

**ORDINARY MEETING
OF
REGULATORY PROCESSES COMMITTEE
AGENDA**

Time: 9:30am
Date: Wednesday, 11 November 2020
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

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

Have your say!

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

AREA OF FOCUS

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

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

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

Quorum: 3 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

1.2 Apologies

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 14 October 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

NAME FOR NEW ROAD OFF SPENMOOR STREET

Purpose

1. This report asks the Regulatory Processes Committee to approve a name for a private right-of-way to be formed off Spenmoor Street, as shown on F Plan 3118 (Attachment 1 refers).

Summary

2. A new right-of-way is to be formed off Spenmoor Street in Newlands. This now needs to be named to allow addresses to be assigned to the new lots accessed from it. The proposed name is Boeing Way. This name meets the provisions of the Council Naming Policy: Te Māpihi Maurea. More than five other nearby right-of-ways in the area have been similarly named after models of planes.

Recommendations

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to approve the name Boeing Way for the new private right-of-way shown on F Plan 3118.

Background

3. More than five new roads and right-of-ways have been named during the last several years as a result of subdivision of land off Spenmoor Street in Newlands. These have been given the names of aircraft. Ongoing subdivision now means another private right-of-way is to be created.

Discussion

4. A new private right-of-way is to be created off Spenmoor Street as a result of ongoing subdivision in this area. This now needs to be named in accord with the Australasian addressing standard AS/NZS 4819:2011 and the Council's Naming Policy: Te Māpihi Maurea. Addresses will then to be assigned to the lots accessed from the right-of-way.
5. Assigning addresses in a timely manner allows owners to arrange the necessary consents and services in connection with construction of dwellings. Visitors and emergency services are enabled to readily locate properties in the area.
6. The developer has suggested the name Boeing. This name is in accord with the names of other nearby new roads and right-of-ways accessed off Spenmoor Street which have also been named after planes.

7. Council's Tira Poutama, Iwi Partnerships Team has been consulted and confirmed this name to be acceptable for use in this area.
8. The Newlands Paparangi Progressive Association Inc have been consulted. The Association has made no objection to this name.
9. The developer has suggested the road name type of 'Place' for this right-of-way. The road name type of 'Way' is more appropriate however, since the definition of a 'Place' is "an open space in a town" (Wellington City Council Naming Policy: Te Māpihi Maurea, 2019, p. 18). The Naming Policy: Te Māpihi Maurea states in relation to the road name type of 'Way' that this should "only be used for private roads, right-of-ways, etc..." (p. 18).
10. Following the initial consultation, officers became aware at least one of the proposed new lots was subject to a sale-and-purchase agreement. The developer was consequently asked to provide contact details of those with signed sale-and-purchase agreements, and therefore registrable interests in the records of title for lots in this development. These had not been supplied at the time of writing this report. Consequently, the views of these prospective residents are unknown.



Options

11. The following alternative options have been identified:
12. Committee members can agree to endorse the recommended name for use in the private right-of-way shown on F Plan 3118.
13. Committee members can reject the recommended name. This would mean the consultation process would recommence.
14. Committee members can direct officers to further consult with mana whenua via Council's Tira Poutama, Iwi Partnerships Team to determine an appropriate te reo Māori name. Other stakeholders would also need to be consulted on any such alternative name if this option is chosen.
15. As well as the options listed in paragraphs 13 and 14, committee members can direct officers to also, or instead, consult with those who have signed sale-and-purchase agreements to buy lots in this development.

Next Actions

16. Should the Committee approve the recommendations of this report, then addresses can be allocated to the lots to be created.
17. If the Committee chooses any of options 13 to 15 above, then the consultation process will recommence as appropriate.

Attachments

Attachment 1. F Plan 3118 Boeing Way  

Page 10

Authors	Carline Thomas, Land & Customer Information Advisor Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Toni Thompson, Manager Information Centre Tom Williams, Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

Council's Tira Poutama, Iwi Partnerships Team has endorsed use of the proposed name for the private right-of-way shown on F Plan 3118.

Other stakeholders consulted include the developer and the Newlands Paparangi Progressive Association Inc. The developer proposed the name Boeing Place. The Association has made no objection to the use of this name. No other alternate name has been proposed.

The Greater Wellington Regional Council has checked the name for duplicity, similarity, and suitability.

Treaty of Waitangi considerations

Council's Tira Poutama, Iwi partnerships Team has not advised any objection to this name.

Financial implications

Not applicable. This will be a private right-of-way that will be maintained by the owners of lots accessed from it.

Policy and legislative implications

The provisions of the Local Government Act 1974 and 2002, the Council's Naming Policy: Te Māpihi Maurea, Te Tauihu: Te Reo Māori, and the Addressing Standard AS/NZS 4819: 2011, administered by Land Information New Zealand, have been considered and applied as pertinent to this report.

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

Risks / legal

Names need to be assigned to roads and right-of-ways to enable such processes as the granting of resource and building consents. Homeowners are also able to arrange any relevant service connections when they have an address. Emergency services and other visitors to the area, such as postal services, need to be able to readily locate an address to avoid undue delays that might lead to stressful outcomes. This is particularly the case in an emergency where time can be a critical factor in medical outcomes.

Climate Change impact and considerations

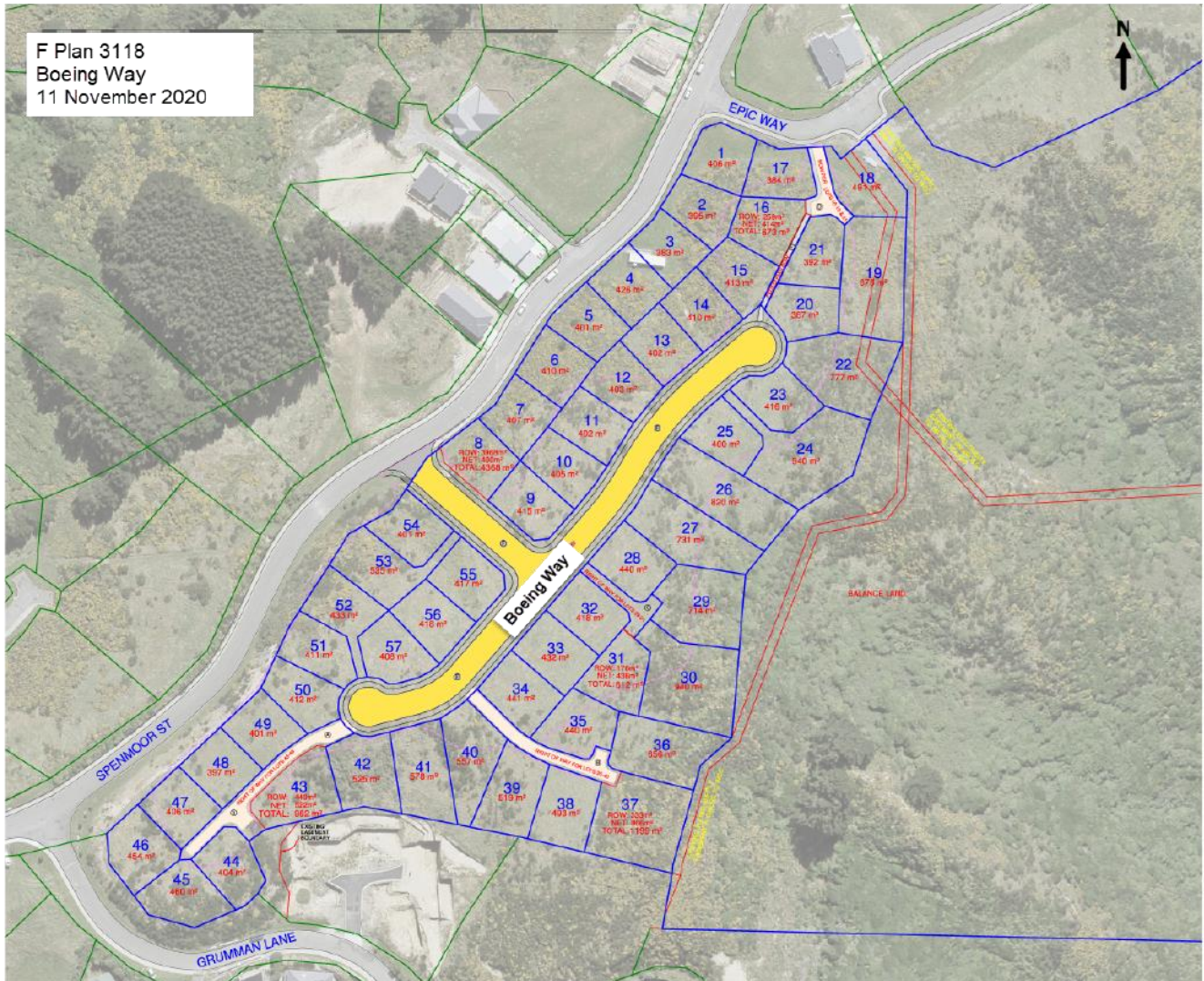
Nil.

Communications Plan

An extensive notification list includes Land Information New Zealand, New Zealand Post, and Fire and Emergency New Zealand.

Health and Safety Impact considered

As noted above, health and safety is facilitated by the naming of roads and right-of-ways with unique names. Emergency services are able to more readily locate the site of any emergency where addressing is clear and unambiguous.



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:
 - Cricket at the Basin 2020 to 2021 Various times
 - NZ Cycle Classic Sunday 17 January 2021 12:00 am to 7:00 pm
 - Island Bay Festival Sunday 14 February 2021 6:00 am to 6:00 pm
 - Kilbirnie Christmas Parade Sunday 6 December 2020 6:00 am to 1:00 pm

Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to close the following roads and sections of the roads for the events (as listed below) to public vehicles and cycles only, subject to the conditions listed in the proposed Road Closure Impact Reports:
 - a. Cricket at the Basin
 - NZ vs West Indies Test Tuesday 8 December 2020 to Wednesday 16 December 2020 6:00 am to 9:30 pm
 - T20 vs Auckland Thursday 24 December 2020 7:30 am to 8:30 pm
 - T20 vs Pakistan Tuesday 29 December 2020 7:30 am to 8:30 pm
 - T20 vs Northern Districts Saturday 9 January 2021 7:30 am to 8:30 pm
 - T20 vs Otago Sunday 24 January 2021 7:30 am to 8:30 pm
 - T20 vs Canterbury Monday 25 January 2021 7:30 am to 8:30 pm
 - T20 vs Central Districts Sunday 31 January 2021 7:30 am to 8:30 pm
 - T20 Elimination Final Thursday 11 February 2021 7:30 am to 8:30 pm (if required)
 - T20 Final Saturday 13 February 2021 7:30 am to 8:30 pm
 - Ford Trophy Final Saturday 6 March 2021 7:30 am to 8:30 pm
 - NZ vs Bangladesh ODI Wednesday 17 March to Sunday 21 March 2021 6:00 am to 9:30 am
 - i. Slip lane Closed (Buckle Street to Kent Terrace):
 - b. New Zealand Cycle Classic Sunday 17 January 2021 12:00 am to 7:00 pm
 - i. Lambton Quay (Whitmore Street to Brandon Street)
 - ii. Balance Street (Lambton Quay to Stout Street)

- iii. Waring Taylor Street (Lambton Quay to Maginnity Street)
 - iv. Johnston Street (Lambton Quay to Featherston Street)
 - v. Brandon Street (Lambton Quay to Featherston Street)
 - vi. Woodward Street (Pedestrian Access Only)
 - vii. Farmers Lane (Pedestrian Access Only)
 - c. Island Bay Festival Sunday 14 February 2021 6:00 am to 6:00 pm
 - i. Reef Street (between The Esplanade and The Parade)
 - ii. The Esplanade (between Derwent Street and Brighton Street)
 - iii. The Parade (between Reef Street and Derwent Street)
 - iv. Rolling Lane Closure Avon Street, The Parade, Reef Street (Saturday 13 February 2021 2:00 pm)
 - d. 2020 Kilbirnie Christmas Parade Sunday 6 December 2020 6:00 am to 1:00 pm
 - i. Bay Road (between Rongotai Road and Coutts Street)
 - ii. Rolling Lane Closure Mahora Street, Rongotai Road, Bay Road, Coutts Street (approximately 10:30 am to approximately 11:00 am)
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.
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 s formulated.
 - Any objections are followed up and resolved as far as practical.

- The event organiser works together with Council officers who modify any plan in response to public submissions and prepare an impact report for the 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. Cricket at the Basin, Island Bay Festival and the Kilbirnie Christmas Parade are all annual events and the event organisers apply for permissions every year.
- NZ Cycle Classic has not been held in Wellington since 2011.

Attachments

Attachment 1.	Cricket at the Basin Map ↓ 	Page 15
Attachment 2.	Cricket at the Basin Impact ↓ 	Page 16
Attachment 3.	Cricket at the Basin Advert ↓ 	Page 19
Attachment 4.	New Zealand Cycle Classic Map ↓ 	Page 20
Attachment 5.	New Zealand Cycle Classic Impact ↓ 	Page 21
Attachment 6.	New Zealand Cycle Classic Advert ↓ 	Page 24
Attachment 7.	Island Bay Festival Map ↓ 	Page 25
Attachment 8.	Island Bay Festival Impact ↓ 	Page 26
Attachment 9.	Island Bay Festival Advert ↓ 	Page 29
Attachment 10.	Kilbirnie Christmas Parade Map ↓ 	Page 30
Attachment 11.	Kilbirnie Christmas Parade Impact ↓ 	Page 31
Attachment 12.	Kilbirnie Christmas Parade Advert ↓ 	Page 34

Author	Maria Taumaa, Street Activities Coordinator
Authoriser	Jacqui Austin, Team Leader Street Activities and Audit Coordination Sean Woodcock, Customer, Compliance and Business Service Manager Tom Williams, 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. Roading 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 regards 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 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

Residents 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

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

CRICKET AT THE BASIN
DECEMBER 8 2020 TO MARCH 21 2021

1. Description of Event

These will be International and Domestic games at the Basin Reserve. To be played during the 2020 to 2021 Cricket season.

There will be various dates and timeframes depending on the Domestic or International games being played.

The proposed road closures to vehicles and cyclists, are as follows: Cricket at the Basin:

- NZ vs West Indies Test Tuesday December 8 to Wednesday 16 December 2020 6.00 am to 9.30 pm
- T20 vs Auckland Thursday 24 December 2020 7.30 am to 8.30 pm
- T20 vs Pakistan Tuesday 29 December 2020 7.30 am to 8.30 pm
- T20 vs Northern Districts Saturday 9 January 2021 7.30 am to 8.30 pm
- T20 vs Otago Sunday 24 January 2021 7.30 am to 8.30 pm
- T20 vs Canterbury Monday 25 January 2021 7.30 am to 8.30 pm
- T20 vs Central Districts Sunday 31 January 2021 7.30 am to 8.30 pm
- T 20 Elimination Final Thursday 11 February 2021 7.30 am to 8.30 pm (if required)
- T20 Final Saturday 13 February 2021 7.30 am to 8.30 pm
- Ford Trophy Final Saturday 6 March 2021 7.30 am to 8.30 pm (If required)
- NZ vs Bangladesh ODI Wednesday 17 March to Sunday 21 March 2021 6.00 am to 9.30 pm

Slip lane Closed (Buckle Street to Kent Terrace)

Please refer to the map attachment for further detail.

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

2. Events Directorate Support

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

3. Proposal Notice and Consultation

REGULATORY PROCESSES COMMITTEE

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

- Dominion Post, 19 Sept 2020
- Social Media, 13 October 2020
- Twitter, 13 October 2020
- Facebook, 13 October 2020
- Have your say, 13 October 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 Various times, see times and dates on Impact report.

- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where road closures transition from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required 10 days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.

REGULATORY PROCESSES COMMITTEE

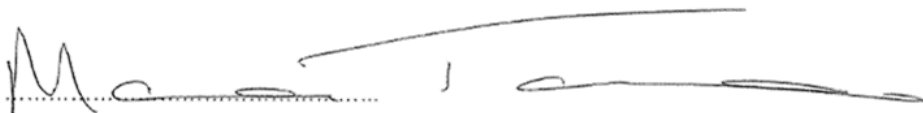
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- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to 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 11 November 2020 to consider the following temporary road closures for events.

Cricket at the Basin

Road Closures

Slip Lane (Buckle Street to Kent Terrace)

NZ vs West Indies (Test) December

Wednesday 8 to 16 December 2020 6.00am to 9.00pm

T20 vs Auckland (Women as Well)

Thursday 24 December 2020 7.30am to 8.30pm

T20 vs Pakistan

Tuesday 29 December 2020 7.30am to 8.30pm

T20 vs Northern Districts (Women as Well)

Saturday 9 January 2021 7.30am to 8.30pm

T20 vs Otago

Sunday 24th January 2021 7.30am to 8.30pm

T20 vs Canterbury (Women as Well)

Monday 25 January 2021 7.30am to 8.30pm

T20 vs Central Districts (Women as well)

Sunday 31 January 2021 7.30am to 8.30pm

T20 Elimination Final (If Required)

Thursday 11 February 2021 7.30am to 8.30pm

T20 Final Saturday

13 February 2021 7.30am to 8.30pm

Ford Trophy Final

Saturday 6 March 2021 7.30am to 8.30pm

NZ vs Bangladesh ODI

Wednesday 17th March to Sunday 21 March 2021
6.00am to 10.00pm

NZ Cycle Race

Sunday 17 January 2021 Midnight to 7.00pm

Road Closure

Lambton Quay (Whitmore Street to Brandon Street)

Ballance Street (Lambton Quay to Stout Street)

Waring Taylor Street (Lambton Quay to Maginnity Street)

Johnson Street (Lambton Quay to Featherston Street)

Brandon Street (Lambton Quay to Featherston Street)

Woodward Street (Pedestrian access only)

Farmers Lane (Pedestrian access only)

Island Bay Festival

Road closure

Day in the Bay

Sunday 14 February 2021 6.00am to 6.00pm

Reef Street (between the Esplanade and The Parade)

The Esplanade (between Derwent Street and Brighton Street)

The Parade (Reef Street to Derwent Street)

Parade Saturday 13 February 2.00pm Start

Lane Closure

Avon Street (Between Clyde Street and The Parade - Parade Assembly only - no through traffic resident access only) finish at Shorland Park

Any person objecting to a proposed road closure must contact the City council in writing before **4pm, Friday 2 October 2020**. Please send correspondence to Maria Taumaa at Wellington City Council, PO Box 2199 Wellington, 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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The Dominion Post 19 Sep 2020



REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

NEW ZEALAND CYCLE CLASSIC
SUNDAY 17TH JANUARY 2021 MIDNIGHT TO 7.00 PM

1. Description of Event

Sandoval promotions will stage a top cycling event, The New Zealand Cycle Classic, emphasising the Wellington as the top sport event destination.

The one-day event is planned for Sunday 17th January 2021 in Downtown Wellington – bottom of Lambton Quay area on a completely closed circuit. This event has been done a few times in Wellington and has been very well supported by participants and members of the public.

This New Zealand Cycle Classic will be designed and programmed to provide the highest possible levels of economic impact and media exposure for the Capital. The event will feature races for men, women and children and local and potentially national clubs. The event will finish in the CBD with the final stage of the 2021 New Zealand Cycle Classic including Olympic, Commonwealth and New Zealand World Champions. All the events are free to spectators.

The proposed road closures to vehicles and cyclists, are as follows: New Zealand Cycle Classic Sunday 17th January 2021 Midnight to 7.00 pm

- **Lambton Quay** (Whitmore Street to Brandon Street)
- **Ballance Street** (Lambton Quay to Stout Street)
- **Waring Taylor Street** (Lambton Quay to Maginnity Street)
- **Johnston Street** (Lambton Quay to Featherston Street)
- **Brandon Street** (Lambton Quay to Featherston Street)
- **Woodward Street** (Pedestrian access only)
- **Farmers Lane** (Pedestrian access only)

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:

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- Dominion Post, 19 September 2020
- Social Media, 13 October 2020
- Twitter, 13 October 2020
- Facebook, 13 October 2020
- Have your say, 13 October 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 7.00 pm on Sunday 17th January 2021.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where road closures transition from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all of their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required 10 days before the event.
- The event organiser must have an approved TMP 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.

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- 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 11 November 2020 to consider the following temporary road closures for events.

Cricket at the Basin

Road Closures

Slip Lane (Buckle Street to Kent Terrace)

NZ vs West Indies (Test) December

Wednesday 8 to 16 December 2020 6.00am to 9.00pm

T20 vs Auckland (Women as Well)

Thursday 24 December 2020 7.30am to 8.30pm

T20 vs Pakistan

Tuesday 29 December 2020 7.30am to 8.30pm

T20 vs Northern Districts (Women as Well)

Saturday 9 January 2021 7.30am to 8.30pm

T20 vs Otago

Sunday 24th January 2021 7.30am to 8.30pm

T20 vs Canterbury (Women as Well)

Monday 25 January 2021 7.30am to 8.30pm

T20 vs Central Districts (Women as well)

Sunday 31 January 2021 7.30am to 8.30pm

T20 Elimination Final (If Required)

Thursday 11 February 2021 7.30am to 8.30pm

T20 Final Saturday

13 February 2021 7.30am to 8.30pm

Ford Trophy Final

Saturday 6 March 2021 7.30am to 8.30pm

NZ vs Bangladesh ODI

Wednesday 17th March to Sunday 21 March 2021
6.00am to 10.00pm

NZ Cycle Race

Sunday 17 January 2021 Midnight to 7.00pm

Road Closure

Lambton Quay (Whitmore Street to Brandon Street)

Ballance Street (Lambton Quay to Stout Street)

Waring Taylor Street (Lambton Quay to Maginnity Street)

Johnson Street (Lambton Quay to Featherston Street)

Brandon Street (Lambton Quay to Featherston Street)

Woodward Street (Pedestrian access only)

Farmers Lane (Pedestrian access only)

Island Bay Festival

Road closure

Day in the Bay

Sunday 14 February 2021 6.00am to 6.00pm

Reef Street (between the Esplanade and The Parade)

The Esplanade (between Derwent Street and Brighton Street)

The Parade (Reef Street to Derwent Street)

Parade Saturday 13 February 2.00pm Start

Lane Closure

Avon Street (Between Clyde Street and The Parade - Parade Assembly only - no through traffic resident access only) finish at Shotland Park

Any person objecting to a proposed road closure must contact the City council in writing before 4pm, Friday 2 October 2020. Please send correspondence to Maria Taumaa at Wellington City Council, PO Box 2199 Wellington, 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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The Dominion Post | 19 Sep 2020

Island Bay Festival 14th February 2021 6am-6pm



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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

ISLAND BAY FESTIVAL
SUNDAY 14TH FEBRUARY 2021 6.00 AM TO 6.00 PM

1. Description of Event

The Island Bay Enhancement Trust has successfully run festival events in Island Bay for more than 28 years. The festival programme is planned to span seven days, with two major events in the programme being the Day in the Bay, the Festival Parade.

The proposed road closures to vehicles and cyclists, are as follows: Island Bay Festival Sunday 14th February 2021 6am to 6.00pm.

- Reef Street (between The Esplanade and The Parade)
- The Esplanade (between Derwent Street and Brighton Street)
- The Parade (between Reef Street and Derwent Street)

Rolling Lane Closure Saturday 13th February for the Parade to start 2.00pm
Avon Street, (The Parade then into Reef Street)

Please refer to the map attachment for further detail.

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

2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

- Dominion Post, 19 September 2020
- Social Media, 13 October 2020
- Twitter, 13 October 2020
- Facebook, 13 October 2020
- Have your say, 13 October 2020

This is a regular annual event and last year there were no issues.

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The New Zealand Police and the Ministry of Transport (NZTA) will be advised closer to the event by way of 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 6.00 am to 6.00 pm on Sunday 14th February 2021.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where road closures transition from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all of their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required 10 days before the event.
- The event organiser must have an approved TMP 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 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.

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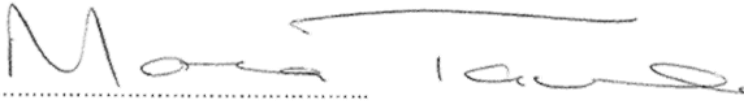
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- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- This proposed road closure is subject 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 11 November 2020 to consider the following temporary road closures for events.

Cricket at the Basin

Road Closures

Slip Lane (Buckle Street to Kent Terrace)

NZ vs West Indies (Test) December

Wednesday 8 to 16 December 2020 6.00am to 9.00pm

T20 vs Auckland (Women as Well)

Thursday 24 December 2020 7.30am to 8.30pm

T20 vs Pakistan

Tuesday 29 December 2020 7.30am to 8.30pm

T20 vs Northern Districts (Women as Well)

Saturday 9 January 2021 7.30am to 8.30pm

T20 vs Otago

Sunday 24th January 2021 7.30am to 8.30pm

T20 vs Canterbury (Women as Well)

Monday 25 January 2021 7.30am to 8.30pm

T20 vs Central Districts (Women as well)

Sunday 31 January 2021 7.30am to 8.30pm

T20 Elimination Final (If Required)

Thursday 11 February 2021 7.30am to 8.30pm

T20 Final Saturday

13 February 2021 7.30am to 8.30pm

Ford Trophy Final

Saturday 6 March 2021 7.30am to 8.30pm

NZ vs Bangladesh ODI

Wednesday 17th March to Sunday 21 March 2021
6.00am to 10.00pm

NZ Cycle Race

Sunday 17 January 2021 Midnight to 7.00pm

Road Closure

Lambton Quay (Whitmore Street to Brandon Street)

Balmain Street (Lambton Quay to Stout Street)

Waring Taylor Street (Lambton Quay to Maginnity Street)

Johnson Street (Lambton Quay to Featherston Street)

Brandon Street (Lambton Quay to Featherston Street)

Woodward Street (Pedestrian access only)

Farmers Lane (Pedestrian access only)

Island Bay Festival

Road closure

Day in the Bay

Sunday 14 February 2021 6.00am to 6.00pm

Reef Street (between the Esplanade and The Parade)

The Esplanade (between Derwent Street and Brighton Street)

The Parade (Reef Street to Derwent Street)

Parade Saturday 13 February 2.00pm Start

Lane Closure

Avon Street (Between Clyde Street and The Parade - Parade Assembly only - no through traffic resident access only) finish at Shorland Park

Any person objecting to a proposed road closure must contact the City council in writing before 4pm, Friday 2 October 2020. Please send correspondence to Maria Taumaa at Wellington City Council, PO Box 2199 Wellington, 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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The Dominion Post | 19 Sep 2020

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

2020 KILBIRNIE CHRISTMAS PARADE
SUNDAY 6TH DECEMBER 2020 6.00 AM TO 1.00 PM

1. Description of Event

The Kilbirnie Business Network wish to organise the Kilbirnie Santa parade for Sunday 6th December 2020. They are looking for more local community participation to provide a community focussed event. The parade will run approximately from 10.30 am to 11.00 am by way of rolling lane closure. All activities will be contained within Bay Road and adjoining spaces.

The proposed road closures to vehicles and cyclists, are as follows: 2020 Kilbirnie Christmas Parade: Sunday 6th December 2020 6.00 am to 1.00 pm.

- Bay road (between Rongotai Road and Coutts Street)

Rolling lane closure

- Mahora Street (Rongotai Road Bay Road, Coutts Street)

Parade will start approximately 10.30 am and finish approximately 11.00 am.

Please refer to the map attachment for further detail.

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

2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

Dominion Post advert went in on the 3rd November 2020, but Street Activities will deal with any objections received up to the date of the event.

- Dominion Post, 3rd November 2020
- Social Media, 5 November 2020
- Twitter, 5 November 2020
- Facebook, 5 November 2020
- Have your say, 5 November 2020

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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 so far for this road closure and any received will be dealt with up to and including the date of this event.

5. Traffic Impact Assessment

Prior Closures

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

Traffic Impact

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

Conditions:

- The road closure is valid from 6.00am to 1.00pm on Sunday 6th 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. 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 of their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required 10 days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to provide access to all properties affected by the road closures for the parade assembly.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.

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

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

Attachments

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

Prepared By
Maria Taumaa
Street Activities Coordinator

Approved By
Jacqui Austin
Team Leader Street Activities and Audit Coordination



The Dominion Post | 3 Nov 2020 ▾

Traffic Changes Proposed

The Regulatory Processes Committee will meet on Wednesday 11 November 2020 to consider the following temporary road closures for events.

Kilbirnie Xmas Parade Sunday 6th December 2020

Road closed 6.00am to 1.00pm

Bay Road (between Rongotai Road and Coutts Street)

Rolling Lane Closure Parade starts 10.30am to 11.00am

(Mahora Street, Rongotai Road, Bay Road, Coutts Street)

Any person objecting to a proposed road closure must Contact the City Council in writing before **4pm, Friday 13th November 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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PROPOSED ROAD STOPPING - LAND ADJOINING 64 BEAUCHAMP STREET, KARORI

Purpose

1. This report asks the Regulatory Processes Committee to recommend to Council that it stops and sells approximately 214m² (subject to survey) of unformed legal road located on Henderson Street and adjoining 64 Beauchamp Street, Karori. Refer to Attachment 1 for the location plan.

Summary

2. The owners of 64 Beauchamp Street, Karori (the Owners) have applied to purchase unformed legal road land adjoining the legal road boundary of their property.
3. The approximately 214m² of unformed legal road land proposed to be stopped and sold (the Land) is shown outlined red on Attachment 2.
4. Utility providers and relevant Council business units have been consulted. All support the proposal, subject to conditions (where relevant).
5. Initial consultation letters were sent to adjoining and adjacent neighbours and, at the time of writing of this report, no responses had been received.
6. If the Council agrees with the recommendation of the Regulatory Processes Committee, the road stopping will then be publicly notified. At that time any neighbours, organisations, or any other member of the public will have the opportunity to make a submission.

Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.
2. Recommend that the Council:
 - a) Declare that approximately 214m² (subject to survey) of unformed legal road land in Henderson St, Karori adjoining 64 Beauchamp Street (being Lot 18 Block F DP 1543 held on ROT WN183/63, the Land) is not required for a public work and is surplus to Council's operational requirements.
 - b) Agree to dispose of the Land.
 - c) Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of sale or exchange, imposing any reasonable covenants, and anything else necessary.
3. Note that if objections are received to the road stopping, and the applicant wished to continue, a further report will be presented to the Regulatory Processes Committee for consideration.

Discussion

7. 64 Beauchamp Street is a regular shaped corner lot with frontage on Beauchamp Street and Henderson Street. The property is relatively flat and level with the road, the property contains a multi-storey dwelling and a garage with vehicle access from the Beauchamp Street side. Refer to Attachment 3 for street views.
8. Should the road stopping proposal be successful, the Land will be amalgamated with 64 Beauchamp St, with its current use not proposed to change.
9. Road stopping is provided for under Sections 319(1)(h) and 342(1)(a) and the Tenth Schedule of the Local Government Act 1974 (LGA).
10. The Council, under Section 40 of the Public Works Act 1981 (PWA), 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any public work. Section 345(1)(a)(i) of the LGA provides Council with the statutory power to dispose of stopped road.
11. Advisors from Council's Transport Network Team have confirmed the Land is not required for future road widening or public access purposes. They supported the proposal subject to 15m of legal road land being retained (measured from the front boundaries of opposite properties). An isolation strip will be required on the extension of the 64 Beauchamp Street/8 Henderson Street side boundary. Refer to Attachment 2 for isolation strip shown in green.
12. Relevant Council business units have been consulted and none wish to retain the Land.
13. Officers recently commenced giving the Walking Access Commission the opportunity to comment on road stopping proposals early in the process. The Commission supports the proposal by 64 Beauchamp Street, without condition.
14. As is normal practise in the early stages of the road stopping process, officers have written to the adjoining and adjacent neighbours notifying them that Council had received this road stopping application. All of these owners will be consulted again when formal public consultation is carried out later in the road stopping process.
15. If Council approves the above, officers will establish whether any offer back obligations under Section 40 of the PWA exist.

Options

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

Next Actions

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

Attachments

Attachment 1.	Location Plan ↓ 	Page 39
Attachment 2.	Aerial ↓ 	Page 40
Attachment 3.	Street Views ↓ 	Page 41

Author	Sarah-Jane Still, Property Advisor
Authoriser	Leah Hearn, Corporate Real Estate Manager Siobhan Procter, Manager, Transport and Infrastructure Tom Williams, Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

Letters were sent to the relevant adjoining and adjacent neighbours notifying them that Council had received this road stopping application. At the time of preparing this report no responses had been received.

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

Treaty of Waitangi considerations

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

Financial implications

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

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

Policy and legislative implications

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

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

Risks / legal

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

Climate Change impact and considerations

There are no known climate change implications for this road stopping.

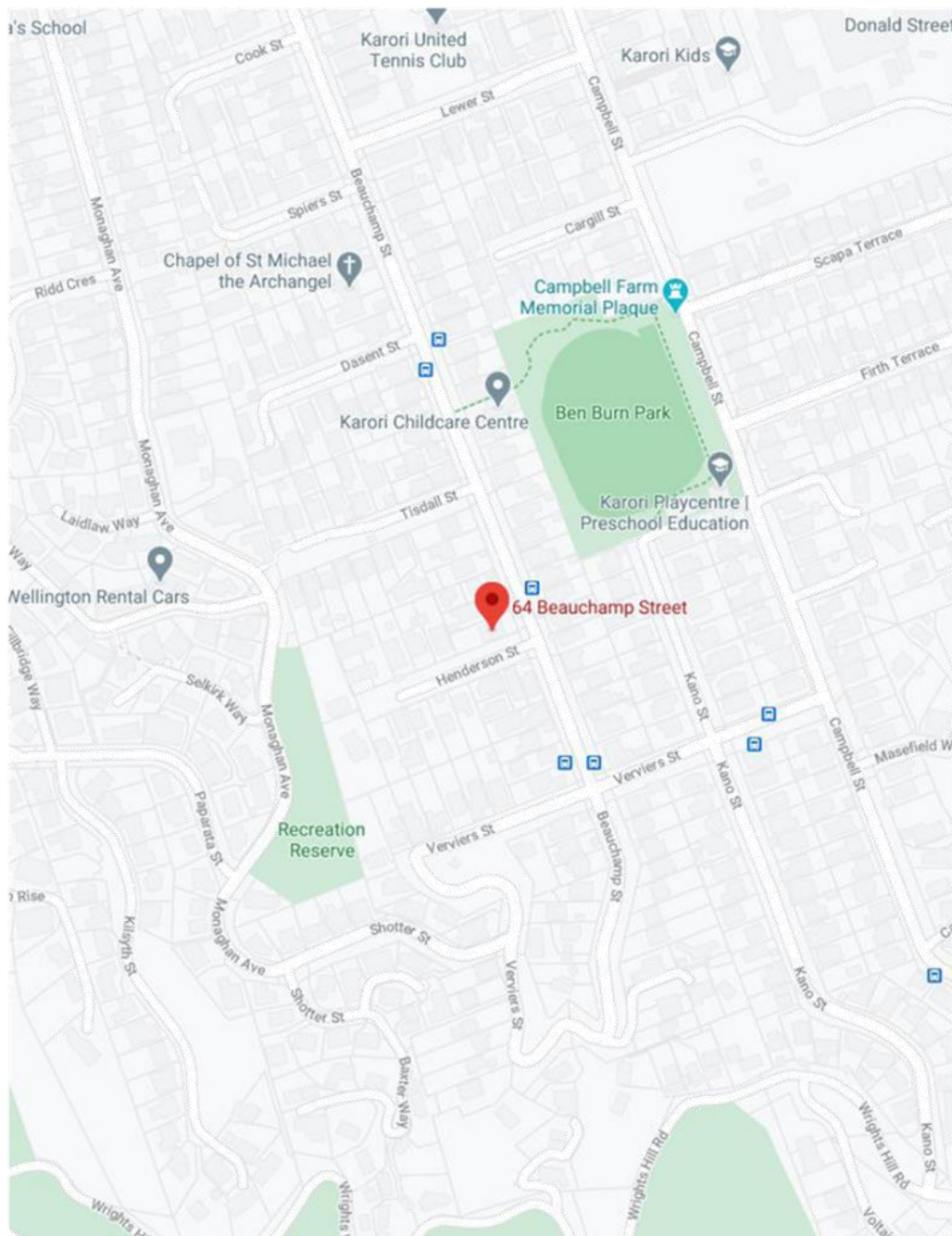
Communications Plan

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

Health and Safety Impact considered

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

Location Plan



LocalMaps Print



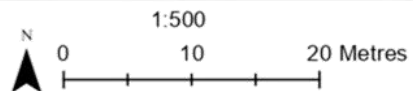
September 6, 2019

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

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

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

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



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Street Views





TRAFFIC RESOLUTIONS

Purpose

1. This report asks the Regulatory Processes Committee to consider ten 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 29 September 2020 and 12 October 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 10 are being recommended for approval (refer to table below).
 - Traffic Resolution TR127-20 Braemar Terrace, Johnsonville - No Stopping At All Times was deferred pending further investigation.
 - Traffic Resolution TR134-20 Arthur Street, Te Aro – No Stopping At All Times; Confirmation of Parking Restrictions 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. TR108-20 (Part of) Luxford Street - Removal of Taxi Stand
 - b. TR129-20 (Part of) Onslow Road - No Stopping At All Times
 - c. TR135-20 (Part of) Victory Avenue - No Stopping At All Times, Confirmation of Bus Stop #5345
 - d. TR136-20 (Part of) Coutts Street - P60 Time Limited Parking
 - e. TR137-20 (Part of) Hopper Street - Service lane parking changes
 - f. TR138-20 (Part of) Oriental Parade - No Stopping At All Times
 - g. TR140-20 (Part of) Happy Valley Road - New layout for Bus stop #7153
 - h. TR141-20 (Part of) Happy Valley Road - New layout for Bus Stop #6153
 - i. TR142-20 (Part of) Trinidad Crescent - No Stopping At All Times
 - j. TR143-20 (Part of) Fortification Road - No Stopping At All Times

Background

6. Twelve proposed traffic resolutions were publicly advertised in the Dominion Post on 29 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:
 - a. the proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback
 - b. all feedback received, and
 - c. where appropriate, Council officers' responses to the feedback.
8. The attached 'Traffic Resolutions Summary Table RPC 11 November 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 11 November 2020 ↓ 	Page 47
Attachment 2.	Table of Traffic Resolutions Legal Description RPC 11 November 2020 ↓ 	Page 51
Attachment 3.	TR108-20 Luxford Street - Removal of Taxi Stand ↓ 	Page 58
Attachment 4.	TR129-20 Onslow Road - No Stopping At All Times ↓ 	Page 63
Attachment 5.	TR135-20 Victory Avenue - No Stopping At All Times; Confirmation of Bus Stop #235345 ↓ 	Page 70
Attachment 6.	TR136-20 Coutts Street - P60 Time Limited Parking ↓ 	Page 75
Attachment 7.	TR137-20 Hopper Street - Service Lane Parking Changes ↓ 	Page 79
Attachment 8.	TR138-20 Oriental Parade - No Stopping At All Times ↓ 	Page 85
Attachment 9.	TR140-20 Happy Valley Road - New Layout for Bus Stop #23237153 ↓ 	Page 89
Attachment 10.	TR141-20 Happy Valley Road - New Layout for Bus Stop #236153 ↓ 	Page 94
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Authors	Wendy Ferguson, Project Coordinator Lindsey Hill, Project Coordinator
Authoriser	Siobhan Procter, Manager, Transport and Infrastructure Tom Williams, 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 11 November 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)		
TR108-20	Luxford Street, Berhampore	Class restricted	Unrestricted parking	Accessibility	Resident	+3 unrestricted parking space ¹	N/A	7,867	N/A	no change	This proposal is to remove a taxi stand on the south side of Luxford Street. We were made aware from a local resident that there is a taxi stand on the street which has very little demand and is relatively unused while there is a high demand for other parking spaces on this street. This will increase the use of the space and provide additional parking close to the shops.	Yes = 1 No = 1 Not stated = 0
TR129-20	Onslow Road, Khandallah	Unrestricted	No Stopping	Safety/Accessibility	Residents	-9 unrestricted parking spaces	N/A	5,738	N/A	+ ve	This proposal is to install 50 metres of broken yellow lines along the east side of Onslow Road. We have received safety and accessibility concerns from local residents about vehicles parked on Onslow Road restricting access. The road measures approx. 6 metres in width along this section. Currently vehicles can park on both sides of the road leaving a lane width of 2 metres which is insufficient for vehicles to safety manoeuvre through.	Yes = 1 No = 1 Not stated = 1
TR135-20	Victory Avenue, Karori	Unrestricted	No Stopping/Class Restricted	Safety/Accessibility	Resident	- 4 unrestricted parking spaces	N/A	1,230	12	+ ve	This proposal is to install 108 metres of broken yellow lines along the west side of Victory Avenue; confirmation of existing bus stop extending 12 metres along the west side of Victory Avenue and confirmation of existing broken yellow lines extending 6 metres at the intersection of Victory Avenue and Tobruk Street. We have received safety and accessibility concerns from a local resident about vehicles parked on both sides of the road between no.2 and no.12 Victory Avenue. The current parking arrangement is restricting access for vehicles. The road width measures approximately 7 metres which only allows a 3 metre wide carriageway for vehicles including buses to manoeuvre through when cars are parked on both sides of the road. This results in vehicles crossing the double yellow centre line to pass a parked vehicle with one reported head-on collision in 2018. We are confirming the existing bus stop and broken yellow lines on Victory Ave.	Yes = 1 No = 0 Not stated = 0

Traffic Resolutions Summary Table RPC 11 November 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)		
TR136-20	Coutts Street, Kilbirnie	Unrestricted	Time Limited	Accessibility	Business	Conversion of 1 unrestricted to P60 time limited parking space	N/A	22,250	N/A	no change	This proposal is to install one P60 parking space along the south side of Coutts Street. We have received a request from a local business, for time limited parking to ensure turnover of vehicles. This will improve turnover of vehicles and accessibility for local businesses.	Yes = 1 No = 0 Not stated = 0
TR137-20	Hopper Street service lane, Te Aro	No Stopping	Time Limited/ Class restricted/ No Stopping	Safety/Accessibility	Business	-1 unrestricted	N/A	60	N/A		This proposal is to install 22 metres of additional broken yellow lines; insert a loading zone on the south eastern corner of Hopper Street service lane; and install five P30 parking spaces along Hopper street service lane. We have received safety and accessibility concerns from a local business about parking in Hopper Street service lane. Currently the service lane is used for all day parking not leaving space for delivery vehicles and short-term parking.	Yes = 0 No = 4 Not stated = 0
TR138-20	Oriental Parade, Oriental Bay	Metered Parking	No Stopping/Metered Parking	Safety/Accessibility	Resident	- 1 metered parking space	Estimated decrease \$2,753.92	15,872	N/A	no change	This proposal is to remove one metered parking space along the north side of Oriental Parade; and install 3 metres of broken yellow lines along the north side of Oriental Parade. We have received safety concerns from a local resident about vehicles parking over a fire hydrant on Oriental Parade. Vehicles restrict fire services using the fire hydrant during an emergency.	Yes = 0 No = 0 Not stated = 0
TR140-20	Happy Valley Road, Owhiro Bay/ Bus Stop #7153	Class Restricted	Class Restricted/ No Stopping	Safety/Accessibility	GWRC	- 4 unrestricted parking spaces	N/A	4,350	238	+ ve	This proposal is to improve accessibility for buses using this bus stop in order to safely pick up and let down passengers here. The stop is currently unmarked with private vehicles often parked within close proximity making access difficult for buses. The stop has recently been improved through the installation of a new bus shelter and kerb buildout. This proposal seeks to complete the improvements to the bus stop.	Yes = 2 No = 0 Not stated = 0
TR141-20	Happy Valley Road, Owhiro Bay/ Bus Stop #6153	Unrestricted	Class Restricted/ No Stopping	Safety/Accessibility	GWRC	- 4 unrestricted parking spaces	N/A	4,350	208	+ ve	This proposal is to improve accessibility for buses using this bus stop in order to safely pick up and let down passengers here. The stop is currently unmarked with private vehicles often parked within close proximity making access difficult for buses.	Yes = 0 No = 0 Not stated = 0

Traffic Resolutions Summary Table RPC 11 November 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)		
TR142-20	Trinidad Crescent, Grenada Village	Unrestricted	No Stopping	Safety	Resident	- 4 unrestricted parking spaces	N/A	2,130	N/A	+ ve	This proposal is to install 26 metres of broken yellow lines on the south side of the intersection of Trinidad Crescent and Mark Avenue and 20 metres of broken yellow lines on the north side of the intersection of Trinidad Crescent and Mark Avenue. We have received safety concerns from a local resident about the intersection of Trinidad Crescent and Mark Avenue regarding the visibility of vehicles when turning out of Trinidad Crescent onto Mark Avenue. TR14-20, Give Way and Stop Control was approved at the RPC in August 2020 and we are committed to following up the concerns raised with this consultation and are proposing the no stopping restriction as detailed. Vegetation has been cut back on the north east corner to assist sightline.	Yes = 1 No = 1 Not stated = 1
TR143-20	Fortification Road, Karaka Bays	No stopping	No Stopping	Accessibility	Residents	-1 unrestricted parking space	N/A	230	N/A	+ ve	This proposal is to install 7 metres of broken yellow lines along the northern side of Fortification Road. We have received accessibility concerns from local residents about parking on Fortification Road. This proposal is a result of concerns that were raised during the consultation carried out on TR92-20 regarding vehicles blocking access to the driveway at no.2 – no.18 Fortification Road. The recently approved no stopping restriction has been commissioned.	Yes = 1 No = 0 Not stated = 0

Table of Traffic Resolutions Legal Description RPC 11 November 2020

a.	Luxford Street, Berhampore (TR108-20) Removal of Taxi Stand		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Luxford Street</i>	<i>Taxi Stand</i>	<i>South side, commencing 83.5 metres east of its intersection with Adelaide Road and extending in an easterly direction following the southern kerbline for 17.5 metres.</i>
b.	Onslow Road, Khandallah (TR129-20) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Onslow Road</i>	<i>No Stopping, At All Times</i>	<i>East side, commencing 183 metres east of its intersection with Cashmere Avenue (Grid coordinates X=1,750,883.25 m Y=5,432,083.46m) and extending in an easterly direction following the eastern kerb line for 50 metres.</i>
c.	Victory Avenue, Karori (TR135-20) No Stopping At All Times; Confirmation of Bus Stop #5345		
	<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Victory Avenue</i>	<i>No Stopping, At All Times</i>	<i>West side, commencing 15 metres from its intersection with Tobruk Street (Grid coordinates X=1,744,772.98m Y=5,428,56.40m) and extending in a southerly direction following the western kerb line for 108 metres.</i>
	<i>Victory Avenue</i>	<i>No Stopping, At All Times</i>	<i>West side, commencing at its intersection with Tobruk Street (Grid coordinates X=1,744,772.98m Y=5,428,56.40m) and extending in a southerly direction following the western kerb line for 3 metres.</i>
	<i>Tobruk Street</i>	<i>No Stopping, At All Times</i>	<i>West side, commencing at its intersection with Victory Ave (Grid coordinates X=1,744,772.98m Y=5,428,56.40m) and extending in a northerly direction following the western kerb line for 3 metres.</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three

Table of Traffic Resolutions Legal Description RPC 11 November 2020

	Victory Avenue	<i>Bus Stop, At All Times</i>	<i>West side, commencing 3 metres from its intersection with Tobruk Street (Grid coordinates X=1,744,772.98m Y=5,428,56.40m) and extending in an southerly direction following the western kerb line for 12 metres.</i>
d.	Coutts Street, Kilbirnie (TR136-20) P60 Time Limited Parking		
	<i>Add to Schedule A (Time Limited) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Coutts Street	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 60 metres west of its intersection with Onepu Road (Grid coordinates x=1750260.0 y= 5424146.4) and extending in a westerly direction following the southern kerb line for 8 metres.</i>
e.	Hopper Street service lane – Te Aro (TR137-20) Service lane parking changes		
	<i>Delete from Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Hopper Street Service Lane	<i>No Stopping At All Times</i>	<i>North side, commencing 15 metres east of its intersection with Hopper Street, following the northern and eastern kerbline for 54.5 metres</i>
	Hopper Street Service Lane	<i>No Stopping At All Times</i>	<i>South side, commencing 3 metres east of its intersection with Hopper Street and extending in an easterly direction following the southern kerbline for 39 metres</i>
	<i>Add to Schedule A (Time Limited) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Hopper Street Service Lane	<i>P30, Monday to Saturday, 8:00am - 6:00pm</i>	<i>North side, commencing 3.5 metres east of its intersection with Hopper street (Grid coordinates X= 1,748,561.17, Y= 5,426,606.61) and extending in an easterly direction following the northern kerb line for 12 metres.</i>
	Hopper Street Service Lane	<i>P30, Monday to Saturday, 8:00am - 6:00pm</i>	<i>North side, commencing 3.5 metres east of its intersection with Hopper street (Grid coordinates X= 1,748,561.17, Y= 5,426,606.61) and extending in an easterly direction following the northern kerb line for 17 metres.</i>
	Hopper Street Service Lane	<i>P30, Monday to Saturday, 8:00am - 6:00pm</i>	<i>North side, commencing 20.5 metres east of its intersection with Hopper street (Grid coordinates X=</i>

Table of Traffic Resolutions Legal Description RPC 11 November 2020

			1,748,524.32m, Y= 5426524.74m) and extending in an easterly direction following the northern kerb line for 6.0 metres.
	Hopper Street Service Lane	P30, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 78.0 metres east of its intersection with Hopper street (Grid coordinates X= 1,748,524.32m, Y= 5426524.74m) and extending in a northerly direction following the northern kerb line for 10 metres.
<i>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Hopper Street Service Lane	Loading Zone, P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	North side, commencing 125 metres south east of its intersection with Hopper Street (Grid coordinates X= 1,748,524.32m, Y= 5426524.74m), and extending in a south then west direction following the eastern kerb line for 7 metres
<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Hopper Street Service Lane	No Stopping, At All Times	North side, commencing 3.5 metres east of its intersection with Hopper street (Grid coordinates X= 1,748,524.32m, Y= 5426524.74m) and extending in an easterly direction following the northern kerb line for 17 metres.
	Hopper Street Service Lane	No Stopping, At All Times	North side, commencing 15 metres east of its intersection with Hopper Street (Grid coordinates X= 1,748,524.32m, Y= 5426524.74m), and extending in an easterly then southerly direction following the northern and eastern kerb line for 110 metres.
	Hopper Street Service Lane	No Stopping, At All Times	North side, commencing 26.5 metres east of its intersection with Hopper street (Grid coordinates X= 1,748,524.32m, Y= 5426524.74m) and extending in an easterly then direction following the northern kerb line for 51.5 metres.
	Hopper Street Service Lane	No Stopping, At All Times	West side, commencing 88.0 metres east of its intersection with Hopper street (Grid coordinates X= 1,748,524.32m, Y= 5426524.74m) and extending in a direction following the

Table of Traffic Resolutions Legal Description RPC 11 November 2020

			<i>northern kerb line for 64 metres to its intersection with Hopper street.</i>
f.	Oriental Parade, Oriental Bay (TR138-20) No Stopping At All Times		
	<i>Delete from Schedule F (Metered Parking) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Oriental Parade	<i>P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>North side, following the kerbline 116.1 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction, and then northeasterly for a total of 161.0 metres (44 angle carparks)</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Oriental Parade	<i>No Stopping, At All times</i>	<i>North side commencing 164.5 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction following the northern kerb line for 3 metres.</i>
	<i>Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Oriental Parade	<i>P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>North side, commencing 116.1 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m) and extending in an easterly direction following the northern kerb line for and then a total of 48.4 metres.</i>
	Oriental Parade	<i>P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>North side, commencing 167.5metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction, and then northern kerb line for a total of 109 metres.</i>
g.	Happy Valley Road, Owhiro Bay (TR140-20) New layout for Bus Stop (#7153)		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Happy Valley Road	<i>Bus Stop, At All Times</i>	<i>West side, commencing 16 metres west of its intersection with Owhiro Bay Parade and extending in a northerly direction following the western kerb line for 12 metres</i>

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<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Happy Valley Road	<i>Bus Stop, At All Times</i>	<i>West side, commencing 8.8 metres north of its intersection with Owhiro Bay Parade (grid coordinates x = 1747188.5121m, y = 5421529.7652m) and extending in a northerly direction following the western kerb line for 15 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Happy Valley Road	<i>No Stopping, At All Times</i>	<i>West side, commencing at its intersection with Owhiro Bay Parade (grid coordinates x = 1747179.8503m, y = 5421522.7467m) and extending in a northerly direction following the western kerb line for 9 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Happy Valley Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 24 metres north of its intersection with Owhiro Bay Parade (grid coordinates x = 1747193.6087m, y = 5421544.3367m) and extending in a northerly direction following the western kerb line for 9 metres.</i>
h.	Happy Valley Road, Owhiro Bay (TR141-20) New layout for Bus Stop (#6153)	
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Happy Valley Road	<i>Bus Stop, At All Times</i>	<i>East side, commencing 35 metres north of its intersection with Owhiro Bay Parade (grid coordinates x = 1747211.1843m, y = 5421554.5653m) and extending in a northerly direction following the eastern kerb line for 15 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Happy Valley Road	<i>No Stopping, At All Times</i>	<i>East side, commencing 26 metres north of its intersection with Owhiro Bay Parade (grid coordinates x = 1747207.1451m, y = 5421545.3024m) and extending in a</i>

Table of Traffic Resolutions Legal Description RPC 11 November 2020

			<i>northerly direction following the eastern kerb line for 9 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Happy Valley Road	<i>No Stopping, At All Times</i>	<i>East side, commencing 50 metres north of its intersection with Owhiro Bay Parade (grid coordinates x = 1747217.2925m, y = 5421568.2933 m) and extending in a northerly direction following the western kerb line for 9 metres.</i>
i.	Trinidad Crescent, Grenada Village (TR142-20) No Stopping At All Times		
<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Trinidad Crescent	<i>No Stopping, At All Times</i>	<i>North-east side, commencing from its intersection with Mark Avenue (Grid coordinates X=1,752,860.89m Y=5,436,735.42m) and extending in a north-westerly direction following the north-eastern kerb line for 9.5 metres.</i>
	Trinidad Crescent	<i>No Stopping, At All Times</i>	<i>South-west side, commencing from its intersection with Mark Avenue (Grid coordinates X= 1,752,854.29m Y= 5,436,730.44m) and extending in a north-westerly direction following south-western kerb line for 9 metres.</i>
	Mark Avenue	<i>No Stopping, At All Times</i>	<i>North-west side, commencing from its intersection with Trinidad (Grid coordinates X=1,752,860.89m Y=5,436,735.42m) and extending in a north-easterly direction following the north-western kerb line for 14.5 metres.</i>
	Mark Avenue	<i>No Stopping, At All Times</i>	<i>North-west side, commencing from its intersection with Trinidad (Grid coordinates X=1,752,854.29m Y= 5,436,730.44m) and extending in a south-westerly direction following the north-western kerb line for 21 metres.</i>
j.	Fortification Road, Karaka Bays (TR143-20) No Stopping At All Times		
<i>Delete from Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Fortification Road	<i>No Stopping, At All Times</i>	<i>West side commencing 2 metres north of its intersection with Nevay Road (Grid Coordinates X=1,753,146.12m Y=5,426,157.81m) and extending in a northerly</i>

Table of Traffic Resolutions Legal Description RPC 11 November 2020

			<i>direction following the western kerb line for 47 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>			
Column One	Column Two	Column Three	
<i>Fortification Road</i>	<i>No Stopping, At All Times</i>	<i>West side commencing 2 metres north of its intersection with Nevay Road (Grid Coordinates X=1,753,146.12m Y=5,426,157.81m) and extending in a northerly direction following the western kerb line for 54 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"> TR108-20 – Removal of Taxi Stand
What we'd like to do	<ul style="list-style-type: none"> Remove a taxi stand on the south side of Luxford Street.
Why we are proposing the change	<ul style="list-style-type: none"> We were made aware from a local resident that there is a taxi stand on the street which has very little demand and is relatively unused while there is a high demand for other parking spaces on this street.
Location – where we propose to make the change	<ul style="list-style-type: none"> Luxford Street, Berhampore – outside no.21
Impact	<ul style="list-style-type: none"> This will increase the use of the space and provide additional parking close to the shops. Net parking impact – gain of three unrestricted parking spaces. Pedestrian impact – no change.
Additional Information	<ul style="list-style-type: none"> Average weekday traffic volume – 7,867 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 29 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 29 September 2020 and finishes 5.00pm Monday 12 October 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Tuesday 13 October 2020. The proposal will go to the Regulatory and Processes Committee on Wednesday 11 November 2020. If approved, the proposal will be installed within the following 3 months.

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Traffic Resolution Plan: TR108-20 Luxford Street, Berhampore – Removal of Taxi Stand



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
<i>Luxford Street</i>	<i>Taxi Stand</i>	<i>South side, commencing 83.5 metres east of its intersection with Adelaide Road and extending in an easterly direction following the southern kerbline for 17.5 metres.</i>

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

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 22/10/2020

FEEDBACK RECEIVED

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Feedback Received:

Name: Sonny
Suburb: Berhampore
Agree: Yes

This taxi stand is hardly used or use at all on weekly basis I approve of the removal of the taxi stand sometimes neighbours parked on my driveway because of no parking spaces

Name: Mark Johnston
Suburb: Berhampore
Agree: No

Opinion: Neutral

Feedback: Please could officers explain how the new parking policy has been applied to the re-designation of these parking spaces?

What consideration has been given to other uses such as car share, residents only parking?

Further details

The parking spaces proposed to be introduced are situated on Luxford Street, which could be interpreted as being one of the following three types catered for in the Wellington City Council Parking Policy which was adopted in August 2020:

- Key transport routes - serving the number 1 bus route between Island Bay, the central city and the northern suburbs
- Suburban centres (shopping precincts) - Berhampore shops
- City fringe and inner city suburbs

In all of these types of streets, the highest priority is given to:

“Safe and efficient movement of people and goods (footpaths, bus lanes, cycleways, no stopping zones/clearways, construction and maintenance works)”

I appreciate that this only encompasses three spaces next to a driveway, so it can be argued that there is no benefit to safe and efficient movement of people/goods along this stretch by removing this parking altogether.

Moving down to the next level of priority, policy dictates that these uses of the car parks should be considered:

- Short stay shopper parking
- Resident parking
- Car share

FEEDBACK RECEIVED

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From my reading of the Traffic Resolution it appears that these spaces will be changed from Taxi parks into unrestricted parking which can be used for any vehicles. Using this valuable street space for low value usage in this way is contrary to the aims of the parking policy. In my opinion, and following the aims of the policy, the following uses would be more appropriate:

Car Share

This would allow residents nearby to consider the option of living without a vehicle or multiple vehicles to a household, allowing more street space to be freed up for other uses. Berhampore does not have any car share coverage yet - could Car Share companies be engaged to run demand analysis surveys to check if it was wanted in this area. I live nearby and would use car share if they were located here.

Resident Parking

Berhampore lacks designated resident parking which means there is no limit on the number of vehicles that can be stored on the streets in the suburb. This is already posing a problem for public transport along Rintoul Street where excess car parking now means that buses cannot pass each other along the street, save for junctions with Millward, Stoke Sts and at bus stops.

Officer's response:

Thank you for your feedback. The re-designation of these parking spaces to unrestricted parking was confirmed by surveys showing low usage by taxis, but a high demand for long stay and resident parking in the area. Luxford Street is not part of an existing residents parking area and creating a new area is outside the scope of this proposal. This, however, could be an area that is investigated as the new Parking policy is planned and implemented. Car share spaces were not considered in this location as these are usually proposed by car share providers in areas where a demand has been determined. We will investigate if this is a location that could be suitable for car share parking and, if so, propose this type of restriction in another traffic resolution.

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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"> TR129-20 – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 50 metres of broken yellow lines along the east side of Onslow Road.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety and accessibility concerns from local residents about vehicles parked on Onslow Road restricting access. The road measures approx. 6 metres in width along this section. Currently vehicles can park on both sides of the road leaving a lane width of 2 metres which is insufficient for vehicles to safety manoeuvre through.
Location – where we propose to make the change	<ul style="list-style-type: none"> Onslow Road, Khandallah - outside no.147 to no. 151
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles on Onslow Road. Pedestrian impact - positive. Pedestrians will be encouraged to walk on the footpath (on the western side) when exiting a parked vehicle. Net parking impact - removal of 9 unrestricted parking spaces.
Additional Information	<ul style="list-style-type: none"> Average daily traffic volume – 5,738 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 29 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 29 September 2020 and finishes 5.00pm Monday 12 October 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Tuesday 13 October 2020. The proposal will go to the Regulatory and Processes Committee on Wednesday 11 November 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: TR129-20 Onslow Road, Khandallah - 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:

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

Column One	Column Two	Column Three
Onslow Road	<i>No Stopping, At All Times</i>	<i>East side, commencing 183 metres east of its intersection with Cashmere Avenue (Grid coordinates X=1,750,883.25 m Y=5,432,083.46m) and extending in an easterly direction following the eastern kerb line for 50 metres.</i>

Prepared By: Renee Corlett (Transport Engineer Assistant)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 22/10/2020

FEEDBACK RECEIVED

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Feedback Received:

Name: Topguy007
Suburb: Khandallah
Agree: No

For your convenience I have attached a map for you to refer to. Although I don't have a problem with the proposal as such, there is the issue of me having to load and unload large goods to and from my house -and the necessity to park trailers trucks etc outside my letterbox for the purposes of loading and unloading items. Although this is only occasionally required it is still necessary when required. If you refer to the attached map you will see a red line and a yellow line showing the two entrances to my property. The yellow line is the pathway used to take heavy objects to and from the property. The red line access is too steep and the entrance too tight to safely take large and heavy/bulky items such as furniture to and from the house. So I am forced to park outside my letterbox and use the yellow line marked entrance for large and bulky/heavy items. I therefore am forced to park outside my letterbox in order to unload/load items. Actual instances where vehicles have had to park outside my letterbox include: 1. Scaffolding -erection of scaffolding for painting my house. Required the truck to park outside of my house. 2. Purchase of gib boards from hardware store. Had to park outside my letterbox in order to unload the large sheets of gib board off the trailer. 3. Delivery/Removal of furniture. Requires vehicle to park outside of my letterbox in order to load/unload furniture to and from a trailer. 4. Landscaping. Unloading of landscaping supplies such as gravel soil etc has to be done from outside my letterbox You will appreciate that all of the above examples are quite lawful and common activities carried out by thousands of Wellington residents every year. As advised the red line path is too steep and dangerous and the entrance too narrow for carrying heavy and bulky goods. The only option is taking goods down the yellow line marked path where my letterbox is. The adjacent neighbours land is not available to me for any purpose as I have no legal right to use it, and even if I did there are quite steep steps between the two properties making it unsuitable for heavy deliveries What the Council is potentially forcing me to do is to break the law or to require others such as delivery personal to also break the law by not permitting any temporary parking outside my letterbox for delivery type purposes. I would rather not be forced to break the law every time that I have to do bulky deliveries to and from my property by the Council making the area a no parking zone. What I would suggest to solve the problem is to put in a loading zone in the area marked green on the map. This would allow parking for loading and unloading goods without anyone having to break the law whilst at the same time preventing the issue of vehicles being parked there all the time. The alternative is for the Council to get rung up every time I have to do heavy deliveries and for me to pay an unnecessary council parking fine because I had no other option in order to take goods to and from my property.

Name: Paul Clarke
Suburb: Khandallah
Agree: Maybe

I am the owner of 151 Onslow Rd Khandallah and am wanting to make a submission on the proposal to put in no parking lines on street numbers 149 to 151 Onslow Rd.
For your convience I have attached a map for you to refer to.

Although I don't have a problem with the proposal as such, there is the issue of me having to load and unload large goods to and from my house -and the necessity to park trailers trucks etc outside

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my letterbox for the purposes of loading and unloading items. Although this is only occasionally required it is still necessary when required.

If you refer to the attached map you will see a red line and a yellow line showing the two entrances to my property. The yellow line is the pathway used to take heavy objects to and from the property. The red line access is too steep and the entrance too tight to safely take large and heavy/bulky items such as furniture to and from the house. So I am forced to park outside my letterbox and use the yellow line marked entrance for large and bulky/heavy items. I therefore am forced to park outside my letterbox in order to unload/load items.

Actual instances where vehicles have had to park outside my letterbox include:

1. Scaffolding -erection of scaffolding for painting my house.
Required the truck to park outside of my house.
2. Purchase of gib boards from hardware store.
Had to park outside my letterbox in order to unload the large sheets of gib board off the trailer.
3. Delivery/Removal of furniture.
Requires vehicle to park outside of my letterbox in order to load/unload furniture to and from a trailer.
4. Landscaping.
Unloading of landscaping supplies such as gravel soil etc has to be done from outside my letterbox

You will appreciate that all of the above examples are quite lawful and common activities carried out by thousands of Wellington residents every year.

As advised the red line path is too steep and dangerous and the entrance too narrow for carrying heavy and bulky goods. The only option is taking goods down the yellow line marked path where my letterbox is. The adjacent neighbours land is not available to me for any purpose as I have no legal right to use it, and even if I did there are quite steep steps between the two properties making it unsuitable for heavy deliveries

What the Council is potentially forcing me to do is to break the law or to require others such as delivery personal to also break the law by not permitting any temporary parking outside my letterbox for delivery type purposes.

I would rather not be forced to break the law every time that I have to do bulky deliveries to and from my property by the Council making the area a no parking zone.

What I would suggest to solve the problem is to put in a loading zone in the area marked green on the map. This would allow parking for loading and unloading goods without anyone having to break the law whilst at the same time preventing the issue of vehicles being parked there all the time. The alternative is for the Council to get rung up every time I have to do heavy deliveries and for me to pay an unnecessary council parking fine because I had no other option in order to take goods to and from my property.

FEEDBACK RECEIVED

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Officer's Response to both items of feedback above:

Thank you for taking the time to submit feedback on this proposal.

While we understand that you wish to use the eastern side of the road adjacent to your property for occasional deliveries; this is an area where it is not generally safe to undertake this activity. The road width on this section measures 6 metres, not allowing enough room for the safe through movement of traffic when vehicles are parked on both sides of the road. The traffic volume is nearing 6,000 vehicles /day and this indicates that Onslow Road is a busy traffic route, with its primary function being the safe movement of vehicles along its length. The proposed broken yellow lines, on the eastern side of the road, will mean vehicles will park on one side of the road only and this will facilitate safer travel on this section of the road network. The existing footpath on the western side of the road facilitates safe egress from parked vehicles and to the pedestrian network.

Regarding your request for a loading zone, the Council's policy promotes loading zones in areas where there is a high regular demand for servicing and or for the delivery of goods. This is the case in commercial areas serving several business premises. We are, therefore, unable to promote a loading zone, as requested in this a residential area and or for individual private households.

Name: Ellen Blake on behalf of Living Street Aotearoa
Suburb: Wellington
Agree: Yes

Onslow Road has footpath on only one side at this point. Parking is being encouraged next to the footpath which will support car passengers getting out on the footpath side. We recommend increased parking enforcement after the yellow lines are installed to ensure that parking on the footpath does not occur.

FEEDBACK RECEIVED

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Officer's Response:

Thank you for your feedback. If you notice a vehicle is parked on the footpath please call 04 499 4444 with the details of the vehicle and Parking Services will be notified.

We are proposing a change in your area



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"> TR135-20 – No Stopping At All Times; Confirmation of Bus Stop #5345
What we'd like to do	<ul style="list-style-type: none"> Install 108 metres of broken yellow lines along the west side of Victory Avenue. Confirmation of existing bus stop extending 12 metres along the west side of Victory Avenue. Confirmation of existing broken yellow lines extending 6 metres at the intersection of Victory Avenue and Tobruk Street.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety and accessibility concerns from a local resident about vehicles parked on both sides of the road between no.2 and no.12 Victory Avenue. The current parking arrangement is restricting access for vehicles. The road width measures approximately 7 metres which only allows a 3 metre wide carriageway for vehicles including buses to manoeuvre through when cars are parked on both sides of the road. This results in vehicles crossing the double yellow centre line to pass a parked vehicle with one reported head-on collision in 2018. We are confirming the existing bus stop and broken yellow lines on Victory Ave.
Location – where we propose to make the change	<ul style="list-style-type: none"> Victory Avenue, Karori – opposite no.2 to no.12
Impact	<ul style="list-style-type: none"> Improved safety and accessibility. Net parking impact – removal of four unrestricted parking spaces. <p>Pedestrian impact – positive. Vehicles encouraged to park on the southern side of the road which encourages pedestrians to walk on the footpath provided.</p>
Additional Information	<ul style="list-style-type: none"> Average weekly traffic volume – 1,230. Average weekly passenger number – 10. 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 29 September 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

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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 29 September 2020 and finishes 5.00pm Monday 12 October 2020.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 13 October 2020.2. The proposal will go to the Regulatory and Processes Committee on Wednesday 11 November 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: TR135-20 Victory Avenue, Karori - No Stopping At All Times; Confirmation of Bus Stop #5345



We are proposing a change in your area



Legal Description:

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

Column One	Column Two	Column Three
Victory Avenue	<i>No Stopping, At All Times</i>	<i>West side, commencing 15 metres from its intersection with Tobruk Street (Grid coordinates X=1,744,772.98m Y=5,428,56.40m) and extending in a southerly direction following the western kerb line for 108 metres.</i>
Victory Avenue	<i>No Stopping, At All Times</i>	<i>West side, commencing at its intersection with Tobruk Street (Grid coordinates X=1,744,772.98m Y=5,428,56.40m) and extending in a southerly direction following the western kerb line for 3 metres.</i>
Tobruk Street	<i>No Stopping, At All Times</i>	<i>West side, commencing at its intersection with Victory Ave (Grid coordinates X=1,744,772.98m Y=5,428,56.40m) and extending in a northerly direction following the western kerb line for 3 metres.</i>

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

Column One	Column Two	Column Three
Victory Avenue	<i>Bus Stop, At All Times</i>	<i>West side, commencing 3 metres from its intersection with Tobruk Street (Grid coordinates X=1,744,772.98m Y=5,428,56.40m) and extending in an southerly direction following the western kerb line for 12 metres.</i>

Prepared By: Renee Corlett **(Transport Engineer Assistant)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 22/10/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Ellen Blake on behalf of Living Street Aotearoa
Suburb: Wellington
Agree: Yes

We support the improvements for the bus stop on Victory Avenue in Karori.

Victory Avenue has footpath on only one side at this point.

Parking is being encouraged next to the footpath which will support car passengers getting out on the footpath side. We recommend increased parking enforcement after the yellow lines are installed to ensure that parking on the footpath does not occur.

Officer's response:

Thank you for your feedback. If you notice a vehicle is parked on the footpath please call 04 499 4444 with the details of the vehicle and Parking Services will be notified.

We are proposing a change in your area

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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.

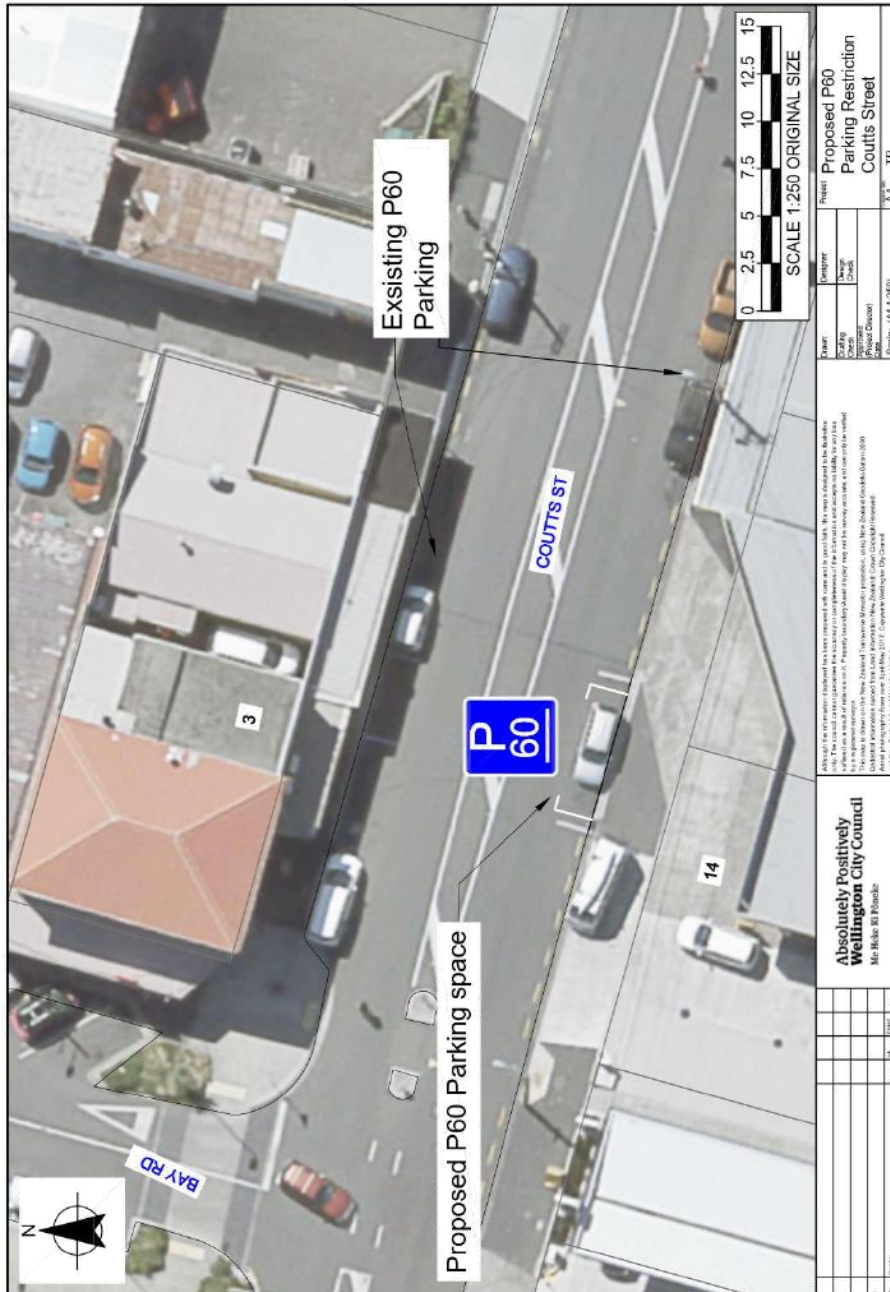
Proposal:

Reference	<ul style="list-style-type: none"> TR136-20 – P60 Time Limited Parking
What we'd like to do	<ul style="list-style-type: none"> Install one P60 parking space along the south side of Coutts Street.
Why we are proposing the change	<ul style="list-style-type: none"> We have received a request from a local business, for time limited parking to ensure turnover of vehicles.
Location – where we propose to make the change	<ul style="list-style-type: none"> Coutts Street, Kilbirnie - outside no.14
Impact	<ul style="list-style-type: none"> Improved turnover of vehicles. Improved accessibility for local businesses. Net parking impact - conversion of one unrestricted parking space to P60 time limited parking space. Pedestrian impact - no change.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count - 22,250. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Tuesday 29 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 29 September 2020 and finishes 5.00pm Monday 12 October 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Tuesday 13 October 2020. The proposal will go to the Regulatory and Processes Committee on Wednesday 11 November 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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Traffic Resolution Plan: TR136-20 Coutts Street, Kilbirnie – P60 Time Limited Parking



We are proposing a change in your area

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Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Coutts Street	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 60 metres west of its intersection with Onepu Road (Grid coordinates x=1750260.0 y= 5424146.4) and extending in a westerly direction following the southern kerb line for 8 metres.</i>

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

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

Date: 22/10/2020

FEEDBACK RECEIVED

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Name: Jo Morris
Suburb: Kilbirnie
Agree: Yes

I own the business at 40 Coutts Street - Wellington Sewing Centre. My landlord Sean Woods and I both support the creation of a P60 carpark along the street. The more short term parks on our street the better, we believe, as lots of elderly and otherwise mobility-limited shoppers (eg mums with babies/toddlers) come and go to my shop and others nearby and need handy short term parking - yet tradies on nearby building sites are guilty of parking all day when they can get away with it - no matter what the parking restriction. A P60 restriction gives us retailers who need customers the right to complain to your parking people about the trucks and utes lined up outside our shops hurting our businesses!

Thank you for adding this information to your decision.

Officer's response:

Thank you for your feedback.

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"> TR137-20 – Service lane parking changes
What we'd like to do	<ul style="list-style-type: none"> Install 22 metres of additional broken yellow lines. Insert a loading zone on the south eastern corner of Hopper Street service lane. Install five P30 parking spaces along Hopper street service lane.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety and accessibility concerns from local businesses regarding long term parking in Hopper Street service lane. A request for a review of the service lane signed by 10 representing 6 businesses was received. Currently the service lane is used for all day parking not leaving space for delivery vehicles and short-term parking to service the adjacent businesses.
Location – where we propose to make the change	<ul style="list-style-type: none"> Hopper Street service lane – Te Aro
Impact	<ul style="list-style-type: none"> Increases safety and accessibility. Net parking impact - removal of one unrestricted parking space; P30 restriction applied to 5 parking spaces; one P10 Loading Zone (Goods and Service Vehicles only) Pedestrian impact - no change.
Additional Information	<ul style="list-style-type: none"> Estimated average daily traffic count – 60 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 29 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 29 September 2020 and finishes 5.00pm Monday 12 October 2020.</p>

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Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Tuesday 13 October 2020. 2. The proposal will go to the Regulatory and Processes Committee on Wednesday 11 November 2020. 3. If approved, the proposal will be installed within the following 3 months.
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Traffic Resolution Plan: TR137-20 Hopper Street, Te Aro – Service lane parking changes



We are proposing a change in your area



Legal Description:

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

Column One	Column Two	Column Three
Hopper Street Service Lane	<i>No Stopping At All Times</i>	<i>North side, commencing 15 metres east of its intersection with Hopper Street, following the northern and eastern kerbline for 54.5 metres</i>
Hopper Street Service Lane	<i>No Stopping At All Times</i>	<i>South side, commencing 3 metres east of its intersection with Hopper Street and extending in an easterly direction following the southern kerbline for 39 metres</i>

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

Column One	Column Two	Column Three
Hopper Street Service Lane	<i>P30, Monday to Saturday, 8:00am - 6:00pm</i>	<i>North side, commencing 3.5 metres east of its northern intersection with Hopper street (Grid coordinates X= 1,748,561.17m, Y= 5,426,606.61m) and extending in an easterly direction following the northern kerb line for 12 metres.</i>
Hopper Street Service Lane	<i>P30, Monday to Saturday, 8:00am - 6:00pm</i>	<i>North side, commencing 20.5 metres east of its southern intersection with Hopper street (Grid coordinates X= 1,748,524.32m, Y= 5,426,524.74m) and extending in an easterly direction following the northern kerb line for 6.0 metres.</i>
Hopper Street Service Lane	<i>P30, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 78.0 metres east then north of its southern intersection with Hopper street (Grid coordinates X= 1,748,524.32m, Y= 5426524.74m) and extending in a northerly direction following the northern kerb line for 10 metres.</i>

We are proposing a change in your area

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Wellington City Council
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Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Hopper Street Service Lane	<i>Loading Zone, P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles and Authorised Vehicles Only</i>	<i>East side, commencing 125 metres south east of its northern intersection with Hopper Street (Grid coordinates X= 1,748,561.17m, Y= 5,426,606.61m), and extending in a south then west direction following the eastern kerb line for 7 metres</i>

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

Column One	Column Two	Column Three
Hopper Street Service Lane	<i>No Stopping, At All Times</i>	<i>North side, commencing 3.5 metres east of its southern intersection with Hopper street (Grid coordinates X= 1,748,524.32m, Y= 5426524.74m) and extending in an easterly direction following the northern kerb line for 17 metres.</i>
Hopper Street Service Lane	<i>No Stopping, At All Times</i>	<i>North side, commencing 15.5 metres east of its northern intersection with Hopper Street (Grid coordinates X= 1,748,561.17m, Y= 5,426,606.61m), and extending in an easterly then southerly direction following the northern and eastern kerb line for 109.5 metres.</i>
Hopper Street Service Lane	<i>No Stopping, At All Times</i>	<i>North side, commencing 26.5 metres east of its southern intersection with Hopper street (Grid coordinates X= 1,748,524.32m, Y= 5426524.74m) and extending in an easterly then northerly direction following the northern kerb line for 51.5 metres.</i>
Hopper Street Service Lane	<i>No Stopping, At All Times</i>	<i>West side, commencing 88.0 metres east then north of its southern intersection with Hopper street (Grid coordinates X= 1,748,524.32m, Y= 5426524.74m) and extending in a north and west direction following the west and southern kerb line for 64 metres to its intersection with Hopper street.</i>

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

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

Date: 22/10/2020

FEEDBACK RECEIVED

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Feedback Received:

Name: James_hopper
Suburb: Wellington Central
Agree: No

I would like the council to focus more on cleaning the street up of broken bottles, graffiti and fixing the murals not only for the residents of the hopper street but the foot traffic and costumers of the business that operate on and around.

Officer's response:

Thank you for your feedback. We will forward your concerns to the appropriate sections of Council to address.

Name: Sanny Orr
Suburb: Te Aro
Agree: No

I am emailing to let you know that I am firmly against the proposed changes as a resident of hopper street, specifically the changes to the all-day parking that is currently located in the service lane. I use those parks constantly and they are the only available parks that I can leave my car all day without having to move it every 2 hours. There are no residential parking spots available for the residents who live on hopper street and those two parks are our only options.

You list health and safety issues as a reason for the changes but there is no problems with the parks currently and in my three years living on hopper street there hasn't been a single issue. I don't see any health and safety issues and I don't see how changing a park's time limit is going to increase the health and safety of the street. I feel your proposed changes are completely ignoring the fact that there are plenty of residential buildings on hopper and instead you are valuing the business on the street over the residents. The biggest problem with those parks currently is the garages on the street leaving cars there for months at a time, taking the spot from residents who need it.

Please take into consideration the people that live on the street who need the parks that you are planning on removing because without them there are no options for longer-term parking.

Officer's response:

Thank you for your feedback, Hopper Street is a designated service lane and its primary purpose is to provide service access to businesses. Additionally, these parks are proposed to have P30 time limited restrictions between 8am-6pm Mon to Sat and may be used for residents outside these times for longer term parking.

Name: Matrix
Suburb: Mount Cook
Agree: No

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Please to leave the area outside Futureworks, 27 Hopper St as is. Unlimited and unmarked. The south corner Loading Zone must be big enough for larger trucks e.g. 8m. also mark this as P30 rather than P10.

Officer's response:

Thank you for your feedback. A vehicle can use this loading zone for as long as they require to unload or load goods or passengers if the vehicle isn't left unattended for more than 10 minutes. The proposed 7m Loading zone cannot be extended further without obstructing traffic on this street. The proposed P30 time limited parks along the service lane provide alternative parks for the longer vehicles and are within a short walk to the businesses.

Name: **Authoritah**
Suburb: **Te Aro**
Agree: **No**

One of the southern proposed P30 parking spaces appears to be situated right in front of the front door to our building. Parking in this space will restrict access to our front door for deliveries. We receive a high number of deliveries through this door and a lot of them are of a significant size - putting a parking space there will cause us problems receiving the deliveries. Our business has been here over 20 years and we strongly oppose the creation of the southern entrance P30 parking space outside our main entrance door.

Officer's response:

Thank you for your feedback. The southern proposed P30 space is located to the east of the door and from our site visit this 'exact' space was often occupied by vehicles. If parking in this space proves to be an issue in the future, we can investigate marginally relocating the space to the east. The other alternative, which I expect is not a favoured option, is to remove the space altogether and replace with a No Stopping restriction.

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"> TR138-20 – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Remove one metered parking space along the north side of Oriental Parade. Install 3 metres of broken yellow lines along the north side of Oriental Parade.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety concerns from a local resident about vehicles parking over a fire hydrant on Oriental Parade. Vehicles restrict fire services using the fire hydrant during an emergency.
Location – where we propose to make the change	<ul style="list-style-type: none"> Oriental Parade, Oriental Bay - opposite no.116
Impact	<ul style="list-style-type: none"> Improves safety and accessibility to fire hydrant for in an emergency. Net parking impact - removal of one metred parking space. Pedestrian impact - no change. Estimated annual revenue impact – loss of \$2,753.92.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 15,872. 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 29 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 29 September 2020 and finishes 5.00pm Monday 12 October 2020.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Tuesday 13 October 2020. The proposal will go to the Regulatory and Processes Committee on Wednesday 11 November 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: TR138-20 Oriental Parade, Oriental Bay - No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Oriental Parade	<i>P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>North side, following the kerbline 116.1 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction, and then northeasterly for a total of 161.0 metres (44 angle carparks)</i>

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

Column One	Column Two	Column Three
Oriental Parade	<i>No Stopping, At All times</i>	<i>North side commencing 164.5 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction following the northern kerb line for 3 metres.</i>

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

Column One	Column Two	Column Three
Oriental Parade	<i>P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>North side, commencing 116.1 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m) and extending in an easterly direction following the northern kerb line for and then a total of 48.4 metres.</i>
Oriental Parade	<i>P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>North side, commencing 167.5metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction, and then northern kerb line for a total of 109 metres.</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Renee Corlett **(Transport Engineer Assistant)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 22/10/2020

No feedback received.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

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

Proposal:

Reference	<ul style="list-style-type: none"> TR140-20 – New layout for Bus Stop (#7153)
What we'd like to do	<ul style="list-style-type: none"> Improve the layout of an existing bus stop on Happy Valley Road by introducing new road markings.
Why we are proposing the change	<ul style="list-style-type: none"> To improve accessibility for buses using this bus stop in order to safely pick up and let down passengers here. The stop is currently unmarked with private vehicles often parked within close proximity making access difficult for buses. The stop has recently been improved through the installation of a new bus shelter and kerb buildout. This proposal seeks to complete the improvements to the bus stop.
Location – where we propose to make the change	<ul style="list-style-type: none"> Happy Valley Road, Owhiro Bay – bus stop #7153
Impact	<ul style="list-style-type: none"> Improved safety and accessibility. Net parking impact - removal of four unrestricted parking spaces. Pedestrian impact – improved safety and accessibility for pedestrians when using the bus services.
Additional Information	<ul style="list-style-type: none"> GWRC completed a 14 day consultation which received a positive response from the majority of those who responded. Average weekly traffic volume - 4,350. Average weekly passenger number - 238 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 29 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 29 September 2020 and finishes 5.00pm Monday 12 October 2020.</p>


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Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Tuesday 13 October 2020. 2. The proposal will go to the Regulatory and Processes Committee on Wednesday 11 November 2020. 3. If approved, the proposal will be installed within the following 3 months.
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Traffic Resolution Plan: TR140-20 Happy Valley Road, Owhiro Bay – New layout for Bus Stop (#7153)





Register: 08/04/2016 Copyright: ©MTC 11/2016 2019

HAPPY VALLEY ROAD
PROPOSED BUS STOP LAYOUT CHANGES

SCALE: 1:400
 DRAWN BY: LBENNER
 DATE DRAWN: 06/08/20

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Happy Valley Road	Bus Stop, At All Times	West side, commencing 16 metres west of its intersection with Owhiro Bay Parade and extending in a northerly direction following the western kerb line for 12 metres

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

Column One	Column Two	Column Three
Happy Valley Road	Bus Stop, At All Times	West side, commencing 8.8 metres north of its intersection with Owhiro Bay Parade (grid coordinates x = 1747188.5121m, y = 5421529.7652m) and extending in a northerly direction following the western kerb line for 15 metres.

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

Column One	Column Two	Column Three
Happy Valley Road	No Stopping, At All Times	West side, commencing at its intersection with Owhiro Bay Parade (grid coordinates x = 1747179.8503m, y = 5421522.7467m) and extending in a northerly direction following the western kerb line for 9 metres.

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

Column One	Column Two	Column Three
Happy Valley Road	No Stopping, At All Times	West side, commencing 24 metres north of its intersection with Owhiro Bay Parade (grid coordinates x = 1747193.6087m, y = 5421544.3367m) and extending in a northerly direction following the western kerb line for 9 metres.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Gordana Savic	(Public Transport Infrastructure Programme Manager)
Approved By:	Charles Kingsford	(Principal Transport Engineer)
Date:	22/10/2020	

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Mike Mellor
Suburb: Unknown
Agree: Yes

Bus stops need to be designed so that buses can pull right into the kerb to enable passengers of all abilities to get on and off easily. This should apply to all bus stops - there are far too many substandard ones around the city, and there should be a rolling programme of bring them up to spec. This should be in conjunction with the Bus Priority Action Plan, which has been in draft since December last year, with no sign of any progress being made.

Name: Ellen Blake on behalf of Living Street Aotearoa
Suburb: Wellington
Agree: Yes

We support the improvements for these bus stops on Happy Valley Road.

Officer's response to submitters:

Thank you for your feedback.

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"> TR141-20 – New layout for Bus Stop (#6153)
What we'd like to do	<ul style="list-style-type: none"> Improve the layout of an existing bus stop on Happy Valley Road by introducing new road markings.
Why we are proposing the change	<ul style="list-style-type: none"> To improve accessibility for buses using this bus stop in order to safely pick up and let down passengers here. The stop is currently unmarked with private vehicles often parked within close proximity making access difficult for buses.
Location – where we propose to make the change	<ul style="list-style-type: none"> Happy Valley Road, Owhiro Bay – bus stop #6153
Impact	<ul style="list-style-type: none"> Improved safety and accessibility. Net parking impact – removal of four unrestricted parking spaces. Pedestrian impact – improved safety and accessibility for pedestrians when using the bus services.
Additional Information	<ul style="list-style-type: none"> GWRC completed a 14 day consultation which received a positive response from the majority of those who responded. Average weekly traffic volume - 4,350. Average weekly passenger number – 208. 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 29 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 29 September 2020 and finishes 5.00pm Monday 12 October 2020.</p>

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Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Tuesday 13 October 2020. 2. The proposal will go to the Regulatory and Processes Committee on Wednesday 11 November 2020. 3. If approved, the proposal will be installed within the following 3 months.
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Traffic Resolution Plan: TR141-20 Happy Valley Road, Owhiro Bay – New layout for Bus Stop (#6153)



We are proposing a change in your area

Absolutely 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
Happy Valley Road	<i>Bus Stop, At All Times</i>	<i>East side, commencing 35 metres north of its intersection with Owhiro Bay Parade (grid coordinates x = 1747211.1843m, y = 5421554.5653m) and extending in a northerly direction following the eastern kerb line for 15 metres.</i>

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

Column One	Column Two	Column Three
Happy Valley Road	<i>No Stopping, At All Times</i>	<i>East side, commencing 26 metres north of its intersection with Owhiro Bay Parade (grid coordinates x = 1747207.1451m, y = 5421545.3024m) and extending in a northerly direction following the eastern kerb line for 9 metres.</i>

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

Column One	Column Two	Column Three
Happy Valley Road	<i>No Stopping, At All Times</i>	<i>East side, commencing 50 metres north of its intersection with Owhiro Bay Parade (grid coordinates x = 1747217.2925m, y = 5421568.2933 m) and extending in a northerly direction following the western kerb line for 9 metres.</i>

Prepared By: Gordana Savic

(Public Transport Infrastructure Programme Manager)

Approved By: Charles Kingsford

(Principal Transport Engineer)

Date: 22/10/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Mike Mellor
Suburb: Unknown
Agree: Yes

Bus stops need to be designed so that buses can pull right into the kerb to enable passengers of all abilities to get on and off easily. This should apply to all bus stops - there are far too many substandard ones around the city, and there should be a rolling programme of bring them up to spec. This should be in conjunction with the Bus Priority Action Plan, which has been in draft since December last year, with no sign of any progress being made.

Name: Ellen Blake on behalf of Living Street Aotearoa
Suburb: Wellington
Agree: Yes

We support the improvements for these bus stops on Happy Valley Road.

Officer's response to submitters

Thank you for your feedback.

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"> TR141-20 – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 26 metres of broken yellow lines on the south side of the intersection of Trinidad Crescent and Mark Avenue and 20 metres of broken yellow lines on the north side of the intersection of Trinidad Crescent and Mark Avenue.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety concerns from a local resident regarding the intersection of Trinidad Crescent and Mark Avenue. The concerns relate to the driver's visibility, when turning out of Trinidad Crescent, to vehicles travelling on Mark Avenue. TR14-20, Give Way control (on the Gaudeloupe Cres. approach) and Stop Control on (the Trinidad Cres. approach) was approved at the Regulatory and Processes Committee (RPC) in August 2020. In the officer's responses to the feedback received, we committed to following up the concerns raised. As a result, this consultation proposes the no stopping restrictions as described in detail below. Vegetation has been cut back on the north east corner. Drivers' sightlines when exiting Trinidad Crescent to Mark Avenue has been improved by this action by a local resident. The no stopping restrictions proposed will improve visibility for vehicles exiting and entering Trinidad Crescent to and from Mark Avenue.
Location – where we propose to make the change	<ul style="list-style-type: none"> Trinidad Crescent, Grenada Village - at its intersection with Mark Avenue
Impact	<ul style="list-style-type: none"> Improves safety for vehicles on Trinidad Crescent and Mark Avenue. Net parking impact – remove four unrestricted parking spaces. Pedestrian Impact – positive as pedestrians will also be provided with better sight lines when crossing Trinidad Crescent
Additional Information	<ul style="list-style-type: none"> Average weekday traffic volume – 2,130. 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 29 September 2020 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

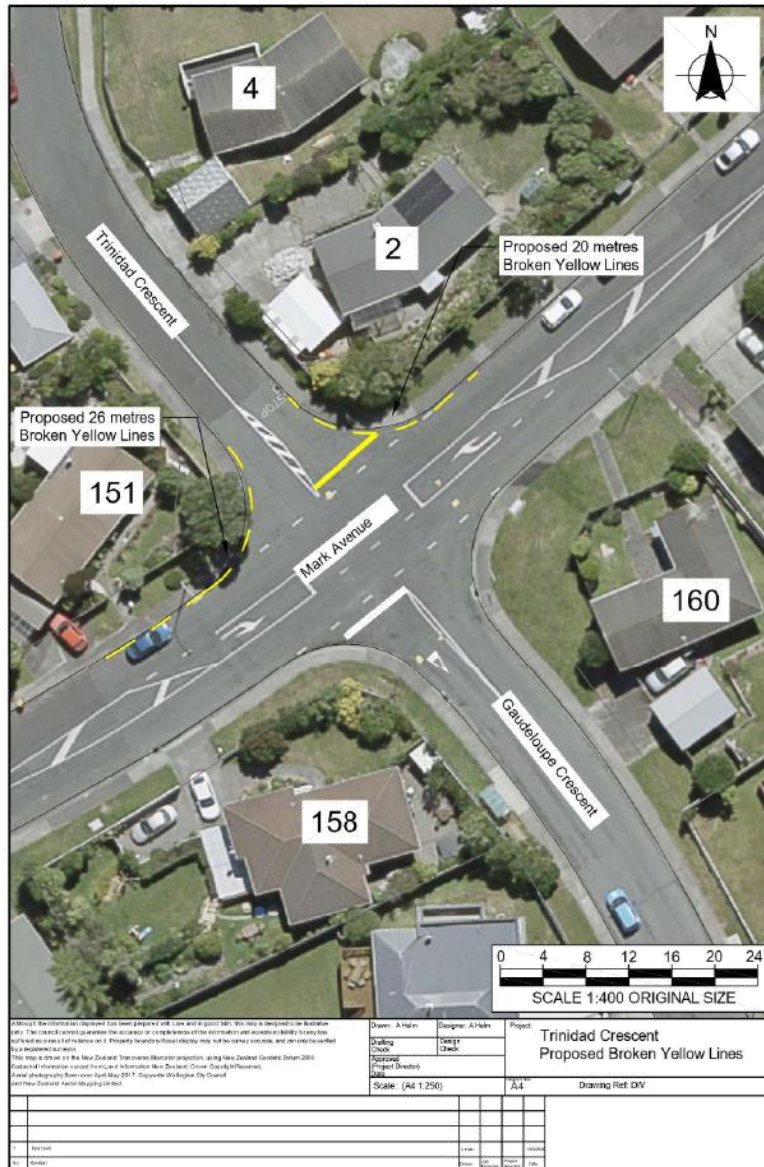
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 29 September 2020 and finishes 5.00pm Monday 12 October 2020.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 13 October 2020.2. The proposal will go to the Regulatory and Processes Committee on Wednesday 11 November 2020.3. 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: TR142-20 Trinidad Crescent, Grenada Village – No Stopping At All Times



We are proposing a change in your area



Legal Description:

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

Column One	Column Two	Column Three
Trinidad Crescent	<i>No Stopping, At All Times</i>	<i>North-east side, commencing from its intersection with Mark Avenue (Grid coordinates X=1,752,860.89m Y=5,436,735.42m) and extending in a north-westerly direction following the north-eastern kerb line for 9.5 metres.</i>
Trinidad Crescent	<i>No Stopping, At All Times</i>	<i>South-west side, commencing from its intersection with Mark Avenue (Grid coordinates X= 1,752,854.29m Y= 5,436,730.44m) and extending in a north-westerly direction following south-western kerb line for 9 metres.</i>
Mark Avenue	<i>No Stopping, At All Times</i>	<i>North-west side, commencing from its intersection with Trinidad (Grid coordinates X=1,752,860.89m Y=5,436,735.42m) and extending in a north-easterly direction following the north-western kerb line for 14.5 metres.</i>
Mark Avenue	<i>No Stopping, At All Times</i>	<i>North-west side, commencing from its intersection with Trinidad (Grid coordinates X=1,752,854.29m Y= 5,436,730.44m) and extending in a south-westerly direction following the north-western kerb line for 21 metres.</i>

Prepared By: Alastair Helm **(Transport Engineering Assistant)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 22/10/2020

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Jan Powell
Suburb: Grenada Village
Agree: Maybe

I am pleased that someone listened to my idea of no stopping yellow dashed lines. Thank you.

I'd like to make amendments to the proposed plan.

There are two problems as I see it:

- Firstly, the dashed yellow lines do not extend far enough. When I am driving south and turning from Mark Avenue on to Trinidad Crescent, if there is traffic behind me, I use the painted median to move in to the right-turn lane, so I don't block through traffic that wishes to proceed along Mark Avenue. On the plan as proposed, I will not be able to do that, because the broken yellow lines do not extend the whole length of the median strips. Cars will still be parked parallel to, and level with, the median strip, thus blocking legal lane access to vehicles driving in the north-bound lane.
 - The dashed yellow lines extend only the length of the actual right-turning lane. They need to extend the whole length of the lane AND the painted median. If they do not, the situation, as can be seen on the photo attached to the Traffic Resolution Plan, will continue, ie the northbound lane will be blocked by parked cars, and by me, on my legal turning median strip and in my legal right-turning lane.
 - I request that the dashed yellow lines extend the whole length of the median strip outside No 2 Trinidad and the whole length of the median strip outside No 151 Mark Avenue, and a similar length on the other side of Mark Avenue outside Nos 158 and 160.
- The compulsory stop line is not far enough out on to Mark Avenue to enable a driver exiting Trinidad Crescent to effectively see any vehicle heading north up the Mark Avenue hill. The compulsory stop line needs to be where the while dashed line is. Otherwise, people will simply ignore the yellow solid line in order to exit safely. Guadeloupe Crescent also requires a compulsory stop as visibility from that corner is equally poor as that on Trinidad Crescent.

Incidentally, there is a problem with speeding traffic on Mark Avenue. I would like traffic calming measures installed, please, on the hill and twice further north where the new housing properties are. It is particularly dangerous for pedestrians who wish to cross Mark Avenue to do so, as cars are difficult to see as they travel on the winding sections and as they travel up the hill.

Officer's response:

Thank you for your feedback on TR142-20. One purpose of the proposed broken yellow lines is to improve visibility for vehicles turning out of Trinidad Crescent onto Mark Avenue. The extent of the no stopping lines was based on the Council's Code of Practice in determining the sight line requirements for the traffic volumes on these roads and on-site measurements. Reducing the amount of on street parking is a secondary but also an important factor.

FEEDBACK RECEIVED

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It is noted that the right turn pockets in this location will still be available for turning traffic to use while allowing traffic on Mark Avenue to continue. Vehicles turning right will slow and enter the right turn allocated 'pocket' making their right turn manoeuvre when the road is clear.

The yellow painted Stop control limit line at the intersection of Trinidad Crescent and Mark Avenue will be installed 1.5 metres back from the white continuity across Trinidad Crescent and is the minimum standard distance for an intersection of this type and is detailed in the NZTA's Manual of Traffic Signs and Markings (MOTSAM) by which Council is governed by. Measured minimum lane widths including the right turn pockets prevents the repositioning of the vehicles waiting at the STOP further out into the carriageway. The intersection is behaving well based on the crash records over the last 5 years and there is no reason to make massive changes to the intersection(s) other than the already approved Stop and Give Way controls and the current proposed no stopping restrictions. With these improvements, it is expected that both intersections will function in a safer manner.

Traffic speed calming on Mark Avenue will be assessed as a separate enquiry, however the gradient of Mark Avenue in part is too steep for the installation of speed humps or cushions. Outside no.142 Mark Avenue, a Driver Speed Feedback sign (DSFS) was installed a few years back to alert drivers to their speed when travelling south in this downhill section of the road. Reminder '50' speed limit signs have also been installed in recent times. Speed data, on Mark Avenue, will be reviewed to the north of Trinidad Crescent to assess implementation of further DSFS (s) and '50' speed limit signs.

Name: N Jones
Suburb: Grenada Village
Agree: Yes

Could the downhill side of Mark Ave and Guadeloupe from the corner to 158 Mark Ave also be considered for yellow lines. We have constant issues with cars parking right on the corner there which makes visibility when turning out of Guadeloupe very difficult and obviously reversing out of our driveway is also probmatic...

Officer's response:

The extent of the no stopping lines is based on the Council's Code of Practice in determining the sight line requirements for the traffic volumes on these roads and on-site measurements. Currently, added no stopping lines, beyond what is currently proposed, could be considered later if parking of this nature persists.

Name: Bernadette Staal
Suburb: Grenada Village
Agree: No

I am again responding to feedback provided by Wellington City Council in regard to the proposed changes they wish to make at the Intersection of Trinidad Cres and Mark Avenue, in Grenada Village. I feel that I am in a very good position to provide feedback as I live at number 2 Trinidad Cres, that being that house closest to the proposed changes e.g. the changes are happening outside my house. Your records will show that this is the 4th time that I have provided feedback on this matter and I hope it will be the last, as I am finding this process exhausting.

FEEDBACK RECEIVED

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First of all - the council proposed to put in place Give Way signs on both Trinidad Cres and Guadeloupe Cres, as they stated concern had been raised by an "unknown" & "unnamed" resident. Feedback was provided to inform the council that the corner outside my house, that being the exit point of Trinidad Cres onto Mark Avenue, was considered by our local residents (that I know - which is not the entire street) was a blind corner. It was blind because of many reasons, including the view to the South being continually obscured by vehicles, shrubbery, land post and street signs. It was also a high accident area - known to me personally as I attend the accidents and assist the drivers and the police - however in all the time that I have lived at 2 Trinidad Cres there has never, to my knowledge, been an accident caused by traffic turning into or out of Trinidad Cres. I also alerted that there was a major issue with speeding drivers on Mark Avenue and previous requests to have these issues acknowledged appear to have fallen on death ears. I also advised that I worked with the council to install the current pull in lanes on Mark Ave and in my mind, they had been working well. I advised that the main area of concern for Trinidad Cres residents had been a lack of site to the south and that it had become my job to request the previous house owners of 151 Mark Avenue to trim their Daisy Bush on the grass verge. When they left the property and left the home empty for months, I took on the role of keeping the bush trimmed. When they sold their house, the new owners passed responsibility onto the tenants to maintain the garden. However, when I spoke to the tenants, they confirmed they had no such tools / skills in which to do so. So again, I took it upon myself to trim the daisy bush closest to the corner, so that Trinidad Cres residents could again get a small line of sight. Bless Malcolm Sparrow for coming up to view the intersection just after I had trimmed it.

The main concern that was raised as feedback on the original notification in January was that the location of a Give Way Line was too far back from the intersection and that we had used a local car to test our theory, that being, if we pulled up to the Give Way line with the shrubbery and cars being parked at 151 Mark Avenue visibility to the south was insufficient / blind to any car driving north on Mark Avenue. We all Give Way regardless, as we have no alternative and it would be irresponsible for us to do otherwise. We have however had the additional space of the White Broken lines to use as our marker of where to Stop to perform our Give Way process. If a Give Way sign had been installed at the proposed location as per the first submission, we would have NO visibility to the South. Surely the council had not forgotten that cars have bonnets, then there are the internal components of the car's dashboard and steering wheel, prior to the driver's seat position, which on an average car takes us back approx. another 2 metres behind the White Line. We would then be 2 - 3 metres back from the current white broken lines (which is still a blind spot).

We, the locals, of whom I know and converse with, were astounded that the council, then decided to resubmit their change as a STOP sign - indicating this to now be a dangerous intersection. How would that help the situation? A Stop sign on a blind corner simply means that we will have to "legally" Stop our vehicle and then proceed to the current White Broken line to get any visual line of sight, prior to making a call as to whether it is safe to make our choice of maneuver - be it North, South or West. A STOP sign would NOT increase safety to drivers, it simply adds a STOP, prior to a Give Way.

I offered an alternative solution, which I still believe to be the best outcome for every vehicle travelling North, South, East or West and that was to take away the existing Pull In Lanes and replace it with a small Roundabout. Hence everyone travelling on Mark Avenue, Guadeloupe and Trinidad Cres would have to Give Way to each other, as they do at many other intersections (examples

FEEDBACK RECEIVED

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previously listed). I understand this matter was not given appropriate consideration and I ask why not?

I also wonder why there has been no action taken by the Council to my knowledge, to have discussions with the owners of 151 Mark Avenue to request that they remove their plants on the grass verge, on their entire Mark Avenue Street frontage and why their tenants continue to block our view by parking their cars in a manner that cuts our view further e.g. now we have two cars parked outside their carport. There is also another tree further down that could be cut back. I have not trimmed the closest Daisy Bush since the beginning of the year, but it is again in need of trimming as again it has grown to a height where it needs at least half a metre cut off it. Are the council expecting me to continue to do this to provide some safety to our residents?

The latest TR142-20 states "Vegetation has been cut back to the north east corner to assist sightline". Yes, as part of being a responsible homeowner I did cut back my trees and I did pay for the pruning's to be taken away by truck but I would have done that regardless because that is what I do to keep my street frontage tidy. I do not believe these trees (inherited when I purchased the property) were blocking any sight lines, hence I wonder why they are mentioned in the latest submission.

Within your latest undated document, I do not see any sign of any of the initiatives that I believed had been discussed and agreed upon in the latest submission - that being warnings to vehicles travelling north / south on Mark Avenue that they were entering an intersection and to beware of turning traffic. You have obviously chosen to ignore that there is a speeding issue on Mark Avenue and to not assist us in dealing with this issue.

It may also surprise you that buses are not turning in a manner which I find acceptable, they turn out of Guadeloupe Cres casually and end up in front of my kitchen. Is this why you declined to review the option of the roundabout as a solution thus, to allow the buses to turn in a casual manner? Is this why there is a need for us to GiveWay and Stop because of the buses, which have increased significantly since we became route 1? Is this the nature of the original complaint?

I have attached some photos for you to view and a document of the intersection as I "a local" sees it. Please take into consideration that the photos are taken at a standing height not at the much lower level of a driver in a car - please also note: a lower seated, in car level position, changes the view line South, leaving us to imagine what is coming North up Mark Avenue, rather than see what is coming. I have also attempted to take photos at the approximate position of a driver sitting in their car e.g. at the STOP sign, sitting in the front seat of their car. I have also taken a photo of a bus, from the roadside of my fence but in line with my kitchen. The bus is positioned at the corner of Guadeloupe Cres waiting to turn right onto Mark Avenue. I am standing at the position of my Kitchen - to give you an indication of the casualness of some of the driver's ability to turn a corner. Another photo shows all of the shrubbery that I and other residents would like to have removed from outside 151 Mark Ave. As the owner is absent and leaves the gardening to the tenants and the tenants are not capable of doing their gardening, then I cannot see that the owner will miss the plantings.

To close. I am tired of the entire process; I had already told the neighbours we were getting a STOP sign and this was received with a similar Negative response from everyone. I did not expect to have

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to resubmit a third (or in my case 4th) submission of feedback. I ask that you please consider what we the residents have submitted and please make the right choices for the future. Please eliminate a nonsensical STOP sign. Please proceed with the Orange Broken lines and please consider all of the other factors, that I and others have proposed.

Photo 1 - view to the south exist of Trinidad Cres at what I believe will be the point that a driver will be sitting (not standing as per the photo) after a Giveaway or Stop sign is installed.



Photo 2 - View to the north, at the same position of Photo 1 - note there are usually more cars parked on this stretch of road



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Photo 3 - a more detailed view of the plants to be removed and trimmed outside 151 Mark Ave (and possibly 149) - please note there are usually two cars also blocking the view, between the letter box and the 2nd Daisy bush



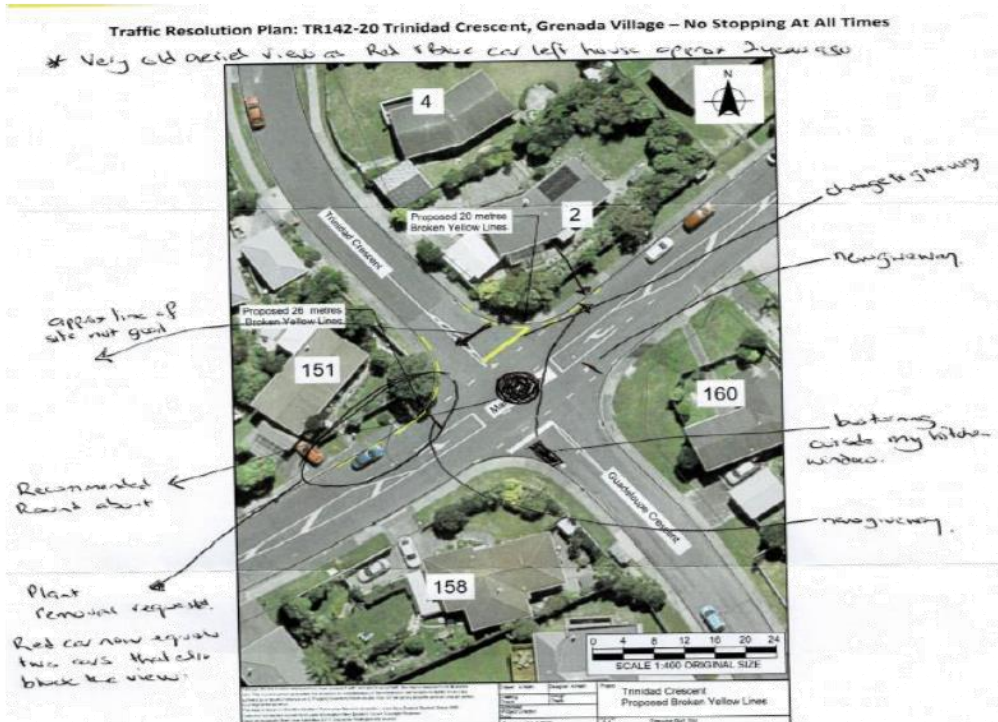
Photo 4 - a bus exiting Guadeloupe Cres to turn right, heading north onto Mark Ave and the position that many of the buses end up, that being outside my kitchen window (on the other side of the fence). As you can see this is quite a distance.



Also attached is a revised view of the map you have provided, with the addition of notes I have made. Please note: the aerial map you have provided is very old as the red and blue cars outside 151 Mark Avenue left Wellington approximately two years ago.

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Officer's response:

Thank you for your detailed feedback. To answer, we have broken our response down to cover the various points you have raised as follows:

A Stop control restriction on the approach to an intersection is warranted if it is unsafe to approach an intersection at more than 10km/h measured from a point 9 metres from the intersection (continuity white dashed line line) combined with an observed sightline of 1.2 times the speed on the through road (in this case about 60km/h). For this reason, a Stop control restriction on Trinidad Crescent at the intersection with Mark Avenue is warranted. The Stop control heightens the driver's awareness that he needs to come to a complete stop before entering the intersection, thereby making his exiting manoeuvre considerably more 'considered' and indeed safer.

The yellow painted Stop control limit line at the intersection of Trinidad Crescent and Mark Avenue will be installed 1.5 metres back from the white continuity across Trinidad Crescent and is the minimum standard distance for an intersection of this type and is detailed in the NZTA's Manual of Traffic Signs and Markings (MOTSAM) by which Council is governed by. Measured minimum lane widths including the right turn pockets prevents the repositioning of the vehicles waiting at the STOP further out into the carriageway.

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The Stop and Give Way Restrictions shown on the plan for this Traffic Resolution were approved by the Regulatory and Processes Committee (TR14-20) in August 2020. Additional street name and intersection warning signs are being considered.

As part of our investigation prior to our proposal for broken yellow lines and intersection controls, we are required to check the crash history of this intersection. Data provided by NZTA shows that there has been one reported (to the Police) non-injury crash at this intersection in the past 5 years. This low level of reported crash history means the intersection is behaving reasonably well and does not warrant physical improvements such as a roundabout. Roundabouts are considered on high volume roads where traffic volumes on all approaches are reasonably well balanced (equal) and there is a high number of reported crashes. Vehicle deflection (and hence slowing vehicles down) through the intersection and on each approach is an absolute key in the design of the footprint for a roundabout. In this case, designing a satisfactory footprint and the cost to implement far outweighs the benefits that would be accrued at this intersection. Council with limited funding for works of this nature has a long list of intersections showing high numbers of serious injuries that need to be addressed as a priority.

The intersection is behaving reasonably well based on the crash records over the last 5 years and there is no reason to make massive changes to the intersection(s) other than the already approved Stop and Give Way controls and the current proposed no stopping restrictions. With these improvements, it is expected that both intersections will function in a safer manner.

Traffic speed calming on Mark Avenue will be assessed as a separate enquiry, however the gradient of Mark Avenue in part is too steep for the installation of speed humps or cushions. Traffic volumes on Mark Ave are also considerably higher than what is considered favourable for traffic calming of this nature. Outside no.142 Mark Avenue, a Driver Speed Feedback sign (DSFS) was installed a few years back to alert drivers to their speed when travelling south on this downhill section of the road. Reminder '50' speed limit signs have also been installed in recent times. Speed data, on Mark Avenue will be reviewed to the north of Trinidad Crescent to assess implementation of further DSFS (s) and '50' speed limit signs.

We are proposing a change in your area

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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"> TR143-20 – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 7 metres of broken yellow lines along the northern side of Fortification Road.
Why we are proposing the change	<ul style="list-style-type: none"> We have received accessibility concerns from local residents about parking on Fortification Road. This proposal is a result of concerns that were raised during the consultation carried out on TR92-20 regarding vehicles blocking access to the driveway at no.2 – no.18 Fortification Road. The recently approved no stopping restriction has been commissioned.
Location – where we propose to make the change	<ul style="list-style-type: none"> Fortification Road, Karaka Bays – opposite the driveway for no.2
Impact	<ul style="list-style-type: none"> Improves accessibility for vehicles on Fortification Road. Net parking impact - removal of one unrestricted parking space. Pedestrian Impact – positive. Limits the incidents of cars parking on the footpath.
Additional Information	<ul style="list-style-type: none"> Average weekly traffic volume – 230. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 29 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 29 September 2020 and finishes 5.00pm Monday 12 October 2020.</p>

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Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Tuesday 13 October 2020. 2. The proposal will go to the Regulatory and Processes Committee on Wednesday 11 November 2020. 3. If approved, the proposal will be installed within the following 3 months.
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Traffic Resolution Plan: TR143-20 Fortification Road, Karaka Bays - No Stopping At All Times



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Legal Description:

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

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

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

Column One	Column Two	Column Three
Fortification Road	<i>No Stopping, At All Times</i>	<i>West side commencing 2 metres north of its intersection with Nevay Road (Grid Coordinates X=1,753,146.12m Y=5,426,157.81m) and extending in a northerly direction following the western kerb line for 54 metres.</i>

Prepared By: Alastair Helm **(Transport Engineering Assistant)**

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

Date: 22/10/2020

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Feedback Received:

Name: Ellen Blake on behalf of Living Street Aotearoa
Suburb: Wellington
Agree: Yes

Fortification Rd has a footpath on just one side.

Parking is being encouraged next to the footpath which will support car passengers getting out on the footpath side. We recommend increased parking enforcement after the yellow lines are installed to ensure that parking on the footpath does not occur.

Officer's response:

Thank you for your feedback. If you notice a vehicle is parked on the footpath please call 04 499 4444 with the details of the vehicle.