

**ORDINARY MEETING
OF
REGULATORY PROCESSES COMMITTEE
AGENDA**

Time: 9:30am
Date: Wednesday, 14 October 2020
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

Mayor Foster
Councillor Condie
Deputy Mayor Sarah 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, te wairua	Draw on the supreme sacredness 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 9 September 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 31.2 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

SUBURB BOUNDARY ADJUSTMENT: GLENSIDE/CHURTON PARK

Purpose

1. This report asks the Regulatory Processes Committee to approve an adjustment of the suburb boundary between Glenside and Churton Park as shown on F Plan 3116 (Attachment 1 refers), noting that this adjustment can be further amended in the future.

Summary

2. Addresses are assigned to enable wayfinding. An often overlooked but crucial aspect of addressing is the accurate reflection of the most direct route to a specific location. The suburb in which an address is situated is a key component of this aspect.
3. This report asks the Regulatory Processes Committee to consider modification of the suburb between Glenside and Churton Park boundary as shown on F Plan 3116.
4. In acknowledgement of current and likely future development in this area, it should be noted that suburb boundaries can be realigned as need arises. This means that any decision is reversible in response to change over time.

Recommendations

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to amend the suburb boundary between Glenside and Churton Park, as shown on F Plan 3116.
3. Note that the suburb boundary between Glenside and Churton Park can be further amended in the future to reflect primary access to lots created as a result of development in this area, as required.

Background

5. Boundaries between Wellington suburbs have been adjusted over time as development has occurred throughout the city. Changes have primarily been made to ensure addresses reflect the suburb through which the primary route is generally taken when accessing particular locations. These changes have been made to facilitate way-finding. Ease of way-finding is particularly important with respect to emergency services, to expedite their attendance at emergencies such as time-critical medical events.
6. Greenfield development in the northern suburbs of Glenside and Churton Park now straddles the suburb boundary between Glenside and Churton Park. The latest proposed development now requires addresses to be assigned to the new lots and the

location of the boundary between the suburbs of Glenside and Churton Park to be considered.

Discussion

7. Due to ongoing development in the northern suburbs, a number of new lots now need to be assigned addresses. Addresses enable way-finding, most importantly for emergency services, as well as for postal services and other visitors to an area. They also enable home owners to arrange the necessary consents and connections associated with building a new house.
8. The new lots will be accessed by four new cul-de-sacs and a new road. A separate report at this meeting asks for names to be approved for these.
9. The new cul-de-sacs and road are to be created on land currently lying within the suburb of Glenside. The primary access road to this new development is Farnworth Terrace.
10. Two of the new cul-de-sacs and the road will be reached via Farnworth Terrace. The remaining two new cul-de-sacs will be accessed from the new road to be created off Farnworth Terrace. Farnworth Terrace is currently only accessible from within the suburb of Churton Park.
11. Although the new road off Farnworth Terrace is projected to eventually reach Westchester Drive in the suburb of Glenside, the developer has advised this is not likely to occur in the near future. A link with Westchester Drive is forecast to be up to 4 to 5 years away at this stage.
12. This suburb boundary realignment needs to be considered now as the Council's Naming Policy: Te Māpihi Maurea (August 2019, p. 8) guides that one of the criteria to be considered when names for new roads are contemplated is any current naming theme in a suburb. Thus, the suburb in which a road is situated determines which naming theme forms part of the criteria against which a proposed name is evaluated, if relevant. In this instance, both Churton Park and Glenside have naming themes prevalent in each suburb.
13. Since the primary access to this new development will be from within the suburb of Churton Park for some years, the suburb boundary between Glenside and Churton Park should ideally be adjusted to reflect this for the reasons above.
14. It is pertinent to note here that any suburb boundary adjustment is able to be modified in the future as need arises. This means it can be moved either back to its current location, or some other alignment, to reflect primary access routes to addresses in this area.
15. Council has previously consulted with the Glenside Progressive Association Inc. regarding the suburb boundary, both as part of the suburb boundary review in 2003, and again in late 2016/early 2017. The Association's views in respect of the integrity of the suburb of Glenside are noted and respected. The Association has expressed a preference to retain the suburb boundary as is, at a minimum.
16. The Churton Park Community Association Inc. (CPCA) has previously indicated their viewpoint that new residents in this development are likely to see Churton Park as their community of interest in terms of suburb identity. CPCA expect this to be likely at least until the new road joins with Westchester Drive, at which time these new lots will be

able to be accessed from Glenside. CPCA have noted that further realignment of the suburb boundary is possible, in response to change over time.

17. The developer has not expressed a preference for either the status quo or realignment.

Options

18. The Committee can:

- Endorse the recommendations of the report. This will have the effect of changing the suburb boundary to the alignment shown on F Plan 3116.
- Accept recommendations 1 and 3 only. This will retain the status quo, but may necessitate further consideration of the alignment of the suburb boundary in the near future. Locating these new properties is anticipated to be more difficult for visitors to the area, including emergency services, should the status quo be preserved.
- Reject the recommendations of the report. This will retain the status quo, but may still necessitate further consideration of the alignment of the suburb boundary in the near future.

Next Actions

19. If the Committee accepts the recommendations of this report, Council officers will advise relevant stakeholders of the realignment. These include the New Zealand Geographic Board, Land Information New Zealand, New Zealand Post, and Fire and Emergency New Zealand.

Attachments

Attachment 1. F Plan 3116 [↓](#) 

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Authors	Carline Thomas, Advisor, Land, Customer and Property Information Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Toni Thompson, Manager Information Centre Mike Mendonca, Acting Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

Council has previously consulted with the Glenside Progressive Association, in 2003 as part of the city-wide suburb review, and again in late 2016/early 2017. The Glenside Progressive Association has consistently reiterated its view of Glenside as a discrete suburb with its own distinct character.

The Churton Park Residents' Association endorsed minor suburb boundary realignment to reflect access to properties when consulted in late 2016/early 2017.

The developer expects the linking of the new road with Westchester Drive to still be some years away.

Treaty of Waitangi considerations

No considerations with regards to Te Tiriti o Waitangi have been identified.

Financial implications

There are no financial implications.

Policy and legislative implications

The Council Resolution 2.3.3 of 30 May 2018 stipulates that the Chair of the Regulatory Processes Committee and a delegated senior Council Officer are able to approve minor, uncontentious, changes to suburb boundaries. This delegation is continued under the *Terms of Reference and Delegations of Wellington City Council 2019-2022*, item 3.3.4. Since this particular suburb boundary realignment is contested, the provisions of Resolution 2.3 and delegations of this Triennium apply such that the Regulatory Processes Committee is instead able to endorse the recommendations of this report.

Section 319B of the Local Government Act 1974 also applies to this report. The Act directs that allocation of addresses is the responsibility of the Council. The suburb name forms part of a property's address, therefore Council has the mandate to consider suburb boundaries.

Various aspects of the provisions of the Council's Naming Policy: Te Māpihi Maurea apply, for example with respect to consultation with stakeholders and the assignation of addresses.

Risks / legal

As noted above, Council is required to assign addresses to properties within its authority. Delays in assigning addresses may lead to undue delays in locating a specific property. Such delays carry the potential for tragic consequences to result. Under Section 14(c) of the Local Government 2002, Council is required to "take account of... (ii) the interests of future as well as current communities; and (iii) the likely impact of any decision on the interests [of the community]".

The ability of homeowners to construct new dwellings is negatively impacted when addresses are not assigned in a timely manner. Addressing enables the necessary consents to be issued, such as resource and building consents, and also allows the relevant service connections to be made.

Climate Change impact and considerations

There are no climate change implications to be considered.

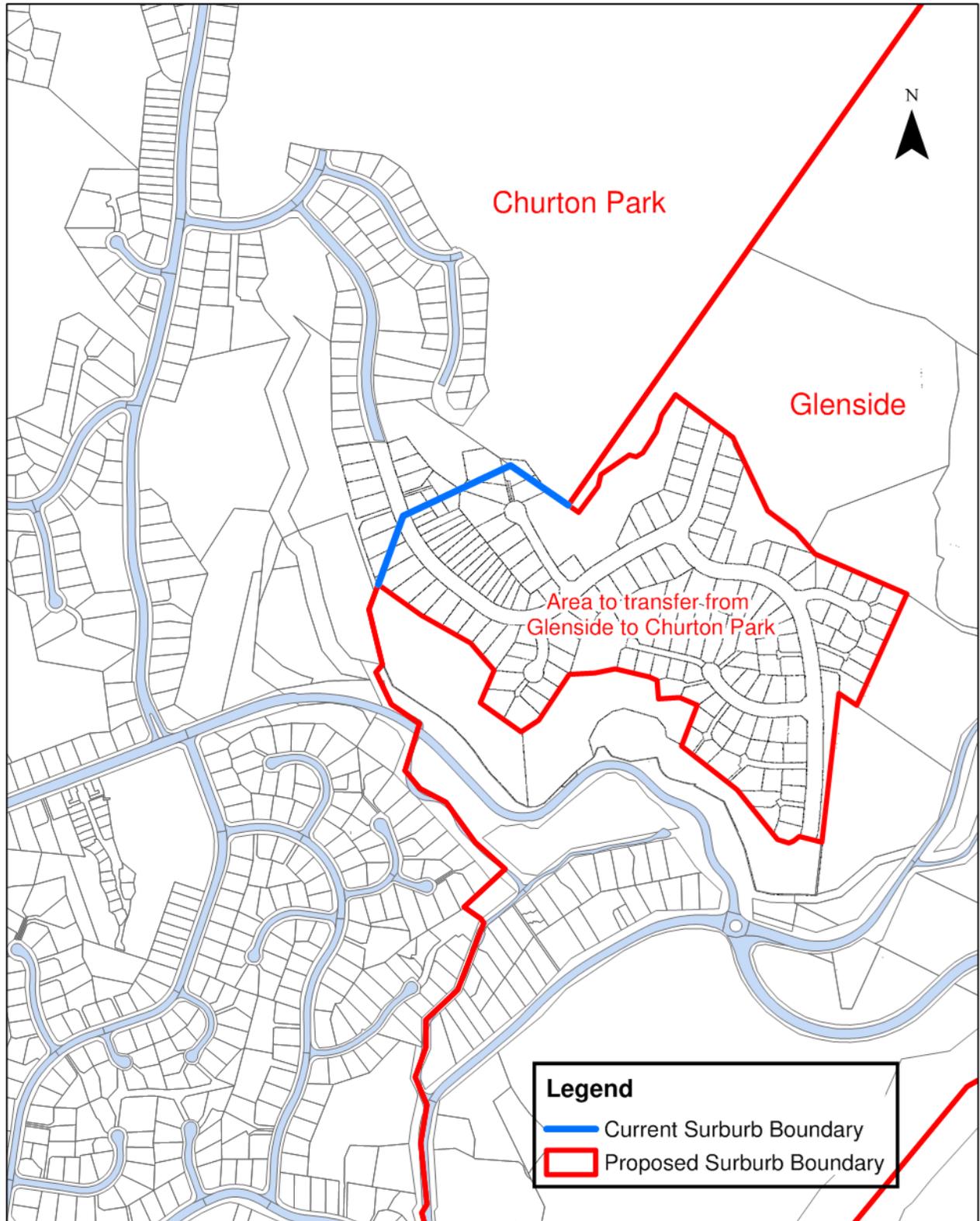
Communications Plan

An extensive communication plan includes Land Information New Zealand, the New Zealand Geographic Board, New Zealand Post, and Fire and Emergency New Zealand.

Health and Safety Impact considered

Health and safety is enhanced when addressing is clear, unambiguous, and adheres to legislation, policy, and other standards that facilitate wayfinding. Community wellbeing is supported: appropriate emergency services can quickly locate the site of any alarm and delays are minimised for postal services and visitors, for example.

F Plan 3116
Suburb Boundary: Churton Park / Glenside
14 October 2020



NAMES FOR FOUR CUL-DE-SACS AND ONE ROAD

Purpose

1. This report asks the Regulatory Processes Committee to approve names for four new cul-de-sacs and one new road to be created off Farnworth Terrace, as shown on F Plan 3115 (refer Attachment 1).

Summary

2. Four cul-de-sacs and one road are to be created as a result of subdivision, as shown on F Plan 3115.
3. The development is situated off Farnworth Terrace. Farnworth Terrace is currently accessed from the suburb of Churton Park.
4. A number of new lots will be created as a result of this development. Addresses are required for these lots to enable progression of the development. This means the access roads to the new lots now need to be named.

Recommendations

That the Regulatory Processes Committee:

1. Receive the information.
2. Approve the names *Glenugie Grove*, *Mossley Grove*, *Ngahere Grove*, and *Titiwai Grove* for the four new cul-de-sacs, as shown on F Plan 3115.
3. Approve the name *Te Kaahu Road* for the new road to be created, as shown on F Plan 3115.

Background

5. Greenfield development of land to the west of the suburb of Glenside - northwest of the suburb of Churton Park - will create four new cul-de-sacs and one new road. These will enable access to a number of newly created lots (refer Attachment 1).
6. Addresses function as an identifier for emergency services, service providers, and visitors to an area. They should reflect the suburb from which primary access is obtained in order to facilitate expedient way-finding. This is particularly important in the event of an emergency. Addresses also need to be assigned to new lots to enable the building process with regards to the issuing of consents and connection of services.

Discussion

7. Greenfield development on farmland to the north of Johnsonville has meant a number of new roads have been created in this area. The development of land located to the west of the suburb of Glenside, northwest of the suburb of Churton Park, is now underway.
8. Four cul-de-sacs and one road will be created as a result of this development as shown on F Plan 3115. These will give access to new lots, which now need to be assigned addresses. A primary purpose of addresses is to enable way-finding, thus should be

- assigned with the objective of reducing needless delay or confusion. Addresses assigned to the new lots will also enable purchasers to arrange the necessary consents and service connections associated with the construction of dwellings on the lots.
9. The developer, the Glenside Progressive Association Inc., the Churton Park Community Association Inc., and the Council's Tira Poutama, Iwi Partnership team were invited to suggest names for the new cul-de-sacs and road. Tira Poutama liaised with mana whenua on behalf of Council. An eventual total of 40 names were either suggested or endorsed by these stakeholders.
 10. Names proposed by the developer follow the Churton Park naming theme of "small English towns and settlements", as noted in Appendix 2 of the Council's Naming Policy: Te Māpihi Maurea (2019, p. 17). Many of the names in Churton Park that follow this theme reference locations within the Greater Manchester area, in the northwest of England.
 11. Of the names proposed by the developer, six are viable options. These are: *Radcliffe*, *Cheadle*, *Stalybridge*, *Irlam*, *Mossley*, and *Tameside*. The remainder of the names proposed by the developer didn't meet the provisions of the Council's Naming Policy: Te Māpihi Maurea (the Policy). The Policy's Guidelines (p. 9) stipulate that names should be unique, short, simple and respectful (unlikely to cause offence). Names submitted by the developer, but not considered here, were eliminated on the basis that at least one of these guidelines was not met.
 12. From the viable names above, *Mossley* was identified as the best option, being short, unique, simple, and unlikely to cause offence. Mossley is situated in the Greater Manchester metropolitan area in the Borough of Tameside. A farm-based community, it supported the local production of wool and cotton during the eighteenth century (source: <https://www.tameside.gov.uk/mossley/facts>).
 13. By reflecting the naming theme of the suburb from which access is gained, the name *Mossley* would give continuity with adjacent street names. This would mitigate the possibility of emergency services and visitors to the area attempting to find an address via a road that doesn't provide such access. The cul-de-sac to which it is proposed this name should be allocated is accessed from Farnworth Terrace. The latter is likewise named in accordance with the naming theme in Churton Park.
 14. The Churton Park Residents' Association has advised a preference for the names *Radcliffe*, *Tameside*, *Cheadle*, and *Mossley*, in that order. *Mossley* is thus the Churton Park Residents' Association's fourth-ranked choice from this shortlist. There were no alternative names suggested by the Association.
 15. Accordingly, *Mossley* is recommended for use for one of the cul-de-sacs closest to the present suburb boundary between Churton Park and Glenside. It reaches the second ranked priority order in the Policy. Specifically, it meets the criteria that "where a specific theme is associated with the location and is considered to still be appropriate for new names" (p. 8), then such a name merits consideration for the name of a road in Wellington.
 16. The naming theme in Glenside differs from that of Churton Park. Since the location of the development is currently within the suburb of Glenside, the Glenside naming theme of "farms and local geographic features" (the Policy, p. 17) is relevant. This is especially the case if the new road (as opposed to the cul-de-sacs), formed as part of this development, joins with Westchester Drive within the suburb of Glenside. This link

is shown on plans for future development in the area. Therefore, although the main access route is currently from within the suburb of Churton Park, this may change in the future. Any suburb boundary amendments can be changed in the future to better reflect access to properties as the need arises.

17. The Glenside Progressive Association has proposed a number of alternative names for consideration for use in this development. Of these, four meet the guidelines of the Policy, for example, with respect to uniqueness. These are *Glenugie*, *Glenrise* (or alternatively, *Glen Rise*), *Waitakaro*, and *Pine Hill*, in order of the Association's preference. As with the developer's suggestions, these meet the criteria under the second-order priority list in the Policy, being in accord with "a specific theme [that] is associated with the location and is considered to still be appropriate for new names" (p. 8).
18. Of the names proposed by the Glenside Progressive Association, *Glenugie* is the Association's preferred option for the new road in the development. *Pine Hill* is the Association's preferred option for the cul-de-sacs. Alternative names proposed by the Association for the road are as above (para. 17): *Glenugie*, *Glenrise* (or alternatively, *Glen Rise*), and *Waitakaro*. Other names were proposed for the cul-de-sacs, but are either duplicated elsewhere in the region, or are not unique, simple, or otherwise fail the provisions of the Policy's Guidelines with respect to meaning, pronunciation, and sound.
19. Feedback from the Greater Wellington Regional Council regarding the name *Glenugie* was that the name is quite similar in sound to Glentui Grove in Khandallah. Since the name *Glenugie*, if endorsed here for use in this area, would be located some distance from Khandallah, officers feel it is sufficiently distinct to still meet the guidelines of the Policy.
20. Suggested names received from the Council's Tira Poutama, Iwi Partnership's Team that meet the Policy Guidelines were *Ngahere*, or *Ara Ngahere*, and *Titiwai* or *Ara Titiwai*.
21. Ngāti Toa also suggested a number of names. Of these, *Ngahere*, *Rangihaeata*, and *Te Kaahu* meet the Policy's Guidelines. *Te Kaahu* was suggested for use as the name for the development, however Council doesn't name developments. Several other names were also suggested by Ngāti Toa, but have been used elsewhere in the Wellington region, if not in Wellington city.
22. *Ngahere* - meaning 'bush' or 'bushline' – was suggested both by Tira Poutama, Iwi Partnerships and Ngāti Toa. Tira Poutama advise the meaning of *Titiwai* is 'glowworm'. The name *Te Kaahu* refers to the hawk that would have flown and fed in this area. It can be seen throughout New Zealand, in many habitats, including farmland. The name *Rangihaeata*, proposed by Ngāti Toa, meets the provisions of the Policy with regards to being unique and respectful. Being longer, it is not preferred by officers.
23. Officers suggest the names *Titiwai* and *Ngahere* be used for the remaining two cul-de-sacs in this development. Officers feel the name *Te Kaahu* is an appropriate name for the road since it was suggested as being suitable as a name for the development by Ngāti Toa, as previously noted. The locations of the road and cul-de-sacs are shown on F Plan 3115 (Attachment 1 refers).
24. In order to preserve the integrity of the Guideline in the Policy that road names should be unique, it is suggested that the road name type 'ara' not be used in this instance.

Although 'ara', meaning 'path' or 'way' is pertinent, it has been used as a prefix to the names of roads and accessways several times in Wellington. Since the principle reason for a road name is way-finding, a proliferation of names beginning with 'ara' has the potential to cause confusion and misdirection. This is a potential issue in the event of an emergency. Officers recommend reserving this prefix for accessways and right-of-ways that are of particular significance to mana whenua.

Options

25. The Regulatory Processes Committee has a number of options:
- The Committee can accept the recommendations in this report.
 - The Committee can choose other names identified in this report as viable options that differ from those recommended by officers. Of the complete list of 40 names proposed by stakeholders, all except those presented here were generally rejected on the basis of having been used elsewhere in the Wellington region. Some of the names will already be in use in Wellington city. This option will necessitate referral back to officers to confirm the availability of names for use in Wellington (that is, officers will need to confirm with the Greater Wellington Regional Council that none have been reserved for use elsewhere in the Wellington region).
 - If the Committee chooses to, it could direct officers to reconsider the original list, noting that names already in use in the Wellington region are generally considered unsuitable for use under the provisions of the Policy.
 - The Committee can reject officers' recommendations and ask for further consultation to occur.
 - The Committee can accept the names proposed by Tira Poutama, Iwi Partnerships and Ngāti Toa outlined here that also meet the provisions of the Naming Policy, but stipulate they be used with the prefix 'ara'.

Next Actions

26. If the Committee chooses not to accept officers' recommendations, then consultation will recommence as appropriate.

Attachments

Attachment 1. [F Plan 3115](#)  

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Authors	Carline Thomas, Advisor, Land, Customer and Property Information Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Toni Thompson, Manager Information Centre Mike Mendonca, Acting Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

Consultation has taken place with Council's Tira Poutama, Iwi Partnerships Team. Tira Poutama has liaised with mana whenua on behalf of Council. The developer, the Glenside Progressive Association Inc., and the Churton Park Community Association Inc. have also been consulted. All stakeholders have indicated their preferred options. A total of forty names were proposed by stakeholders.

The Greater Wellington Regional Council has checked the names recommended by Council officers for suitability, duplication, and similarity compared with other names in the greater Wellington region.

Treaty of Waitangi considerations

Council's Tira Poutama, Iwi Partnerships Team has been consulted. Tira Poutama suggested a number of names appropriate for the location. Tira Poutama also liaised with mana whenua on behalf of Council. Although the site has not been specifically identified as being of particular significance to mana whenua, a number of suitable names were suggested by Ngāti Toa.

Financial implications

Not applicable.

Policy and legislative implications

The provisions of the Council's Naming Policy: Te Māpihi Maurea have been applied to the consideration of all proposed names.

Allocation of street names is a statutory function of Council under Section 319A of the Local Government Act 1974. Section 10(1)(b) of the Local Government Act 2002 states that the "purpose of local government is...to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future". The names recommended by Council officers provide links with the communities on either side of this development and also promote the use of te reo Māori in describing features of the landscape.

Risks / legal

Naming roads permits the allocation of addresses according to the Local Government Act 1974 (S319B) and the Addressing Standard AS/NZS 4819:2011. Naming roads therefore facilitates way-finding for visitors to an area. To the extent that this enables the well-being of communities by reducing the possibility of a fatal delay in attending an emergency event, the timely naming of roads meets the provisions of Section 10(1)(b) of the Local Government Act 2002.

Assigning addresses to the newly created lots created as a result of this subdivision will also enable purchasers to obtain the necessary consents to construct dwellings and arrange service connections.

Climate Change impact and considerations

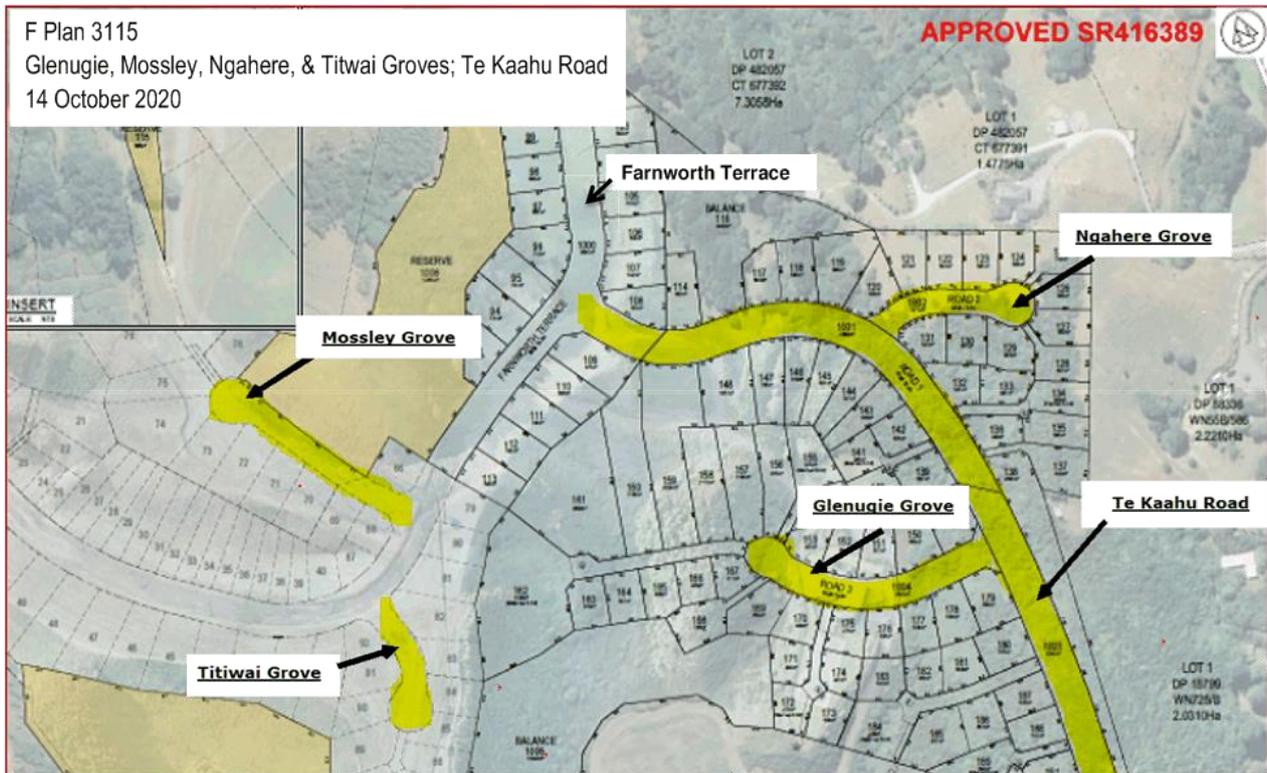
Not applicable.

Communications Plan

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

Health and Safety Impact considered

Health and safety for residents and the general public will be facilitated by naming these roads. Emergency services and any other such related visitors to the area will be able to more easily locate their destination.



NAME FOR PRIVATE RIGHT-OF-WAY OFF WILLIAM EARP PLACE IN TAWA

Purpose

1. This report asks the Regulatory Processes Committee to approve a name for a private right-of-way to be formed off William Earp Place in Tawa, as shown on F Plan 3117 (refer Attachment 1).

Summary

2. A private right-of-way to be formed off William Earp Place now needs to be named. This will allow addresses to be assigned and property owners to construct dwellings and arrange service connections. Of a number of names proposed by stakeholders, the name that best fits the provisions of the Council's Naming Policy: Te Māpihi Maurea is ***Patukawenga Way***.

Recommendations

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to give approval to name the private right-of-way to be formed off William Earp Place, *Patukawenga Way*, as shown on F Plan 3117.

Background

3. As a result of development, a private right-of-way is to be formed leading off William Earp Place in Tawa. The name, *William Earp Place*, was approved by the Regulatory Processes Committee in December 2012. It was the Tawa Community Board's preferred name at that time.
4. The name *Patukawenga* was suggested by mana whenua in 2012 during consultation in respect of William Earp Place.

Discussion

5. A new private right-of-way is to be formed off William Earp Place. Since the right-of-way will give access to more than five lots, it now needs to be named in accord with the Australia/New Zealand Addressing Standard AS/NZS 4819:2011 and the Council's Naming Policy: Te Māpihi Maurea (the Policy).
6. During consultation for the cul-de-sac now called William Earp Place, in 2012, Liz Mellish of the Port Nicholson Block Settlement Trust proposed the name *Patukawenga*. Liz referred officers to G.L. Adkin's *The great harbour of Tara: Traditional Maori place-names and sites of Wellington harbour and environs: A revision* in support of her recommendation.
7. Adkin's 1959 publication *The great harbour of Tara: Traditional Maori place-names and sites of Wellington harbour and environs: A revision* (Whitcombe & Tombs) notes the

area in the vicinity of the nearby Takapu Rd “was claimed by the chief, Te Patukawenga, of Te Ati-Awa...[He] exclaimed ‘Ko taku takapu tenei’, (‘this is my belly’, i.e., place of food supply)” (pp. 80-81). Today, one of the two major supermarkets serving the Tawa community is accessed via William Earp Place.

8. Reina Solomon, of Te Runanga o Toa Rangatira Inc. advised they had no objection to use of the name *Patukawenga Place* during consultation in 2012. She requested acknowledgement of Te Patukawenga’s association with Ngāti Toa as a chief of Ngāti Mutunga. Reina noted he was part of the first wave of Ngāti Toa to occupy the area.
9. There has been no suggestion from either the Port Nicholson Block Settlement Trust or Te Runanga o Toa Rangatira Inc. that this name is no longer considered appropriate for use in this area.
10. Although originally proposing either *Kōhūhū Way* or *Waimate Way* for this private right-of-way, the developer supports *Patukawenga Way* as an alternative to these.
11. The developer’s original suggestions were derived from the Council’s List of Unallocated Names. This list is comprised of names previously reserved for use by the Wellington City Council in the Wellington region. Due to a legislative change, new names cannot be added to the List, but many of the names on it remain available for consideration. *Kōhūhū Way* was added to the List in 2001 following endorsement by the Tawa Community Board for use in Tawa.
12. The Tawa Historical Society (the Society) has advised the Tawa Community Board (the Board) and the Tawa Residents’ Association (the Association) with regards to appropriate names. The Board has subsequently advised the Society’s support for an appropriate te reo name. The Society indicated they see the names initially suggested by the developer as having little relevance to the site. The Society suggested the name *Te Patu-Kawenga* [sic.] to the Board.
13. The chair of the Tawa Community Board has advised the Board supports the name *Te Patu-Kawenga*. The Board expressed concern this name may not be appropriate for a small private right-of-way. However, it can be inferred that the prominence of the road is less significant than the history of this location as a cultivation site for Te Patukawenga since mana whenua suggested the name *Patukawenga* in 2012 as an alternative to *William Earp Place*.
14. The Board also suggested an alternative name: *Te Awa Paripari*. The Board hasn’t provided any information with regards to this suggestion. Research indicates ‘Paripari’ was a kainga (or village) associated with Te Ati Awa and Ngāti Tama in Massacre Bay in the Marlborough Sounds (source: <https://natlib.govt.nz/records/22606995>). According to the online Māori dictionary, ‘Awa’ means “river, stream, creek, canal, gully, gorge, groove, [or] furrow” (<https://maoridictionary.co.nz/search?&keywords=awa>). At the time of writing, this name was neither endorsed nor rejected by mana whenua.
15. The Tawa Residents’ Association proposed the name *Doris Mills Way*. The Association has noted only 6 of the 146 (Tawa Historical Society, n.d. *The streets of Tawa*. <http://www.tawahistory.org.nz/projects/streets.html>) streets in Tawa are named after women. Doris Mills was a deputy mayor of Tawa from 1983 to 1986, then Mayor before passing away in 1987. Amongst other achievements, she was responsible for building a sense of community spirit, advocating for more parks and the Tawa Community

Centre. Further information about her can be found here:

<http://www.tawalink.com/2012photos/dorismills19861209.jpg>

16. There is a *Mills Road* in Brooklyn and a *Doris Gordon Crescent* in Crofton Downs. Council officers therefore draw the Committee's attention to the Association's advice that it is supportive of an appropriate te reo Māori name.
17. *Patukawenga Way* meets the guidelines of the Naming Policy in respect of being unique and respectful (as noted above). Although it isn't short, it remains within the 12 character guideline of the Policy at 11 characters. Policy guidelines also state that names should be simple, "ideally easy to spell and pronounce" (p. 9). As Wellingtonians become more accustomed to greater use of te reo Māori street and place names, officers expect that a name that may initially be seen as more difficult to spell and pronounce will be perceived as less so over time.
18. *Patukawenga Way* also meets the naming criteria of the first priority order outlined in the Policy It is "an appropriate 'te reo' name where the site is important to mana whenua" (p. 8). It also meets the second priority order, since it acknowledges and informs people about some of the history of this location, and is a te reo name. Other names discussed here also meet the criteria assigned for determining the second priority order in the Policy.
19. *Patukawenga Way* is recommended in this format because Standard 3.5.7 of the Addressing Standard AS/NZS 4819:2011 states that locality names should be used without a hyphen, however the hyphen may be replaced with a space.
20. Officers recommend the place name type of 'Way' for this private right-of-way. The alternative place name type is 'Ara', also meaning 'way' or 'path'. Officers feel the road name type of 'Ara' should be reserved for use when a site is of special significance to mana whenua. This will set these locations apart from more everyday prominence. It will also help to reduce the potential for duplication and similarity in respect of street names. As previously noted, this is particularly important to avoid confusion and avoidable delays for emergency services when responding to a call-out.

Options

21. The following options have been identified. The regulatory Processes Committee can:
 - accept the recommendation of this report;
 - accept the recommendation of this report, but choose the road name type of 'Ara', in lieu of 'Way';
 - accept the recommendation of this report, but choose to insert a space in place of the hyphen in the chief's name, thus the name would have the format *Patu Kawenga Way*. This option may necessitate further consultation. The original recommendation from Liz Mellish of the Port Nicholson Block Settlement Trust was in the format, *Patukawenga*;
 - accept the recommendation of this report, but choose to adopt the full name of the chief and insert a space in place of the hyphen in the chief's name. The name would then have the format *Te Patu Kawenga Way*. This option may necessitate further consultation. It is also longer than the 11 character guideline in the Naming Policy: Te Māpihi Maurea. The original recommendation from Liz Mellish of the Port Nicholson Block Settlement Trust was in the format, *Patukawenga*;

- approve one of the other names discussed above. Selection of these may necessitate further consultation. The extent of any further consultation is dependent on the name preferred by the Committee; or
- reject the recommendation and all names discussed here. Taking this option will restart the naming process.

Next Actions

22. If the Committee chooses not to accept officers' recommendations, then consultation will recommence as appropriate.
23. If the Committee accepts the officers' recommendations, then addresses will be assigned and the relevant agencies advised. These include Fire and Emergency New Zealand and Land Information New Zealand.

Attachments

Attachment 1. [F Plan 3117](#)  

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Author	Carline Thomas, Advisor, Land, Customer and Property Information
Authoriser	Toni Thompson, Manager Information Centre Mike Mendonca, Acting Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

Consultation has taken place with Council's Tira Poutama, Iwi Partnerships Team. Mana whenua provided feedback in relation to this area in 2012. The developer, the Tawa Community Board, Tawa Residents' Association, and the Tawa Historical Society (indirectly) have also been consulted. The preferred options and comments of stakeholders are noted in this report.

The Greater Wellington Regional Council has checked the name recommended by Council officers for suitability, duplication, and similarity compared with other names in the greater Wellington region.

Treaty of Waitangi considerations

Council's Tira Poutama, Iwi Partnerships Team has been consulted. Mana whenua have previously advised their feedback in respect of this location.

Financial implications

Not applicable.

Policy and legislative implications

The provisions of the Council's Naming Policy: Te Māpihi Maurea have been applied to the consideration of all proposed names.

Allocation of street names is a statutory function of Council under Section 319A of the Local Government Act 1974. Section 10(1)(b) of the Local Government Act 2002 states that the "purpose of local government is...to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future". The name recommended by Council officers provides links with past and current use of this site.

Risks / legal

Naming roads permits the allocation of addresses according to the Local Government Act 1974 (S319B) and the Addressing Standard AS/NZS 4819:2011. Naming roads therefore facilitates way-finding for visitors to an area. To the extent that this enables the well-being of communities by reducing the possibility of a fatal delay in attending an emergency event, the timely naming of roads meets the provisions of Section 10(1)(b) of the Local Government Act 2002.

Assigning addresses to the newly created lots created as a result of this subdivision will enable purchasers to obtain the necessary consents to construct dwellings and arrange service connections

Climate Change impact and considerations

Not applicable.

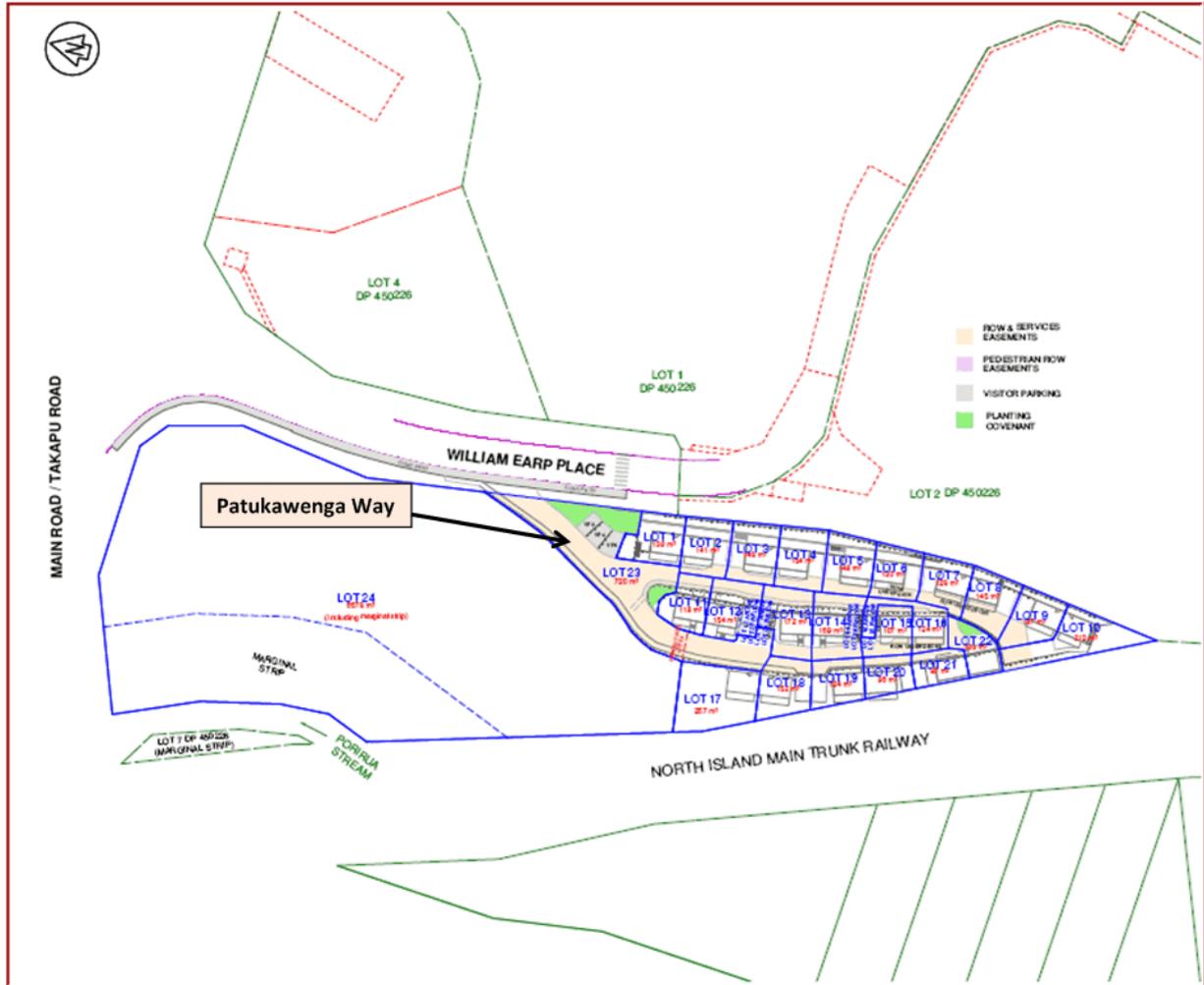
Communications Plan

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

Health and Safety Impact considered

Health and safety for residents and the general public will be facilitated by naming this private right-of-way. Visitors to the area, including emergency services, will be able to more easily locate their destination.

F Plan 3117
Patukawenga Way
14 October 2020



DEVELOPMENT CONTRIBUTIONS REMISSION FOR 11 GRENADA DRIVE

Purpose

1. This report asks the Regulatory Processes Committee to grant a remission on the water supply component of the development contributions for 11 Grenada Drive, Grenada Village, service request 291245.

Summary

2. This matter was tabled at the 12 August 2020 Regulatory Committee Meeting.
3. Council officers met with the committee members on 24 August to answer their questions relating to the DC Policy as well as the applicant's self-assessment application.
4. Council officers met with the applicant on 3 September. The applicant was generally accepting of the remission amount however requested that we review the split of the remission.
5. After further discussions with our specialist advisors, officers have decided to submit the original remission.
6. The Piringa Development Trust ("The Trust") applied for a building consent to build a new church hall with associated car parking and landscaping.
7. The development was assessed for development contributions which amount to \$285,817.73 (29.13 EHUs) under the 2013-2014 Development Contributions Policy ("The Policy").
8. The Trust disagreed with the assessment. After numerous discussions with Council to find a way forward, The Trust have agreed to reduce the water connection to the size of a domestic water connection and to install a domestic water meter and back flow preventer, which prevents drawn water/stored water (in the church) to flow back into public water network.
9. Council's water specialist has determined that these changes will reduce the demand on Council's water supply network and as such we should reduce the water supply component of the development contributions from \$136,744.96 to \$4,694.30.
10. As this new assessment falls outside of our standard self-assessment / special assessment process, this needs to be assessed under the remission and postponement section of The Policy (Section 2.6).
11. As per section 2.6.1 of The Policy, applications made under this section will be considered on their own merits and any previous decision of the Council will not be regarded as creating precedent or expectations, therefore there is no risk or legal implications for this decision.

Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.

2. Agree to accept the development contributions remission of \$132,050.66 for water supply on the condition the water connection is reduced to a 20mm connection, a meter and back flow preventer are installed and confirm the development contribution of \$153,767.08 (GST inclusive) is payable by the owner.

Background

12. The Trust applied for a building consent to build a new church hall with associated car parking and landscaping in 2013.
13. The development was assessed for development contributions which amounted to \$285,817.73 (29.13 EHUs) under the 2013-2014 Development Contributions Policy.
14. The Trust then applied for a self-assessment disputing the reserves, roading, water supply and wastewater component of the development contributions.
15. Council officers and The Trust met a few times during the self-assessment process, and it was decided the best way forward would be to apply for a remission based on a smaller water connection, installation of a water meter and back flow preventer.

Discussion

16. When assessing non-residential development contributions council officers need to assess developments on its most intensive potential use over the next 10 years, not its current use.
17. As the church hall is a large building it has the potential to place a high demand on our infrastructure.
18. Council has a legal obligation to provide the Church with enough water to service the development. The only way Council can limit the potential water use is to limit the amount of water supply to the development by reducing the size of the water connection to a standard domestic water connection.
19. With a smaller water connection, the demand on Council's water network will decrease and therefore a remission on the water supply component of the development contributions is appropriate.
20. The Trust will store the water flow through the domestic connection in a tank and use that water to feed the water use fixtures in the development, as such the waste water development contributions levy is assessed as per the policy.

Options

21. The Policy enables remissions of development contributions to be granted in exceptional circumstances at the Council's discretion and states that these decisions will not be regarded as creating precedent or expectations.
22. The Committee can choose to remit the development contributions for 11 Grenada Drive by \$132,050.66 or reject the remission application and the applicant will be liable for the full amount of \$284,817.73 (GST inclusive)

Next Actions

23. Council officers will invoice the development contributions for 11 Grenada Drive; the amount will be dependent on the Committee's decision.

Attachments

Attachment 1. Development Contributions Summary [↓](#) 

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Author	Nicole Tydda, Manager Customer Service and Business Support
Authoriser	Moana Mackey, Acting Chief Planning Officer

SUPPORTING INFORMATION**Engagement and Consultation**

Not Applicable

Treaty of Waitangi considerations

Not Applicable

Financial implications

The financial implications of Council granting the remission will result in Council collecting less money to fund the growth portion of our infrastructure. However council officers believe that the remission in development contributions reflects the reduced demand placed on our infrastructure.

Policy and legislative implications

Not Applicable

Risks / legal

As per section 2.6.1 of The Policy, applications made under this section will be considered on their own merits and any previous decision of the Council will not be regarded as creating precedent or expectations, therefore there is no risk or legal implications for this decision.

Climate Change impact and considerations

Not Applicable

Communications Plan

Not Applicable

Health and Safety Impact considered

Not Applicable

Development Contribution Summary (cont.)

Property

WUFI: 1915351
Address: 35 Aruba Grove
Legal Description: LOT 1 DP 487107

Property Type: Survey
Status: Current

Service Requests with Development Contribution Items

SR Code: 291245 SR Type: aBLDG CONSENT Staged Over
SR Item Description: 2.3 - Commercial - New Church Hall building with associated car parking and landscaping.

DC Attribute Type	Actual Value	Calculation Value	Calculation Value Change Reason
Year	2013-2014	2013-2014	
Base SR Number	291245	291245	
Base Assessment	Yes	Yes	
No. of Existing Dwellings	0	0	
Final No. of Dwellings	0	0	
No. of Existing Lots	0	0	
Final No. of Lots	0	0	
No. of Existing Units	0	0	
Final No. of Units	0	0	
Existing Square Metres	55	55	DC credit for existing lot
Final Total Square metres	1657.2	1657.2	
Max EHU per Level	29.13	29.13	
Zone (Locality)	J - Grenada-Lincolnshii	J - Grenad	
Development Contribution	285817.73	285817.73	
Equivalent Household Unit	29.13	29.13	
Equivalent Household Unit - Residential	0.00	0.00	
EquivHousehold Unit - Non Residential	29.13	29.13	

Development Contribution Fees Breakdown

Type	Rate (GST Inclusive)	EHU	Total Fee (GST Exclusive)	Gst	Total Fee (GST Inclusive)
ZoneJ Dev Contr City - Reserves	780.85	29.13	19779.27	2966.89	22746.16
ZoneJ Dev Contr City - Roading	1253.50	29.13	31751.70	4762.75	36514.46
ZoneJ Dev Contr City - StormWater	215.05	29.13	5447.31	817.10	6264.41
ZoneJ Dev Contr City - WasteWater	336.95	29.13	8535.09	1280.26	9815.35
ZoneJ Dev Contr City - WaterSupply	0	29.13	0.00	0.00	0.00
ZoneJ Dev Contr - Reserves	339.25	29.13	8593.35	1289.00	9882.35
ZoneJ Dev Contr - Roading	1361.60	29.13	34489.92	5173.49	39663.41
ZoneJ Dev Contr - WasteWater	830.30	29.13	21031.86	3154.78	24186.64
ZoneJ Dev Contr - WaterSupply	4694.30	29.13	118908.66	17836.30	136744.96
ZoneJ Dev Contr City - Com_Infra_Str	1706.60	0	0.00	0.00	0.00
ZoneJ Dev Contr City - Com_OpenSpace	195.50	0	0.00	0.00	0.00
Total:					285817.73

Assessment updated date: 29/10/2018 11:42:08

TRAFFIC RESOLUTIONS

Purpose

1. This report asks the Regulatory Processes Committee to This report asks the Regulatory Processes Committee to consider 10 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 12 proposed resolutions were issued for consultation between 1 September 2020 and 15 September 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. After reviewing the feedback, ten Traffic Resolutions are being recommended for approval (refer to recommendations) and two traffic resolutions were deferred:
 - TR122-20 (Part of) Karori Road - No Stopping At All Times, Bus Stop adjustments was deferred pending further investigation.
 - TR125-20 (Part of) Thorndon Quay - Metered Parking Restriction, Extend Motorcycle Parking Restriction was deferred pending further investigation.
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. TR117-20 (Part of) MacDonald Crescent - No Stopping At All Times
 - b. TR120-20 (Part of) Humber Street - New School Bus Stop
 - c. TR121-20 (Part of) Adelaide Road - No Stopping At All times
 - d. TR123-20 (Part of) Elizabeth Street - No Stopping At All Times
 - e. TR126-20 (Part of) Raine Street - Mobility Park Relocation
 - f. TR128-20 (Part of) Middleton Road - No Stopping At All Times
 - g. TR130-20 (Part of) Hutchison Road - No Stopping At All Times
 - h. TR131-20 (Part of) Awa Road - New Bus Stop
 - i. TR132-20 (Part of) Parkvale Road - Mobility Park Class and Time Limited Parking Restriction
 - j. TR133-20 (Part of) Willis Street - Bus Stop Relocation

Background

6. Twelve proposed traffic resolutions were publicly advertised in the Dominion Post on 1 September 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:
- the proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback
 - all feedback received, and
 - where appropriate, Council officers' responses to the feedback.

Options

8. The attached 'Traffic Resolutions Summary Table RPC 14 October 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 14 October 2020  	Page 39
Attachment 2.	Table of Traffic Resolutions Legal Description RPC 14 October 2020  	Page 43
Attachment 3.	TR117-20 MacDonald Crescent - No Stopping At All Times 	Page 49
Attachment 4.	TR120-20 Humber Street - New School Bus Stop  	Page 54
Attachment 5.	TR121-20 Adelaide Road - No Stopping At All time  	Page 58
Attachment 6.	TR123-20 Elizabeth Street - No Stopping At All Times  	Page 71
Attachment 7.	TR126-20 Raine Street - Mobility Park Relocatio  	Page 84
Attachment 8.	TR128-20 Middleton Road - No Stopping At All Times  	Page 88
Attachment 9.	TR130-20 Hutchison Road - No Stopping At All Time  	Page 95
Attachment 10.	TR131-20 Awa Road - New Bus Stop  	Page 101
Attachment 11.	TR132-20 Parkvale Road - Mobility Park Class and Time Limited Parking Restriction  	Page 107
Attachment 12.	TR133-20 Willis Street - Bus Stop Relocation  	Page 111

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 14 October 2020

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Traffic Volume	Passenger Number	Pedestrian Impact (+, -, no change)		
TR117-20	MacDonald Crescent, Te Aro	Residents Parking	Residents Parking/No Stopping At All Times	Safety/ Accessibility	Parking Services	N/A	N/A	3,080	N/A	no change	This proposal is to install 6.5 metres of broken yellow lines and move a Residents Parking Space to the south side of the road. Parking Services has requested the alteration to a Residents parking space outside 32 MacDonald Crescent. A fire hydrant was relocated to this area and a modification of the Residents parking space is now required. This will improve safety and accessibility and give unrestricted access to fire hydrant.	Yes = 2 No = 2 Not stated = 0
TR120-20	Humber Street, Island Bay	Unrestricted Parking	Restricted Parking (8am to 9am school days only)	Safety/ Accessibility	GWRC	-4 Unrestricted parking spaces during hours of use	N/A	1,980	N/A	+ ve	This proposal is to install a part time school bus stop (8am-9am school days only) on Humber Street. This is to provide space for school buses to stop safely to pick up students. With no current provision for a bus stop, buses have had difficulty stopping to pick up students in this location due to parked cars. This will improve safety and accessibility.	Yes = 1 No = 0 Not stated = 0
TR121-20	Adelaide Road, Berhampore	Unrestricted Parking	No Stopping At All times	Safety/ Accessibility	Resident	-1 unrestricted parking space	N/A	12,121	N/A	no change	This proposal is to install 6 metres of broken yellow lines. We have received a request from a local resident regarding a cycle pinch point. With the northern road lane measuring 2.8 metres in width there is limited room for vehicles to safely pass cyclists in this location. This will safety and accessibility for cyclist and vehicles traveling on Adelaide Road.	Yes = 24 No = 4 Not stated = 0
TR123-20	Elizabeth Street, Mt Victoria	Unrestricted Parking	No Stopping At All times	Safety/ Accessibility	Residents	-1 unrestricted parking space	N/A	2,380	N/A	+ ve	This proposal is to extend broken yellow lines by 9.0 metres. We have received concerns from residents regarding vehicles parked on the footpath outside no. 91 to no. 93 Elizabeth Street. This will improve safety and accessibility for pedestrians as cars are not parked on footpath.	Yes = 4 No = 10 Not stated = 0
TR126-20	Raine Street, Karori	Time Limited Parking	Time Limited/ Class Restricted Parking	Safety/ Accessibility	WCC Officers	-1 P60 Time Limited parking space	N/A	1,359	N/A	+ ve	This proposal is to change one P60 time limited parking space to a P120 Monday to Saturday 8am- 6pm mobility park on the east side of Raine Street. We have extended the loading zone on Raine Street due to the safety concerns raised as a result of double parking by trucks queuing for the loading zone and service lane when delivering for local business. (Refer to TR83-20 approved Aug 2020). The loading zone extension has resulted in the removal of one mobility parking space that we aim to relocate to the opposite side of the road. This will ensure continued accessibility to the local amenities for mobility park users. We have met with a representative from CCS disability action group	Yes = 2 No = 1 Not stated = 0

Traffic Resolutions Summary Table RPC 14 October 2020

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Traffic Volume	Passenger Number	Pedestrian Impact (+, -, no change)		
											on site to discuss this proposed location. The mobility park will improve safety and accessibility for mobility park users.	
TR128-20	Middleton Road, Johnsonville	Unrestricted Parking	No Stopping At All times	Safety/ Accessibility	Developer	-1 unrestricted parking space.	N/A	7,513	N/A	+ ve	This proposal is to Install 9 metres of broken yellow lines on Middleton Road. A new development at no. 23 Middleton Road requires, as part of the resource consent, a no stopping restriction. Prior to the commencement of construction activities at the site, the consent holder must apply for a traffic resolution to install broken yellow lines adjacent to the vehicle entrance. Evidence that an application has been made under the Wellington Consolidated Bylaws must be provided to the satisfaction of the Council's Compliance Monitoring Officer. This is to improve safety and accessibility.	Yes = 2 No = 1 Not stated = 0
TR130-20	Hutchison Road, Newtown	Coupon Parking	No Stopping At All times	Safety/ Accessibility	Resident	-1 Coupon parking space	\$1,113	3,746	N/A	+ ve	This proposal is to install 5.5 metres of broken yellow lines along the south side of Hutchison Road and Remove one coupon parking space. We have received concerns from a local resident regarding the cyclist pinch point that occurs between the pedestrian refuge island and parked vehicles on Hutchison Road. The lane width between the pedestrian island and parked vehicles measures approx. 3.2 metres. This does not allow enough room for vehicles to safely pass cyclists travelling along Hutchison Road. Improves safety and accessibility for cyclist on Hutchison Road.	Yes = 9 No = 0 Not stated = 0
TR131-20	Awa Road, Miramar	Unrestricted Parking	Class restricted Parking/ No Stopping At all times	Safety/ Accessibility	GWRC	-6 unrestricted parking spaces	N/A	3,700	N/A	+ ve	This proposal is to introduce a new bus stop on Awa Road to provide improved accessibility for bus users. There is currently a significant distance (~1.0km) between the bus stops on Miramar Avenue and Awa Road to the north. To improve accessibility to bus services travelling north along Para Street & Awa Road we are seeking to introduce a new bus stop on Awa Road to provide greater accessibility for existing and potentially new bus users towards the north end of Para Street and Awa Road. This will improve safety and accessibility.	Yes = 4 No = 1 Not stated = 0
TR132-20	Parkvale Road, Karori	Time Limited Parking	Time Limited Parking/Class Restricted Parking	Safety/ Accessibility	WCC Officers	N/A	N/A	3,986	N/A	+ ve	This proposal is to change one P30 time limited parking space to a P120 Monday to Saturday 8am- 6pm mobility park on the east side of Parkvale Road. We have met a representative from CSS disabilities action group to discuss the need to provide a mobility park	Yes = 3 No = 0 Not stated = 0

Traffic Resolutions Summary Table RPC 14 October 2020

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Traffic Volume	Passenger Number	Pedestrian Impact (+, -, no change)		
											for users of the mall, library and other amenities. This will improve safety and accessibility for mobility park users.	
TR133-20	Willis Street, Te Aro	Class Restricted/ Metered Parking/ No Stopping At All Times	Class Restricted/ Metered Parking/ No Stopping At All Times	Safety/ Accessibility	GWRC	N/A	N/A	10,130	1,165	+ ve	This proposal is to relocate bus stop #7711 south on Willis Street and remark the stop to be more accessible for buses and passengers. The relocation of stop #7711 is proposed as a result of buses frequently striking the building veranda adjacent to the stop. The stop is also of insufficient length and does not have an entry taper (yellow lines) on approach to the stop making access difficult for buses entering the stop.	Yes = 2 No = 0 Not stated = 0

Table of Traffic Resolutions Legal Description RPC 14 October 2020

a. MacDonald Crescent, Te Aro (TR117-20) No Stopping At All Times		
<i>Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
MacDonald Crescent	<i>Resident Parking, At All Times, Displaying an Authorised Resident Vehicle Parking Permit Only</i>	<i>Northeast side, commencing 25 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658333.982616 m, Y=5989182.823584 m) and extending in a south-easterly direction following the kerbline for 10.5 metres.</i>
<i>Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
MacDonald Crescent	<i>Resident Parking, At All Times, Displaying an Authorised Resident Vehicle Parking Permit Only</i>	<i>North side, commencing 25 metres east of its intersection with The Terrace (Grid Coordinates X=1,748,312.55m Y=5,427,470.95m) and extending in a easterly direction following the northern kerb line for 5.5 metres</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
MacDonald Crescent	<i>No Stopping, At All Times</i>	<i>North side, commencing 35.5 metres east of its intersection with The Terrace (Grid Coordinates X=1,748,312.55m Y=5,427,470.95m) and extending in a easterly direction following the northern kerb line for 6.5 metres</i>
b. Humber Street, Island Bay (TR120-20) New School Bus Stop		
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Humber Street	<i>Bus stop (8am to 9am school days only)</i>	<i>North side commencing 10.0 metres west of its intersection with The Parade (Grid Coordinates X=1748188.49m Y=5421936.45m) and extending in a westerly direction following the western kerb line for 24 metres.</i>
c. Adelaide Road, Berhampore (TR121-20) No Stopping At All Times		
<i>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
Column One	Column Two	Column Three
Adelaide Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 134 metres north of its intersection with Dee Street (Grid coordinates</i>

Table of Traffic Resolutions Legal Description RPC 14 October 2020

			<i>x=1,748,445.19m, y=4,423,187.68m) and extending in a northerly direction following the western kerb line for 6 metres.</i>
d.	Elizabeth Street, Mt Victoria (TR123-20) No Stopping At All Times		
	<i>Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Elizabeth Street</i>	<i>No Stopping, At All Times</i>	<i>North side, commencing at a point adjacent to the driveway of property number 89 Elizabeth Street (Grid coordinates x= 1749297.2 m, y= 5426744.5 m), and extending in a westerly direction following the northern kerbline for 4.5 metres.</i>
	<i>Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Elizabeth Street</i>	<i>No Stopping, At All Times</i>	<i>North Side, commencing 85 metres west from its intersection with Austin Street (Grid coordinates x=1749684.0m, y=5426706.7m) and extending in a westerly direction following the northern kerb line for 13.5 metres.</i>
e.	Raine Street, Karori (TR126-20) Mobility Park Relocation		
	<i>Delete from Schedule A (Time limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Raine Street</i>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 6 metres east of its intersection with Karori Road and extending in a northerly direction following the eastern kerb line for 45 metres.</i>
	<i>Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Raine Street</i>	<i>Mobility Park, P120 Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 7.8 metres north of its intersection with Karori Road (Grid coordinates x=1,745,594.21m, y=5,428,220.69m) and extending in a northerly direction following the eastern kerb line for 6.7 metres.</i>
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Raine Street</i>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 14.5 metres north of its intersection with Karori Road (Grid coordinates</i>

Table of Traffic Resolutions Legal Description RPC 14 October 2020

			<i>x=1,745,594.21m, y=5,428,220.69m) and extending in a northerly direction following the eastern kerb line for 38.3 metres.</i>
f.	Middleton Road, Johnsonville (TR128-20) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Middleton Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 140 metres north of its intersection with Bassett Road (Grid Coordinates X=1,751,526.20m Y=5,435,192.83m) and extending in a northerly direction following the western kerb line for 9 metres.</i>
g.	Hutchison Road, Newtown (TR130-20) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Hutchison Road	<i>No Stopping, At All Times</i>	<i>South Side, commencing 144 metres west of its intersection with Wallace Street (Grid coordinates x=1,748,678.19, y=5,425,602.74m) and extending in a westerly direction following the southern kerb line for 5.5 metres.</i>
h.	Awa Road, Miramar (TR131-20) New Bus Stop		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Awa Road	<i>No Stopping, At All Times</i>	<i>North side commencing 34m east of its intersection with Para Street (Grid Coordinates X=1752610.69m, y = 5424878.10m) and extending in a easterly direction following the northern kerb line for 9 metres.</i>
	Awa Road	<i>No Stopping, At All Times</i>	<i>North side commencing 58m east of its intersection with Para Street (Grid coordinates, x = 1752634.08m, y = 5424871.75m) and extending in a easterly direction for 9 metres.</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Awa Road	<i>Bus stop, At All Times</i>	<i>North side commencing 43m east of its intersection with Para Street (Grid Coordinates X=1752619.69m, y = 5424876.07m) and extending in a easterly direction following the northern kerb line for 15 metres.</i>

Table of Traffic Resolutions Legal Description RPC 14 October 2020

i.	Parkvale Road, Karori (TR132-20) Mobility Park Class and Time Limited Parking Restrictions		
	<i>Delete from Schedule A (Time limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Parkvale Road	<i>P30, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 147 metres east of its intersection with Friend Street and extending in a southerly direction following the eastern kerbline for 22.5 metres.</i>
	Parkvale Road	<i>P30, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 169.5 metres east of its intersection with Friend Street and extending in a southerly direction following the eastern kerbline for 16.5 metres.</i>
	Parkvale Road	<i>P30, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 186 metres east of its intersection with Friend Street and extending in a southerly direction following the eastern kerbline for 20 metres.</i>
	<i>Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Parkvale Road	<i>Mobility park, P120 Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 196 metres south of its intersection with Friend Street (Grid coordinates $x=1,745,436.48m$, $y=5,428,395.31$) and extending in a southerly direction following the eastern kerbline for 3.5 metres.</i>
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Parkvale Road	<i>P30, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 147 metres south of its intersection with Friend Street (Grid coordinates $x=1,745,436.48m$, $y=5,428,395.31$) and extending in a southerly direction following the eastern kerbline for 46.5 metres.</i>
j.	Willis Street, Te Aro (TR133-20) Bus Stop Relocation		
	<i>Delete from Schedule (B) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Willis Street	<i>Bus Stop, At All Times</i>	<i>West side, commencing 45 metres north of its intersection with Karo Drive (Grid coordinates $x = 2658321.420889m$, $y = 5988670.069762m$) and extending</i>

Table of Traffic Resolutions Legal Description RPC 14 October 2020

			<i>in a northerly direction following the kerbline for 11.0 metres.</i>
<i>Delete from Schedule (F) of the Traffic Resolutions Schedule</i>			
Column One	Column Two	Column Three	
Willis Street	<i>Metered parking (P120 Maximum, Monday to Thursday 9:00am-6:00pm, Friday 9:00am – 8:00pm, Saturday and Sunday 8:00am -6:00pm)</i>	<i>West side, commencing 20.5 metres north of its intersection with Karo Drive (Grid coordinates x = 2658321.420889m, y = 5988660.355943m) and extending in a northerly direction following the kerbline for 18.5 metres.</i>	
<i>Delete from Schedule (D) of the Traffic Resolutions Schedule</i>			
Column One	Column Two	Column Three	
Willis Street	<i>No Stopping, At All Times.</i>	<i>West side, commencing 7.5 metres north of its intersection with Karo Drive (grid coordinates X = 2658321.420889 m, Y = 5988670.069762 m) and extending in a northerly direction following the kerbline for 13 metres.</i>	
<i>Delete from Schedule (D) of the Traffic Resolutions Schedule</i>			
Column One	Column Two	Column Three	
Willis Street	<i>No Stopping, At All Times.</i>	<i>West side, commencing 39 metres north of its intersection with Karo Drive (Grid coordinates X = 2658321.420889m, Y = 5988670.069762m) and extending in a northerly direction following the kerbline for 6 metres.</i>	
<i>Add to Schedule (B) of the Traffic Restrictions Schedule</i>			
Column One	Column Two	Column Three	
Willis Street	<i>Bus stop, At All Times</i>	<i>West side commencing 15 metres north of its intersection with Karo Drive (Grid coordinates x = 1748307.9382m, y = 5426968.7471mm) extending in a northerly direction following the kerbline for 15.0 metres.</i>	
<i>Add to Schedule (D) of the Traffic Restrictions Schedule</i>			
Column One	Column Two	Column Three	
Willis Street	<i>No Stopping, At All Times</i>	<i>West side commencing 9.5 metres north of its intersection with Karo Drive (Grid coordinates x = 1748303.4988m, y =</i>	

Table of Traffic Resolutions Legal Description RPC 14 October 2020

			<i>5426964.5831m extending in a northerly direction for 5.5 metres.</i>
<i>Add to Schedule (D) of the Traffic Restrictions Schedule</i>			
Column One	Column Two	Column Three	
Willis Street	<i>No Stopping, At All Times</i>	<i>West side commencing 30 metres north of its intersection with Karo Drive (Grid coordinates x = 1748311.9149m, y = 5426983.3597m extending in a northerly direction for 9.0 metres.</i>	
<i>Add to Schedule (F) of the Traffic Restrictions Schedule</i>			
Column One	Column Two	Column Three	
Willis Street	<i>Metered parking (P120 Maximum, Monday to Thursday 9:00am-6:00pm, Friday 9:00am – 8:00pm, Saturday and Sunday 8:00am -6:00pm)</i>	<i>West side, commencing 39 metres north of its intersection with Karo Drive (Grid coordinates x = 1748315.9697m, y = 5426991.7007m) and extending in a northerly direction following the kerbline for 17.0 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.

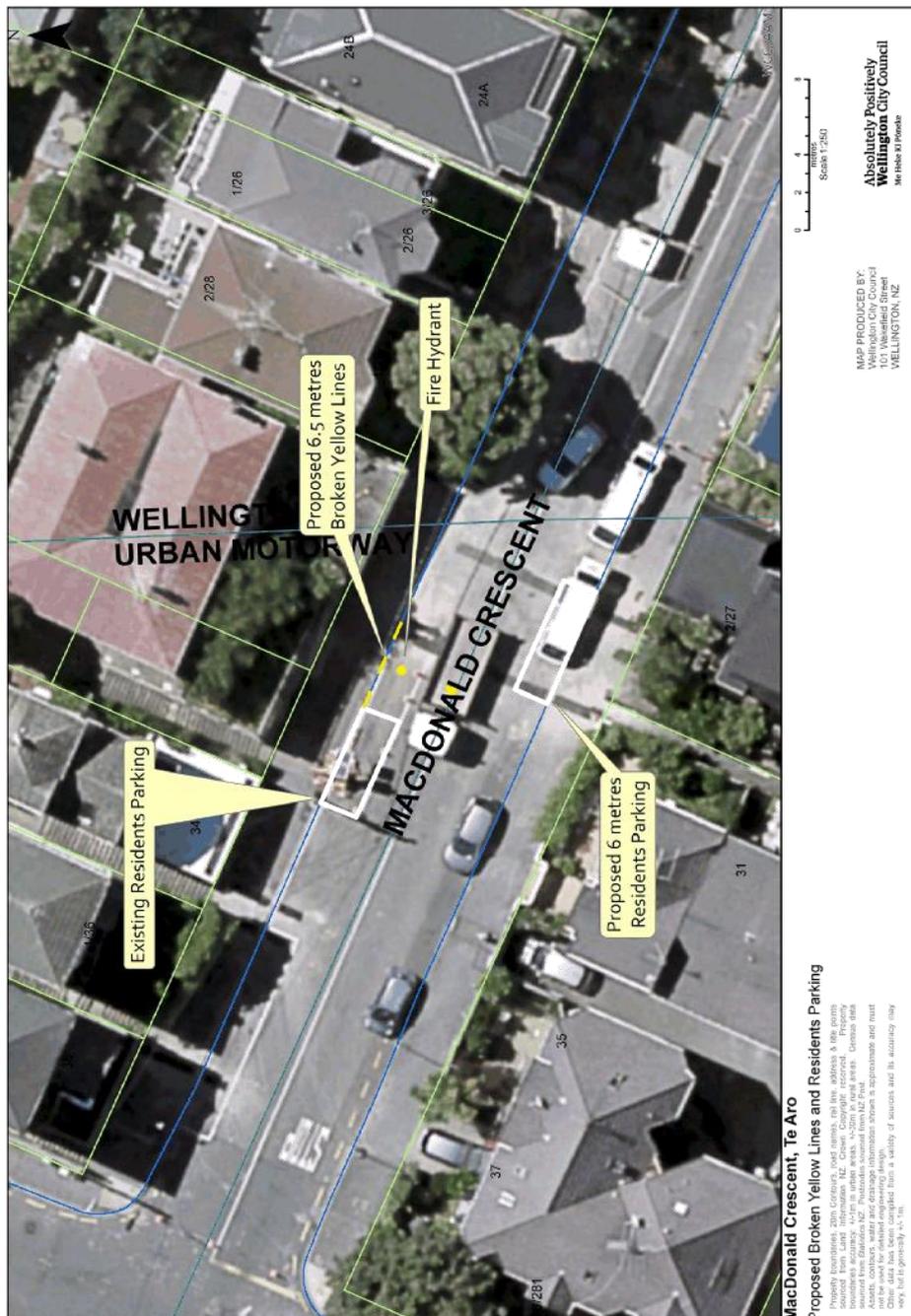
Proposal:

Reference	<ul style="list-style-type: none"> TR117-20 – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 6.5 metres of broken yellow lines. Move a Residents Parking Space to the south side of the road.
Why we are proposing the change	<ul style="list-style-type: none"> Parking Services has requested the alteration to a Residents parking space outside 32 MacDonald Crescent. A fire hydrant was relocated to this area and a modification of the Residents parking space is now required.
Location – where we propose to make the change	<ul style="list-style-type: none"> MacDonald Crescent, Te Aro – outside no.32
Impact	<ul style="list-style-type: none"> Improved safety and accessibility. Unrestricted access to fire hydrant.
Additional Information	<ul style="list-style-type: none"> It is illegal to stop, stand or park a vehicle within 500 millimetres of a fire hydrant. Average weekday traffic volume - 3,080. Pedestrian impact – no change. 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 1 September 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
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 1 September 2020 and finishes 5.00pm Tuesday 15 September 2020.</p>
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Wednesday 16 September 2020. 2. The proposal will go to Regulatory Processes Committee on Wednesday 14 October 2020. 3. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

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Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR117-20 MacDonald Crescent, Te Aro – No Stopping At All Times



We are proposing a change in your area

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Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
MacDonald Crescent	Resident Parking, At All Times, Displaying an Authorised Resident Vehicle Parking Permit Only	Northeast side, commencing 25 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658333.982616 m, Y=5989182.823584 m) and extending in a south-easterly direction following the kerbline for 10.5 metres.

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

Column One	Column Two	Column Three
MacDonald Crescent	Resident Parking, At All Times, Displaying an Authorised Resident Vehicle Parking Permit Only	North side, commencing 25 metres east of its intersection with The Terrace (Grid Coordinates X=1,748,312.55m Y=5,427,470.95m) and extending in a easterly direction following the northern kerb line for 5.5 metres

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

Column One	Column Two	Column Three
MacDonald Crescent	No Stopping, At All Times	North side, commencing 35.5 metres east of its intersection with The Terrace (Grid Coordinates X=1,748,312.55m Y=5,427,470.95m) and extending in a easterly direction following the northern kerb line for 6.5 metres

Prepared By: Alastair Helm (Transport Engineering Assistant)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 28/09/2020

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

Name: Ron Muir
Suburb: Te Aro
Agree: No

I own the rental property at 36 MacDonald Cres and know well the fire hydrant we shouldn't park over outside No. 32.

Knowing how vulnerable my old wooden dwelling is to fire, I'm fully in favour of ensuring ready access to fire hydrants. However, I'm equally aware of the scarcity of residents parking in the street. (There are currently 7 tenants in my property none of whom have a car, but this is unusual; we normally use our full allocation of 2 residents parking permits for the property.)

Consequently, with a view to both ensuring hydrant accessibility and preserving parking spaces I request that the hydrant be relocated to the space in front of my neighbour's double garages. (No. 34) I was previously a Water Engineer in the 1970's and can assure you this is a relatively simple task to blank off the existing hydrant and cut in a new one. I also believe a new hydrant in front of the garages would provide better protection against being parked over than mere broken yellow lines that so many drivers seem to disregard these days.

I am however fully in favour of the proposal to create an additional residents parking space across the road.

Name: Alex Dyer on behalf of Cycle wellington
Suburb: Wellington
Agree: Yes

Key points of our submission

- We support the traffic resolution to extend broken yellow lines on MacDonald Crescent.

We support the traffic resolution to extend broken yellow lines on MacDonald Crescent

We welcome the proposal to improve safety at this location by extending the broken yellow lines as shown.

About CycleWellington

Cycle Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we've worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 2,000 members and supporters.

FEEDBACK RECEIVED

Absolutely Positively
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Name: Robdog
Suburb: Te Aro
Agree: No

I agree with the changes, but you would be much better off if the Residents Parking Space wasn't moved across the street and that strip was left as Coupon parking instead. By placing the Residents Parking spot where it is indicated to be, you'll slightly reduce the amount of vehicles that can be parked along that southern side of the street. It'd be much better off being left as is and maximizing the number of vehicles that can be parked there, rather than making a single out-of-place residents spot.

Officer's response:

Thank you for your feedback on TR128-20. The decision to move the residents park was made so that we can maintain the same number of Residents Only parking spaces, this will mean that residents still have the same number of parking spaces available to them.

Name: abartlet
Suburb: Miramar
Agree: Yes

Seems reasonable.

We are proposing a change in your area

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Kia ora,

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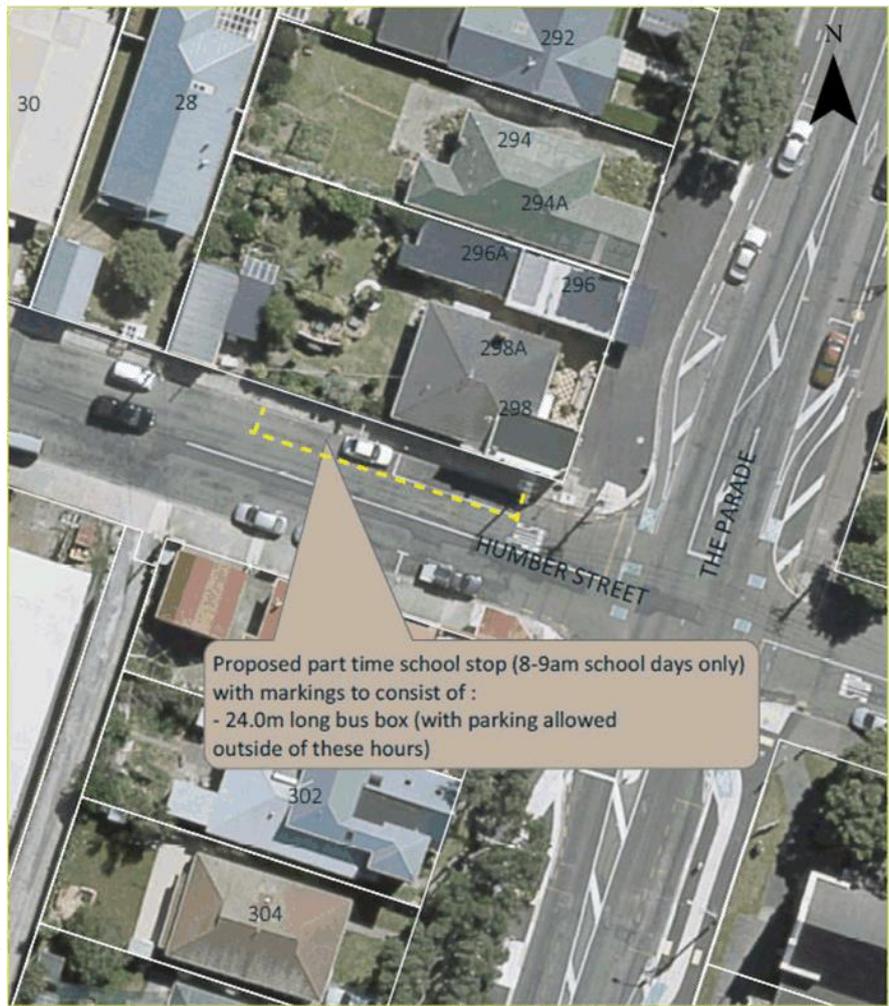
Proposal:

Reference	<ul style="list-style-type: none"> TR120-20 – New School Bus Stop
What we'd like to do	<ul style="list-style-type: none"> Install a part time school bus stop (8am-9am school days only) on Humber Street.
Why we are proposing the change	<ul style="list-style-type: none"> To provide space for school buses to stop safely to pick up students. With no current provision for a bus stop, buses have had difficulty stopping to pick up students in this location due to parked cars.
Location – where we propose to make the change	<ul style="list-style-type: none"> Humber Street, Island Bay near no. 298 The Parade.
Impact	<ul style="list-style-type: none"> Improved safety and accessibility. Parking impact – parking for up to four vehicles would be prohibited during hours of use. Pedestrian impact – improved for those using the bus service as they will be able to board the bus from the footpath.
Additional Information	<ul style="list-style-type: none"> GWRC consulted, via a letter drop with local residents over a two week period, closing on 31st January 2020. No feedback was received from residents. Average weekly traffic volume – 1,980. 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 1 September 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
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 1 September 2020 and finishes 5.00pm Tuesday 15 September 2020.</p>

We are proposing a change in your area **Absolutely Positively Wellington City Council**
Me Heke Ki Pōneke

Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Wednesday 16 September 2020. 2. The proposal will go to Regulatory Processes Committee on Wednesday 14 October 2020. 3. If approved, the proposal will be installed within the following 3 months.
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Traffic Resolution Plan: TR120-20 Humber Street, Island Bay – New School Bus Stop



**HUMBER STREET
 PROPOSED NEW SCHOOL BUS STOP**

SCALE: 1:400
 DRAWN BY: LBENNER
 DATE DRAWN: 08/08/2020

Regional Councils Planning Copyright: ©WCC 14/02/2019

We are proposing a change in your areaAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Humber Street	<i>Bus stop (8am to 9am school days only)</i>	<i>North side commencing 10.0 metres west of its intersection with The Parade (Grid Coordinates X=1748188.49m Y=5421936.45m) and extending in a westerly direction following the western kerb line for 24 metres.</i>

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

Approved By: Charles Kingsford **(Principal Transport Engineer)**

Date: 28/09/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: abartlet
Suburb: Miramar
Agree: Yes

Why not just make it a bus stop full-time? This would mean that when not in use there is better visibility at the intersection without cars being encouraged to park close to the T junction.

Officer's response:

There is no need to make the bus stop full time because it will only be used by the school bus for morning pickups. The bus box has been marked large enough for the bus to access around parked cars but allows parking outside the bus stop operating hours. The head of the bus stop is positioned sufficiently back from the intersection to allow clear visibility for drivers.

We are proposing a change in your area

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Wellington City Council
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Kia ora,

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

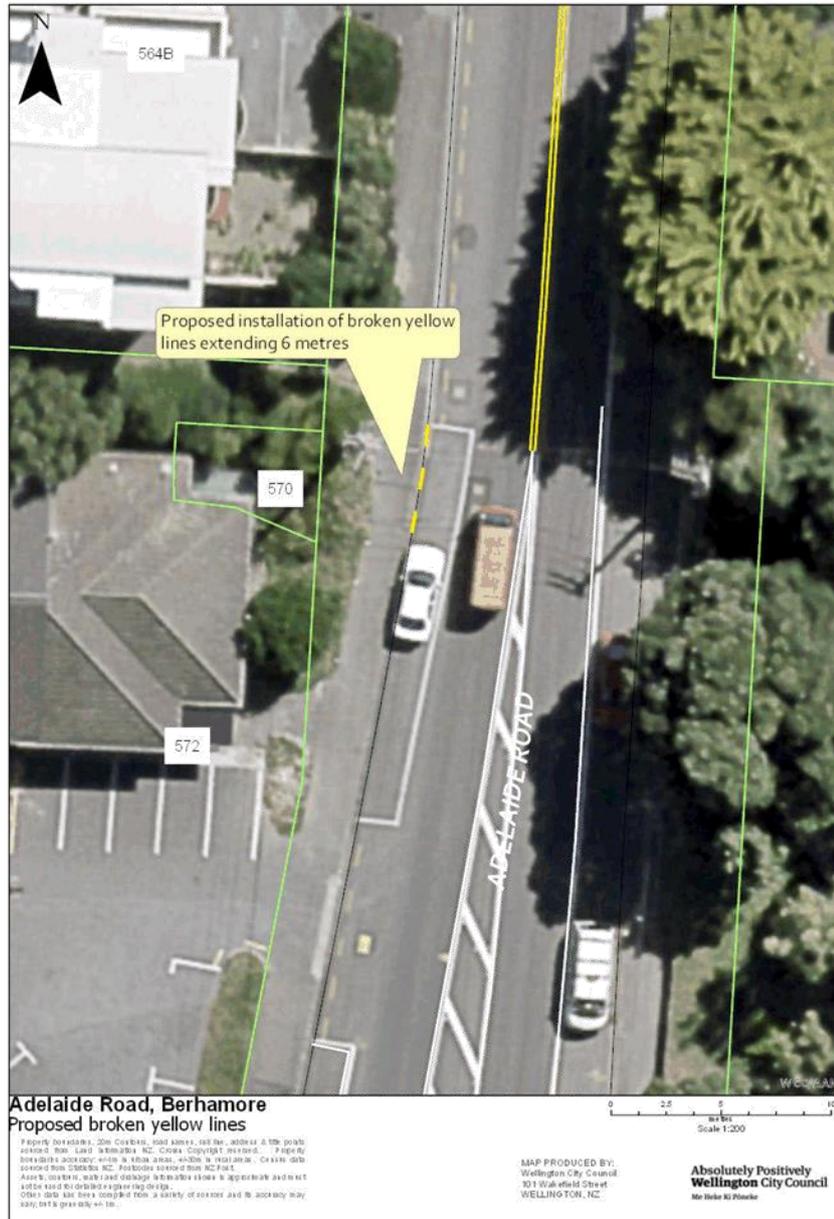
Proposal:

Reference Number	<ul style="list-style-type: none"> TR 121-20 – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 6 metres of broken yellow lines.
Why we are proposing the change	<ul style="list-style-type: none"> We have received a request from a local resident regarding a cycle pinch point. With the northern road lane measuring 2.8 metres in width there is limited room for vehicles to safely pass cyclists in this location.
Location – where we propose to make the change	<ul style="list-style-type: none"> Adelaide Road, Berhampore - no.570
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for cyclist and vehicles traveling on Adelaide Road. Pedestrian impact – no change. Removal of one parking space.
Additional Information	<ul style="list-style-type: none"> Average daily traffic volume – 12,121 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 1 September 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
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 1 September 2020 and finishes 5.00pm Tuesday 15 September 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Wednesday 16 September 2020. The proposal will go to Regulatory Processes Committee on Wednesday 14 October 2020. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

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Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR 121-20 Adelaide Road, Berhampore – 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 Resolution Schedule*

Column One	Column Two	Column Three
Adelaide Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 134 metres north of its intersection with Dee Street (Grid coordinates x=1,748,445.19m, y=4,423,187.68m) and extending in a northerly direction following the western kerb line for 6 metres.</i>

Prepared By: Renee Corlett **(Transport Engineer Assistant)****Approved By:** Charles Kingsford **(Principal Transport Engineer)****Date:** 28/09/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: AaronW
Suburb: Melrose
Agree: Yes

This simple solution will make it heaps safer.

Name: chillu
Suburb: Kingston
Agree: No

This has been the scariest part of my commute from Island Bay for a number of years. Now we're in Kingston, but still using this route for shopping etc. The nature of this pinch point (slight curve on top of a hill) invites bad judgement especially from north-bound drivers. Only removing one parking spot on the narrowest part of this point isn't good enough, at least another 5m are needed (where the white car is parked in the illustration) in order to give cyclists a safe pathway and drivers enough visibility to safely overtake.

Name: Jo Bailey
Suburb: Island Bay
Agree: Yes

The no parking lines should be extended beyond your proposal. That whole parking bay should really go.

Name: Flavia
Suburb: Island Bay
Agree: Yes

I would say all the car parks should had being removed. It's a terrible area narrow and low visibility.

Name: TessaC
Suburb: Island Bay
Agree: Yes

As a cycle skills instructor who bikes this section of road daily I am very aware of the hazard caused by the pinch point. The lane width narrows just before the brow of the hill; cyclists are often slowing down due to the incline. Being forced to move out and pass parked vehicles at this point makes riding this section really difficult. The Northernmost car park (final 6 metres of the parking bay as indicated in the traffic resolution) is the narrowest point and also coincides with a change in lane direction which further encourages vehicles to make close passes or even cut off cyclists negotiating their way past the parked vehicles. However the whole parking bay is an area of concern as it forces cyclists to move out into the flow of traffic just at the point when they are riding the slowest near the top of the hill. The best solution would be to remove the entire parking bay at this point so that cyclists can keep left.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: John.smith2070
Suburb: Island Bay
Agree: No

All four car parks need to be removed to make this area safer for cyclists. Otherwise cyclists will still need to weave in and out of traffic (hazardous in itself) to avoid cars. Replace the parking with concrete bollards up the road so that it is safer for cyclists and enables them to be separated from car/truck users. Need to make this road safer for all road users, not just car drivers. Nobody, even if they live nearby, should expect to be able to park on the side of the road in this busy, but narrow area. This road is for transporting people and not storing cars. Nobody who has moved to this area in the last 50 years should expect to be able to park on the road in this densely populated suburb. Our council has just completed a parking policy review and adopted it last week; surely that should be helping drive decision making here? eg: 'aim to move more people with fewer vehicles by focusing future growth to areas that are close in proximity to key public transport routes, and where there are opportunities for walking and cycling over other forms of transport.' This road meets all those criteria.

Name: Patrick Morgan on behalf of Cycling Action Network
Suburb: Central Wellington
Agree: Yes

On behalf of people who ride bikes, CAN [supports this resolution](#) on Adelaide Rd.

Removing this pinch point aligns with many WCC policies, such as traffic safety, transport mode shift, and Te Atakura carbon reduction plans.

However, we'd like you to go further and replace the whole parking bay with no stopping lines to fix this unsafe pinch point.

See the video at <https://twitter.com/i/status/1125504667801214976> for a recent crash. Thank you for making our streets safe and attractive for people who ride bikes

Name: Carl
Suburb: Newtown
Agree: Yes

This is a pinch-point for cyclists. The gradient here means uphill cyclists travel slowly and makes it more likely vehicles and busses will attempt to overtake. This is a dangerous manoeuvre as the road is currently narrowed by cars parked on it. I would support removal of the other spaces that adjoin in order to improve safety further.

Name: Smithkirsty
Suburb: Island Bay
Agree: Yes

Should extend to removal of the entire parking in that area, it's silly to retain one park space. Having the whole section clear would make the area much safer.

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Name: AntonyFoster
Suburb: Southgate
Agree: Yes

I support this change. Please extend the change to include the two additional spaces that are space restricted.

Name: Jill
Suburb: Newtown
Agree: Yes

While this removal is a good start an extra two parks here is needed, as it's a really dangerous section and 2 extra car parks removed would give a longer stretch for cycling without having to weave in and out of parked cars, taking the lane here when moving more slowly uphill can be unnerving for some. The extra space would also give drivers maximum room to overtake safely.

Name: Tessa
Suburb: Island Bay
Agree: Yes

I support any changes along Adelaide Rd that make it safer for people to share the road and keeps cyclists in particular safe. Removal of one park is great, removal of two more on the other side of the park's driveway would be better.

Name: island_bay_222
Suburb: Island Bay
Agree: No

Agree with this plan, but it would be even better for cyclists if you replaced this whole parking bay with yellow lines (including the two car spaces just south of the proposed change). This whole parking bay is a pinch point for cyclists, and there is lots of parking further south along Adelaide Rd, where the road is wider.

Name: ReganDooley
Suburb: Island Bay
Agree: No

I actually support the removal of carparks at this point but am objecting to the resolution because removing one park as proposed is not sufficient. Please seriously consider removing all three carparks in this parking bay. As someone who cycles between Island Bay and the CBD on a daily basis this is probably the worst pinch point on the whole journey, especially when cycling north. Cyclists are frequently subjected to high speed close passes here and cars often cross the double yellow lines into the path of oncoming traffic. Removing all three carparks will minimise the number of times a cyclist is expected to move in and out of the traffic lane at this point. I also think you need to consider other measures to slow traffic down so that cyclists can safely merge back into the lane at the top of the rise where the on-street parking begins again. Removing all three carparks will be much more clearly aligned with the council's new Parking Policy which makes it clear that "Safe and efficient movement of people and goods (footpaths, bus lanes, cycleways, no stopping

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zones/clearways, construction and maintenance works)" are a higher priority than on-street parking in all circumstances. Removing these three parks will also be a precursor to removing more parking along the stretch of Adelaide Road between Island Bay and Berhampore which is currently narrow and nasty to ride along (and totally unsuitable for more vulnerable cyclists) and which will have to be dealt with as part of the Newtown Connections project. I suggest that that you begin that conversation with residents on that stretch as soon as possible to allow them to start planning for the inevitable on-street parking reductions that result from applying the Parking Policy in the context of that project.

Name: amizd
Suburb: Berhampore
Agree: Yes

I agree with the extension of the broken yellow lines but would like to see this further extended to the remaining 3 parking spaces. As a cyclist, this would greatly improve my feeling of safety along this stretch of road.

Name: mjohns
Suburb: Berhampore
Agree: Yes

Please consider a second traffic resolution to remove the two adjoining parks to give more space for drivers to pass cyclists safely.

Name: Ella Borrie
Suburb: Not Stated
Agree: Yes

I'm emailing in support of these changes. I regularly drive and cycle in the area and it is a dangerous pinch point. I've witnessed a lot of unsafe passing into incoming traffic. I'd recommend the proposal go further and remove more parks to provide more space.

Name: Jonathan Coppard
Suburb: Te Aro
Agree: Yes

I grew up in Island Bay and cycled to SWIS, Wellington College, and Victoria University almost every day past this location since I was 10 years old. It is undoubtedly one of the most unnecessarily dangerous sections. Motorists try and overtake at this pinch point, passing far too closely and crossing the upcoming double yellows into oncoming traffic before the brow of the hill.

This traffic resolution does not go far enough to resolve this situation adequately. Removing the entire parking bay would improve the situation in the following ways where the current proposal would fail:

1. Improving visibility to the north for vehicles pulling out from the car park outside 572 Adelaide road. The one time I have done this in a motor vehicle I failed to see a scooter coming down the hill and almost caused a crash. Improving the visibility at this driveway would create a safer and easier environment for traffic movements at this location.

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2. Allowing vehicles to overtake cyclists safely. Removing only a single space does not result in a safe situation for overtaking given the narrowness of the road and the low visibility for overtaking vehicles around the corner and over the brow of the hill. If the parking bays are not removed, then the double yellow lines should be extended approximately 20m further south to indicate this. As a cyclist and a bus driver, removing all the parks in this location would reduce conflicts between cyclists and buses.

The first principle of the new parking policy is: "Principle A: make iterative parking changes that are linked to improvements in the overall transport system, specifically improvements to public transport, walking and cycling." It seems clear then that the movement of cyclists, buses and other road users should be prioritised on this arterial road over the storage of private vehicles which provide no revenue to the council.

Name: Generation Zero
Suburb: Berhampore
Agree: Yes

Generation Zero supports this traffic resolution, but strongly encourages WCC to remove all three carparks in the parking bay. Road safety: For the many people cycling between Island Bay, Berhampore and the city centre on a daily basis this is probably the worst pinch point on the whole journey, especially when cycling north. Cyclists are frequently subjected to high speed close passes here and cars often cross the double yellow lines into the path of oncoming traffic. Removing all three carparks will minimise the number of times a cyclist is expected to move in and out of the traffic lane at this point. We also think you need to consider other measures to slow traffic down so that cyclists can safely merge back into the lane at the top of the rise where the on-street parking begins again. Safer cycling encourages many people to do the same, which reduces our carbon emissions and congestion. Alignment with new Parking Policy and City's Goals: Removing all three carparks will be much more clearly aligned with the council's new Parking Policy which makes it clear that "Safe and efficient movement of people and goods (footpaths, bus lanes, cycleways, no stopping zones/clearways, construction and maintenance works)" are a higher priority than on-street parking in all circumstances. Upcoming Newtown Connections project: Removing these three parks will also be a precursor to removing more parking along the stretch of Adelaide Road between Island Bay and Berhampore which is currently narrow and nasty to ride along (and totally unsuitable for more vulnerable cyclists) and which will have to be dealt with as part of the Newtown Connections project. I suggest you begin that conversation with residents on that stretch as soon as possible to allow them to start planning for the inevitable on-street parking reductions that result from applying the Parking Policy in the context of that project.

Name: JessEMD
Suburb: Mt Victoria
Agree: Yes

There's not enough space for cyclists and it's a very dangerous spot.

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Name: Claire B
Suburb: Berhampore
Agree: Yes

Good idea and needs the other parks before it take out too as otherwise you're out in the road on a bike but then have to duck in for extra room round the island which can result in it being difficult to pull out again and you not being visible to vehicles not directly behind you. It's definitely a pinch point where cars and buses want to pass and it would be great if they could more easily and safely.

Name: SteveC
Suburb: Newtown
Agree: Yes

This is a particularly busy route for cyclists and numbers are increasing, simple measure like this need to be taken to provide a small measure of increased safety and show that roads are for all those who need to travel. Island Bay cyclists have been particularly impacted by a small number people who have insisted that storage of their cars on public property, in exactly the spot they wish to store their car, should take priority over safety and health of other perfectly legitimate road users. This is a small but significant step towards a more sustainable Island Bay.

Name: abartlet
Suburb: Miramar
Agree: Yes

A good start, but just removing one car park is not really going to make the big difference required here. Pinch points like this are relieved when there is a long stretch without parked cars as weaving in and out of the 'parking lane' is also not safe. All three car parks should have been removed to address this safety issue properly.

Name: Paulz
Suburb: Newtown
Agree: Yes

Please extend to include two more parks to avoid that pinch point. A small step to a safe cycle route to Newtown.

Do It please!

Name: JSC
Suburb: Berhampore
Agree: Yes

The no stopping area should be extended further- this is currently an unsafe area for people on bikes and pedestrians. The new parking policy should be used to discourage private car parking

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Name: kotare
Suburb: Island Bay
Agree: Yes

Please make it longer than 6 metres, this is such a scary and dangerous section of road. It should also be 30kmh along there because of the sports field playground and the slope.

Name: Alex Dyer on behalf of Cycle wellington
Suburb: Wellington
Agree: Yes

Key points of our submission

- We support the traffic resolution to extend broken yellow lines on Adelaide Road.
- We strongly encourage WCC to provide greater protections to people riding bicycles at this location.
- The Newtown Connections project should be urgently progressed.
- Removing unsafe pinch points aligns with multiple WCC policies.

We support the traffic resolution to install broken yellow lines on Adelaide Road

This uphill section of Adelaide Rd is used by cyclists travelling relatively slowly. It is unrealistic to expect people riding bikes 'take the lane' relative to the average speed of heavy vehicles here. Subsequently, the current configuration results in a 'pinch point' for moving traffic when a vehicle is parked at the location highlighted in this resolution.

A serious danger to people on bikes is potentially being struck by overtaking motorists. The pinch point only exacerbates this danger.

The pinch point also means there is also not enough space for cyclers to maintain safe clearance from parked vehicles to avoid being "doored" should someone be exiting the parked car.

Removal of parking here will also improve safety by creating better sightlines of oncoming traffic and awareness of motorists using the shared driveway nearby.

Being overtaken by motor vehicle traffic at speed, especially buses, large trucks and oftentimes impatient drivers is not a pleasant experience for people riding bikes slowly uphill (especially less confident riders).

The car park in question can be filled for sometimes many weeks on end, meaning the location is consistently more dangerous than it should be.

We welcome the proposal to improve safety at this location by extending the broken yellow lines as shown.

We strongly encourage WCC to provide greater protections to people riding bicycles at this location

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Adelaide Road sees heavy volumes of traffic in both directions - especially at peak commuting times. This area is a known 'black spot', with a history of crashes and resulting injuries over the years. Cycle Wellington would like to see much more protection afforded to people riding bikes and micromobility, as well as people walking through this area. At the very minimum we would recommend extending broken yellow lines to replace all three car parks directly in front of the soccer club.

Ultimately there would be physical separation infrastructure to make this busy, high-volume road safe and more comfortable to ride and safer for all users.

The Newtown Connections project should be urgently progressed

To progress safer conditions for people not driving cars, Cycle Wellington encourage WCC to urgently progress designs and work on the Newtown Connections project.

Ultimately this location would be benefiting from an upgrade as part of a larger, connected and comfortable route of access from Island Bay into the City as is intended by that project.

Removing unsafe pinch points aligns with multiple WCC priorities

Improving the safety and experience of people riding bikes helps progress the desired transport mode shift council is working towards. If the council cannot provide fully segregated facilities for people to ride bicycles safely, it is their obligation to make the shared roadway safe for mixed use.

The WCC Te Atakura carbon cut aspirations are greatly boosted by every person who chooses to ride a bike over getting in a large private motorised vehicle. Removing unsafe situations such as pinch points like this are essential to avoid people on bikes being scared off riding bikes due to close passes.

While not a radical improvement, this proposed resolution helps reflect WCC's traffic safety priorities - placing more importance on people on foot, then bike, then in larger vehicles.

Name: Ron McGann
Suburb: Wellington
Agree: Yes

I support the changes to the parking proposed in TR121-20 to make that section of Adelaide Rd safer for northbound cyclists by removing a Pinch Point.

COMMENTS:

- This section of Adelaide Rd is uphill and exposed to strong northerly winds (e.g. today 15 September), both of which slow northbound cyclists down.
- Since only ONE parking place is being removed and the other one (outside #572) just north of the driveway entrance to the park remains, it is necessary for northbound cyclists to maintain a "safety separation" between a car parked there and the cyclist when passing

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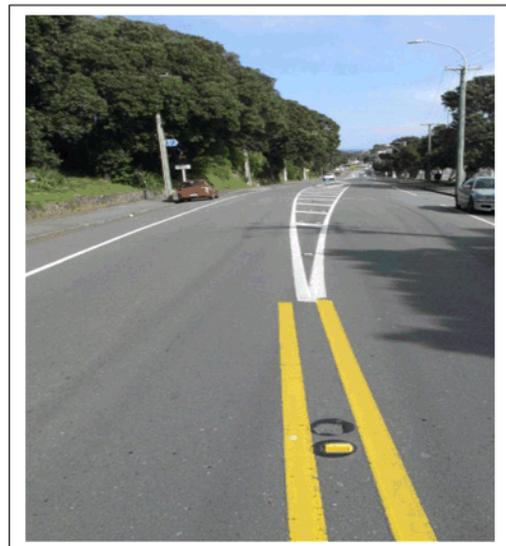
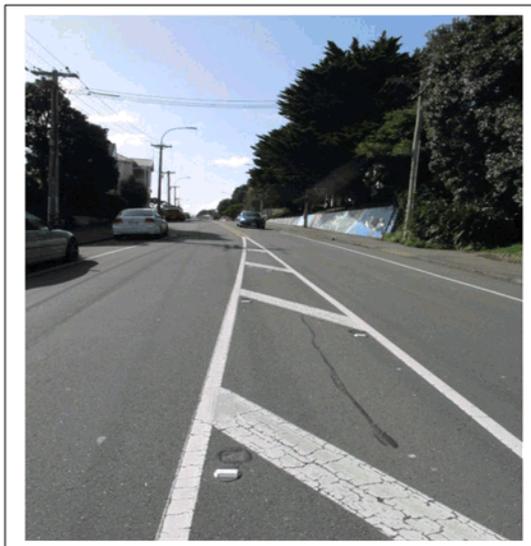
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(photo 6427) the parked car. This is necessary to avoid the cyclist being “doored” if a driver unexpectedly opens his/her driver’s door when the cyclist is passing the parked car. A consequence of this need to avoid “dooring” means that the available road width northbound is much reduced for any northbound vehicle traffic, by the flush median. It is particularly daunting (even for experienced cyclists) to be travelling uphill into a strong headwind, leaving a safety spacing between cyclist and a parked car AND at the same time being overtaken by a double decker bus (there are quite a few on the #1 route) (photo #6428).

- Weekday morning commuter hours (7 – 9 am) are the times cyclists are most likely to be at risk of a collision with following motor vehicles. (especially heavy vehicles such as buses).

SUGGESTIONS:

- Consider removing the second parking space and extending the yellow No Stopping lines south from the proposal in TR121-20 to the driveway entrance to the park. This would make it much safer for weekday morning northbound commuter cyclists travelling uphill, especially on very windy northerly days, when vehicle traffic is greater than at other times.
- Alternatively, restrict parking in the second parking space during Weekday morning commuter hours (7 -9 am), either by suitable parking signage or installing a short CLEARWAY section for Weekdays only 7 – 9 am, northbound lane only (like Thorndon Quay), so that there are no parked vehicles in the two current parking spaces to the north of the driveway entrance to the park (outside #570 and #572).
- Another possibility (?) would be to extend the yellow No Passing lines (photo 6426) south to the entrance to the park, instead of the current tapering flush median lines (photo 6425). This would enable the northbound traffic lane to be slightly wider than currently. Some northbound heavy traffic today used part of the flush median as they moved uphill (photos 6428 and 6429).



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Officer's response to all submissions:

Thank you for providing feedback regarding this traffic resolution. We will create a new traffic resolution to propose the extension of broken yellow lines to remove the other two carparks at this location.

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Kia ora,

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

Proposal:

Reference	<ul style="list-style-type: none"> • TR123-20 – No Stopping At All times
What we'd like to do	<ul style="list-style-type: none"> • Extend broken yellow lines by 9.0 metres.
Why we are proposing the change	<ul style="list-style-type: none"> • We have received concerns from residents regarding vehicles parked on the footpath outside no. 91 to no. 93 Elizabeth Street.
Location – where we propose to make the change	<ul style="list-style-type: none"> • Elizabeth Street, Mt Victoria - no.91 to no93.
Impact	<ul style="list-style-type: none"> • Pedestrian impact – improved safety and accessibility from cars not parked on footpath. • Removal of one unrestricted parking space.
Additional Information	<ul style="list-style-type: none"> • Average weekly traffic volume – 2,380 • 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 1 September 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
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 1 September 2020 and finishes 5.00pm Tuesday 15 September 2020.</p>
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Wednesday 16 September 2020. 2. The proposal will go to Regulatory Processes Committee on Wednesday 14 October 2020. 3. If approved, the proposal will be installed within the following 3 months.

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Traffic Resolution Plan: TR123-20 Elizabeth Street, Mt Victoria – No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
Elizabeth Street	<i>No Stopping, At All Times</i>	<i>North side, commencing at a point adjacent to the driveway of property number 89 Elizabeth Street (Grid coordinates x= 1749297.2 m, y= 5426744.5 m), and extending in a westerly direction following the northern kerbline for 4.5 metres.</i>

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

Column One	Column Two	Column Three
Elizabeth Street	<i>No Stopping, At All Times</i>	<i>North Side, commencing 85 metres west from its intersection with Austin Street (Grid coordinates x=1749684.0m, y=5426706.7m) and extending in a westerly direction following the northern kerb line for 13.5 metres.</i>

Prepared By: Reuben Lovell-Smith (Transport Engineer Assistant)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 28/09/2020

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Feedback Received:

Name: KG
Suburb: Mount Victoria
Agree: Yes

This resolution will improve the access and environment for me and my daughter on walk to school, not having to squeeze past cars parked on the footpath.

Officer's response:

Thank you for submitting feedback on this traffic resolution.

Name: Susie Tocker and Mark Hewett
Suburb: Mt Victoria
Agree: Yes

In regard to the proposed extending broken yellow lines you are suggesting in Elizabeth Street outside number 91.

We are not unhappy that you are removing that particular parking space, but we are very concerned that there is a very real shortage of parking spaces for residents that pay for their parking.

Removing even one unrestricted space will impact upon the residents. I regularly have to park in an unrestricted space and usually not even in Elizabeth St, as all those parks are being used by commuters working in the city.

I would like you to tell me how many resident parking permits are issued for our one-way section of the street, numbers 60 Elizabeth through to 107 Elizabeth and then tell me how many resident parks there are in the same numbered range?

I propose the one-way part of Elizabeth Street should be all resident only parking or at least a lot more parks provided for the paying residents.

One small solution is that outside our property we have just purchased (number 75) there is a large traffic island but because of its impractical design it is almost impossible to park on the uphill side. If the shape of the island was improved another resident car park would be freed up, plus rubbish trucks and the like would be able to navigate the street without always running over it, damaging it.

Officer's response:

Thank you for your feedback, at this stage there are 36 permits currently issued to properties from 60 to 107 Elizabeth St, there is 15 Residents parking spaces in the same range.

Modifications of the kerb build outs are outside of this current proposal. We will review and investigate all suggested changes.

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Name: Sarah O'Sullivan
Suburb: Mt Victoria
Agree: No

I received a leaflet in the post advising me of a proposed change to parking in Elizabeth St. I am a resident and owner of number 70 Elizabeth St. I also own a garage at 97 Elizabeth St.

I strongly object to the proposal to remove an unrestricted parking space, in response to concerns raised by residents regarding vehicles parking on the footpath. A proposal to remove a carpark from an already congested street, where it is difficult to find a carpark at peak periods of the day is, in my view, ridiculous and will just make the issue worse. Less carparking on the street is not the answer. The council should instead ticket the illegally parked cars?

Regularly there are cars parked on the pavement outside my garage. This is simply because there is not enough car parking in the street. I have never complained about it.

Currently there is a lot of building work happening on the street with builders putting cones out to claim carparks without any legal permit to do so. It would be useful if more parking wardens patrolled the area and clamped down on this activity instead - this would result in carparks being freed up on the street for legally permitted residents.

Officer's response:

Thank you for your feedback, we will pass your feedback regarding parking enforcement to parking services.

Name: Jeremy
Suburb: Mt Victoria
Agree: No

I am writing in response to proposal TR123-20 to add no stopping lines on Elizabeth Street. I live at 97 Elizabeth Street.

I do not think that this proposal is a good idea. There is already far too little parking space on this road and more houses are being built which, no doubt, will take even more parking space. I am aware of a number of elderly residents who already have to park a long way from their homes as a result of a lack of parking.

I walk past the relevant area most days and rarely see cars on the pavement. If they are there, then they are certainly not materially interfering with pedestrians.

Happy to provide more detail if necessary.

Officer's response:

Thank you for your feedback. We will review the residents parking permits and spaces in this street.

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Name: Taurus73
Suburb: Mt Victoria
Agree: No

I am submitting this as a rate paying, resident permit paying resident who owns a property on this street. The general status of parking in Elizabeth St is dire. The lack of parking for residents is abysmal and has needed addressing for at least the last 10 years. The introduction of the bricked sections removed parking. We have numerous houses on the street that have more than the allocated permits handed out and contend with people who live outside the area driving and parking on our street to then walk into town to work reducing the parks available to residents - coupon or otherwise. They also don't buy coupons as they are supposed to. We also have intensive building works happening at 72 and up near 105 which has led to a massive influx of builder's vehicles that take up both coupon and resident parks with no penalties because parking officers don't seem to come up this way much. They illegally cone off parks over the weekend hoping to hold them for Monday and some residents don't move them. The builders don't have permits to do this. Vehicles park up on the footpath for 2 reasons. 1. The road there is very narrow because of the brick section narrowing it and 2. There is nowhere else to park. I understand what you are trying to do but I'm sure the gentleman at 93 wouldn't be happy as I'm sure he's parked half up on the footpath as well and now he will lose that ability, but if you forge ahead and do what you want to anyway by extending the no parking lines you REALLY need to replace the lost carpark. I am sick to death of being cursed at and threatened by people who don't pay to be in or belong in the parks and I ask them to move when I pay rates and for a permit to park at least somewhere near my home. I have been told by the folks at Council who answer the phones that a survey was being done in our street to redress the balance of coupon v resident parks as coupon parks far outweigh resident parks, but nothing ever changes. We pay through the nose for the 'privilege' to park near home and we should be able to do so. Remove the carpark but replace it please!!!!

Officer's response:

Thank you for your feedback, we will reduce the proposed extension of broken yellow lines to just across the hump.

Name: Heather Small
Suburb: Unknown
Agree: No

I do not agree with this proposal as parking in the street is at a premium.

Any loss of car parks in this street is a deprivation to the residents.

Firstly, it is not one car park space being removed but two.

My suggestion is that the planter on the opposite side of the road protrudes too far into the street. This needs to be reduced in width and then the cars trying to park opposite do not need to park slightly on the footpath to allow traffic to flow.

I would also like to suggest removing completely the planter further down the street on the right hand side. To me, it serves no purpose and would make one, if not two more car parks...

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Parking is already at a premium as already mentioned, and I would suggest that car parking permits are closely monitored per house and restricted in number to perhaps per house.

A new building site at 99/101 Elizabeth has been approved with two residences which potentially mean at least four more cars find car parks and already residences are unable to park in the street.

Officer's response:

Thank you for your feedback, the plan has been amended to show the existing and proposed broken yellow lines. We will review the residents parking permits and spaces in this street. Modifications of the kerb build outs are outside of this current proposal. We will review and investigate all suggested changes.

Name: Virginia Callanan
Suburb: Mt Victoria
Agree: No

The street needs as many car parks as possible because the majority of houses have no off-street parking. If you need to reduce the number by 2 car park spaces, can you please then remove one of the raised brick areas on the street to create replacement parks.

The design of the raised brick areas is such that it is very difficult to manoeuvre in and out of them - they should have diagonal edges (not squared off) to facilitate getting in and out.

Officer's response:

Thank you for your feedback. Modifications of the kerb build outs are outside of this current proposal. We will review and investigate suggested changes.

Name: JessEMD
Suburb: Mt Victoria
Agree: Yes

I support this, as the footpath is very narrow and cars park on it all the time.

Name: Andrew Watson
Suburb: Mt Victoria
Agree: No

I own and reside at 98 Elizabeth St. I don't support this submission. The parking of cars on the footpath is a recent occurrence and has only begun because the development at 99 Elizabeth has been extremely disruptive since July 2019 and large trucks need thoroughfare through the street and this point is where it is at its narrowest. Furthermore, numerous contractors are using the parks normally used by residents. Parking is already compromised enough in the street- and the increase in housing density at 99 due to the current development certainly will not help the situation. There are more options to add parking in Elizabeth St. Firstly the verge on the right hand side is an eyesore and I don't believe it necessary to grow a tree on this site. There are plenty of trees in Elizabeth St. This verge could be removed to create further parking.

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Secondly the judder bars are not effective and could be replaced with judder bars that do not affect parking. This could enable further parks opposite the verge close to number 62 My neighbour Melpi Kondos who owns 100 and 102 supports my thoughts.

Officer's response:

Thank you for your feedback. Modifications of the kerb build outs and judder bars are outside of this current proposal. We will review and investigate all suggested changes.

Name: Tania Wynn
Suburb: Mt Victoria
Agree: No

I am greatly concerned about the reactive proposal to remove not one but in actual two car parks outside no 91 Elisabeth street.

I say reactive because I think the car parking situation in the whole street needs to be reviewed and addressed. Removal of any parks should be the last option as car parking in Elizabeth and surrounding streets is at a premium. In my experience there are no free parks to be found anywhere after 6 pm and often during the day. Where and who do I complain about that to? No is interested? It's none immediate concern but mine when I can't find a park in my street.

Issues include

The two planter islands make current parking extremely difficult for anything other than a very small car.

People park over two car spaces and often leave more than necessary space next to driveways and garages taking up by virtue of this, yet another park. Often badly parked cars stay this parked for days on end.

The speed bumps mean even careful parking at the side of them damages my wheels and often times parking on them leaves not enough room for big cars and rubbish trucks to drive down the street.

I would like for there to be a complete review of the car parking for all residents on this street. It's an ongoing issue which is often the topic of conversation with neighbours. I am totally against the removal of any car parks as this will not solve the real issue of car parking in the street.

Name: Julia Barnett
Suburb: Mt Victoria
Agree: No

I am astounded that you are proposing this when there have been so many outstanding issues on the street.

Firstly, I disagree with your assessment that it will only remove one car park. it will remove two car parks.

If you looked at the street you will understand why it is necessary, that sometimes cars are parked as such (and may I say they are generally tenants' cars not homeowners) The huge planter verge opposite encroaches way out into the street and does not permit cars to flow easily.

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All you need to do is reduce the width and there will be ample space for the cars to park opposite. The brick work of the planter has been broken for years. It used to be repaired every two or three months and within a week it was damaged again so the council have not been to repair it I think 6 years. We have asked for it to be reduced but no such joy from you for many years and yet you are thinking of taking action very quickly of someone's complaint about the parking....

You will also see that there is more than enough space to walk on the footpath even with the cars slightly infringing. I have taken a photo today as proof of such. and while we on the subject of that particular area, the speed bump needs to be removed as does the one at the end of the street, or at least the latter should be reduced in height or smoothed. It may be ok for a large suv but not a small vehicle

WE do not have enough car parks in the street as it is, Elizabeth St is a tiny street with many many houses, a lot of the houses are tenanted, and all have many tenants and many permits have been issued per house. I for one am an elderly woman who has only one permit for my tiny house which I pay a huge amount of rates for and I cannot get a park in my street at night which is appalling. There should be a policy of max two permits per residence and I would submit that most (but not all) of the coupon parks should be removed and made into resident car parking....

You have permitted a huge building to be erected at 94 Elizabeth St. This build has been going on for over a year now and nowhere near completion. The builders have had cones out 24/78 and I mean 24/7 so there is no parking over 94 and /96 Elizabeth St. Can you tell me if this is legal...?? There is now a build going on up the street and the same is applying but they do not have the audacity of leaving the cones out in the weekend like they do at 94...You have allowed two residences to be built on one property with only one garage for both This in effect takes one precious car park off the road as access for the garage and knowing how the council dishes out resident cars parks flippantly there will be another 4 cars at that property so where are they going to park????? This has and will create even more problems of not having enough car parks in the street. I know of others who have complained to the council about this and have either been rebuffed or ignored.

other issues not addressed by council: -

!. I have been in touch with council on numerous occasions in regards to a culvert that has NEVER been unblocked which is outside my property for the eight years that I have lived here and not had any proper service and the jolly culvert is still blocked which is totally caused by the tree roots of the most unsuitable suburban trees.

We submitted a petition (signed by most of the residents in the one way stretch) to get rid of the terrible unsuitable trees in our street. and NOTHING has been done apart from the odd prune which has not alleviated the problem of tree roots damaging footpaths and spreading into the drains, catkins dropping and damaging cars engines etc, then follows the little cones which stain the houses followed again by the incessant leaf drop in autumn.. ie there are three things that drop from the trees.

3. The petition asked for the dangerous footpath, on the opposite side of road to where you "plan" to place yellow lines, to be repaired. This was promised by council in writing to be completed in financial year 2016..... yes 2016 and guess what.... it still not been done.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

4. We asked that one planter to be narrowed and shortened and the other further down the road to be removed completely. It serves no purpose and takes up precious car parking.

I would ask that you convey a meeting of all residents in the one-way part of the street to ascertain what we need/require.

in meantime my suggestions

1. reduce width of planter that has the huge tree
2. remove the other planter altogether
3. remove most of the coupon parking and make it residents only
4. restrict the number of parking permits per house.
5. take the speed humps out
6. reduce the speed hump at end of road where it joins Brougham St
7. repair the dangerous foot path on south side that was promised to be done on 2016
8. remove the trees that create problems with drains
9. Fix the culvert outside my residence properly once tree removed.

Name: Stuart Duncan
Suburb: Not Stated
Agree: No

Thank you for the opportunity to respond, but the proposal has a procedural issue that in my view is fatal at this stage.

The proposal document refers to information inconsistently. For example:

Proposed change refers to vehicles on the foot path outside 91 and 93

The location refers to no 91

The resolution plan shows quite clearly that the frontages of 89, 91, and 93 will be affected to a greater or lesser degree which is not supported by or referred to in the wording on the proposal.

It is therefore also clear to me that any reasonable person could not adequately determine the effects of any part of the proposed action with clarity and could therefore wrongly determine not to submit or become involved.

As to the proposed remedy there is no evidence that a vehicle 250 or even 300mm encroaching on the foot path would impede the 15 or 20 pedestrians who daily use the north side path. The south side is more frequently used by a few more pedestrians notwithstanding the encroachments of power poles, tree trunks and the uneven pavement due to tree root damage.

It is my observation that there are a greater number of concerns affecting parking, consents, drainage and other municipal issues than the one you raise here. It is salutary perhaps that Council is picking off what is thought to be the least difficult to deal with. There is also no recognition that Council will extend residents parking to compensate for the car park/s lost.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

I am also at a loss to explain what the average weekly traffic volume has got to do with parking on the footpath, even so there is an astounding lack of pertinent information around either the existing situation or the Proposed Change.

I wish to be heard in support of this Submission

Name: Alex Dyer on behalf of Cycle wellington
Suburb: Wellington
Agree: Yes

Key points of our submission

- We support the traffic resolution to extend broken yellow lines on Elizabeth Street.
- We recommend upgrading traffic calming measures to keep traffic slow.
- Traffic calming measures align with multiple WCC policies.

We support the traffic resolution to extend broken yellow lines on Elizabeth Street

The problem of abandoned private vehicles encroaching on footpaths is widespread in Wellington, and impacts negatively on active travel, including to people on bikes. We support introducing measures to stop cars being parked on the footpath.

We recommend upgrading traffic calming measures to keep traffic slow

While we support the removal of car parking here, Cycle Wellington would like to see effective traffic calming retained on streets such as this. Cars currently parking here help slow traffic but are unacceptably detrimental to the space required by people walking. We are concerned that the extra space created will result in faster maneuvers by car drivers. Is there a better way to stop people parking cars on the footpath here, while also not risking faster vehicles speeds?

We recommend upgrading the green buildout on the other side of the road and adding a new matching buildout to the footpath instead of the broken yellow lines, or as well as. We welcome the proposal to extend the broken yellow lines as shown but encourage the council to consider how to maintain quality traffic calming.

Traffic calming measures align with multiple WCC policies

Improving the safety and experience of people riding bikes helps progress the desired transport mode shift council is working towards. If the council cannot provide fully segregated facilities for people to ride bicycles safely, it is their obligation to make the shared roadway safe for mixed use.

The WCC Te Atakura carbon cut aspirations are greatly boosted by every person who chooses to ride a bike over getting in a large private motorised vehicle. Retaining and upgrading quality traffic calming infrastructure on quiet streets is helpful in making shared streets more attractive and comfortable to people using bikes to get around.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: MtVicRes
Suburb: Mt Victoria
Agree: No

Proposal states proposed change is outside 91 but diagram indicates it also includes outside 93. The owner of 93 has for many years parked up on the kerb/pavement outside 91 & 93. Why don't WCC deal with him rather than remove what is 2 parking spaces in an area where parking is at a premium? Perhaps have no stopping outside 91 in line with the speed hump but not also outside 93. Reducing parking will at times (based on experience) result in vehicles parking in spaces that are too small-eg either side of driveway to 85 which makes egress difficult. Thank you for considering this submission.

Officer's response:

Thank you for your feedback, we have updated our plan to better indicate the proposed changes and their location. Not extending the no stopping to the driveway may encourage vehicles to park in this smaller space obstructing the driveway of no.95

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:

Reference	<ul style="list-style-type: none"> TR126-20 – Mobility Park Relocation
What we'd like to do	<ul style="list-style-type: none"> Change one P60 time limited parking space to a P120 Monday to Saturday 8am- 6pm mobility park on the east side of Raine Street.
Why we are proposing the change	<ul style="list-style-type: none"> We have extended the loading zone on Raine Street due to the safety concerns raised as a result of double parking by trucks queuing for the loading zone and service lane when delivering for local business. (Refer to TR83-20 approved Aug 2020) The loading zone extension has resulted in the removal of one mobility parking space that we aim to relocate to the opposite side of the road. This will ensure continued accessibility to the local amenities for mobility park users. We have met with a representative from CCS disability action group on site to discuss this proposed location.
Location – where we propose to make the change	<ul style="list-style-type: none"> Raine Street at its intersection with Karori Road, Karori
Impact	<ul style="list-style-type: none"> Mobility park will improve safety and accessibility for mobility park users. Removal of one P60 time limited car park. Pedestrian Impact – improved.
Additional Information	<ul style="list-style-type: none"> Average daily traffic volume – 1,359 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 1 September 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
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 1 September 2020 and finishes 5.00pm Tuesday 15 September 2020.</p>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Wednesday 16 September 2020. 2. The proposal will go to Regulatory Processes Committee on Wednesday 14 October 2020. 3. If approved, the proposal will be installed within the following 3 months.
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Traffic Resolution Plan: TR126-20 Raine Street, Karori – 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 A (Time limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Raine Street	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 6 metres east of its intersection with Karori Road and extending in a northerly direction following the eastern kerb line for 45 metres.</i>

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

Column One	Column Two	Column Three
Raine Street	<i>Mobility Park, P120 Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 7.8 metres north of its intersection with Karori Road (Grid coordinates x=1,745,594.21m, y=5,428,220.69m) and extending in a northerly direction following the eastern kerb line for 6.7 metres.</i>

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

Column One	Column Two	Column Three
Raine Street	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 14.5 metres north of its intersection with Karori Road (Grid coordinates x=1,745,594.21m, y=5,428,220.69m) and extending in a northerly direction following the eastern kerb line for 38.3 metres.</i>

Prepared By: Renee Corlett (Transport Engineer Assistant)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 28/09/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: jaycee
Suburb: Karori
Agree: Yes

This is a welcome improvement as it achieves better access to both blood service and dentist, and it is on a public road for monitoring.

Name: Des
Suburb: Karori
Agree: No

Heavy traffic flow on main Karori Road in and out of Raine Street intersection. This car space is too close to intersection and dangerous. The mobility person requires space and time to get out of car and while doing so, will endanger themselves. Vehicles will try to pass through or stop and hold behind traffic or when crossing the road from this space is dangerous too. Long delivery trucks come into this intersection and will cut into this car space - again dangerous. Delivery trucks park on both sides of road and narrows the road.

Officer's response:

Thank you for your feedback regarding this traffic resolution. We have assessed this street in order to locate the most appropriate mobility parking space. We have considered the issues you have raised and deemed this space to still be appropriate and safe for a mobility park. This is due to this street having relatively low traffic volumes and speeds, therefore there should be no risk to mobility users who wish to use this park. This street will also be part of the Karori lower speed limits project reducing the speed limit to 30km/hr. The new loading zone approved via TR83-20 will address the delivery truck concerns.

Name: Wellington DPA
Suburb: Karori
Agree: Yes

Dpa Supports this proposal.

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:

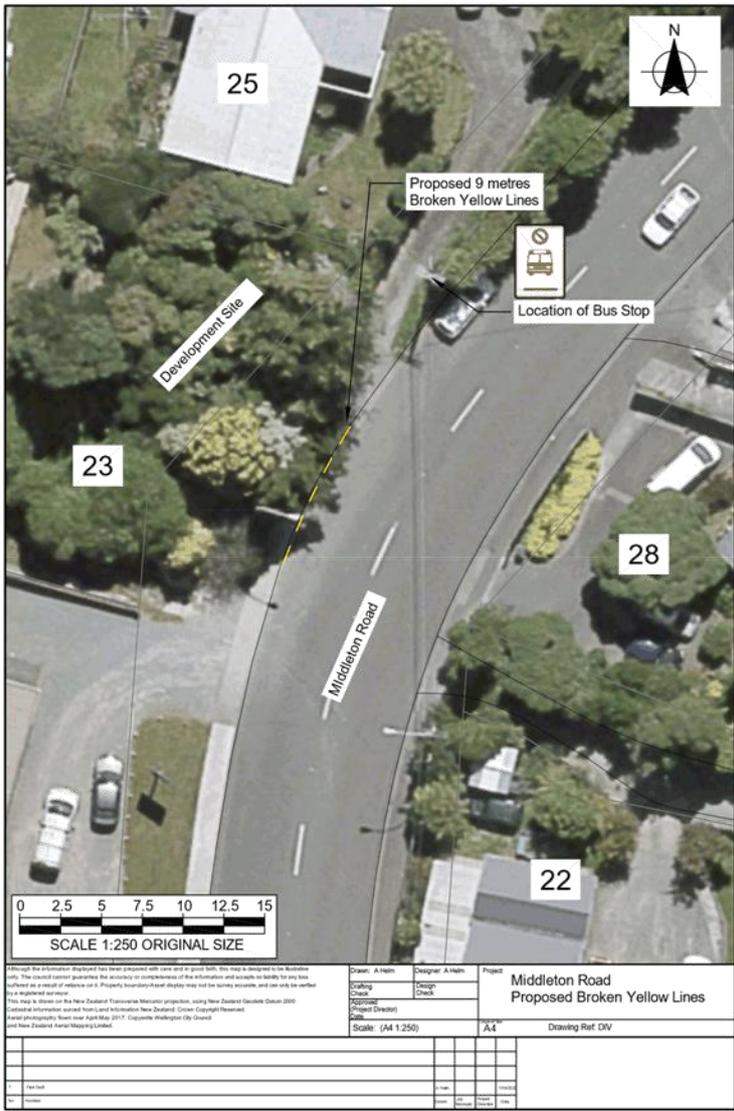
Reference	<ul style="list-style-type: none"> • TR128-20 – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> • Install 9 metres of broken yellow lines on Middleton Road.
Why we are proposing the change	<ul style="list-style-type: none"> • A new development at no. 23 Middleton Road requires, as part of the resource consent, a no stopping restriction. • Prior to the commencement of construction activities at the site, the consent holder must apply for a traffic resolution to install broken yellow lines adjacent to the vehicle entrance. Evidence that an application has been made under the Wellington Consolidated Bylaws must be provided to the satisfaction of the Council's Compliance Monitoring Officer.
Location – where we propose to make the change	<ul style="list-style-type: none"> • Middleton Road, Johnsonville - between driveways of no.19 and no.25
Impact	<ul style="list-style-type: none"> • Improved safety and accessibility. • Removal of 1 unrestricted parking space. • Pedestrian impact – Vehicles will be prohibited from parking at this location.
Additional Information	<ul style="list-style-type: none"> • Average Daily traffic volume – 7,513 • 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 1 September 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
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 1 September 2020 and finishes 5.00pm Tuesday 15 September 2020.</p>

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Wednesday 16 September 2020. 2. The proposal will go to Regulatory Processes Committee on Wednesday 14 October 2020. 3. If approved, the proposal will be installed within the following 3 months.
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Traffic Resolution Plan: TR128-20 Middleton Road, Johnsonville – 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
Middleton Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 140 metres north of its intersection with Bassett Road (Grid Coordinates X=1,751,526.20m Y=5,435,192.83m) and extending in a northerly direction following the western kerb line for 9 metres.</i>

Prepared By: Alastair Helm **(Transport Engineering Assistant)****Approved By:** Charles Kingsford **(Principal Transport Engineer)****Date:** 28/09/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: psykke
Suburb: Churton Park
Agree: Yes

Too short. Should put the yellow line all the way back to the roundabout.

Officer's response:

Thank you for your feedback on TR128-20 additional broken yellow lines is outside the scope of this proposal. It is also noted that there are already broken yellow lines from the roundabout to opposite No.20 Middleton Road.

Name: Alex Dyer on behalf of Cycle wellington
Suburb: Wellington
Agree: Yes

Key points of our submission

- We support the traffic resolution to install broken yellow lines on Middleton Road.

We support the traffic resolution to extend broken yellow lines on Middleton Road

This steep section of Middleton Rd is used by cyclists travelling very slowly in the opposite direction. Reducing on-street car parking increases available space for safer passing.

A serious danger to people riding bikes is potentially being struck by overtaking motorists. People on bikes are generally less well balanced while riding uphill and need a little more width in order to maintain balance and feel comfortable. Extra space is welcome especially on curved sections of road such as the location in question.

We welcome the proposal to improve safety at this location by installing the broken yellow lines as shown.

Name: Dominic Barnao
Suburb: Johnsonville
Agree: No

My name is Dominic Barnao. I live at 25A Middleton Road in Johnsonville and am asking that my viewpoints are taken into consideration in the making of a decision about proposal TR128-20.

The decision as to whether (or not) the nine metre stretch between 23 and 25 / 25A Middleton Road (Johnsonville) should be marked with broken yellow lines, needs to be made after consideration is given to Bus Stop 3200, which has a descriptor of being located at "Middleton Road, near 25".

This Bus Stop is signposted on a power pole that is situated about five metres north of the driveway that enables pedestrian and vehicular access to both 25 and 25A Middleton. This driveway provides the only means of access to this property.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

When construction of the development at 23 Middleton Road is completed, this same driveway will be used by some of the residents living in the 11 dwellings that are to be built at 23 Middleton Road. As it is, this driveway is currently being used for large trucks and other vehicles to access the new development at 23 Middleton Road.

Unlike Bus Stop 3982 ("Middleton Road, near 18"), which is located on the east side of the road and about 50 metres south of 25 / 25A Middleton Road, Bus Stop 3200 has no road markings that identify where a bus should actually stop and where passengers are supposed to get onto or off the bus.

In relation to this, during the 23 years I have lived at 25A Middleton Road, it has never been clear as to whether buses are supposed to stop in front of the driveway that provides access to where I and others live, or whether buses are supposed to stop alongside the nine metre curb side that, as per proposal TR128-20, requires *a no stopping restriction as part of the resource consent* that is required for the development at 23 Middleton Road. With regard to this, buses have always stopped in front of the driveway, rather than (as would make more sense and would be safer) at the (nine metres of curb side) that proposal TR128-20 relates to.

Given the situation I have outlined, the decision as to whether *a no stopping restriction* should, or can, be placed along this nine metre stretch of Middleton Road, is not straightforward and requires a solution that factors in safety and legal considerations.

These considerations, as I see it, are as follows.

Safety	Legal
Passengers waiting to catch a bus have a tendency to wait at the bottom of the driveway to 25 / 25A Middleton Road.	I do not know whether the Land Transport Act or wee bylaws permit buses to stop in front of driveways or whether a driveway can be used as a Bus Stop. This is a matter that will need to be considered before a decision can be made.
Many of these passengers, while waiting for the bus, wear earphones and are not attentive to vehicles accessing the driveway, particularly when a vehicle is exiting.	
A reasonable proportion of the passengers who use this stop are students (most of whom attend Newlands College). It is the 'student demographic' that tends to pay the least attention to the fact that where they are waiting is a driveway, so much so that some sit at the bottom of the driveway.	
Having passengers waiting for a bus on a driveway is an obvious safety concern, and no more than a year ago, a Newlands College student was hit by a vehicle backing out of this driveway. Fortunately, the student sustained no physical injury, and was checked by a doctor who just happened to be driving by at the time.	

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

<p>It is my understanding that this incident was reported to Wellington City Council so should be on record. As far as I know this is the only incident (to date) of someone being hit, but it needs to be noted that there have also been some 'close misses' with vehicles backing out of this driveway.</p>	
<p>The obvious safety consideration here is that, with the development of 23 Middleton Road, there will be more vehicles accessing this driveway.</p>	

Possible outcomes

As I see it, the possible outcome; to this situation would be as follows. These are listed in order of my preference as to finding a solution as to how to proceed.
 Please note, that I would not consider outcome four a solution to the situation I have outlined, and that I would consider outcome three a weak solution. In my view outcome one provides the best solution and further on I have a suggestion as to how this might be achieved.

1. That proposal TR128-20 is accepted, but that this is contingent on the relocation of Bus Stop 3200.
2. That proposal TR128-20 is accepted, but that this is contingent on the removal of Bus Stop 3200.
3. That, rather than mark the nine metre stretch of road in question with broken yellow lines, that it be clearly marked as the stopping area for buses at Bus Stop 3200.
4. That proposal TR128-20 is accepted and the driveway that provides access to 25 / 25A Middleton Road, and in the future will also provide access to residents at 23 Middleton Road, be retained as a stopping area for buses and for passengers to wait for a bus.

Further consideration of outcome one: acceptance of TR128-20 and relocation of Bus Stop 3200.

About 30 metres south of the current location of Bus Stop 3200 is the Johnsonville substation. The curb side between the two entrances that provide vehicular access to the substation is about 15 metres long. This is where Bus Stop 3200 could (and I believe should) be relocated. Furthermore, there is a (considerably sized and sectioned off) grass verge that sits by the pavement along this 15 metre section. I have idea no idea whether WCC can access this grass verge, but in my view, cutting into the roadside and utilising this area so that a bus is able to move (at least in part) off the road when stopping would be a good, and by far the safest solution to the situation I have outlined.
 If there is an opportunity to speak to my feedback about proposal TR128-20, I would like to take up that opportunity.

Attached are some photos that relate to the issues I have outlined.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Officer's response:

Thank you for your feedback on TR128-20. Moving Bus Stop 3200 is outside the scope of this proposal; however, it will be assessed as a separate enquiry. The Land Transport (Road User) Rule 2004 6.9 allows a bus to stop across a driveway if it is stopped at an authorised bus stop. As this proposal is part of a resource consent condition, we will be moving forwards with our proposal for 9 metres of Broken Yellow Lines in this location. An officer will be in contact with you to further understand the concerns you have raised and will also contact Greater Wellington Regional Authority regarding the current operation of the bus stop.

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:

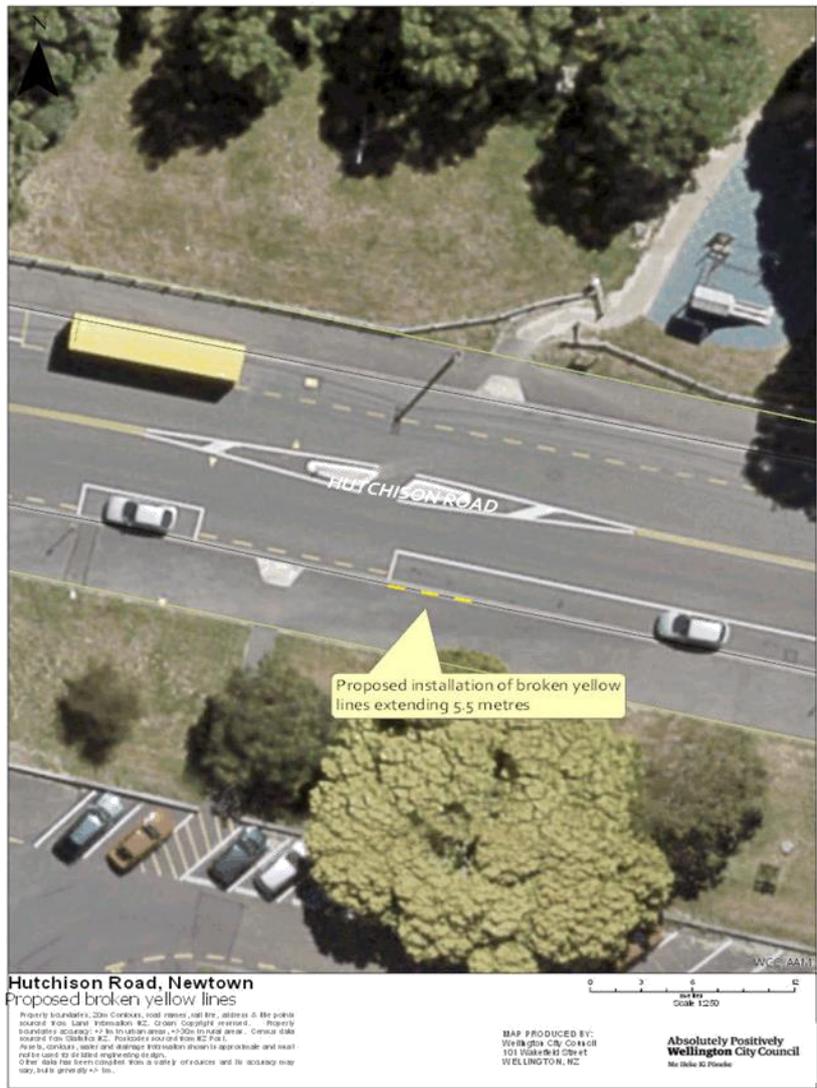
Reference	<ul style="list-style-type: none"> TR130-20 – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 5.5 metres of broken yellow lines along the south side of Hutchison Road. Remove one coupon parking space.
Why we are proposing the change	<ul style="list-style-type: none"> We have received concerns from a local resident regarding the cyclist pinch point that occurs between the pedestrian refuge island and parked vehicles on Hutchison Road. The lane width between the pedestrian island and parked vehicles measures approx. 3.2 metres. This does not allow enough room for vehicles to safely pass cyclists travelling along Hutchison Road.
Location – where we propose to make the change	<ul style="list-style-type: none"> Hutchison Road, Newtown - outside no. 11
Impact	<ul style="list-style-type: none"> Improved safety and accessibility for cyclist on Hutchison Road. Removal of one coupon parking space Parking revenue impact – approximate loss of \$1,113 per year. Pedestrian impact - cyclists can safely use road leaving the footpath clear.
Additional Information	<ul style="list-style-type: none"> Average daily traffic volume – 3,746. 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 1 September 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
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 1 September 2020 and finishes 5.00pm Tuesday 15 September 2020.</p>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Wednesday 16 September 2020. 2. The proposal will go to Regulatory Processes Committee on Wednesday 14 October 2020. 3. If approved, the proposal will be installed within the following 3 months.
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Traffic Resolution Plan: TR130-20 Hutchison Road, Newtown – 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 Restrictions Schedule

Column One	Column Two	Column Three
<i>Hutchison Road</i>	<i>No Stopping, At All Times</i>	<i>South Side, commencing 144 metres west of its intersection with Wallace Street (Grid coordinates x=1,748,678.19, y=5,425,602.74m) and extending in a westerly direction following the southern kerb line for 5.5 metres.</i>

Prepared By: Renee Corlett (Transport Engineer Assistant)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 28/09/2020

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

Name: Patrick Morgan on behalf of Cycling Action Network
Suburb: Central Wellington
Agree: Yes

On behalf of people who ride bikes, CAN supports this resolution.

Removing this pinch point aligns with many WCC policies, such as traffic safety, transport mode shift, and Te Atakura carbon reduction plans.

Thank you for making our streets safe and attractive for people who ride bikes.

Name: Jill
Suburb: Newtown
Agree: Yes

Yet again it would be much safer to remove more parking - as this stretch gets very congested making it unsafe for people on bikes.

Officer's response:

Thank you for providing a response regarding this traffic resolution. We will monitor the situation and investigate if further broken yellow lines are required.

Name: mjohns
Suburb: Berhampore
Agree: Yes

Please consider removing a park on the exit side of the pinch point also as pulling out into traffic when moving slowly on a bike is difficult.

Officers response:

Thank you for providing a response regarding this traffic resolution. We will monitor the situation and investigate if further broken yellow lines are required.

Name: Jonathan Coppard
Suburb: Te Aro
Agree: Yes

I support this change although a better solution would be to remove the island and instead build out crossing points on both sides.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer's response:

Thank you for your response regarding this traffic resolution. This location would not be suitable for pedestrian kerb build outs as this would create a dangerous situation for cyclist who would be forced further onto the road and into vehicles travelling uphill.

Alongside this removing the pedestrian refuge island would negatively impact pedestrian's ability to safely cross the road and could increase the speed in which vehicles travel along Hutchinson Road.

Name: Claire B
Suburb: Berhampore
Agree: Yes

Great idea. Traffic islands are often stressful to pass on bikes as cars may try to squeeze past anyway. More room would help. Also probably improves visibility for pedestrians

Name: SteveC
Suburb: Newtown
Agree: Yes

With the increasing number of cyclists throughout the city, simple measure like this need to be taken to provide a small measure of increased safety and show that roads are for all those who need to travel. Safety of those moving along a road should be above those who wish to use the road for storage of private property (a car, or trailer, etc).

Name: abartlet
Suburb: Miramar
Agree: Yes

A small start but the no-parking restriction should be extended by another 3 car-parks so as to match the entire length of the road where the width is reduced by the pedestrian island, that is the park ahead and the two parks further behind.

Weaving in and out of the 'parking lane' is not a safe cycling practice, so there needs to be a long stretch of no-parking for this to be of safety assistance.

Officer's response:

Thank you for your feedback regarding this traffic resolution. Our proposal ensures that the length of the traffic island where the pinch point exists is not blocked by any parked vehicles. We will monitor the situation and investigate if further broken yellow lines are required.

Name: Paulz
Suburb: Roseneath
Agree: Yes

Improved safety and flow for people on bikes would be great

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Alex Dyer on behalf of Cycle wellington
Suburb: Wellington
Agree: Yes

Key points of our submission

- We support the traffic resolution to extend broken yellow lines on Hutchison Road.
- Removing unsafe pinch points aligns with multiple WCC policies.

We support the traffic resolution to extend broken yellow lines on Hutchison Road

This steep uphill section of Hutchison Rd is used by cyclists travelling very slowly. The current configuration results in a 'pinch point' for moving traffic when a vehicle is parked opposite the central concrete pedestrian crossing refuge.

A serious danger to people on bikes is potentially being struck by overtaking motorists. The pinch point also means there is also not enough space for cyclers to maintain safe clearance from parked vehicles to avoid being "doored".

Being tailgated by motor vehicle traffic, especially buses and oftentimes impatient drivers is not a pleasant experience for people riding bikes slowly uphill (especially less confident riders).

The car park in question can be filled for sometimes many weeks on end, meaning the location is consistently more dangerous than it should be.

We welcome the proposal to improve safety at this location by extending the broken yellow lines as shown.

Removing unsafe pinch points aligns with multiple WCC priorities

Improving the safety and experience of people riding bikes helps progress the desired transport mode shift council is working towards. If the council cannot provide fully segregated facilities for people to ride bicycles safely, it is their obligation to make the shared roadway safe for mixed use.

The WCC Te Atakura carbon cut aspirations are greatly boosted by every person who chooses to ride a bike over getting in a large private motorised vehicle. Removing unsafe situations such as pinch points like this are essential to avoid people on bikes being scared off riding bikes due to close passes.

We would also point out that the removal of this car park will also impact pedestrian safety positively, as the crossing will be better 'day-lighted'; giving motorists and people riding bikes greater visibility of people attempting to cross there.

While not a radical improvement, this proposed resolution helps reflect WCC's traffic safety priorities - placing more importance on people on foot, then bike, then in larger vehicles.

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:

Reference	<ul style="list-style-type: none"> TR131-20 – New Bus Stop
What we'd like to do	<ul style="list-style-type: none"> Introduce a new bus stop on Awa Road to provide improved accessibility for bus users.
Why we are proposing the change	<ul style="list-style-type: none"> There is currently a significant distance (~1.0km) between the bus stops on Miramar Avenue and Awa Road to the north. To improve accessibility to bus services travelling north along Para Street & Awa Road we are seeking to introduce a new bus stop on Awa Road to provide greater accessibility for existing and potentially new bus users towards the north end of Para Street and Awa Road.
Location – where we propose to make the change	<ul style="list-style-type: none"> Awa Road, Miramar – near no. 1b
Impact	<ul style="list-style-type: none"> Improve safety and accessibility. Pedestrian impact – reduced distance to travel between bus services. Removal of six unrestricted parking spaces.
Additional Information	<ul style="list-style-type: none"> GWRC consulted, via a letter drop with local residents over a two week period, closing on 31st January 2020. No feedback was received from residents. Average weekly traffic volume - 3,700. 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 1 September 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
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 1 September 2020 and finishes 5.00pm Tuesday 15 September 2020.</p>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Wednesday 16 September 2020. 2. The proposal will go to Regulatory Processes Committee on Wednesday 14 October 2020. 3. If approved, the proposal will be installed within the following 3 months.
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Traffic Resolution Plan: TR131-20 Awa Road, Miramar – New Bus Stop



 <small>Regional City Photography Copyright: ©MRC / NZHer 2019</small>	<p>AWA ROAD PROPOSED NEW BUS STOP</p>	<p>SCALE: 1:500 DRAWN BY: LBENNER DATE DRAWN: 20/12/2019</p>
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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 Restrictions Schedule

Column One	Column Two	Column Three
Awa Road	<i>No Stopping, At All Times</i>	<i>North side commencing 34m east of its intersection with Para Street (Grid Coordinates X=1752610.69m, y = 5424878.10m) and extending in a easterly direction following the northern kerb line for 9 metres.</i>
Awa Road	<i>No Stopping, At All Times</i>	<i>North side commencing 58m east of its intersection with Para Street (Grid coordinates, x = 1752634.08m, y = 5424871.75m) and extending in a easterly direction for 9 metres.</i>

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

Column One	Column Two	Column Three
Street name Awa Road	<i>Bus stop, At All Times</i>	<i>North side commencing 43m east of its intersection with Para Street (Grid Coordinates X=1752619.69m, y = 5424876.07m) and extending in a easterly direction following the northern kerb line for 15 metres.</i>

Prepared By: Stephen Harte **(Transport and Place Planning Project Manager)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 28/09/2020

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

Name: Jonathan Coppard
Suburb: Te Aro
Agree: Yes

I support the addition of a new bus stop to improve accessibility.

Name: Graeme Buchanan
Suburb: Unknown
Agree: Yes

This is a good idea but needs to be complemented by dotted yellow lines on the opposite downhill side of the road, from before the start of the slight bend.
 At present there are quite a few customers of Polo Cafe who park on both sides of the road. This will force them to one side only and downhill cars, which tend to emerge quite quickly, will find their side partially blocked, with a tendency to cross the centre line the result.

Name: Gerald
Suburb: Miramar
Agree: No

We absolutely object to the proposal.

On three points:

1. I sent a letter to try and improve safety on the road due to significant health and safety risks as a result of traffic parking on the downhill side of the road. This wasn't properly investigated; I got a very standard issue response after months of waiting.
 Since sending the letter I have witnessed two incidents due to not enough room for two cars to pass. One of which was a accident which caused an injury to a cyclist.
 Your bus stop will force more people to park on the downhill side of the road when it should be a yellow line area so that traffic can pass through in both directions safely.
2. After my suggestions were ignored and due to the growing number of road users and people parking on the road, I applied to build another garage on my property.
 To me it was simple - I would be getting a car off the road and reduce congestion.
 It would also solve the problems of the car being hit, vandalised and theft, all of which we have endured.
 Council insisted that I couldn't do this as I was removing the ability for public parking spaces - this is exactly what your proposal is going to do - remove public parking spaces.
3. It is at the base of a blind corner which poses a significant risk to road users but in particular us and our neighbours when we try to exit our properties.
 Cars come past here very fast.
 Having traffic move further out onto the other side of the road to pass a stationary bus will exaggerate this further and is an accident waiting to happen.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

It seems like there is no consistency in the evaluation process.

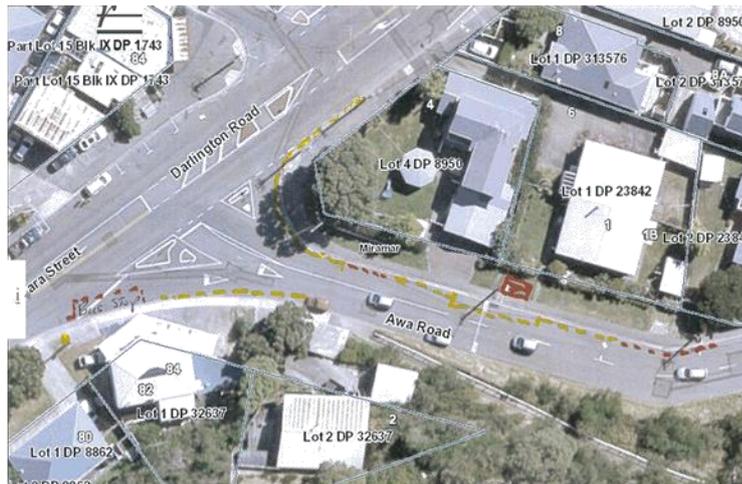
It is also hard to understand as there is a bus stop about 20 meters across the road outside polo cafe.

Surely the minor adjustment to the bus route would be a financial saving and eliminate all of the issues I have pointed out (again)

Name: Robin Boldarin on behalf of the Miramar/Maupuia Progressive Association
Suburb: Miramar
Agree: Yes

We support the change but would expend a longer yellow no stopping marking on the on the road:

1. Extending it further north along Darlington Road to the marking **4** (figure noted in isolation not to be confused with the reading L of 4DP8950)). In our view that would allow a greater visibility of the traffic flow for the bus driver
2. Continue the dotted yellow line right through into Awa Road to just past the first corner and partially past the tree thereby allowing the closed driveway to be reutilized if the need is there
3. The roadside verge would allow for a bus stop shelter to be created in closed proximity to the lamp light on the same northern side of Awa Road as quoted above i.e. in close proximity to Lot 1 DP 23842 as a future project
4. On the southern side of Awa Road we would suggest that a yellow dotted line be drawn from the orange car pictured (near the exit of Awa Road) to a distance almost reaching the triangular point of the roof of Lot2 DP 32637 leading to a bus stop just prior to a vehicle entry way between houses **80** and **82**



FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: abartlet
Suburb: Miramar
Agree: Yes

This will make it, in the majority of the time when the bus stop is not in use, safer for cycling up Awa Rd by providing extra road space but the no-stopping should be extended to the corner with Para St / Darlington Rd to avoid cars parking even closer to the intersection.

Officer's response:

The suggestions by submitters of extending no stopping restrictions in the area have merit but are best assessed once the bus stop is in place and the effects of this can be monitored. Any extensions of no stopping restrictions need to balance road safety, demand for parking and accessibility. If it is concluded extensions of no stopping restrictions are necessary, then these proposals will be consulted on through a new traffic resolution process.

Any additional garaging on private property is governed by the district plan through assessment of site access conditions, site coverage and traffic safety constraints. The merits of additional garaging in this instance are outside the consideration of this proposal and best addressed through Council's planning processes.

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:

Reference	<ul style="list-style-type: none"> TR132-20 – Mobility Park Class and Time Limited Parking Restriction
What we'd like to do	<ul style="list-style-type: none"> Change one P30 time limited parking space to a P120 Monday to Saturday 8am- 6pm mobility park on the east side of Parkvale Road.
Why we are proposing the change	<ul style="list-style-type: none"> We have met a representative from CSS disabilities action group to discuss the need to provide a mobility park for users of the mall, library and other amenities.
Location – where we propose to make the change	<ul style="list-style-type: none"> Parkvale Road, Karori - at its intersection with Karori Road, Karori.
Impact	<ul style="list-style-type: none"> Mobility park will improve safety and accessibility for mobility park users. Change of time limited parking restriction on one car parking space. Installation of mobility ramp. Pedestrian impact - improved
Additional Information	<ul style="list-style-type: none"> Average daily traffic volume – 3,986 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 1 September 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
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 1 September 2020 and finishes 5.00pm Tuesday 15 September 2020.</p>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Wednesday 16 September 2020. 2. The proposal will go to Regulatory Processes Committee on Wednesday 14 October 2020. 3. If approved, the proposal will be installed within the following 3 months.
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Traffic Resolution Plan: TR132-20 Parkvale Road, Karori – Mobility Park Class and Time Limited Parking Restrictions



We are proposing a change in your area



Legal Description:

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

Column One	Column Two	Column Three
Parkvale Road	<i>P30, Monday to Saturday, 8:00am - 6:00pm</i>	East side, commencing 147 metres east of its intersection with Friend Street and extending in a southerly direction following the eastern kerbline for 22.5 metres.
Parkvale Road	<i>P30, Monday to Saturday, 8:00am - 6:00pm</i>	East side, commencing 169.5 metres east of its intersection with Friend Street and extending in a southerly direction following the eastern kerbline for 16.5 metres.
Parkvale Road	<i>P30, Monday to Saturday, 8:00am - 6:00pm</i>	East side, commencing 186 metres east of its intersection with Friend Street and extending in a southerly direction following the eastern kerbline for 20 metres.

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

Column One	Column Two	Column Three
Parkvale Road	<i>Mobility park, P120 Monday to Saturday, 8:00am - 6:00pm</i>	East side, commencing 196 metres south of its intersection with Friend Street (Grid coordinates x=1,745,436.48m, y=5,428,395.31) and extending in a southerly direction following the eastern kerbline for 3.5 metres.

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

Column One	Column Two	Column Three
Parkvale Road	<i>P30, Monday to Saturday, 8:00am - 6:00pm</i>	East side, commencing 147 metres south of its intersection with Friend Street (Grid coordinates x=1,745,436.48m, y=5,428,395.31) and extending in a southerly direction following the eastern kerbline for 46.5 metres.

Prepared By: Renee Corlett **(Transport Engineer Assistant)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 28/09/2020

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

Name: jaycee
Suburb: Karori,
Agree: Yes

This is a good compromise as it provides easy access to shops, traffic lights to library and community resources. It is easily monitored.

Name: Des
Suburb: Karori
Agree: Yes

Good space to have car space so mobility person can get out of car safely. Maybe have 2 car parks here instead of one.

Name: Wellington DPA
Suburb: Karori
Agree: Yes

Dpa Supports this proposal.

Officer's response:

Thank you for submitting feedback on 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:

Reference	<ul style="list-style-type: none"> TR133-20 – Bus Stop Relocation
What we'd like to do	<ul style="list-style-type: none"> Relocate bus stop #7711 south on Willis Street and remark the stop to be more accessible for buses and passengers.
Why we are proposing the change	<ul style="list-style-type: none"> The relocation of stop #7711 is proposed as a result of buses frequently striking the building veranda adjacent to the stop. The stop is also of insufficient length and does not have an entry taper (yellow lines) on approach to the stop making access difficult for buses entering the stop.
Location – where we propose to make the change	<ul style="list-style-type: none"> Willis Street, Te Aro - near no. 274
Impact	<ul style="list-style-type: none"> Parking impact – three metered parking spaces will be removed to accommodate the new bus stop exit; three new metered parking spaces would replace the existing bus stop. No net parking change. Pedestrian impact – improved.
Additional Information	<ul style="list-style-type: none"> Average weekly traffic volume – 10,130. 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 1 September 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
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 1 September 2020 and finishes 5.00pm Tuesday 15 September 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Wednesday 16 September 2020. The proposal will go to Regulatory Processes Committee on Wednesday 14 October 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: TR133-20 Willis Street, Te Aro - Bus Stop Relocation



**WILLIS STREET
PROPOSED BUS STOP RELOCATION**

SCALE: 1:400
DRAWN BY: LBENNER
DATE DRAWN: 15/08/2020

Regional City photography Copyright © SWWC / NZMA 2019

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule (B) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Willis Street	<i>Bus Stop, At All Times</i>	<i>West side, commencing 45 metres north of its intersection with Karo Drive (Grid coordinates x = 2658321.420889m, y = 5988670.069762m) and extending in a northerly direction following the kerbline for 11.0 metres.</i>

Delete from Schedule (F) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Willis Street	<i>Metered parking (P120 Maximum, Monday to Thursday 9:00am- 6:00pm, Friday 9:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm)</i>	<i>West side, commencing 20.5 metres north of its intersection with Karo Drive (Grid coordinates x = 2658321.420889m, y = 5988660.355943m) and extending in a northerly direction following the kerbline for 18.5 metres.</i>

Delete from Schedule (D) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Willis Street	<i>No Stopping, At All Times.</i>	<i>West side, commencing 7.5 metres north of its intersection with Karo Drive (grid coordinates X = 2658321.420889 m, Y = 5988670.069762 m) and extending in a northerly direction following the kerbline for 13 metres.</i>

Delete from Schedule (D) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Willis Street	<i>No Stopping, At All Times.</i>	<i>West side, commencing 39 metres north of its intersection with Karo Drive (Grid coordinates X = 2658321.420889m, Y = 5988670.069762m) and extending in a northerly direction following the kerbline for 6 metres.</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki PōnekeAdd to Schedule (B) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Willis Street	Bus stop, At All Times	West side commencing 15 metres north of its intersection with Karo Drive (Grid coordinates $x = 1748307.9382m$, $y = 5426968.7471mm$) extending in a northerly direction following the kerbline for 15.0 metres.

Add to Schedule (D) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Willis Street	No Stopping, At All Times	West side commencing 9.5 metres north of its intersection with Karo Drive (Grid coordinates $x = 1748303.4988m$, $y = 5426964.5831m$ extending in a northerly direction for 5.5 metres.

Add to Schedule (D) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Willis Street	No Stopping, At All Times	West side commencing 30 metres north of its intersection with Karo Drive (Grid coordinates $x = 1748311.9149m$, $y = 5426983.3597m$ extending in a northerly direction for 9.0 metres.

Add to Schedule (F) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Willis Street	Metered parking (P120 Maximum, Monday to Thursday 9:00am- 6:00pm, Friday 9:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm)	West side, commencing 39 metres north of its intersection with Karo Drive (Grid coordinates $x = 1748315.9697m$, $y = 5426991.7007m$) and extending in a northerly direction following the kerbline for 17.0 metres.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Stephen Harte	(Transport and Place Planning Project Manager)
Approved By:	Charles Kingsford	(Principal Transport Engineer)
Date:	28/09/2020	

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Jonathan Coppard
Suburb: Te Aro
Agree: Yes

As a bus driver I support this change as I find the current stop location difficult.

Name: abartlet
Suburb: Miramar
Agree: Yes

Seems a logical solution to the problem.

Officer's response:

Thank you for submitting feedback on this traffic resolution.

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:
 - Khandallah Fair, Sunday 13th December 2020 6:00 am to 6:00 pm
 - A Very Welly Christmas, Friday 27th November 2020 12:00 am Midnight to Sunday 29th November 2020 12:00 am Midnight
 - Event times: Saturday 12:00 pm Midday to 8:00 pm
Sunday 12:00 pm Midday to 5:00 pm
 - Whina Filming, Sunday 8th November 2020 8:00 am to 1:00 pm
Contingency Dates being Sunday 15th November or Sunday 22nd November or Sunday 29th November 2020
 - **Rolling lane Closure 8:00 am to 1:00 pm**
 - Lambton Quay (Corner Lambton Quay and Bowen Slip Lane closed. Left hand lane closure (Lambton Quay, Molesworth Street to Hill Street)
 - **Road Closed 8:00am to 1:00pm**
 - Kate Sheppard Place (from Molesworth Street to Mulgrave Street)
 - **Road Closed 2:00pm to 7:00pm**
 - Stout Street (Lambton Quay to Whitmore Street)
 - Ballance Street (Lambton Quay to Maginnity Street)

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:
 - **Khandallah Fair**, Sunday 13th December 2020 6:00 am to 6:00 pm
 - Ganges Road (from Agra Crescent to Dekka Street)
 - **A Very Welly Christmas**, Friday 27th November 12:00 am Midnight to Sunday 29th November 12:00 am 2020 Midnight
 - Event times: Saturday 12:00 pm Midday to 8:00 pm
Sunday 12:00 pm Midday to 5.00 pm
 - **Road Closed**
 - Lambton Quay (Whitmore to Willis Street)
 - Ballance Street (Old Bailey side entrance to Lambton Quay)
 - Stout Street (Balance Street to Lambton Quay)
 - Warring Taylor Street (Intersection Maginnity and Waring Taylor to Lambton Quay)
 - Johnston Street (Wilson Carpark to Lambton Quay)

- Brandon Street (halfway on Brandon Street to Lambton Quay)
 - **Whina Filming** Sunday 8th November 2020 8.00am to 1.00pm
- Contingency Dates being Sunday 15th November or Sunday 22nd November or Sunday 29th November 2020
- **Rolling lane Closure 8.00am to 1.00pm**
 - Lambton Quay (Corner Lambton Quay and Bowen Slip Lane closed. Left hand lane closure (Lambton Quay, Molesworth Street to Hill Street)
 - **Road Closed 8.00am to 1.00pm**
 - Kate Sheppard Place (from Molesworth Street to Mulgrave Street)
 - **Road Closed 2.00pm to 7.00pm**
 - Stout Street (Lambton Quay to Whitmore Street)
 - Ballance Street (Lambton Quay to Maginnity Street)
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 request 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 organise 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. Khandallah Fair and Very Welly Xmas are annual events, and the event organisers apply for permissions every year. Whina filming is a one off road closure request.

Attachments

Attachment 1.	Khandallah Impact 	Page 121
Attachment 2.	Khandallah Fair Advert 	Page 124
Attachment 3.	Khandallah Fair Map 	Page 125
Attachment 4.	Very Welly Impact 	Page 126
Attachment 5.	Very Merry Xmas Advert 	Page 129
Attachment 6.	Very Merry Xmas Map 	Page 130
Attachment 7.	Whina Impact 	Page 131
Attachment 8.	Whina Advert 	Page 134
Attachment 9.	Whina 2020 	Page 135

Author	Maria Taumaa, Street Activities Coordinator
Authoriser	Jacqui Austin, Team Leader Street Activities and Audit Coordination Sean Woodcock, Customer, Compliance and Business Service Manager, Transport Infrastructure Mike Mendonca, Acting Chief Infrastructure Officer

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 organisers 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. Rooding 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 officer 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 drops 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.

REGULATORY PROCESSES COMMITTEE

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

KHANDALLAH FAIR
SUNDAY 13 DECEMBER 2020 6.00 AM TO 6.00 PM

1. Description of Event

The Khandallah Village Street Fair has been a signature project for the Rotary Kaukau club since it was formed as a new club in 2016.

Rotary Kaukau has recently merged with the Rotary Club of Wellington North who are keen to continue with the fair as a local community project and on of the Club's flagship annual fundraising events. The Club is extremely excited to be putting this event together for their local community and would love to see as many people there as possible.

The proposed road closure to vehicles and cyclists, is as follows: Khandallah Fair: Sunday 13 December 2020 6.00 am to 6.00 pm

- **Ganges Road** (from Agra Crescent to Dekka 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 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 29 August 2020
- Social Media, Tuesday 1 September 2020
- Twitter, Tuesday 1 September 2020
- Facebook, Tuesday 1 September 2020
- Have your say, Tuesday 1 September 2020

This is a regular annual event and there were no issues in 2019.

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: (Apply conditions below that are needed for event)

- The road closure is valid from 6.00 am to 6.00pm on Sunday 13 December 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
- 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 to council 10 days before the event.
- The event organiser is to provide full details of the TMP to Council approved 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.
- 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

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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 14 October 2020 to consider the following temporary road closures for events.

Khandallah Fair Sunday 13 December 2020 6.00 am to 6.00 pm

Ganges Road (from Agra Crescent to Dekka Street)

A Very Welly Christmas Friday 27 November Midnight to Sunday 29 November 2020 Midnight

Event times: Saturday 12 pm Midday to 8.00 pm

Sunday 12 pm Midday to 5.00 pm

Lambton Quay (Whitmore Street to Willis Street)

Ballance Street (Old Bailey side entrance to Lambton Quay)

Stout Street (Balance Street to Lambton Quay)

Waring Taylor Street (intersection Maginnity and Waring Taylor to Lambton Quay)

Johnson Street (Wilson Carpark to Lambton Quay)

Brandon Street (Half way on Brandon Street to Lambton Quay)

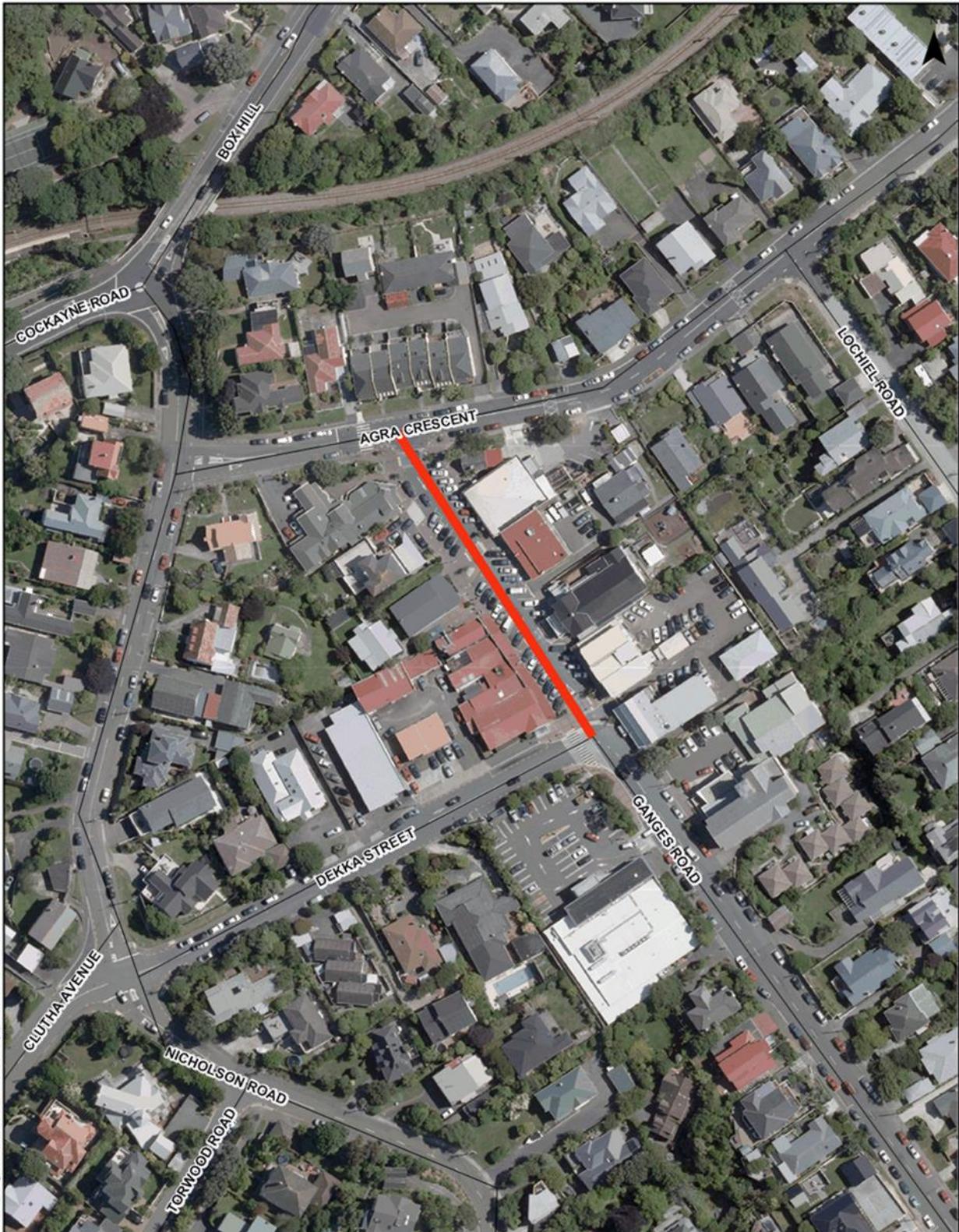
Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 11 September 2020. Please send correspondence to Maria Taumaa at mailing address below, by fax 801 3009 or by email maria.taumaa@wcc.govt.nz

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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B20 The Dominion Post Saturday, August 29, 2020



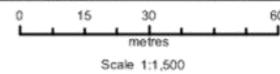
Khandallah Fair 2020
Sunday 13 December 2020 6.00am to 6.00pm

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-5m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Placecodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

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

ORIGINAL MAP SIZE: A4
AUTHOR: taumaa2m
DATE: 08/09/2020
REFERENCE:

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REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

A VERY WELLY CHRISTMAS
*FRIDAY 27 NOVEMBER MIDNIGHT TO SUNDAY 29 NOVEMBER 2020 MIDNIGHT***1. Description of Event**

The Wellington Christmas Festival is to take place on the weekend of Friday 22nd November Midnight to Sunday 29th November 2020 Midnight.

This festival is seen as an effective way to celebrate Christmas in the Capital.

Key stakeholders, Santa Parade participants, local retailers, the Chamber of Commerce, the general public have been involved with the development of the festival concept which has generated considerable excitement and support.

Organisations involved in supporting the festival include WREDA, Museums Wellington, Capital E, and Greater Wellington Regional Council. Performers likely to be at the festival are the NZSO, Orchestra Wellington and the Rodger Fox Band.

The Christmas festival will extend the length of Lambton Quay, which will run from 12 pm (Midday) to 8 pm Saturday 28th November 2020 and 12 pm (Midday) to 5.00 pm Sunday 29th November 2020. Vehicular access to retail outlets for restocking within the road closure times will be managed. A Northbound access-way on Lambton between 10 pm Saturday and 8 am Sunday will enable this.

The Bus service will be relocated to run Southbound on Featherston and Northbound on Customhouse Quay.

Elements featured in the festival will include the arrival of Santa and a procession to his grotto, carols concert, creative and interactive activities for children and families, main stage entertainment, strolling costumed characters and acts, storytelling, face painting and costumed photo opportunities. For these two days of Christmas, the downtown area will become a place of community celebration, creativity and retail engagement.

The proposed road closures to vehicles and cyclists, are as follows: A Very Welly Christmas
Friday 27 November Midnight to Sunday 29 November 2020 Midnight

- **Lambton Quay** (Whitmore Street to Willis Street)
- **Ballance Street** (Old Bailey side entrance to Lambton Quay)
- **Stout Street** (Ballance Street to Lambton Quay)
- **Waring Taylor Street** (intersection Maginnity and Waring Taylor to Lambton Quay)
- **Johnson Street** (Wilson carpark to Lambton Quay)
- **Brandon Street** (halfway on Brandon Street to Lambton Quay)

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.

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2. Events Directorate Support

This annual community event is supported by the City Events team.

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 29 August 2020
- Social Media, 1 September 2020
- Twitter, 1 September 2020
- Facebook, 1 September 2020
- Have your say, 1 September 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.

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 Midnight to Midnight on Friday 27 November to Sunday 29 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.

REGULATORY PROCESSES COMMITTEE

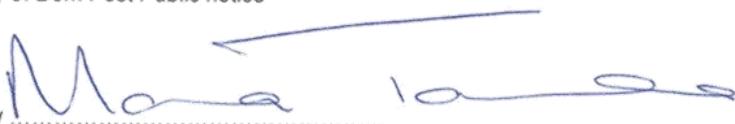
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- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners 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 approved 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

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 14 October 2020 to consider the following temporary road closures for events.

Khandallah Fair Sunday 13 December 2020 6.00 am to 6.00 pm

Ganges Road (from Agra Crescent to Dekka Street)

A Very Welly Christmas Friday 27 November Midnight to Sunday 29 November 2020 Midnight

Event times: Saturday 12 pm Midday to 8.00 pm

Sunday 12 pm Midday to 5.00 pm

Lambton Quay (Whitmore Street to Willis Street)

Ballance Street (Old Bailey side entrance to Lambton Quay)

Stout Street (Balance Street to Lambton Quay)

Waring Taylor Street (intersection Maginnity and Waring Taylor to Lambton Quay)

Johnson Street (Wilson Carpark to Lambton Quay)

Brandon Street (Half way on Brandon Street to Lambton Quay)

Any person objecting to a proposed road closure must

Contact the City Council in writing before 4pm, Friday

11 September 2020. Please send correspondence to

Maria Taumaa at mailing address below, by fax 801 3009 or

by email maria.taumaa@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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B20 The Dominion Post Saturday, August 29, 2020

Figure 2: Reading and Transport/Party King Project/Well Christmas map



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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

WHINA

SUNDAY 8TH NOVEMBER 2020 8.00 AM TO 7.00 PM

**POSTPONEMENT DATES: SUNDAY 15TH NOVEMBER OR SUNDAY 22ND
NOVEMBER OR 29TH NOVEMBER 2020**

1. Description of Event

The film about Dame Whina, one of Aotearoa's most revered figures, is being produced by General Film Corporation (GFC) (North) Limited in association with the New Zealand Film Commission. Dame Whina worked tirelessly to improve living standards and indigenous rights for Maori, particularly Maori women.

The film depicts various historical events in Dame Whina's life including the 1975 land march from Te Hapua to the very heart of democracy at parliament buildings in Wellington.

Whina is a love story that explores universal themes of whanau, children, marriage, community and above all, love – the love of land and of people in equal measure.

The proposed road closures to vehicles and cyclists, are as follows: Whina: Sunday 8 November 2020 8.00 am to 1.00 pm or Postponement Dates

Lane Closure 8.00 am to 1.00 pm

- Lambton Quay (Corner Lambton Quay and Bowen Street to Molesworth Street to Hill Street). Parking Restrictions will apply.
- Slip Lane Closed Bowen Street and Lambton Quay/Whitmore to Molesworth Street to Hill Street. Parking Restrictions will apply.

Road Closed 5.00 am to 1.00pm

- Kate Sheppard Place (from Molesworth Street to Mulgrave Street)

Road Closed 2.00 pm to 7.00pm

- Stout Street (Lambton Quay to Whitmore Street)
- Ballance Street (Lambton Quay to Maginnity 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.

REGULATORY PROCESSES COMMITTEE

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

Any objections will be dealt with up to and including during the filming period.

- Dominion Post, 1 October 2020
- Social Media, 5 October 2020
- Twitter, 5 October 2020
- Facebook, 5 October 2020
- Have your say, 5 October 2020
- A letter drop was delivered 5 October 2020 to Residents and Retailers in the road closure streets. (A second letter drop will be done the week before the filming is done.)

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.

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 8.00 am to 7.00 pm on Sunday 8 November 2020 or the Rain Dates.
- 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.

REGULATORY PROCESSES COMMITTEE

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- 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



Proposal to Close Roads

The Council Committee Meeting will meet on Wednesday 14 October 2020 to consider the following temporary road closures for filming.

Whina Sunday 8 November 2020 with Contingency Day being Sunday the 15th November, or Sunday 22nd November or Sunday 29th November 2020.

Road Closure 8.00 am to 1.00 pm

Lambton Quay (Corner Lambton Quay and Bowen)
Molesworth Street (Lambton Quay to Hill Street)
Kate Sheppard Place (Molesworth Street to Mulgrave Street)

Road Closure 2.00 pm to 7.00 pm

Stout Street (Lambton Quay to Whitmore Street)
Ballance Street (Lambton Quay to Stout Street)

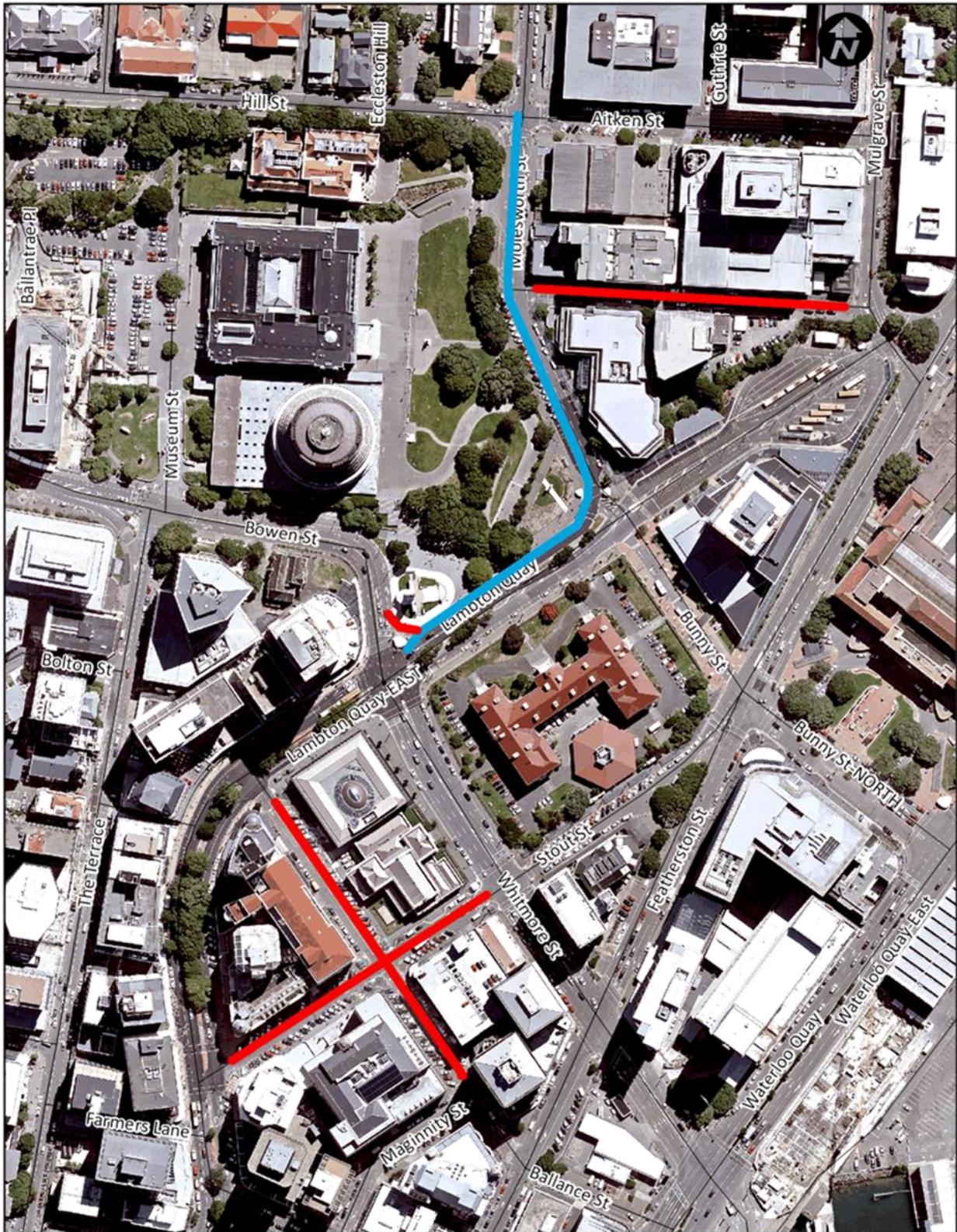
Any person objecting to a proposed road closure must contact the City Council in writing before **4pm, Friday 16 October 2020**. Please send correspondence to Street Activities at mailing address PO Box 2199, Wellington or by email Street.activities@wcc.govt.nz

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 1 Oct 2020



Whina
Sunday 8 November 2020 with Rain Day being Sunday 15th November Sunday 22nd November, 29th November 2020
Road Closures Red
Lane Closure Blue

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

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

ORIGINAL MAP SIZE: A4
AUTHOR: taumaa2m
DATE: 05/10/2020
REFERENCE:

Absolutely Positively
Wellington City Council
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0 25 50 100
metres
Scale 1:2,500