Road, Northland (TR110-20) No Stopping At All Times		
<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Garden Road	<i>No Stopping, At All Times</i>	<i>South side, commencing 148 metres east of its intersection with Northland Road (Grid coordinates X=1,747,167.69m Y=5,428,300.4m) and extending in an easterly direction</i>

Table of Traffic Resolutions Legal Description RPC 9 September 2020

			<i>following the southern kerb line for 40 metres.</i>
e.	Miramar North Road, Miramar (TR111-20) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Miramar North Road	<i>No Stopping, At All Times</i>	<i>North side, commencing 570 metres north east of its intersection with Park Road (Grid coordinates X=1,752.422.14 m Y=5,425.208.1m) and extending in an easterly direction following the northern kerb line for 46 metres.</i>
f.	Tacy Street, Kilbirnie (TR112-20) Police Vehicle Parking		
	<i>Delete from Schedule A (Time restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Tacy Street	<i>P5, Monday to Saturday, 8am-6pm</i>	<i>West side, commencing 65 metres west of its intersection with Kemp Street and extending in a southerly direction following the western kerblines for 6 metres.</i>
	<i>Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Tacy Street	<i>Police department vehicles, At All Times</i>	<i>West side, commencing 8 metres north of its intersection with Rongotai Road (Grid Coordinates x= 1,750408.38 y= 5, 424374.65) and extending in northerly direction following the western kerblines for 6 metres.</i>
	Tacy Street	<i>Police department vehicles, At All Times</i>	<i>West side, commencing 21 metres north of its intersection with Rongotai Road (Grid Coordinates x= 1,750408.38 y= 5, 424374.65) and extending in northerly direction following the western kerblines for 6 metres.</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

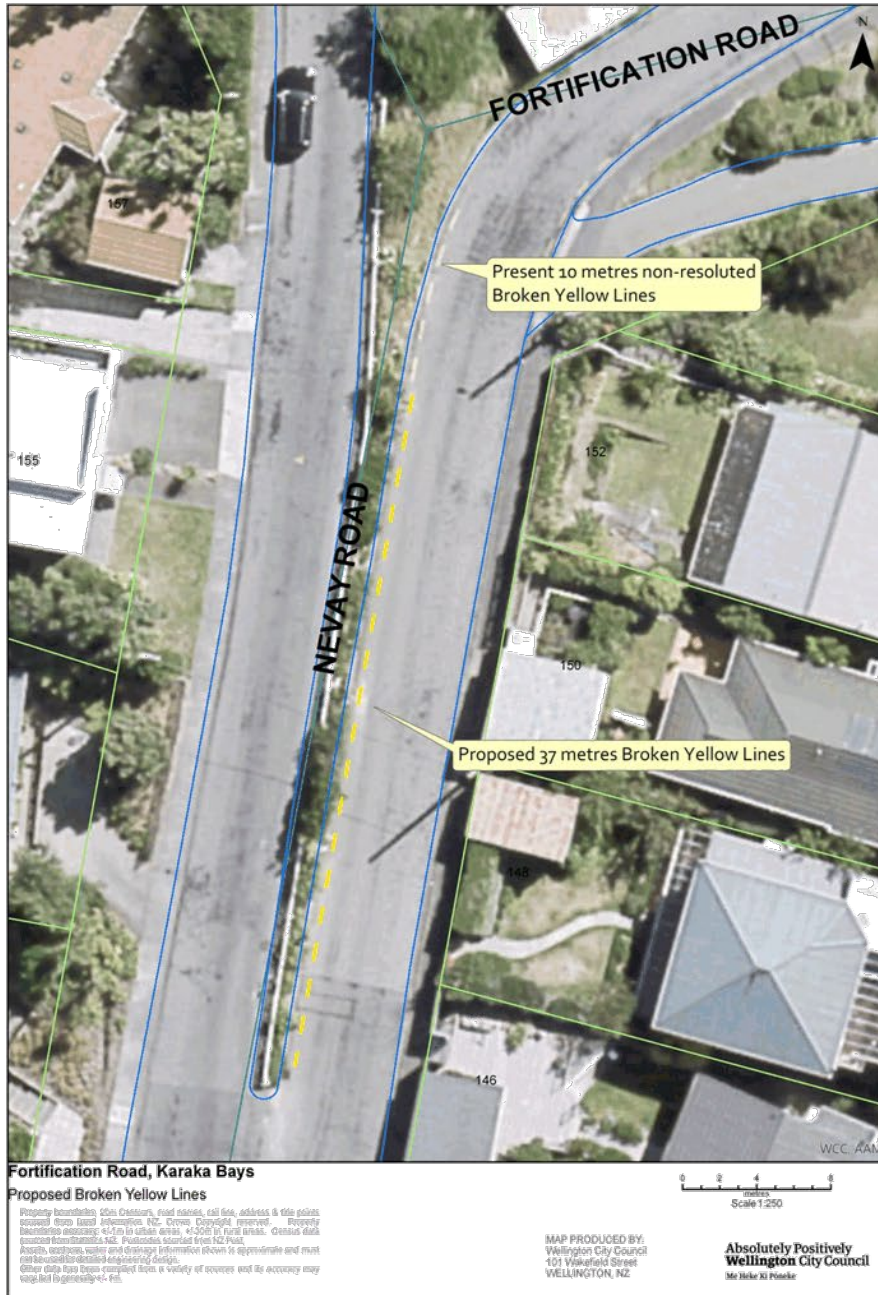
Proposal:

What we'd like to do	<ul style="list-style-type: none"> Install 37 metres of broken yellow lines on Fortification Road.
Why we are proposing the change	<ul style="list-style-type: none"> To restrict vehicles parking on both sides of the road to improve accessibility to the rest of this street.
Location – where we propose to make the change	<ul style="list-style-type: none"> Fortification Road, Karaka Bays - opposite no.146 to no.152 Nevay Road.
Impact	<ul style="list-style-type: none"> Improved accessibility to Fortification Road. Removal of six unrestricted parking spaces. Pedestrian impact – no change.
Additional Information	<ul style="list-style-type: none"> Average weekday traffic volume – 230. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 28 July 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Reference	<ul style="list-style-type: none"> TR92-20 - No Stopping At All Times
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 28 July 2020 and finishes 5.00pm Tuesday 11 August 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Wednesday 12 August 2020. The proposal will go to Regulatory Processes Committee on Wednesday 9 September 2020. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR92-20 Fortification Road, Karaka Bays – No Stopping At All Times



We are proposing a change in your areaAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Fortification Road	<i>No Stopping At All Times</i>	<i>West side commencing 2 metres north of its intersection with Nevay Road (Grid Coordinates X=1,753,146.12m Y=5,426,157.81m) and extending in a northerly direction following the western kerb line for 47 metres.</i>

Prepared By: Alastair Helm (Transport Engineering Assistant)**Approved By:** Charles Kingsford (Principal Transport Engineer)**Date:** 20/08/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: HD
Suburb: Karaka Bays
Agree: No

The resolution proposed needs a minor change. The "Present 10 metres non-resolved Broken Yellow Lines" were clearly put in place to assist in the residents of 2, 4, 6, 8, 10, 14, 16, and 18 accessing the driveway opposite. At the moment cars parked north of the present broken lines and south of the green pump station present real issues for accessing this driveway. The present sets of broken lines need to be extended 10m north as well as the proposed 37m south. This won't compromise parking because in our experience of living at 16 Fortification Rd for 25 years there are plenty to the north.

Name: Bev
Suburb: Karaka Bays
Agree: No

I believe the proposed resolution should be amended to include an extra 10 metres of non-resolved broken yellow lines to the north of the current yellow lines. I have lived at 2 Fortification Rd for 37 years - and have witnessed real issues when cars park between the yellow lines and green sub-station. The main reason is often residents/couriers and big trucks need to reverse up the driveway of 2-18 Fortification Rd and then need room to turn to the north before proceeding south in to Nevay Road. This can be severely restricted when cars park directly opposite the drive - and has meant vehicles (including big trucks) have had to back all the way along to the intersection of Nevay Rd & Glenville Rd. It can also be quite dangerous when 2 on-coming cars meet at the intersection of Fortification Rd & Nevay Rd if there are cars parked directly opposite the driveway to No's 2-18. I am really pleased to see the proposal for yellow lines opposite 146-152 Nevay Rd as had previously expressed my concerns in service request number 273690 and in a follow-up email 8/3/20 (reference 289054).

Officer's Response to all submitters:

Thank you for your feedback on TR92-20 Fortification Road. Additional broken yellow lines are outside of the scope of this report; however, we will assess your request for additional lines separately.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

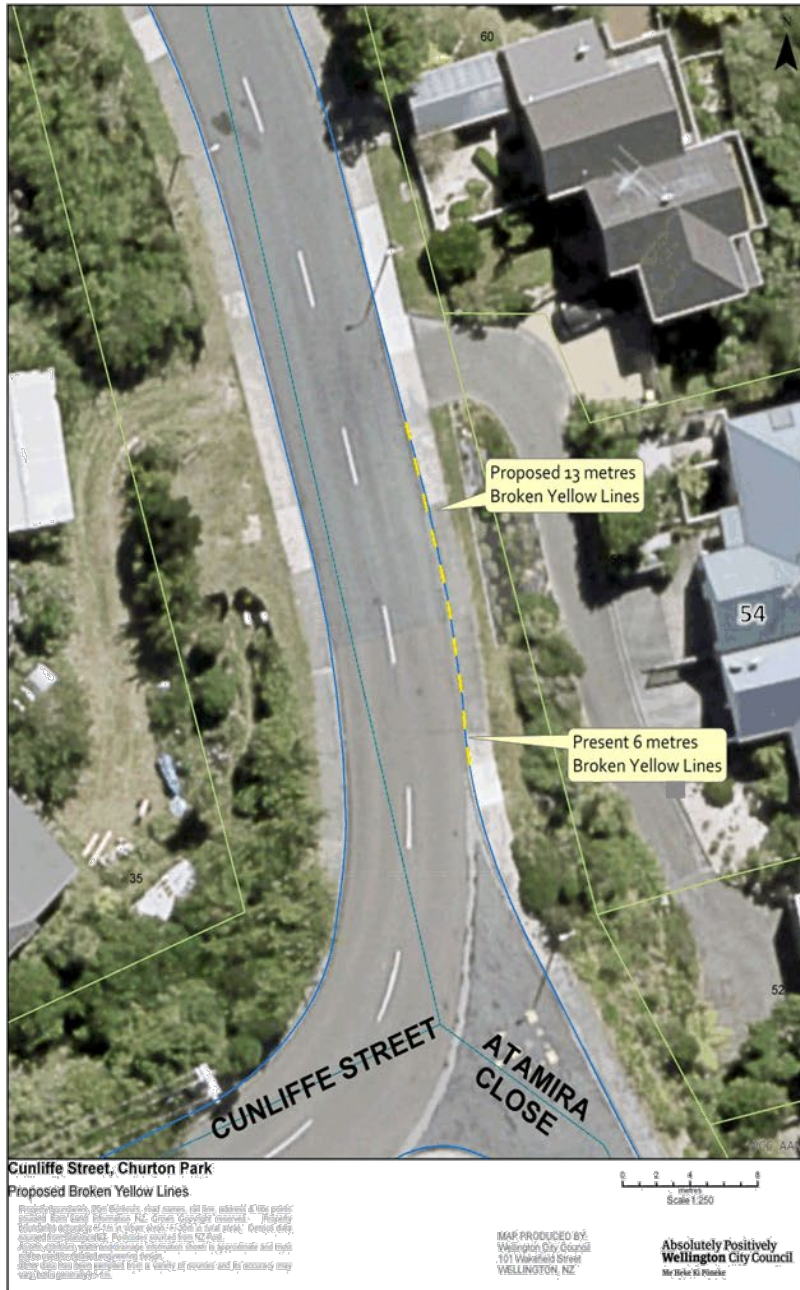
Proposal:

What we'd like to do	<ul style="list-style-type: none"> Install 13 metres of broken yellow lines.
Why we are proposing the change	<ul style="list-style-type: none"> We have received a 'Request for Action Form' from 15 residents requesting the extension of broken yellow lines to improve visibility and space for vehicles to make a safe turn. We confirm this is a reasonable request to improve road safety in this area by the removal of two parking spaces.
Location – where we propose to make the change	<ul style="list-style-type: none"> Cunliffe Street, Churton Park - outside no.54 and no. 56
Impact	<ul style="list-style-type: none"> To improve safety and accessibility. Removal of two unrestricted parking spaces. Pedestrian impact – improved for those crossing the road as visibility will be increased.
Additional Information	<ul style="list-style-type: none"> Average weekday traffic volume – 1,160. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 28 July 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Reference	<ul style="list-style-type: none"> TR96-20 – No Stopping At All Times
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 28 July 2020 and finishes 5.00pm Tuesday 11 August 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Wednesday 12 August 2020. The proposal will go to Regulatory Processes Committee on Wednesday 9 September 2020. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR96-20 Cunliffe Street, Churton Park – No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Cunliffe Street	<i>No Stopping, At All Times</i>	East side, commencing on Cunliffe street's intersection with Atamira Close 101 metres south of its intersection with Hollydale Grove (Grid Co-ordinates X= 1,751,184.86 , Y = 5,436,012.46) extending in a northern for 6 metres along the eastern kerb line.

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

Column One	Column Two	Column Three
Cunliffe Street	<i>No Stopping, At All Times</i>	<i>East side, commencing 80 metres south of its intersection with Hollydale Grove (Grid Coordinates X=1,751,141.27m Y=5,436,099.93m) and extending in a southerly direction following the eastern kerb line for 19 metres.</i>

Prepared By: Alastair Helm (Transport Engineering Assistant)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 20/08/2020

FEEDBACK FRECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: KMB20
Suburb: Churton Park
Agree: No

I strongly oppose these changes. I do not think this has been thought through very well. It would be much better to create yellow lines on the OPPOSITE side of the road as drivers come around that corner at speed. The positioning of the 13m of proposed yellow lines is actually one of the safest places to park on the street; it is NOT on a bend/corner and is one of the flatter places to park. The issues are that cars in general drive too fast on this road. I'm also surprised that some initial yellow lines were put in place WITHOUT CONSULTATION - this is the first time we have been consulted via a letter box drop alerting us to this proposal. Please strongly consider amending this proposal to put the yellow lines on the other side of the road which is more of a hazard with cars speeding around the corner.

Officer's Response:

Thank you for your feedback on TR96-20. This location was put forward by local residents via a 'Request for Action' form and was deemed as an appropriate location for a No Stopping At All Times Restriction. This restriction will mean that vehicles travelling south on Cunliffe Street will be able to remain in their lane whilst moving through this corner. The previous Broken Yellow Lines were installed via Delegated Authority, this allows us to create a 'no stopping area' where parking is prohibited by the Road User Rule due to actual or perceived safety risks. We will assess your request for broken yellow lines on the opposite side of the road as a separate enquiry.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> All car parks on the northern side of Ballance Street outside the construction zone have been removed for a loading zone including the two mobility parks that we have relocated from the north side of Ballance Street outside no.2, to the north side of Waring Taylor Street outside no.4.
Why we are proposing the change	<ul style="list-style-type: none"> As part of a significant construction project at 1 Whitmore Street, two mobility parks on the northern side of Ballance Street were required to be converted into a construction loading zone. The relocation of the mobility parks is necessary to accommodate mobility users and to ensure accessibility to this area of the CBD. This Traffic Resolution confirms the above changes and legalises the 2 mobility spaces on Waring Taylor Street.
Location – where we propose to make the change	<ul style="list-style-type: none"> Ballance Street outside no.2 and Waring Taylor Street outside no.4, Wellington Central Business District
Impact	<ul style="list-style-type: none"> Improve safety and accessibility for mobility park users. A suitable mobility ramp will be provided. Removal of three metered car parks. The Loading Zone is required to ensure safety and accessibility for the construction site, users, deliveries etc Pedestrian impact – no change.
Additional Information	<ul style="list-style-type: none"> Average weekday traffic volume – Ballance Street 2,820. Waring Taylor Street 1,470. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 28 July 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Reference	<ul style="list-style-type: none"> TR109-20 - Mobility Park Relocation

We are proposing a change in your area

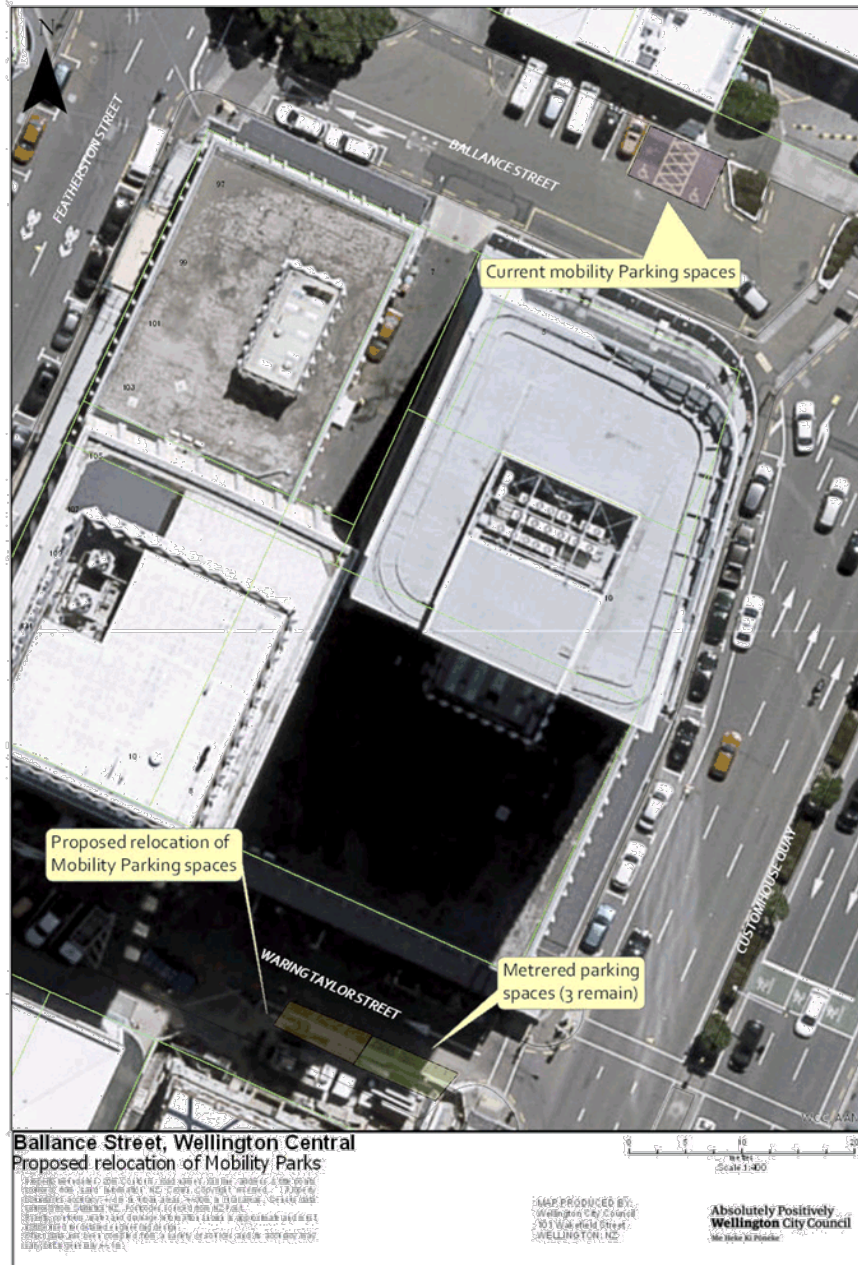
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 28 July 2020 and finishes 5.00pm Tuesday 11 August 2020.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Wednesday 12 August 2020.2. The proposal will go to Regulatory Processes Committee on Wednesday 9 September 2020.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR109-20 Ballance Street, Wellington Central - Mobility Park Relocation



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Ballance Street	Metered mobility parking – Displaying an Operation Mobility Permit Only, At all times, P120 maximum, Monday through Thursday 8:00am-6:00pm, Friday 8:00 am-8:00pm, Saturday and Sunday 8:00am-6:00pm	Northeast side, following the kerbline 40 metres east of its intersection with Featherston Street (Grid coordinates x=1748892.6m, y=5428436.3m), and extending in a south-easterly direction for 8 metres. (2 mobility parks)

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

Waring Taylor Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 12 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction for 16 metres. (6 angle carparks)
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Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Waring Taylor Street	Metered Mobility Parking Displaying an Operation Mobility Permit Only, At all times, P120 maximum, Monday through Thursday 8:00am-6:00pm, Friday 8:00 am-8:00pm, Saturday and Sunday 8:00am-6:00pm	South Side, commencing 20 metres west of its intersection with Customhouse Quay (Grid coordinates x=1,748,920.33m y=5,428,346.47m) and extending in a westerly direction following the southern kerb line for 8 metres. (2 mobility parks)

We are proposing a change in your areaAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke*Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule*

Waring Taylor Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>South side, following the kerbline 12 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748923.6 m, y= 5428345.0 m), and extending in a north-westerly direction for 8 metres. (3 angle carparks)</i>
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Prepared By: Renee Corlett (Transport Engineer Assistant)**Approved By:** Charles Kingsford (Principal Transport Engineer)**Date:** 20/08/2020**No feedback received.**

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> Install 40 metres of broken yellow lines along the south side of Garden Road.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety and accessibility concerns from local residents and travelling motorists on Garden Road about cars parking on the southern side of the blind corner outside no.12 Garden Road. With the road measuring 6.5 metres around this corner accessibility and visibility is compromised when vehicles are parked on both sides of the road.
Location – where we propose to make the change	<ul style="list-style-type: none"> Garden Road, Northland – outside no.12
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles on Garden Road. Removal of 4-5 observed unrestricted parking spaces. Pedestrian impact – no change.
Additional Information	<ul style="list-style-type: none"> Average weekday traffic volume – 2,126. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 28 July 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Reference	<ul style="list-style-type: none"> TR110-20 – No Stopping At All Times
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 28 July 2020 and finishes 5.00pm Tuesday 11 August 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Wednesday 12 August 2020. The proposal will go to Regulatory Processes Committee on Wednesday 9 September 2020. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR110-20 Garden Road, Northland – No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Garden Road	<i>No Stopping, At All Times</i>	<i>South side, commencing 148 metres east of its intersection with Northland Road (Grid coordinates X=1,747,167.69m Y=5,428,300.4m) and extending in an easterly direction following the southern kerb line for 40 metres.</i>

Prepared By: Renee Corlett (Transport Engineer Assistant)
Approved By: Charles Kingsford (Principal Transport Engineer)
Date: 20/08/2020

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: John Northland
Suburb: Northland
Agree: Yes

I regularly use Garden Road to get to and from my house at 1 Sydenham Street, Northland into the CBD. As it is currently there are numerous corners that are very dangerous while driving, as you are forced to drive around parked cars into the centre of the road on a blind corner - particularly around 12 Garden Rd. I have been in a few very close situations while coming up the road and there being cars coming quickly down the hill and around the corner. I think it's only a matter of time before someone gets severely injured in a head on collision, as in this situation there is literally nowhere to go as you are boxed in. I have noticed quite a few delivery drivers from the various fast food outlets in Northland Village coming down the hill quickly. It probably wouldn't be a bad idea to talk with these business owners and ask if the people working for them could take their time on this road.

Name: Rich
Suburb: Northland
Agree: Yes

Adds to safety of cyclists.

Name: ClaireT
Suburb: Northland
Agree: Yes

I absolutely agree. I have expressed concern to the WCC myself about the situation and it has continued to worsen. I have been in several near-misses on this stretch of road, which I travel at least once and usually multiple times daily, simply because it is impossible to see oncoming traffic. And I drive so slowly - I hate to think what would happen in the situation of two vehicles driving fast and blind towards each other, or worse - towards an emergency vehicle trying to get through. Traffic is congested enough on Garden Rd at peak times without this extra avoidable hazard.

Name: Raywee
Suburb: Northland
Agree: Yes

I use Garden Road multiple times a day and over the last 8 months have noted that cars are often parked back to back on this blind corner. Given the location of the existing yellow lines you need to move to the other side of the road in order to take the corner already. This has made the corner extremely dangerous and even driving at a slow speed does not limit the propensity for an accident to occur. I fully support having broken yellow lines on both sides of the road. I have witnessed several blockages and near accidents as a result of the cars parking along this stretch of road.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: KNR
Suburb: Northland
Agree: Yes

Currently very dangerous coming up Garden Rd and having to go onto the right side of the road on the blind corner to get past cars parked on the left

Name: 1234
Suburb: Northland
Agree: Yes

As both a pedestrian and car user, I find Garden Road challenging. I've observed several near misses at the corner in question. As a pedestrian, it's uncomfortable because you don't know what the results of any evasive action might be. As a car user, being forced into the downhill lane, when travelling uphill, on a blind right hand corner is the most nerve wracking experience. There is no option but to take your chance. This cannot be right and seems like a terrible potential for an accident.

Name: Christopher Clayton
Suburb: Northland
Agree: Yes

As you know, parked cars currently force uphill traffic into the downhill lane in the blind corner that is directly above 12 Garden Road. The vehicles parked between the 12 Garden Road driveway up to the blind corner also obscure sight lines for all vehicles going uphill. (This is something that led to our removal of a tree, a few years ago, that was having that same visual effect.) The current situation is simply and unambiguously dangerous. There are drivers, after all, whether going uphill or down, who seemingly have no awareness of the risk they present to others when they maintain speed through the two corners in question. It may be that some will suggest that the proposed broken yellow line need not stretch so far uphill as the Resolution Plan currently proposes. I suggest that the length of the broken yellow line should be maintained. That short extra distance will provide uphill drivers with time to assess whether they should proceed, given that there will be cars parked on both sides of the street for the next 100 metres or thereabouts.

Name: NorthlandLou
Suburb: Northland
Agree: Yes

My family has lived on Garden Road since 1951. The traffic around this corner is dangerous and it is only time before someone is injured or worse.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Julia
Suburb: Northland
Agree: Yes

I am a frequent user of this road by bike and car. This specific corner is blind and is used by a lot of traffic especially and morning and evening peak. I believe that removing parking from this short section of road will make the road safer and allow traffic to flow more easily.

Name: Rachel H
Suburb: Northland
Agree: Yes

I have lived in Northland for 30 years - Garden Rd has become increasingly hazardous and busy. On this particular stretch I frequently encounter traffic on the blind corner and have had several near misses. Yellow lines as proposed would make it much safer.

Name: NickP
Suburb: Northland
Agree: Yes

I strongly agree with this proposed change. I have lived near the top of Garden Rd (about 100m beyond this part of the road) for the last four years and travel on Garden Rd almost daily. This corner has become treacherous over the last 6 months due to people parking cars on the bend where the yellow double lines are proposed. There is no visibility around this corner when travelling in either direction, and people travelling downhill often go quickly around this bend. Uphill traffic is forced on to the opposite side of the road when cars are parked on this bend, into the line of downhill traffic. This is an accident waiting to happen. I have started avoiding Garden Rd on wet days, even though it takes longer for me to take an alternative route, due to the hazardous situation. People didn't previously park on this corner. My understanding is that this problem began when the property at 16 Garden Rd was sold. This property has a double garage, which the previous owners parked their cars in. The current owners are using that garage for other purposes, so are parking their cars on the street instead. Other residents are also parking on this corner due to the increased demand for car parking on this bend (which was not previously a problem).

Name: FrancesR
Suburb: Northland
Agree: Yes

There are no yellow lines around the corner, just south of number 12. Cars have begun to park along this stretch, and as the road is narrow, it forces cars driving past to be on the wrong side of the road, around a blind corner. This situation is very dangerous, but can be remedied by preventing parking around that corner.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Ian Armstrong
Suburb: Northland
Agree: No

I do not agree with the proposed change as: - the change disadvantages Garden Road resident car owners who do not have off-street parking (and advantages non-residents who use Garden Road as a shortcut between Northland and Glenmore Street). - the change will not solve the parking problem but just shift it further up or down the road. As a 30 year resident of Garden Road I have witnessed a significant increase in cars parking in Garden Road. Some of this increase Monday - Friday is attributable to commuter parking, and there is also an increase reflecting the national trend to increased car ownership. Furthermore, Garden Road and surroundings is poorly served by alternatives to vehicle transport leading to increased car usage. There are no dedicated cycleways between Northland / Karori and the city. The Karori / Northland / Mairangi bus services have deteriorated significantly since the Bustastrophe, particularly at rush hour and in wet weather. A better solution would be to: - improve the bus service - install a dedicated cycle lane between the City and Karori via Glenmore Street - introduce resident parking in middle and upper Garden Road - consider making Garden Road 1 way

Officer's Response:

Thank you for your response regarding this traffic resolution. This traffic resolution aims to improve the safety for all vehicles travelling around the blind corner on Garden road. We will review the effect the broken yellow lines may have on other sections of Garden road in a few months and investigate if there is a need for further broken yellow lines.

Your request for a dedicated cycle lane will be passed on to the cycle team for investigation. Any concerns you have with the bus service should be raised directly with Metlink.

The residents parking scheme is being reviewed as part of WCC parking policy. The policy proposes a new design for residents' schemes but doesn't detail where a residents' scheme would be put in place or when, as it is a high-level document to inform future decision-making. Once this new parking policy is in place, it may take a few years to develop a scheme regarding its implementation. We therefore look forward to a discussion with you about this in the future. You can read more about the parking policy review here: <https://www.letstalk.wellington.govt.nz/managecityparking>

The request for Garden road to become one way is outside of the scope for this traffic resolution.

Name: howall
Suburb: Northland
Agree: Yes

Garden Road is very busy and narrow. I'm supportive of anything we can do to make it safer and restricting cars parking on that blind corner will help. As a resident on Garden Road I regularly witness dangerous driving and bad behavior. It is difficult to drive on the road safely when cars park on the corners. A number of cyclists also use the road and it's hard to overtake them safely with parked cars on the corner.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: HamishG
Suburb: Northland
Agree: Yes

Good idea. That part of Garden Road has a blind corner and it is problematic

Name: Michael Glen
Suburb: Northland
Agree: Yes

I wholeheartedly support your proposal.

As someone who uses this road daily and has done for decades, I find it astonishing that 4-5 drivers now regularly park there. It is obvious to anyone but idiots that parking there puts drivers going up or down that blind bend at risk. The bend is dangerous enough if drivers going up cut the corner (and so cross the centre line). The inconsiderate and unsafe parking at this site is a new development this year (new residents nearby?).

A couple of points to add.

- In your explanation of Why we are proposing the change you refer to ..."parking on both sides of the blind corner outside 12 Garden Road". On one side only, surely? There are existing broken yellow lines on the northern side, as per your photograph.
- I would have thought that parking there was already illegal as it is so obviously unsafe, despite no broken yellow lines as yet. But on referring to the Road Code (see attached link to Where Not to Park

<https://www.nzta.govt.nz/roadcode/general-road-code/road-code/about-driving/stopping-and-parking/where-not-to-park/>

it is not so clear-cut. Of the many bullet points in the Code there doesn't seem to be one addressing parking that is unsafe just before a blind bend. However, the third one could arguably be relevant. That is parking "near a corner, curve, hill...if it will stop other people from seeing along the road". I am not a lawyer but would be interested if your legal people, on examining the legislation from which the Road Code is derived, consider that the offending parking in this case is already illegal, despite that presently no broken yellow lines are there. If they do examine this issue, or have already, I would like to be advised of their view.

Officer's Response:

Thank you for your feedback regarding this traffic resolution. Although people should use common sense and good judgement to park their vehicles safely this is not always the case and therefore broken yellow lines are installed to ensure vehicles do not park in the location that is deemed unsafe and that if they do it is enforceable.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

The road code is based on the government legislation and the Land Transport Road User Rule (2004) that identifies the below:

6.3 Parking close to corners, bends, etc

(1) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on any part of a roadway so close to any corner, bend, rise, dip, traffic island, or intersection as to obstruct or be likely to obstruct other traffic or any view of the roadway to the driver of a vehicle approaching that corner, bend, rise, dip, traffic island, or intersection unless the stopping, standing, or parking is authorised by signs or markings maintained by the road controlling authority

This document can be found here:

<http://www.legislation.govt.nz/regulation/public/2004/0427/latest/DLM303099.html>

As you have highlighted above from your findings in the Road Code, the local authority has the ability to determine what restrictions are implemented and enforced when it deems it necessary. This is due to it being unrealistic to be able to enforce all the restrictions on every street in Wellington. We therefore implement the restrictions when we deem it appropriate to do so and safety issues are identified. In this case there has been multiple concerns raised due to the vehicles parked on this corner. We have investigated and deemed it necessary at this time to carry out the traffic resolution process to determine if residents are in support of the implementation of broken yellow lines to ensure the safety of vehicles travelling along Garden Road.

Name: Sara Clarke on behalf of Creswick Valley Residents' Association
Suburb: Northland
Agree: Yes

This submission is on behalf of the members and supporters of Creswick Valley Residents Association. A number have raised concerns about the corner that is the subject of the proposal (near no. 12 Garden Road). **CVRA therefore supports the proposal to install no stopping at all times (broken yellow lines) on the outside of the corner as provided in the TR110-20 notice.**

I have been using Garden Road for over 20 years and cars have parked at this location very infrequently, if at all, up until this year. This changed around March 2020, when one vehicle parked there; soon there were regularly three or four cars at that location, reducing the available road to one lane around the corner, and forcing uphill traffic into the path of downhill traffic, with no visibility for either driver around the corner.

We note that while your report says that the proposed change removes 7 parking spaces, these are spaces around a blind corner. These should not be considered viable parking spaces. CVRA, along with Councillors Diane Calvert and Andy Foster, and a couple of Council staff did a walk to observe the parking issues on Garden Road in 2017. At that time, we noted that we wished NSAAT lines to be put in place along the length of the road (one one side or the other, and on both sides at corners) however this was not done. This proposal is a direct result of the lack of action at that time.

We would like however to acknowledge that it may be difficult for some residents to find parking on Garden Road. It appears that this may be exacerbated when tenancy changes have marked effects

FEEDBACK RECEIVED

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on the number of cars and the demand for residential parking. We suggest that additional parking could be gained by slightly reducing the length of NSAAT lines on the inside corners (at a number of locations) and installing L or T markings. Also, we have previously noted that the area at the top of Garden Road by the footpath up the Northland Road, could be reconfigured to provide additional parking, if the overgrowth were removed and lines painted.

Finally, we consider that Garden Road should be considered in an area-wide parking plan, that also encompasses the village and roads around the tunnels, which are increasingly used by commuters for parking. The plan should be designed to ensure safe use of the roads for all users - including public transport, cyclists and pedestrians, as well as the need for residents parking. CVRA would welcome the opportunity to work with the Council on such a plan.

Officer's Response:

Thank you for providing feedback regarding this traffic resolution. The broken yellow lines proposed and those that are located on other sections of Garden Road are to ensure the safety of vehicles travelling along this road and are determined based on the sight lines needed to ensure visibility of any on coming traffic. Officers would not recommend removing any broken yellow lines for parking due to the safety concerns this would raise. We will however investigate any vegetation that has become overgrown and the suggested area for reconfiguration at the top of Garden Road.

TR136- 17 addressed the lower section of Garden Road, which was the higher priority at the time. We have continued to increase the broken yellow lines in other sections of Garden Road when required, ensuring a staggered approach that addresses specific areas and the relevant concerns raised.

The residents parking scheme is being reviewed as part of WCC parking policy. The policy proposes a new design for residents' schemes but doesn't detail where a residents' scheme would be put in place or when, as it is a high-level document to inform future decision-making. Once this new parking policy is in place, it may take a few years to develop a scheme regarding its implementation. We therefore look forward to a discussion with you about this in the future. You can read more about the parking policy review here: <https://www.letstalk.wellington.govt.nz/managecityparking>

Name: Kate Faulks
Suburb: Northland
Agree: Yes

Parking outside 12 Garden road on the uphill side started this year and is incredibly dangerous. You have no visibility of oncoming downhill traffic. Garden Road generally is difficult and this further complicated this. Totally agree with putting yellow lines on this part of the road.

Name: Anne
Suburb: Northland
Agree: Yes

I support the proposal to add more yellow lines. I am also keen to see more yellow lines added at other narrow bottle-necks on Garden Road.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officers Response:

Thank you for providing feedback regarding this traffic resolution. We will continue to investigate other sections of Garden Road that raise safety and accessibility concerns.

Name: Fiona Mathers
Suburb: Northland
Agree: Yes

I am writing in support of the proposal to introduce additional yellow lines on Garden Road to prevent cars parking on the blind corner.

I have been a resident and homeowner in Northland (Bedford Street) for just over 5 years and have noticed the cars parking on that corner in increasing numbers since returning to work after lock down.

I commute home in my car which is a reasonably sized station wagon and have found driving on that section increasingly stressful. I put on my high beams and crawl around the corner waiting for a head on collision because anyone not from the area driving down the hill would not realise that uphill drivers currently have no choice but to drive on the wrong side of the road around the blind corner for the length of the 3-4 parked cars.

If a head on collision was avoided by the downhill car stopping they would then need to reverse uphill around the blind corner to give way to uphill traffic, which is also extremely dangerous.

Ideally there would be yellow lines on at least one side (alternating as appropriate, and both sides at corners) for the entire length of Garden Road as some people recklessly park on both sides and at other pinch points without taking into account that it's a road other people drive on.

Officer's Response:

Thank you for providing feedback on this traffic resolution. We will continue to investigate other sections of Garden Road that raise safety and accessibility concerns.

Name: Nicola Parsons
Suburb: Northland
Agree: Yes

I live in Northland, near the top of Garden road and drive down/up it almost daily. While the street in general is narrow and an often frustrating game of give way, when I drive up the road, near the corner above number 12, I feel extremely nervous that I will be faced head on with a car coming down. The parked cars on the south side make it impossible to stay in my lane, so I leave myself open to a head-on and it would be no bodies fault.

Please please please go ahead with the yellow lines.

What would be even better is if the entire street was residents parking only!

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Officers response:**

Thank you for providing feedback on this traffic resolution. The residents parking scheme is being reviewed as part of WCC parking policy. The policy proposes a new design for residents' schemes but doesn't detail where a residents' scheme would be put in place or when, as it is a high-level document to inform future decision-making. Once this new parking policy is in place, it may take a few years to develop a scheme regarding its implementation. We therefore look forward to a discussion with you about this in the future. You can read more about the parking policy review here: <https://www.letstalk.wellington.govt.nz/managecityparking>

Name: Gillian Blythe
Suburb: Unknown
Agree: Yes

I support the proposal to paint no stopping yellow lines around the blind corner on Garden Road. It is a hazard at the moment with cars parking both sides of the road.

Name: Ross and Helen Milner
Suburb: Northland
Agree: Yes

We write in support of proposal TR110-20 to install 40 metres of broken yellow lines along the south side of Garden Road.

We and many other people in Northland using Garden Road are increasingly concerned with the road at the corner nearest Northland Road. Parking is allowed on the corner but until recent times no one has parked on that stretch of road. However now cars have started parking there – sometimes 4 at any one time, making it very dangerous for cars driving up the hill. The corner is completely blind and cars have to pull fully over to the right lane without any vision of any cars driving down. It is equally dangerous for cars driving down Garden Road because they also have no vision of cars coming up on their side of the road. Attached are a couple of photographs taken recently that show the problem.



We fully support the proposed action to remedy this serious problem.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officers response:

Thank you for providing feedback on this traffic resolution. We will continue to investigate other sections of Garden Road that raise safety and accessibility concerns.

Name: Kevin Smit
Suburb: Northland
Agree: Maybe

I am pleased to see that the Council is addressing the parking issue that has emerged on Garden Road over the last 6 months or so.

I have previously worked with council transport engineers to dealing with parking issues further down Garden Rd (around the intersection with Orangi Kaupapa Rd. That was solved by adding some yellow lines in specific areas of concern.

At the time, I made the point to the engineers that for the full length of Garden Rd there should be yellow lines on at least one side of Garden Rd, to avoid a situation where cars could potentially be parked on both sides of the road at the same point on the road. The road is simply too narrow to accommodate this. If this situation occurs, the road becomes impassable for service (e.g. rubbish) or emergency vehicles.

Unfortunately the proposed solution referred to above will potentially result in this situation occurring north (toward Northland Road) of the proposed end of the yellow lines. In other words, if you implement the yellow lines as proposed, the cars currently parking in this area will move up Garden Road (toward Northland Road) and park above the proposed end of the yellow lines. This will create a significant bottleneck or slalom course on the upper part of Garden Rd.

The solution to this is to extend the proposed yellow lines on the south side of Garden Rd right up to the next left hand corner as you travel up Garden Road toward Northland Rd (i.e. start the yellow lines about 50 metres east of the intersection of Garden & Northland Rds). If you don't do this, you are simply going to transfer the problem up the road above where your proposed yellow lines will be installed.

Officer's Response:

Thank you for providing feedback regarding this traffic resolution. The installation of broken yellow lines will ensure the safety of all vehicles travelling around the blind corner. We will continue to investigate other sections of Garden Road that raise safety and accessibility concerns.

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Michelle Davenport
Suburb: Northland
Agree: Yes

It has recently come to my attention that it is being proposed to install 40 metres of broken yellow lines along the south side of Garden Road.

I am in total support of this proposal, and I'm surprised it hasn't been looked at before. I live in Northland and drive up Garden Road every night on my way home and it is really concerning to come across cars parked on the road like that. There is no visibility of what may be coming around the corner and I have had many near misses, very frightening.

There is no room, with cars parked there, you have to drive on the wrong side of the road to get around the corner. I am surprised that there haven't been a large number of accidents there already. It never used to be like that, so perhaps the residency has increased around there or where cars have previously been parked are no longer available.

In my opinion it can not come fast enough. At least then I won't be a nervous wreck every time I come to that part of the road.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

What we'd like to do	<ul style="list-style-type: none"> Install 46 metres of broken yellow lines along the northern side of Miramar North Road.
Why we are proposing the change	<ul style="list-style-type: none"> We received accessibility concerns from NZ Bus regarding vehicles parked on both sides of the road restricting access for buses and emergency vehicles, specifically at times when events are occurring at the adjacent sports field. When vehicles park on both sides the lane width is reduced making the road narrow for buses to manoeuvre through.
Location – where we propose to make the change	<ul style="list-style-type: none"> Miramar North Road, Miramar - outside no.127 and no.129
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for buses, emergency vehicles and other vehicles. Removal of seven parking spaces. Pedestrian impact – improved for those crossing the road as visibility will be increased.
Additional Information	<ul style="list-style-type: none"> Average weekday traffic volume – 320. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 28 July 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Reference	<ul style="list-style-type: none"> TR111-20 – No Stopping At All Times
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 28 July 2020 and finishes 5.00pm Tuesday 11 August 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Wednesday 12 August 2020. The proposal will go to Regulatory Processes Committee on Wednesday 9 September 2020. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR111-20 Miramar North Road, Miramar - No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Miramar North Road	<i>No Stopping, At All Times</i>	<i>North side, commencing 570 metres north east of its intersection with Park Road (Grid coordinates X=1,752.422.14 m Y=5,425.208.1m) and extending in an easterly direction following the northern kerb line for 46 metres.</i>

Prepared By: Renee Corlett (Transport Engineer Assistant)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 20/08/2020

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: Alice Hume
Suburb: Miramar
Agree: Yes

Thanks for the opportunity to give feedback on the proposal to install broken yellow lines. This proposal makes sense. Most residents do not park in this area anyway due to restriction of traffic flow, so it will not have an impact on normal parking. It will however, prevent people parking there at busy times such as at school drop off and pick up and when a football match is on. I support this proposal.

Officer's Response:

Thank you for providing feedback regarding this Traffic Resolution.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

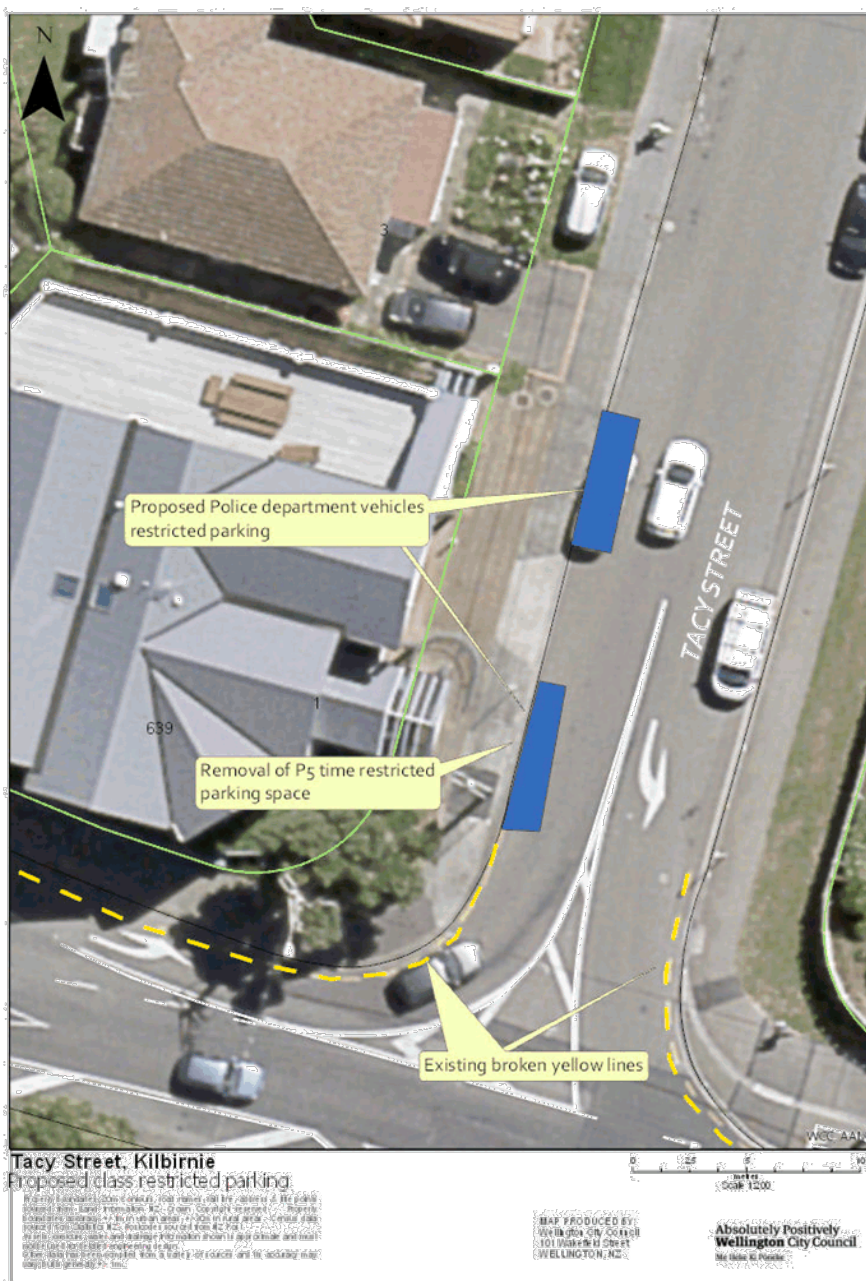
Proposal:

What we'd like to do	<ul style="list-style-type: none"> Install two class restricted "Police department vehicles only" parking on the west side of Tacy Street outside the Kilbirnie Police Station.
Why we are proposing the change	<ul style="list-style-type: none"> We have been made aware by the Kilbirnie Police Station that there is a need for police department vehicle parking outside the Kilbirnie Police Station.
Location – where we propose to make the change	<ul style="list-style-type: none"> Tacy Street, Kilbirnie – near the corner of Rongotai Road.
Impact	<ul style="list-style-type: none"> Improve efficiency and accessibility for the parking of Police vehicles. Change one P5 restricted car park to a "Police department" restricted parking space. Change one unrestricted car park to a "Police department" restricted parking space bringing total to two. Pedestrian impact – no change.
Additional Information	<ul style="list-style-type: none"> Average weekday traffic volume – 2,160. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 28 July 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Reference	<ul style="list-style-type: none"> TR112-20 – Police Vehicle Parking
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 28 July 2020 and finishes 5.00pm Tuesday 11 August 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Wednesday 12 August 2020. The proposal will go to Regulatory Processes Committee on Wednesday 9 September 2020. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR112-20 Tacy Street, Kilbirnie - Police Vehicle Parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Legal Description:

Delete from Schedule A (Time restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Tacy Street	<i>P5, Monday to Saturday, 8am-6pm</i>	<i>West side, commencing 65 metres west of its intersection with Kemp Street and extending in a southerly direction following the western kerbline for 6 metres.</i>

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

Column One	Column Two	Column Three
Tacy Street	<i>Police department vehicles, At All Times</i>	<i>West side, commencing 8 metres north of its intersection with Rongotai Road (Grid Coordinates x= 1,750408.38 y= 5, 424374.65) and extending in northerly direction following the western kerbline for 6 metres.</i>
Tacy Street	<i>Police department vehicles, At All Times</i>	<i>West side, commencing 21 metres north of its intersection with Rongotai Road (Grid Coordinates x= 1,750408.38 y= 5, 424374.65) and extending in northerly direction following the western kerbline for 6 metres.</i>

Prepared By: Renee Corlett (Transport Engineer Assistant)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 20/08/2020

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: ashleigh.briar
Suburb: Kilbirnie
Agree: No

As a resident residing in Tacy Street for over 3 years I am writing to express concerns I have with the proposal for police restricted car parking in Tacy Street, Kilbirnie. On street car parking has been and continues to be an ongoing problem for residents of Tacy Street let alone visitors who need car parking on Tacy Street. With limited parking available in the lower half of Tacy Street it is a daily battle 7 days a week 24/7 to find on street parking. It is even more so a problem with the traffic and need for car parking over the Winter Sports period. This often leaves residents and visitors needing a car park on Tacy Street no other choice than to park illegally across driveways, on footpaths and grass curbs. I myself have been blocked in my driveway numerous times and made late for work or appointments due to this. Parking like mentioned also has a number of flow on problems including limited footpath space for disabled people, unsafe footpath traffic usually around children and those parking are often found subject to traffic infringements and scrutiny from landlords. Our Landlord for example has a clause stating we are not allowed to park on the grass curb in front of our property. Given the Tacy Street Police station is a community station and not officed for large periods of the week (only open 11-1pm M-F) putting in restricted police only parking would only add to our parking frustrations. Isn't the entire ground floor space of the Tacy Street Police station mostly car parking anyway? I do hope you will take these on street parking frustrations into consideration and reconsider this request for police only restricted car parks.

Officer's Response:

Thank you for providing feedback regarding this traffic resolution. The proposal would only alter one unrestricted parking space, due to the other parking space currently having a P5 restriction therefore already dedicated for short term parking for personnel visiting the police station. This proposal will not have any significant impact on residents and the availability of on street parking spaces.

Parking within one metre of a vehicle crossing or driveway is illegal, and this is clearly outlined in the New Zealand (NZ) Road Code. All drivers are expected to be aware of the Road Code and may be subject to enforcement action if they park illegally. If you notice a vehicle is parked within one metre of this vehicle crossing and blocking access or parking on a footpath, please call 04 499 4444 with the details of the vehicle for our parking team to assess.

Name: Gary Holmes
Suburb: Kilbirnie
Agree: Yes

We support this proposal as we recognise the importance and value of Police being able to park immediately outside the station and there is excess parking available for public and workers in adjoining streets to compensate for the loss of these two carparks.