
**ORDINARY MEETING
OF
PŪRORO HĀTEPE | REGULATORY PROCESSES COMMITTEE
AGENDA**

Time: 9:30am
Date: Tuesday, 8 June 2021
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

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

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 Pūroro Hātepe | Regulatory Processes Committee has responsibility for conducting regulatory functions of Council, 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 relevant committee.
- Traffic resolutions which are not considered by the Planning and Environment 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: 4 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, Whakataka te hau ki te tonga. Kia mākinakina ki uta, Kia mātaratara ki tai. E hī ake ana te atākura. He tio, he huka, he hauhū. Tihei Mauri Ora!	Cease oh winds of the west and of the south Let the bracing breezes flow, over the land and the sea. Let the red-tipped dawn come with a sharpened edge, a touch of frost, a promise of a glorious day
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At the appropriate time, the following karakia will be read to close the meeting.

Unuhia, unuhia, unuhia ki te uru tapu nui Kia wātea, kia māmā, te ngākau, te tinana, te wairua I te ara takatū Koia rā e Rongo, whakairia ake ki runga Kia wātea, kia wātea Āe rā, kua wātea!	Draw on, draw on Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind Oh Rongo, above (symbol of peace) Let this all be done in unity
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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 18 May 2021 will be put to the Pūroro Hātepe | Regulatory Processes Committee for consideration.

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 Pūroro Hātepe | 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 Pūroro Hātepe | Regulatory Processes Committee.

Minor Matters relating to the General Business of the Pūroro Hātepe | 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 Pūroro Hātepe | 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

PROPOSED ROAD CLOSURE

Purpose

1. This report asks the Pūroro Hātepe | Regulatory Processes Committee to approve the temporary closure of roads to enable events to take place.
2. An application has been made to temporarily close roads for the following event:
 - Shelly Bay Sealed Sprint
Sunday 3 October 2021 7.00am to 6.00pm Massey Road (North Scorching Bay Reserve to Northern entrance of Shelly Bay Defence Base).

Recommendation/s

That the Pūroro Hātepe - Regulatory Processes Committee:

1. Receive the information.
2. Agree to close the following roads and sections of the road for this event (as Listed below) to vehicles and cycles only, subject to the conditions listed in the proposed Road Closures Impact Reports:
 - a. Shelly Bay Seal Sprint Sunday 3 October 2021 7.00am to 6.00pm
Massey Road (North Scorching Bay Reserve to Northern entrance of Shelly Bay Defence Base)
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 effect, under Schedule 10 of the Local Government Act 1974, council approval is required.
4. The authority to approve requests for road closures is made under Schedule 10 clause 11e) of the Local Government Act 1974 and the Transport (vehicular Traffic Road Closure) Regulations 1965. This authority is delegate to the Pūroro Hātepe - 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 a proposed event requires 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 is carried out and a communication plan is formulated.
- Any Objections are followed up and resolved as far as practical.
- The event organiser works together with Council officers who modify any plan in response to public submissions and prepare an impact report for 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 organisers 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.

Discussion

6. This event is held annually, and the event organisers apply for permission every year

Public Notification

7. Members of the public have been advised of the road closures and informed of their right to object
8. The public notice advertising that the Councils is proposing to consider this closure notified via the following channels:
 - Dominion Post, 15 May 2021
 - Facebook, 18 May 2021
 - Twitter, 19 My 2021
 - Have Your Say, 19 May 2021

These details on this are part of the Impact Report

9. Event organisers are working with resident groups where applicable, community groups, local retailers and businesses and have advised them of their intention to close the road.
10. Members of the public will again be advised of the road closures prior to the event via:
 - Advanced roadside signage
 - Media releases
 - Council website
 - Council social media channels
11. This proposed road closure is subject to the Government Covid-19 guideline announcements (or any subsequent announcements) regarding events of this nature. Government timelines will dictate any postponement date should it be required.

Objections

12. No objections have been received for the proposed event.

Impact Assessment

13. A temporary plan will be prepared by a Council approved traffic management company for approval by Council prior to the event.
14. Any objections as a result of the road closure will be dealt with before the event.
15. The proposed closures (when implemented according to the approved temporary traffic management plan) are generally considered unlikely to unreasonably impede traffic. A detailed impact report for each event, including conditions placed on the event organiser is attached.

Options

16. Option 1: Agree to the temporary road closures.
17. Option 2: Do not agree to the temporary road closures. If you choose this option, then the events relying on the road closures will not be able to go ahead.

Next Actions

18. If the proposed road closure is approved, the event organiser will issue further public notices advising of the approved closure, implement the approved traffic management plan, run the event and clean the site. Council officers will monitor the impact of the closures and debrief with the organisers following the conclusion of the event.

Next Actions

19. If the proposed road closures are approved, the event organiser will issue further public notices advising of the approved closures, implement the approved traffic management plan, run the event and clean the site. Council officers will monitor the impact of the closures and debrief with the organisers following the conclusion of the event.

Attachments

- | | | |
|---------------|---|---------|
| Attachment 1. | Shelly Bay Impact   | Page 12 |
| Attachment 2. | Shelly Bay Advert   | Page 15 |
| Attachment 3. | Shelly Bay Map   | Page 16 |

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

Treaty of Waitangi considerations

There are no Treaty of Waitangi implications

Financial implications

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

Policy and legislative implications

A Traffic Management Coordinator (TMC) 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 Closure will be notified by letter drop or contacted by the event organiser.

The event organiser is aware there are penguin nesting boxes in the area have taken this into account when starting times for racing been set which is 8.30am setting up is before this.

The event is completed and everything is packed up by 6.00 pm.

Penguins habitually leave the nest at dawn and return at dusk.

Penguin friendly society have been informed of this event with confirmation from them.

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

SHELLY BAY SEALED SPRINT
SUNDAY 3 OCTOBER 2021 7.00 AM TO 6.00 PM

1. Description of Event

The Wellington Car Club wish to run a Motorsport New Zealand sanctioned race, under their approval by way of an Event Organisers Permit. The regulations and other relevant documentation are endorsed by the Motorsport New Zealand Area Steward. This event has been held for a number of years in Shelly Bay, of which the course is approximately 2.6 km long.

The proposed road closures to vehicles and cyclists, are as follows: Shelly Bay Sealed Sprint: Sunday 3 October 2021 7.00 am to 6.00 pm.

- **Massey Road** (Scorching Bay Reserve to Northern entrance to the former Shelly Bay Defence Base)

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, 15 May 2021
- Social Media, 19 May 2021
- Twitter, 19 May 2021
- Facebook, 18 May 2021
- Have your say, 18 May 2021

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.

REGULATORY PROCESSES COMMITTEE

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 7.00 am to 6.00 pm on Sunday 3 October 2021.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where road closures transition from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- 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 ten (10) working 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.
- 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.

REGULATORY PROCESSES COMMITTEE

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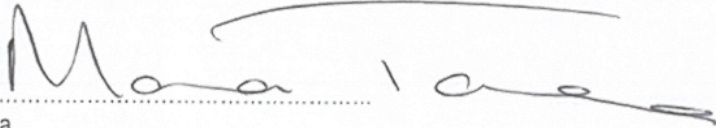
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

Attachments

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

Prepared By
Maria Taumaa
Street Activities Coordinator



Approved By
Jacqui Austin
Team Leader Street Activities and Audit Coordination



Proposal to Close Roads

The Regulatory Processes Committee will meet on Tuesday 8 June 2021 to consider the following temporary road closure for Filming.

Shelly Bay Seal Sprint

Sunday 3 October 2021 7.00am to 6.00pm

Massey Road (North of Scorching Bay Reserve to Northern entrance of Shelly Bay Defence Base)

Any person objecting to a proposed road closure must contact the City Council in Writing before 4pm, Friday 28th May 2021. 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.

Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

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DOMINION POST MAY 15, 2021



Event Name: Shelly Bay Sealed Sprint From: 3/10/2021 7:00:00 am Until: 3/10/2021 6:00:00 pm

Event Type: Road Closure

Event Details:

TRAFFIC RESOLUTIONS - IMPLEMENTATION OF ANNUAL PLAN/LONG TERM PLAN COMMITTEE DECISIONS

Purpose

1. This report asks the Pūroro Hātepe | Regulatory Processes Committee to approve the eleven proposed traffic resolutions that are required to now implement the parking fees and user charges that have been considered and approved at the Annual Plan/Long-term Plan Committee on 27 May 2021.

Summary

2. A total of eleven proposed traffic resolutions were issued for consultation between 9 April 2021 and 23 April 2021.
3. The parking fees and user charges were considered at the Annual Plan/Long-term Plan Committee on 27 May 2021 and amendments were made to three of those traffic resolutions. As a result, amendments were made to three of the proposed traffic resolutions:
 - TR67-21 Central Business District, Wellington – Metered parking fee increase; weekend, amended to \$3.00 per hour.
 - TR69-21 Wellington suburbs, Wellington - Coupon parking fee increase; daily, monthly & suburban trade, amended to: Daily Coupon Fee \$18.00 per day; Monthly Coupon Fee amended to \$300.00; and Suburban Trade Parking amended to \$18.00 per day.
 - TR70-21 Central Business District, Wellington – Coupon parking fee increase; Trade, amended to \$30.00 per day.

Recommendation/s

That the Pūroro Hātepe | 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. TR66-21 Central Business District, Wellington - Metered parking fee increase; weekdays
 - b. TR67-21 Central Business District, Wellington – AMENDED Metered parking fee increase; weekend
 - c. TR68-21 Central Business District, Wellington - Loading Zone Permit fee increase
 - d. TR69-21 Wellington suburbs, Wellington - AMENDED Coupon parking fee increase; daily, monthly & suburban trade
 - e. TR70-21 Central Business District, Wellington – AMENDED Coupon parking fee increase; Trade

- f. TR71-21 Central Business District, Wellington – Metered operating hours increase
- g. TR72-21 Oriental Parade, Wellington – Convert coupon parking to P10hrs metered parking
- h. TR73-21 Glasgow Street, Kelburn – Convert P120 metered parking to P10hrs metered parking
- i. TR74-21 Salamanca Road, Kelburn – Convert P120 metered parking to P10hrs metered parking
- j. TR75-21 Kelburn Parade, Kelburn – Convert P120 metered parking to P10hrs metered parking
- k. TR76-21 Hill Street, Thorndon – Convert coupon parking to P120 metered parking













Background

- 4. The Council agreed to consult on increasing parking fees as well as a number of other proposed changes to existing on-street parking arrangements across the city through the Long-term Plan process.
- 5. Alongside that consultation the Council has also consulted on those changes through our TR process.
- 6. The TR's are required to legally implement the Parking fees and user charges options currently proposed in the Long-term Plan as the current Wellington Consolidated Bylaw 2008 requires public consultation for all proposed Traffic Resolutions.
- 7. Traffic resolutions were prepared and publicly notified and were available for consultation alongside the LTP consultation process. As noted consultation on the TR's occurred between 9 April 2021 and 23 April 2021. Through that period the public were able to make submission on each traffic resolution, and at the Council's discretion make oral submissions.
- 8. The traffic resolutions require approval to enable implementation of the parking fees and user charges that were considered and approved at the Annual Plan/Long Term Plan Committee on 27 May 2021
- 9. The consultation feedback from the traffic resolutions was mostly opposed, and the key concerns were addressed in the amendments already made at the Annual Plan/Long Term Plan Committee regarding the increase of the weekend hourly metered fee and coupon fee.

Next Actions

- 10. Once approved this will allow implementation to occur from 1 July 2021 following the adoption of the Long-Term Plan. Any delay in approving these Traffic Resolutions will impact the ability to implement these parking fees and user charges from 1 July 2021.

Attachments

Attachment 1.	Table of Traffic Resolutions Legal Description RPC meeting 8 June 2021 ↓ 	Page 21
Attachment 2.	TR66-21 Central Business District, Wellington - Metered parking fee increase; weekdays ↓ 	Page 26
Attachment 3.	TR67-21 Central Business District, Wellington – AMENDED Metered parking fee increase; weekend ↓ 	Page 29
Attachment 4.	TR68-21 Central Business District, Wellington - Loading Zone Permit fee increase ↓ 	Page 33
Attachment 5.	TR69-21 Wellington suburbs, Wellington - AMENDED Coupon parking fee increase; daily, monthly & suburban trade ↓ 	Page 35
Attachment 6.	TR70-21 Central Business District, Wellington – AMENDED Coupon parking fee increase; Trade ↓ 	Page 39
Attachment 7.	TR71-21 Central Business District, Wellington – Metered operating hours increase ↓ 	Page 42
Attachment 8.	TR72-21 Oriental Parade, Wellington – Convert coupon parking to P10hrs metered parking ↓ 	Page 44
Attachment 9.	TR73-21 Glasgow Street, Kelburn – Convert P120 metered parking to P10hrs metered parking ↓ 	Page 49
Attachment 10.	TR74-21 Salamanca Road, Kelburn – Convert P120 metered parking to P10hrs metered parking ↓ 	Page 53
Attachment 11.	TR75-21 Kelburn Parade, Kelburn – Convert P120 metered parking to P10hrs metered parking ↓ 	Page 59
Attachment 12.	TR76-21 Hill Street, Thorndon – Convert coupon parking to P120 metered parking ↓ 	Page 67

Authors	Wendy Ferguson, Project Coordinator Lindsey Hill, Project Coordinator
Authoriser	Soon Teck Kong, Transport Engineering and Operations Manager Claire Richardson, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

As noted above the TR process is required to allow implementation of proposed changes to parking fees as well as a number of other proposed changes to existing on-street parking arrangements across the city. Council will make final decisions on the proposed changes as part of finalising the draft LTP including any consequential impact on rates as a result of not adopting any or all of the proposed changes. Any delay in the approval of the TR's will impact the ability to implement the changes and be operational from 1 July 2021.

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

The Proposed changes all align with newly adopted Parking Policy hierarchy of deprioritising the private vehicle to meet the varying demands for road space from different transport modes, carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing the demand for parking space and the cost of maintaining them is increasing.

Communications Plan

Not required.

Health and Safety Impact considered

The proposed changes are all operational. They are all changes in fees & user charges, hours of operation and introduce new paid parking locations.

The only potential risk identified is Parking Officer Safety during the proposed later enforcement hours (to 10pm Fri & Sat night). This will be mitigated and managed by Parking Services by pairing officers up for the late shift along with restructured rosters to manage the support staff resources required to ensure the Officers safety.

Table of Traffic Resolutions Legal Description RPC meeting 8 June 2021

a.	Oriental Parade, Wellington (TR72-21) Convert coupon parking to P10hrs metered parking		
	<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Oriental Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>North side, following the kerbline 342.5 metres east of its intersection with Herd Street (Grid Coordinates X=2,659,613.439627 m, Y=5,989,030.810441 m) and extending in a north-easterly direction for 235.4 metres (46 Angle parking spaces & 15 parallel parking spaces)</i>
	Oriental Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>North side, commencing 612.5 metres northeast of its intersection with Herd Street (Grid coordinates x= 1749591.3 m, y= 5427319.1 m), and extending in an easterly direction following the northern kerbline for 74.6 metres (23 angle parking spaces)</i>
b.	Glasgow Street, Kelburn (TR73-21) Convert P120 metered parking to P10hrs metered parking		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Glasgow Street	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 11 metres south of its intersection with Rawhiti Terrace and extending in a southerly direction following the eastern kerbline for 193.5 metres.</i>
	<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Glasgow Street	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>East side, commencing 8.5 metres south of its intersection with Rawhiti Terrace (Grid coordinates X= 1,747,970.00m Y= 5,427,807.3m) and extending in a southerly direction following the eastern kerb line for 22.5 metres. (4 Parallel parking spaces)</i>
	Glasgow Street	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>East side, commencing 39 metres south of its intersection with Rawhiti Terrace (Grid coordinates X= 1,747,970.00m Y= 5,427,807.3m) and extending in a southerly direction following the eastern kerb line for 27.3 metres. (5 Parallel parking spaces)</i>
	Glasgow Street	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>East side, commencing 70.7 metres south of its intersection with Rawhiti Terrace (Grid coordinates X= 1,747,970.00m Y= 5,427,807.3m) and extending in a southerly direction following the eastern kerb line for 122.1 metres. (20 Parallel parking spaces)</i>
c.	Salamanca Road, Kelburn (TR74-21) Convert P120 metered parking to P10hrs metered parking		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		

Table of Traffic Resolutions Legal Description RPC meeting 8 June 2021

	Column One	Column Two	Column Three
	Salamanca Road	<i>P120, Monday to Sunday 8:00am - 6:00pm.</i>	<i>North side, commencing 152 metres west of its intersection with The Terrace (grid coordinates x= 1,748,377.7651 m, y= 5,427,678.0254 m), and extending in a westerly direction following the northern kerbline for 63 metres.</i>
	Salamanca Road	<i>P120, Monday to Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 248 metres west of its intersection with The Terrace and extending in a westerly direction following the northern kerbline for 79 metres.</i>
<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Salamanca Road	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>North side, commencing 151.7 metres west of its intersection with The Terrace (grid coordinates x= 1,748,377.7651 m, y= 5,427,678.0254 m), and extending in a westerly direction following the northern kerbline for 73.8 metres (12 carparks)</i>
	Salamanca Road	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>North side, commencing 245.3 metres west of its intersection with The Terrace (grid coordinates x= 1,748,377.7651 m, y= 5,427,678.0254 m), and extending in a northerly direction following the eastern kerbline for 73.7 metres. (12 carparks)</i>
<i>Delete from Schedule E (Resident Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Salamanca Road	<i>No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm</i>	<i>North side, commencing 126.5 metres west of its intersection with the Terrace and extending in a westerly direction following the northern kerbline for 30 metres.</i>
<i>Add to Schedule E (Resident Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Salamanca Road	<i>No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm</i>	<i>North side, commencing 122.7 metres west of its intersection with the Terrace and extending in a westerly direction following the northern kerbline for 29 metres (5 carparks)</i>
d.	Kelburn Parade, Kelburn (TR75-21) Convert P120 metered parking to P10hrs metered parking		
<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>west side commencing 124.7 metres from its intersection with Salamanca Road and extending in a southerly direction for 28 metres.</i>

Table of Traffic Resolutions Legal Description RPC meeting 8 June 2021

Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 143.5 metres from its intersection with Salamanca Road and extending in a southerly direction for 16 metres</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>west side commencing 282.5 metres from its intersection with Salamanca Road and extending in a southerly direction for 42.5 metres.</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>east side commencing 56 metres from its intersection with Salamanca Road and extending in a southerly direction for 80 meters.</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 176 metres from its intersection with Salamanca Road (Grid Coordinates x = 1748139.3 m, y = 5427897.0 m) and extending in a southerly direction for 20 metres</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side commencing 186 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending in a southerly direction for 22 metres.</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side commencing 141.7 metres from its intersection with Salamanca Road and extending in a southerly direction following the western kerbline for 5.5 meters.</i>
<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>East side, commencing 139.5 metres North of its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 19.7 metres (3 Parallel parking spaces)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>West side commencing 141.7 metres from its intersection with Salamanca Road and extending in a southerly direction following the western kerbline for 11.0 meters (2 Parallel parking spaces)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>East side commencing 56 metres from its intersection with Salamanca Road and extending in a southerly direction for 80 meters (13 Parallel parking spaces)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>West side commencing 266 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 6 metres (1 Parallel parking space)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum,</i>	<i>West side commencing 280 metres from its intersection with Salamanca</i>

Table of Traffic Resolutions Legal Description RPC meeting 8 June 2021

		<i>Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 10 metres (2 Parallel parking spaces)</i>
	Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm..</i>	<i>West side commencing 292.7 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 15.5 metres (3 Parallel parking spaces)</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Kelburn Parade	<i>No Stopping, At All Times</i>	<i>west side commencing 272 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 8 metres.</i>
	Kelburn Parade	<i>No Stopping, At All Times</i>	<i>West side commencing 290 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 7 metres</i>
<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Kelburn Parade	<i>Car share, at all times</i>	<i>West side commencing 124.7 metres from its intersection with Salamanca Road and extending in a southerly direction following the western kerbline for 17.0 meters.</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Kelburn Parade	<i>Car share, at all times</i>	<i>West side commencing 124.7 metres from its intersection with Salamanca Road and extending in a southerly direction following the western kerbline for 11.0 meters.</i>
e.	Hill Street, Thorndon (TR76-21) Convert coupon parking to P120 metered parking		
<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Hill Street	<i>Metered parking, P120 maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>South side, commencing 13.9 metres west of its intersection with Molesworth Street (Grid coordinates x= 1,748,878.4 m, y= 5,428,968.1 m), and extending in a westerly direction following the southern kerbline for 40.7 metres (7 Parallel parking spaces)</i>
	Hill Street	<i>Metered parking, P120 maximum, Saturday to</i>	<i>South side, commencing 54.6 metres west of its intersection with</i>

Table of Traffic Resolutions Legal Description RPC meeting 8 June 2021

		<i>Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>Molesworth Street (Grid coordinates x= 1,748,878.4 m, y= 5,428,968.1 m), and extending in a westerly direction following the southern kerbline for 102.3 metres (17 Parallel parking spaces)</i>
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We are proposing a change in your area

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

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

The Council are consulting on increasing parking fees through the Long-Term Plan process. To ensure that the Council can make a timely decision on increasing parking fees or change operating hours, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees, the traffic resolution then needs to be publicly notified. The public are then able to make comments on the resolution, and at the Council's discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees. If fees are increased the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase adopted in the report as part of those deliberations.

Proposal:

Reference	<ul style="list-style-type: none"> TR66-21 Central Business District, Wellington - Metered parking fee increase; weekdays
What we'd like to do	<ul style="list-style-type: none"> Increase the cost of metered parking across all areas by \$0.50 per hour Monday to Friday
Why we are proposing the change	<ul style="list-style-type: none"> To reflect the market value of on-street parking. To better manage demand for on street parking spaces by increasing fees to encourage turnover
Location – where we propose to make the change	<ul style="list-style-type: none"> Central Business District, Wellington
Impact	<ul style="list-style-type: none"> These changes will affect approximately 3,300 metered parking bays. An increase in the cost of metered parking in all areas from 1 July 2021.
How this relates to the parking policy	<ul style="list-style-type: none"> Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City's parking amenities, road resurfacing, signs and markings thereby reducing the need for rates funding. To meet the demand for road space from different transport modes carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing the demand for parking space and the cost of maintaining them is increasing.

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Additional Information	<ul style="list-style-type: none"> To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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 . Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. If approved, the proposal will be installed between the approval date and 1st July 2021.

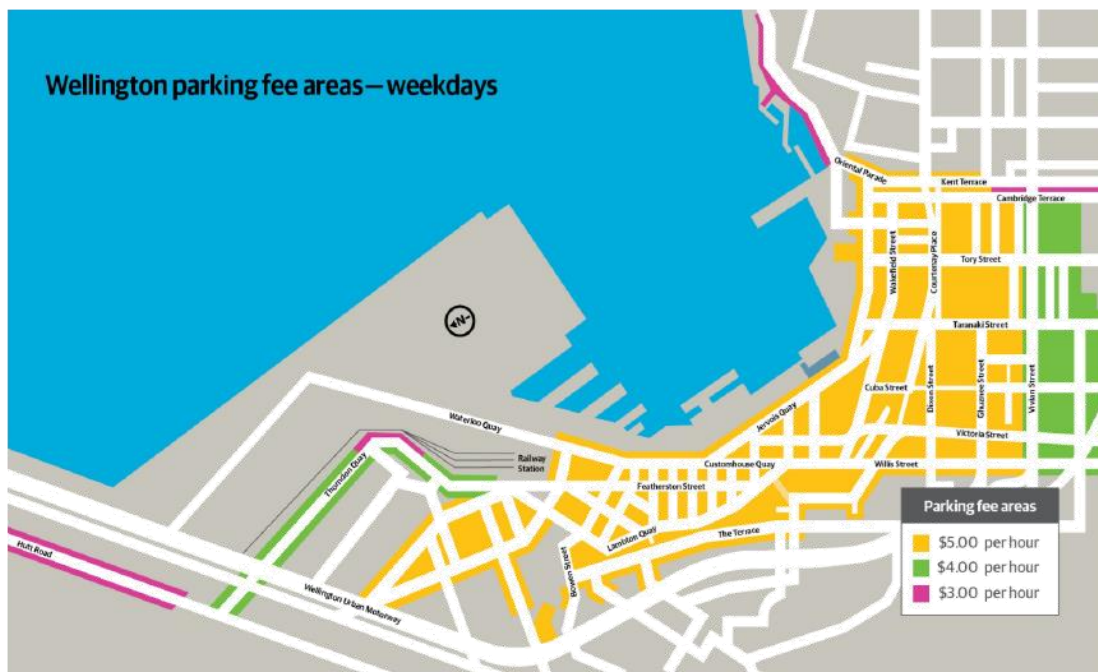
We are proposing a change in your area Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Weekdays

The affected parking bays are within the area highlighted in the map. All fees in the area below will increase by 50cents/hour

Mon- Fri

- \$2.50 increases to \$3.00/hour
- \$3.50 increases to \$4.00/hour
- \$4.50 increases to \$5.00/hour



Prepared By:	Melanie Goodger	(Parking Services)
	Amin Shahin	(T/L Transport Engineering)
Approved By:	Steve Spence	(Chief Advisor Transport & Infrastructure)
Date:	01/06/2021	

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Proposal:

Reference	<ul style="list-style-type: none"> TR67-21 Central Business District, Wellington – AMENDED - Metered parking fee increase; weekend
What we'd like to do	<ul style="list-style-type: none"> Increase the cost of metered parking across all areas \$0.50 per hour Saturday & Sunday.
Why we are proposing the change	<ul style="list-style-type: none"> To reflect the market value of on-street parking. To better manage demand for on street parking spaces by increasing fees to encourage turnover of use.
Location – where we propose to make the change	<ul style="list-style-type: none"> Central Business District, Wellington
Impact	<ul style="list-style-type: none"> These changes will affect approximately 3,300 metered parking bays. An increase in the cost of metered parking in all areas from 1 July 2021.
How this relates to the parking policy	<ul style="list-style-type: none"> Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City's parking amenities, road resurfacing, signs and markings thereby reducing the need for rates funding. To meet the demand for road space from different transport modes carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing the demand for parking space and the cost of maintaining them is increasing.

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<p>Next Steps</p>	<ol style="list-style-type: none"> Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. If approved, the proposal will be installed between the approval date and 1st July 2021.

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Weekends

The affected parking bays are within the area highlighted in the map below. All fees in the area below will increase by \$2.00/hour. The time period for this is specified in a separate Traffic Resolution – refer to TR71-21 (also subject to approval)

Sat - Sun

\$2.50 increases to \$4.50/hour



AMENDED as approved at ANNUAL PLAN/LONG TERM PLAN COMMITTEE on 27 May 2021

Weekends

The affected parking bays are within the area highlighted in the map below. All fees in the area below will increase by \$0.50/hour. The time period for this is specified in a separate Traffic Resolution – refer to TR71-21 (also subject to approval)

Sat - Sun

\$2.50 increases to \$3.00/hour

We are proposing a change in your area **Absolutely Positively
Wellington City Council**
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AMENDED plan as approved at ANNUAL PLAN/LONG TERM PLAN COMMITTEE on 27 May 2021



Prepared By:	Melanie Goodger	(Parking Services)
	Amin Shahin	(T/L Transport Engineering)
Approved By:	Steve Spence	(Chief Advisor Transport & Infrastructure)
Date:	01/06/2021	

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Proposal:

Reference	<ul style="list-style-type: none"> TR68-21 Central Business District, Wellington - Loading Zone Permit fee increase
What we'd like to do	<ul style="list-style-type: none"> Increase annual Loading Zone Permit fee from \$60.50 to \$80.00/day.
Why we are proposing the change	<ul style="list-style-type: none"> The Council proposes to increase the cost of Loading Zone permits to better reflect the current market value of on street parking in the Central Business District.
Location – where we propose to make the change	<ul style="list-style-type: none"> Central Business District, Wellington
Impact	<ul style="list-style-type: none"> An increase in the cost of Loading Zone Permits in all areas from 1 July 2021.
How this relates to the parking policy	<ul style="list-style-type: none"> Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City's parking amenities, road resurfacing, signs and markings thereby reducing the need for rates funding. To meet the demand for road space from different transport modes carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing, the demand for parking space and the cost of maintaining them is increasing.

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Next Steps	<ol style="list-style-type: none"> Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. If approved, the proposal will be installed between the approval date and 1st July 2021.

Loading Zone Permit Fee Proposal

Permit Type	Current	Proposed
Loading Zone Permit	\$60.50	\$80.00

Prepared By: Melanie Goodger (Parking Services)
Amin Shahin (T/L Transport Engineering)

Approved By: Steve Spence (Chief Advisor Transport & Infrastructure)

Date: 01/06/2021

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Trade coupons operating hours will remain unchanged applying 8am-6pm Mon- Sun. Comment on this extension is welcome under this traffic resolution process.

Proposal:

Reference	<ul style="list-style-type: none"> TR69-21 Wellington suburbs, Wellington – AMENDED - Coupon parking fee increase; daily, monthly & suburban trade
What we'd like to do	<p>Increase Coupon Parking fees including:</p> <ul style="list-style-type: none"> Daily Coupons from \$12 to \$18 Monthly Coupons from \$200 to \$300 Suburban Trade Coupons from \$12 to \$18
Why we are proposing the change	<ul style="list-style-type: none"> The Council proposes to increase the cost of on-street Coupon Parking (daily, monthly, and suburban trade) to better reflect the current market value of all-day parking and to discourage commuters in favour of public transport.
Location – where we propose to make the change	<ul style="list-style-type: none"> Wellington suburbs, Wellington - all Resident and Coupon parking areas
Impact	<ul style="list-style-type: none"> An increase in the cost of Coupon Parking in all areas from 1 July 2021.
How this relates to the parking policy	<ul style="list-style-type: none"> Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City's parking amenities, road resurfacing, signs and markings thereby reducing the impact on rates funding. To meet the demand for road space from different modes carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing, the demand for parking space and the cost of maintaining them is increasing.

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Next Steps	<ol style="list-style-type: none"> Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. If approved, the proposal will be installed between the approval date and 1st July 2021.

Coupon	Current	Proposed
Daily	\$12.00	\$20.00
Monthly	\$200.00	\$333.00
Suburban trade	\$12.00	\$20.00

Trade coupon operating hours would be retained (no change) as 8am-6pm Mon- Sun.

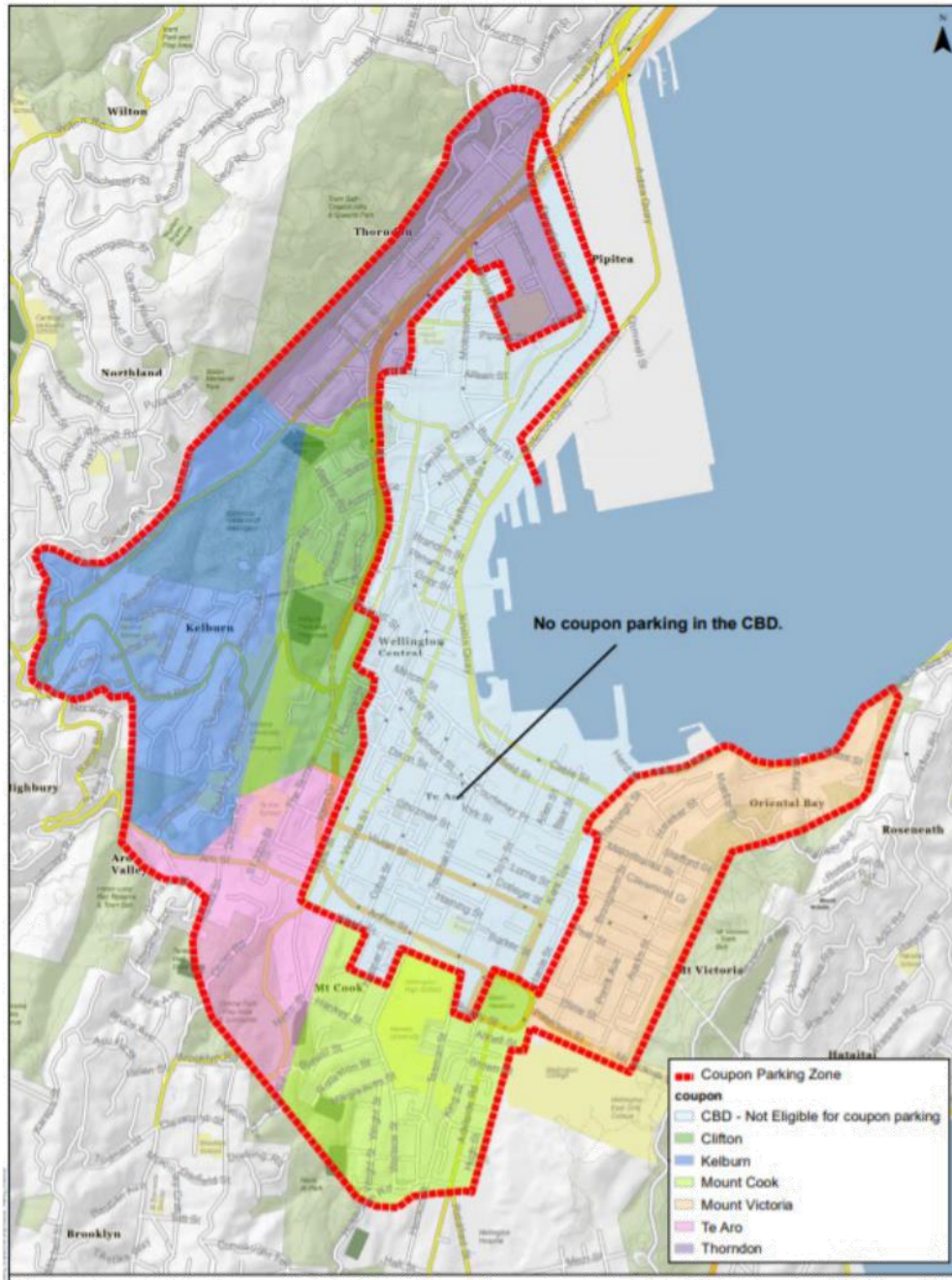
AMENDED as approved at ANNUAL PLAN/LONG TERM PLAN COMMITTEE on 27 May 2021

Coupon	Current	Proposed
Daily	\$12.00	\$18.00
Monthly	\$200.00	\$300.00
Suburban trade	\$12.00	\$18.00

We are proposing a change in your area

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Wellington City Council
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**Traffic Resolution Plan: TR69-21 Central Wellington Business District and surrounding suburbs,
Wellington – Coupon parking fee increase**



We are proposing a change in your area

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

Prepared By:	Melanie Goodger Amin Shahin	(Commercial Operations T/L Parking Services) (T/L Transport Engineering)
Approved By:	Steve Spence	(Chief Advisor Transport & Infrastructure)
Date:	01/06/2021	

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Trade coupons operating hours will remain unchanged applying 8am-6pm Mon- Sun.

Proposal:

Reference	<ul style="list-style-type: none"> TR70-21 Wellington Central Business District – AMENDED Trade Coupons
What we'd like to do	<p>Increase Coupon Parking in Central Business District (CBD) including:</p> <ul style="list-style-type: none"> CBD Trade Full Day Coupons from \$45 to \$50 CBD Trade Half Day Coupons from \$22.50 to \$25 CBD Trade Weekend Coupons from \$22.50 to \$30
Why we are proposing the change	<ul style="list-style-type: none"> The Council proposes to increase the cost of on-street CBD Trade Coupon to better reflect the current market value of all-day parking. The Council proposes to increase the cost of CBD trade coupons to align with the proposed meter fee increases. Trade coupons operating hours will remain unchanged applying 8am-6pm Mon- Sun.
Location – where we propose to make the change	<ul style="list-style-type: none"> Central Business District, Wellington
Impact	<ul style="list-style-type: none"> An increase in the cost of CBD Trade Coupon in all areas from 1 July 2021.
How this relates to the parking policy	<ul style="list-style-type: none"> Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City's parking amenities, road resurfacing, signs and markings thereby reducing the impact on rates funding.

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	<ul style="list-style-type: none"> To meet the demand for road space from different transport modes carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing the demand for parking space and the cost of maintaining them is increasing.
Additional Information	<ul style="list-style-type: none"> To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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. Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. If approved, the proposal will be installed within the following 3 months.

Coupon	Current	Proposed
CBD Full Day trade (8am-6pm)	\$45.00	\$50.00
CBD Half Day trade (8am-1pm OR 1pm-6pm)	\$22.50	\$25.00
Weekend trade	\$22.50	\$45.00

CBD trade coupon operating hours would be retained (no change of time period) as 8am-6pm Mon- Sun.

The CBD Trade coupon increase is to align with the proposed meter fee increase – for more information on the meter fee increases refer to TR66-21 & TR67-21 (both subject to approval)

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AMENDED as approved at ANNUAL PLAN/LONG TERM PLAN COMMITTEE on 27 May 2021

Coupon	Current	Proposed
CBD Full Day trade (8am-6pm)	\$45.00	\$50.00
CBD Half Day trade (8am-1pm OR 1pm-6pm)	\$22.50	\$25.00
Weekend trade	\$22.50	\$30.00

Prepared By: Melanie Goodger (Commercial Operations T/L Parking Services)
Amin Shahin (T/L Transport Engineering)

Approved By: Steve Spence (Chief Advisor Transport & Infrastructure)

Date: 01/06/2021

We are proposing a change in your area

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Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

The Council are consulting on increasing parking fees through the Long-Term Plan process. To ensure that the Council can make a timely decision on increasing parking fees, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees and/or change the operating hours, the traffic resolution then needs to be publicly notified. The public are then able to make comments on the resolution, and at the Council's discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees and/or change the operating hours. If operating hours are changed the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase adopted in the report as part of those deliberations.

The traffic resolution proposes to extend meter operating hours Sunday to Thursday to 8pm and Friday and Saturday to 10pm. Comment on this extension is welcome under this traffic resolution process.

Proposal:

Reference	<ul style="list-style-type: none"> TR71-21 Central Business District, Wellington – Increase metered operating hours
What we'd like to do	<ul style="list-style-type: none"> Extend meter operating hours Sun to Thu to 8pm and Fri and Sat to 10pm.
Why we are proposing the change	<ul style="list-style-type: none"> Extending operating hours to better manage demand into the evenings.
Location – where we propose to make the change	<ul style="list-style-type: none"> Central Business District, Wellington
Impact	<ul style="list-style-type: none"> These changes will affect approximately 3,300 metered parking bays. An increase in the cost and operating hours of metered parking in all areas from 1 July 2021.
How this relates to the parking policy	<ul style="list-style-type: none"> Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City's parking amenities, road resurfacing, signs and markings thereby reducing the need for rates funding. To meet the demand for road space from different transport modes carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing, the demand for parking space and the cost of maintaining them is increasing.
Additional Information	<ul style="list-style-type: none"> To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at

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	www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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. Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. If approved, the proposal will be installed between the approval date and 1st July 2021.

It is proposed in this Traffic Resolution to extend all metered parking operating hours from the current times to the proposed times as displayed in the table below.

Meter operating hours will change to:

Day	Current	Proposed
Sunday to Thursday	8am-6pm	8am-8pm
Friday	8am-8pm	8am-10pm
Saturday	8am-6pm	8am-10pm

Prepared By: Melanie Goodger (Parking Services)
Amin Shahin (T/L Transport Engineering)

Approved By: Steve Spence (Chief Advisor Transport & Infrastructure)

Date: 01/06/2021

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You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

The Council is consulting on increasing parking fees through the Long-Term Plan process. Part of this process is to look at new areas where fees can be applied. To ensure that the Council can make a timely decision on increasing parking fees and areas where these would apply, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees and create new areas, and for the traffic resolution to be publicly notified. The public are then able to make comments on the resolution, and at the Council's discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees and new areas where these might apply. If fees are increased and/or new areas agreed, the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase or the areas to be adopted in the report as part of those deliberations.

The traffic resolution also extends meter operating hours Sunday to Thursday to 8pm and Friday and Saturday to 10pm. Comment on this extension is welcome under this traffic resolution process.

Proposal:

Reference	<ul style="list-style-type: none"> TR72-21 Oriental Parade, Wellington – Convert coupon parking to P10hrs metered parking
What we'd like to do	<ul style="list-style-type: none"> Change coupon parking spaces on northern side in Oriental Parade east of Freyberg Carpark to opposite number 222 Oriental Parade to P10hrs metered parking at the fringe metered rate.
Why we are proposing the change	<ul style="list-style-type: none"> To better manage the commuter demand on coupon parking at this location, the proposed 10 hour metered parking at fringe parking rates, better reflects the value of all-day parking offered by private carparks in the city. It also provides an hourly payment option for short-medium term parking for those using the Freyberg Facility and the Beach.
Location – where we propose to make the change	<ul style="list-style-type: none"> Northern side - Oriental Parade Wellington - between Freyberg Carpark to opposite no.222 Oriental Parade.
Impact	<ul style="list-style-type: none"> Convert 84 parking spaces from coupon parking to P10hrs metered parking
How this relates to the parking policy	<ul style="list-style-type: none"> Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City's parking amenities, road resurfacing, signs and markings thereby reducing the need for rates funding.

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	<ul style="list-style-type: none"> To meet the demand for road space from different transport modes carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing, the demand for parking space and the cost of maintaining them is increasing.
Additional Information	<ul style="list-style-type: none"> To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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. Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. If approved, the proposal will be installed between the approval date and 1st July 2021.

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Traffic Resolution Plan: TR72-21 Oriental Parade, Oriental Bay – Convert Coupon Parking to P10hrs metered parking



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Legal Description:

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

Column One	Column Two	Column Three
Oriental Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>North side, following the kerbline 342.5 metres east of its intersection with Herd Street (Grid Coordinates X=2,659,613.439627 m, Y=5,989,030.810441 m) and extending in a north-easterly direction for 235.4 metres (46 Angle parking spaces & 15 parallel parking spaces)</i>
Oriental Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>North side, commencing 612.5 metres northeast of its intersection with Herd Street (Grid coordinates x= 1749591.3 m, y= 5427319.1 m), and extending in an easterly direction following the northern kerbline for 74.6 metres (23 angle parking spaces)</i>

Prepared By:	Melanie Goodger	(Commercial Operations T/L Parking Services)
	Amin Shahin	(T/L Transport Engineering)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	01/06/2021	

We are proposing a change in your area

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The Council is consulting on increasing parking fees through the Long-Term Plan process. Part of this process is to look at new areas where fees can be applied. To ensure that the Council can make a timely decision on increasing parking fees and areas where these would apply, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees and create new areas, and for the traffic resolution to be publicly notified. The public are then able to make comments on the resolution, and at the Council's discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees and new areas where these might apply. If fees are increased and or new areas agreed the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase or the areas to be adopted in the report as part of those deliberations.

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"> TR73-21 Glasgow Street, Kelburn – Convert P120 metered parking to P10hrs metered parking
What we'd like to do	<ul style="list-style-type: none"> Change P120 parking spaces in Glasgow Street to P10hrs metered parking at the fringe metered rate. Hours of operation would be Saturday to Thursday 8am-8pm and Fri 8am-10pm
Why we are proposing the change	<ul style="list-style-type: none"> The Council's position is that people who use the parking spaces should contribute more towards the overall cost of providing on street parking. Kelburn has a number of P120 time restricted spaces around the area of the University which are utilised mostly by students. The proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods.
Location – where we propose to make the change	<ul style="list-style-type: none"> Glasgow Street, Kelburn – between no.9 and no.50
Impact	<ul style="list-style-type: none"> Net parking impact – Conversion of 29, P120 designated marked parking spaces to P10hrs metered parking spaces.
How this relates to the parking policy	<ul style="list-style-type: none"> Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City's parking amenities, road resurfacing, signs and markings thereby reducing the need for rates funding To meet the demand for road space from different transport modes carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes

We are proposing a change in your area

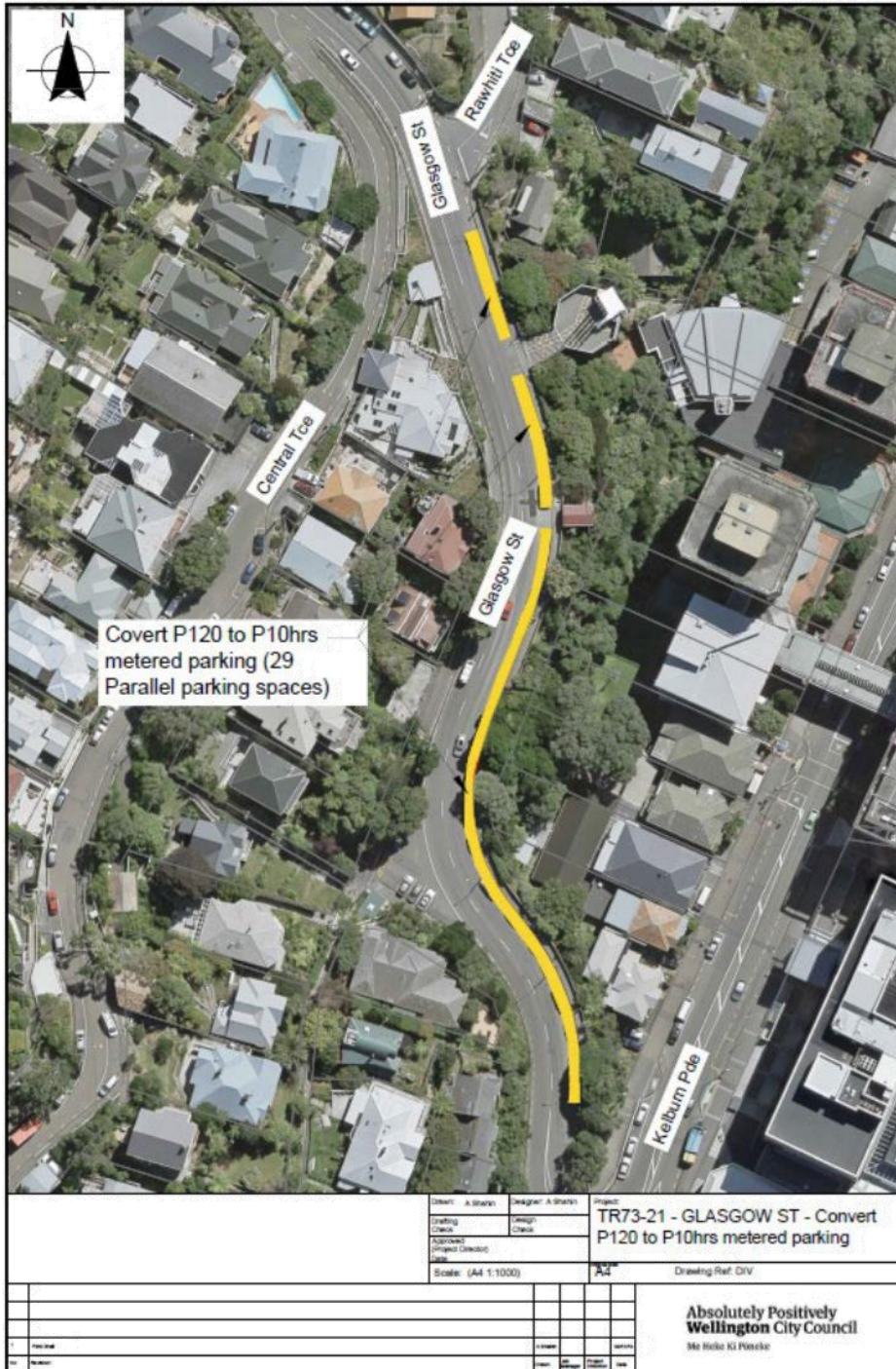
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	<p>to the council goal of making the city more accessible. While the number of parks is reducing the demand for parking space and the cost of maintaining them is increasing.</p>
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 11,055. • To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • 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>Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021.</p> <ul style="list-style-type: none"> • What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. 2. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. 3. If approved, the proposal will be installed between the approval date and 1st July 2021.

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Traffic Resolution Plan: TR73-21 Glasgow St, Kelburn – Convert P120 to P600 Metered Parking



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Legal Description:

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

Column One	Column Two	Column Three
Glasgow Street	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 11 metres south of its intersection with Rawhiti Terrace and extending in a southerly direction following the eastern kerbline for 193.5 metres.</i>

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

Column One	Column Two	Column Three
Glasgow Street	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>East side, commencing 8.5 metres south of its intersection with Rawhiti Terrace (Grid coordinates X= 1,747,970.00m Y= 5,427,807.3m) and extending in a southerly direction following the eastern kerb line for 22.5 metres. (4 Parallel parking spaces)</i>
Glasgow Street	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>East side, commencing 39 metres south of its intersection with Rawhiti Terrace (Grid coordinates X= 1,747,970.00m Y= 5,427,807.3m) and extending in a southerly direction following the eastern kerb line for 27.3 metres. (5 Parallel parking spaces)</i>
Glasgow Street	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>East side, commencing 70.7 metres south of its intersection with Rawhiti Terrace (Grid coordinates X= 1,747,970.00m Y= 5,427,807.3m) and extending in a southerly direction following the eastern kerb line for 122.1 metres. (20 Parallel parking spaces)</i>

Prepared By:	Melanie Goodger	(Commercial Operations T/L Parking Services)
	Amin Shahin	(T/L Transport Engineering)
Approved By:	Steve Spence	(Chief Advisor Transport & Infrastructure)
Date:	01/06/2021	

We are proposing a change in your area

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The Council is consulting on increasing parking fees through the Long-Term Plan process. Part of this process is to look at new areas where fees can be applied. To ensure that the Council can make a timely decision on increasing parking fees and areas where these would apply, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees and create new areas, and for the traffic resolution to be publicly notified. The public are then able to make comments on the resolution, and at the Council's discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees and new areas where these might apply. If fees are increased and or new areas agreed the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase or the areas to be adopted in the report as part of those deliberations.

The traffic resolution also extends meter operating hours Sun-Thu to 8pm and Fri-Sat to 10pm. Comment on this extension is welcome under this traffic resolution process. The Council may either increase parking fees, extending meter operating hours, creating new metered areas, or none of these.

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"> TR74-21 Salamanca Road, Kelburn – Convert P120 metered parking to P10hrs metered parking
What we'd like to do	<ul style="list-style-type: none"> Change P120 parking spaces Salamanca Road to P10hrs metered parking at the fringe metered rate.
Why we are proposing the change	<ul style="list-style-type: none"> Kelburn has a number of P120 time restricted spaces around the area of the University which are utilized mostly by students. The proposed metered parking at fringe parking rates, better reflects the value of all-day parking offered by private carparks in the city. We propose to convert those spaces to Paid meter parking at fringe rates. Hours of operation will be Sat-Thu 8am-6pm and Fri 8am-8pm
Location – where we propose to make the change	<ul style="list-style-type: none"> Salamanca Road, Kelburn – North eastern kerbline outside no.101 Salamanca Road to no.65 Salamanca Road (Club Kelburn)
Impact	<ul style="list-style-type: none"> Conversion of 24x P120 metered parking spaces to P10hrs metered parking spaces. Five resident's parking spaces (4x existing on-site, 1x additional)
How this relates to the parking policy	<ul style="list-style-type: none"> Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking.

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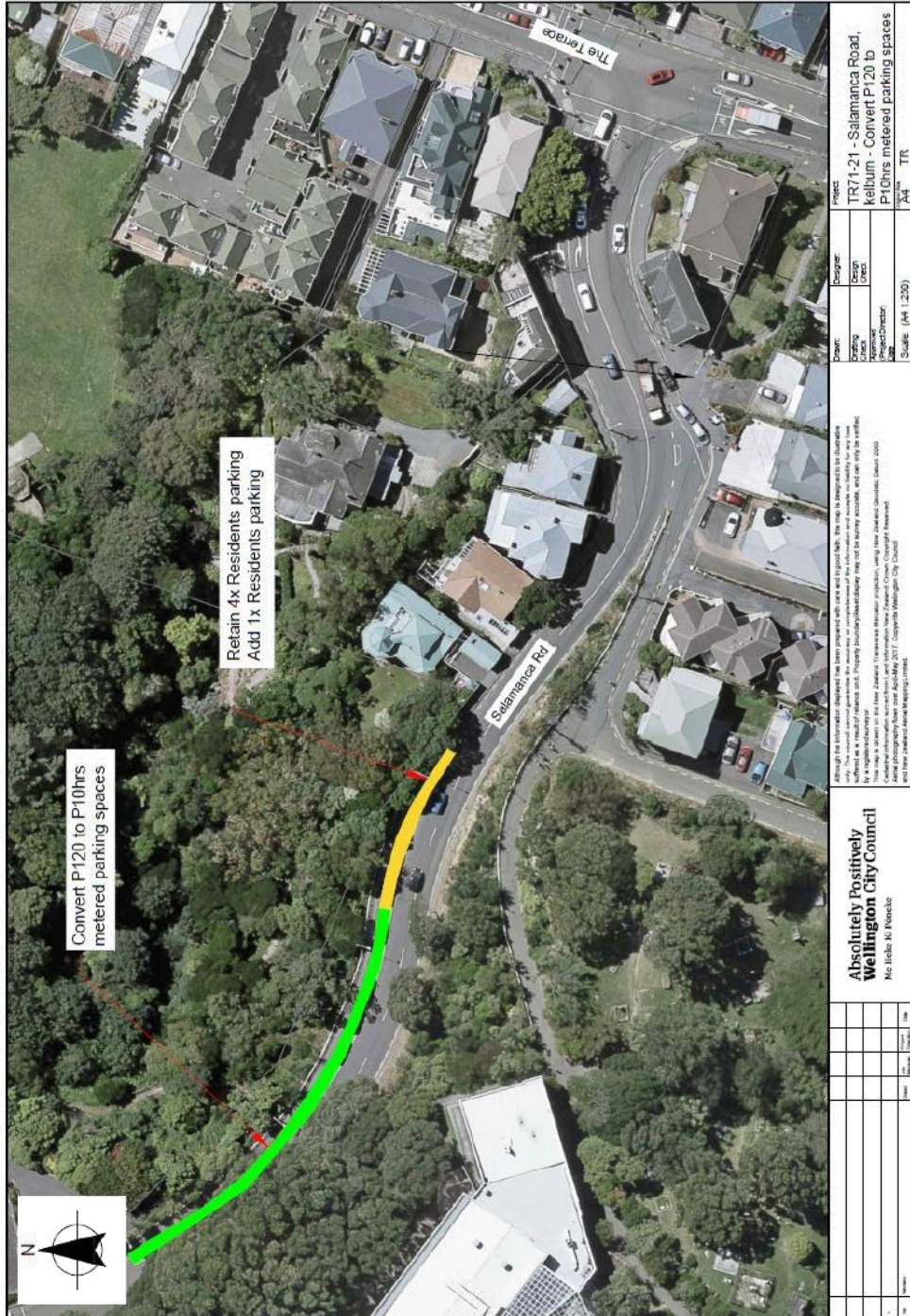
	<p>Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the city parking amenities, road resurfacing, signs and marks thereby reducing the rate funding requirement for transport projects.</p> <ul style="list-style-type: none"> • Carparks are being permanently removed to allow for the provision of walkways, cycleways and priority bus lanes which contribute to the council goal of making the city mor accessible. While the number of parks is reducing the demand, and cost of maintaining the services is increasing.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 11,055. • To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
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Next Steps	<ol style="list-style-type: none"> 1. Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. 2. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. 3. If approved, the proposal will be installed between the approval date and 1st July 2021.

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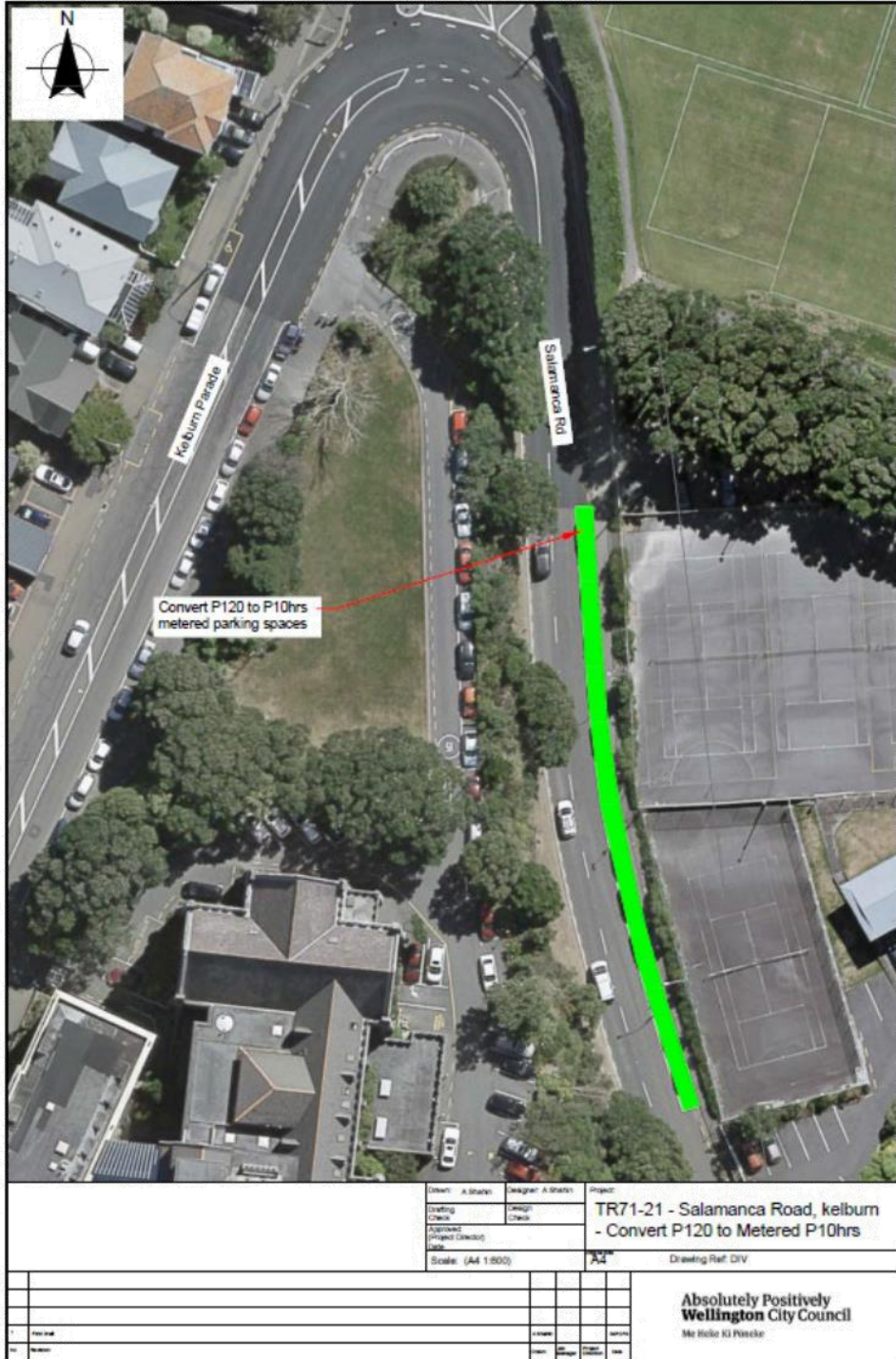
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Traffic Resolution Plan: TR74-21 Salamanca Road, Kelburn – Convert P120 to P10hrs metered Parking



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We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Salamanca Road	<i>P120, Monday to Sunday 8:00am - 6:00pm.</i>	<i>North side, commencing 152 metres west of its intersection with The Terrace (grid coordinates x= 1,748,377.7651 m, y= 5,427,678.0254 m), and extending in a westerly direction following the northern kerbline for 63 metres.</i>
Salamanca Road	<i>P120, Monday to Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 248 metres west of its intersection with The Terrace and extending in a westerly direction following the northern kerbline for 79 metres.</i>

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

Column One	Column Two	Column Three
Salamanca Road	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>North side, commencing 151.7 metres west of its intersection with The Terrace (grid coordinates x= 1,748,377.7651 m, y= 5,427,678.0254 m), and extending in a westerly direction following the northern kerbline for 73.8 metres (12 carparks)</i>
Salamanca Road	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>North side, commencing 245.3 metres west of its intersection with The Terrace (grid coordinates x= 1,748,377.7651 m, y= 5,427,678.0254 m), and extending in a northerly direction following the eastern kerbline for 73.7 metres. (12 carparks)</i>

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

Column One	Column Two	Column Three
Salamanca Road	<i>No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm</i>	<i>North side, commencing 126.5 metres west of its intersection with the Terrace and extending in a westerly direction following the northern kerbline for 30 metres.</i>

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

Column One	Column Two	Column Three
<i>Salamanca Road</i>	<i>No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm</i>	<i>North side, commencing 122.7 metres west of its intersection with the Terrace and extending in a westerly direction following the northern kerbline for 29 metres (5 carparks)</i>

Prepared By:	Melanie Goodger	(Commercial Operations T/L Parking Services)
	Amin Shahin	(T/L Transport Engineering)
Approved By:	Steve Spence	(Chief Advisor Transport & Infrastructure)
Date:	01/06/2021	

We are proposing a change in your area

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Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

The Council is consulting on increasing parking fees through the Long-Term Plan process. Part of this process is to look at new areas where fees can be applied. To ensure that the Council can make a timely decision on increasing parking fees and areas where these would apply, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees and create new areas, and for the traffic resolution to be publicly notified. The public are then able to make comments on the resolution, and at the Council's discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees and new areas where these might apply. If fees are increased and or new areas agreed the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase or the areas to be adopted in the report as part of those deliberations.

The traffic resolution also extends meter operating hours Sun-Thu to 8pm and Fri-Sat to 10pm. Comment on this extension is welcome under this traffic resolution process. The Council may either decide to do all of increasing fees, extending meter operating hours, creating new metered areas, or none of these.

Proposal:

Reference	<ul style="list-style-type: none"> TR75-21 Kelburn Parade, Kelburn – Convert P120 metered parking to P10hrs metered parking
What we'd like to do	<ul style="list-style-type: none"> Change P120 parking spaces in Kelburn Parade to P10hrs metered parking at the fringe metered rate Hours of operation would be Sun-Thu 8am-6pm and Fri 8am-8pm.
Why we are proposing the change	<ul style="list-style-type: none"> The Council's position is that people who use the parking spaces should contribute more towards the overall cost of providing on street parking. Kelburn has a number of P120 time restricted spaces around the area of the University which are utilised mostly by students. The proposal to charge for parking better reflects the value of parking, encourages turnover while offering the flexibility to park for longer periods.
Location – where we propose to make the change	<ul style="list-style-type: none"> Kelburn Parade, Kelburn – Eastern and Western sides between no.22 and no.50
Impact	<ul style="list-style-type: none"> Net parking impact – Conversion of 24, P120 designated parking spaces to P10hrs metered parking spaces.
How this relates to the parking policy	<ul style="list-style-type: none"> Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City's parking amenities, road resurfacing, signs and markings thereby reducing the need for rates funding.

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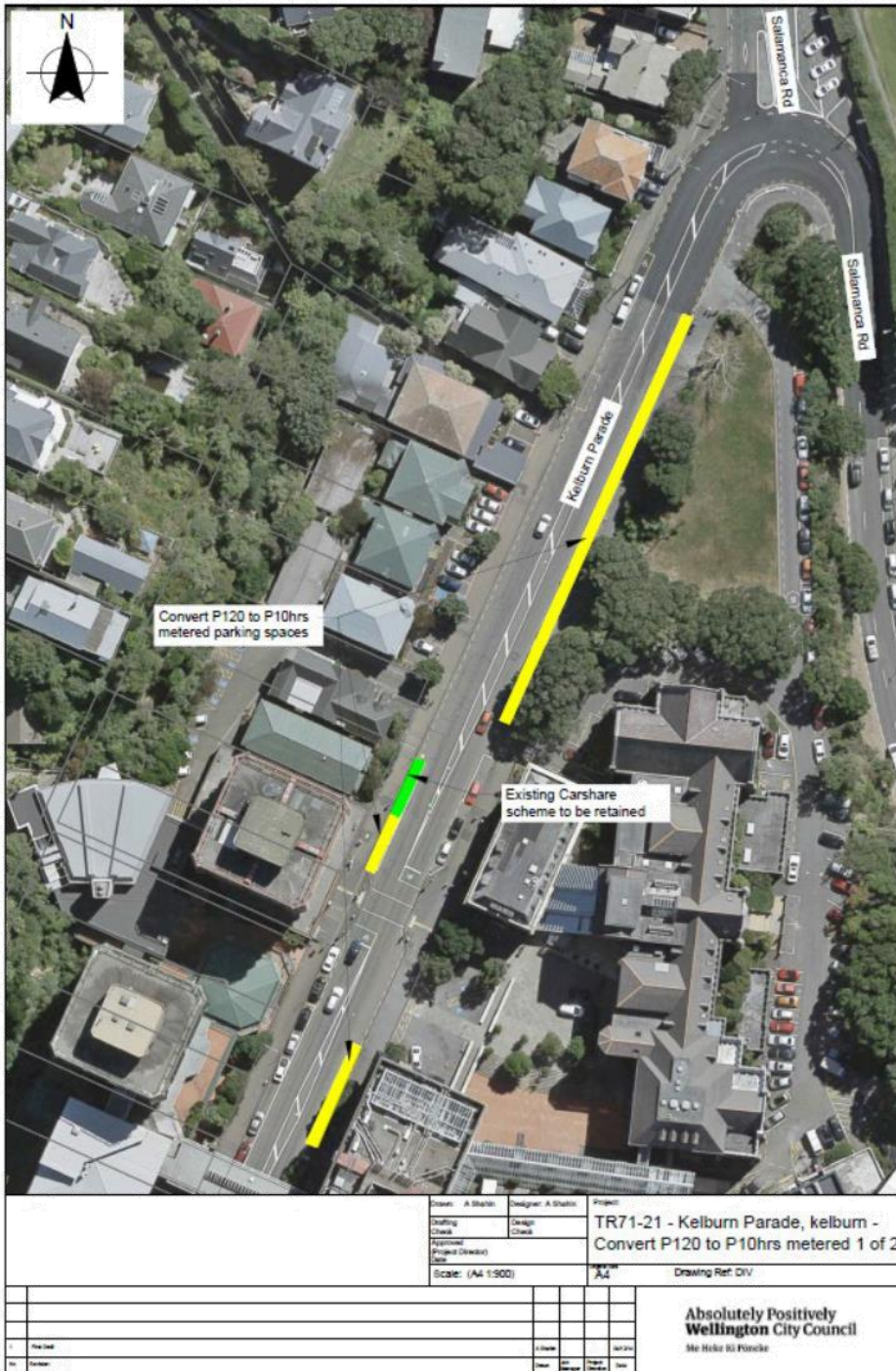
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	<ul style="list-style-type: none"> To meet the demand for road space from different transport modes, carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the Council goal of making the city more accessible. While the number of parks is reducing the demand for parking space and the cost of maintaining them is increasing.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 11,055. To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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>Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021.</p> <ul style="list-style-type: none"> What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. If approved, the proposal will be installed between the approval date and 1st July 2021.

We are proposing a change in your area

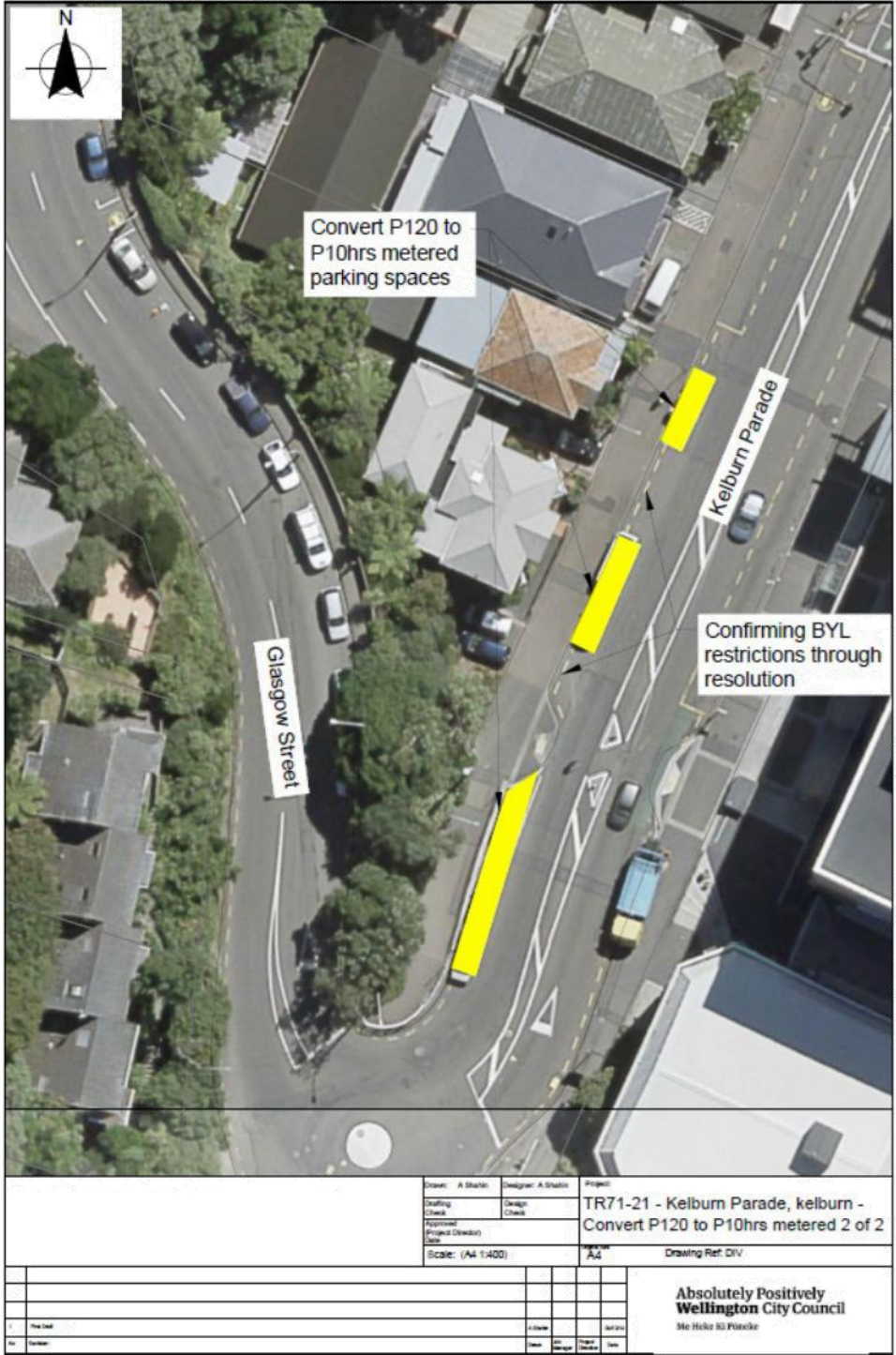
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Traffic Resolution Plan: TR75-21 Kelburn Parade, Kelburn – Convert P120 parking to P10hrs metered parking



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Legal Description:

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

Column One	Column Two	Column Three
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>west side commencing 124.7 metres from its intersection with Salamanca Road and extending in a southerly direction for 28 metres.</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 143.5 metres from its intersection with Salamanca Road and extending in a southerly direction for 16 metres</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>west side commencing 282.5 metres from its intersection with Salamanca Road and extending in a southerly direction for 42.5 metres.</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>east side commencing 56 metres from its intersection with Salamanca Road and extending in a southerly direction for 80 meters.</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 176 metres from its intersection with Salamanca Road (Grid Coordinates x = 1748139.3 m, y = 5427897.0 m) and extending in a southerly direction for 20 metres</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side commencing 186 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending in a southerly direction for 22 metres.</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side commencing 141.7 metres from its intersection with Salamanca Road and extending in a southerly direction following the western kerbline for 5.5 meters.</i>

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

Column One	Column Two	Column Three
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>East side, commencing 139.5 metres North of its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 19.7 metres (3 Parallel parking spaces)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>West side commencing 141.7 metres from its intersection with Salamanca Road and extending in a southerly direction following the western kerbline for 11.0 metres (2 Parallel parking spaces)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>East side commencing 56 metres from its intersection with Salamanca Road and extending in a southerly direction for 80 metres (13 Parallel parking spaces)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>West side commencing 266 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 6 metres (1 Parallel parking space)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>West side commencing 280 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 10 metres (2 Parallel parking spaces)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm..</i>	<i>West side commencing 292.7 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 15.5 metres (3 Parallel parking spaces)</i>

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

Column One	Column Two	Column Three
Kelburn Parade	<i>No Stopping, At All Times</i>	<i>west side commencing 272 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 8 metres.</i>
Kelburn Parade	<i>No Stopping, At All Times</i>	<i>West side commencing 290 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 7 metres</i>

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

Column One	Column Two	Column Three
Kelburn Parade	<i>Car share, at all times</i>	<i>West side commencing 124.7 metres from its intersection with Salamanca Road and extending in a southerly direction following the western kerbline for 17.0 meters.</i>

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

Column One	Column Two	Column Three
Kelburn Parade	<i>Car share, at all times</i>	<i>West side commencing 124.7 metres from its intersection with Salamanca Road and extending in a southerly direction following the western kerbline for 11.0 meters.</i>

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Prepared By:	Melanie Goodger	(Commercial Operations T/L Parking Services)
	Amin Shahin	(T/L Transport Engineering)
Approved By:	Steve Spence	(Chief Advisor Transport & Infrastructure)
Date:	01/06/2021	

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Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

The Council is consulting on increasing parking fees through the Long-Term Plan process. Part of this process is to look at new areas where fees can be applied. To ensure that the Council can make a timely decision on increasing parking fees and areas where these would apply, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees and create new areas, and for the traffic resolution to be publicly notified. The public are then able to make comments on the resolution, and at the Council's discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees and new areas where these might apply. If fees are increased and or new areas agreed the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase or the areas to be adopted in the report as part of those deliberations.

The traffic resolution also extends meter operating hours Sun-Thu to 8pm and Fri-Sat to 10pm. Comment on this extension is welcome under this traffic resolution process. The Council may either decide to do all of increasing fees, extending meter operating hours, creating new metered areas, or none of these.

Proposal:

Reference	<ul style="list-style-type: none"> TR76-21 Hill Street, Thorndon – Convert coupon parking to P120 metered parking
What we'd like to do	<ul style="list-style-type: none"> Change coupon parking spaces on south side of Hill Street, Thorndon from Molesworth Street to Guildford Terrace to P120 metered parking at the hourly Central Business District (CBD) metered rate.
Why we are proposing the change	<ul style="list-style-type: none"> These Coupon parking spaces are in the CBD and will be better utilised when these parking spaces are converted to P120 metered parking to ensure regular turnover of these parking spaces and better reflect the value of on street parking carparks in the CBD.
Location – where we propose to make the change	<ul style="list-style-type: none"> South Side of Hill Street, Thorndon from Molesworth Street to Guildford Terrace.
Impact	<ul style="list-style-type: none"> 24 parking spaces converted from coupon to P120 metered parking.
How this relates to the parking policy	<ul style="list-style-type: none"> Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the

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	<p>City's parking amenities, road resurfacing, signs and markings thereby reducing the need for rates funding.</p> <ul style="list-style-type: none"> To meet the demand for road space from different transport modes, carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing the demand for parking space and the cost of maintaining them is increasing.
Additional Information	<ul style="list-style-type: none"> To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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. Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. If approved, the proposal will be installed between the approval date and 1st July 2021.

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Traffic Resolution Plan: TR76-21 Hill Street, Thorndon – Convert coupon parking to P120 metered parking

<p>Although the information depicted has been prepared with care and to good effect, the maps, designs and the illustrations are provided as a guide only. The Council does not warrant the accuracy of the information and does not accept any liability for any loss or damage caused by reliance on the information. The Council is not responsible for any loss or damage caused by reliance on the information. The Council is not responsible for any loss or damage caused by reliance on the information. The Council is not responsible for any loss or damage caused by reliance on the information.</p>	<p>Project: Converting Coupon to P120 metered parking Hill Street</p> <p>Drawn: [Blank]</p> <p>Checked: [Blank]</p> <p>Scale: (A4 1:250)</p>
<p>Absolutely Positively Wellington City Council Me Heke Ki Pōneke</p>	

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Legal Description:

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

Column One	Column Two	Column Three
Hill Street	<i>Metered parking, P120 maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>South side, commencing 13.9 metres west of its intersection with Molesworth Street (Grid coordinates x= 1,748,878.4 m, y= 5,428,968.1 m), and extending in a westerly direction following the southern kerbline for 40.7 metres (7 Parallel parking spaces)</i>
Hill Street	<i>Metered parking, P120 maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>South side, commencing 54.6 metres west of its intersection with Molesworth Street (Grid coordinates x= 1,748,878.4 m, y= 5,428,968.1 m), and extending in a westerly direction following the southern kerbline for 102.3 metres (17 Parallel parking spaces)</i>

Prepared By:	Melanie Goodger	(Commercial Operations T/L Parking Services)
	Amin Shahin	(T/L Transport Engineering)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	01/06/2021	

TRAFFIC RESOLUTIONS

Purpose

1. This report asks the Regulatory Processes Committee to consider nine 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 10 proposed traffic resolutions were issued for consultation between 28 April 2021 and 11 May 2021.
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, nine traffic resolutions are being recommended for approval (refer to recommendations) and one traffic resolution was withdrawn:
 - TR30-21 Manchester Street, Newtown – Relocate Bus Stop # 6924 was withdrawn due to the installation of driveways in this location.
5. Officers are confident that the attached Traffic Resolutions, if approved, will improve the transport network in terms of transport 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. TR77-21 Kate Sheppard Place, Thorndon - Police vehicle parking
 - b. TR78-21 Norway Street, Aro Valley - No Stopping At All Times
 - c. TR79-21 Lookout Road, Hataitai - No Stopping At All Times
 - d. TR81-21 Tory Street, Wellington Central - No Stopping At All Times, Removal of one metered parking space
 - e. TR82-21 Edinburgh Terrace, Berhampore - No Stopping At All Times
 - f. TR83-21 Courtenay Place, Te Aro - Implement and remove Taxi Stands
 - g. TR85-21 Gloucester Street, Wilton - No Stopping At All Times
 - h. TR86-21 Moeller Street, Mount Victoria - No Stopping At All Times
 - i. TR87-21 Hutt Road, Kaiwharawhara - No Stopping At All Times

Background

6. Ten proposed traffic resolutions were publicly advertised in the Dominion Post on 28 April 2021. Copies were either hand delivered or posted to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council website.

Discussion

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





Options


8. The attached 'Traffic Resolutions Summary Table RPC 8 June 2021' summarises the proposed changes which are detailed in the attached Traffic Resolutions. While there will be net car park losses in some instances, the improvements in transport 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 8 June 2021 ↓ 	Page 77
Attachment 2.	Table of Traffic Resolutions Legal Description RPC 8 June 2021 ↓ 	Page 81
Attachment 3.	TR77-21 Kate Sheppard Place, Thorndon - Police vehicle parking ↓ 	Page 86
Attachment 4.	TR78-21 Norway Street, Aro Valley - No Stopping At All Times ↓ 	Page 90
Attachment 5.	TR79-21 Lookout Road, Hataitai - No Stopping At All Times ↓ 	Page 99
Attachment 6.	TR81-21 Tory Street, Wellington Central - No Stopping At All Times, Removal of one metered parking space ↓ 	Page 106
Attachment 7.	TR82-21 Edinburgh Terrace, Berhampore - No Stopping At All Times ↓ 	Page 112
Attachment 8.	TR83-21 Courtenay Place, Te Aro - Implement and remove Taxi Stands ↓ 	Page 118
Attachment 9.	TR85-21 Gloucester Street, Wilton - No Stopping At All Times ↓ 	Page 130
Attachment 10.	TR86-21 Moeller Street, Mount Victoria - No Stopping At All Times ↓ 	Page 135

Attachment 11. TR87-21 Hutt Road, Kaiwharawhara - No Stopping At All
Times [↓](#) 

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Authors	Wendy Ferguson, Project Coordinator Lindsey Hill, Project Coordinator
Authoriser	Soon Teck Kong, Transport Engineering and Operations Manager 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 resolution 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 8 June 2021

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/monthly volumes/Impact			Comments for Proposed Change	Feedback
								Weekday Traffic Volume	Monthly Passenger Number	Pedestrian Impact (+, -, no change)		
TR77-21	(Part of) Kate Sheppard Place, Thorndon	Metered parking	Metered parking/ Class restricted	Accessibility	NZ Police	-1 metered parking space	\$1815.53	800	N/A	No change	This proposal is to designate a parking space for police vehicles. We have received a request from NZ Police to provide a parking space for police vehicles near the Wellington High Court because the police are regularly required to attend the court sessions. This improves accessibility for police parking.	Yes = 3 No = 0 Not stated = 0
TR78-21	(Part of) Norway Street, Aro Valley	Unrestricted parking/ No Stopping At All Times	No Stopping At All Times	Accessibility	Residents	-2 unrestricted parking spaces	N/A	340	N/A	No change	This proposal is to install a no stopping restriction of 23 metres on Norway Street. We have received safety and accessibility concerns from residents about vehicles parking on both sides of the road leaving insufficient width for larger service and emergency vehicles to manoeuvre through the street and access surrounding properties. This is particularly in areas where the road narrows to 5.7 metres. We have also received a RFA (request for action) form showing support from residents to extend the broken yellow lines opposite no.58 Norway Street. This proposal would also improve access for vehicles using driveways at no.56 and no.58 Norway Street.	Yes = 6 No = 3 Not stated = 1
TR79-21	(Part of) Lookout Road, Hataitai	Unrestricted parking	No Stopping At All Times	Accessibility	Residents	-11 unrestricted parking spaces	N/A	580	N/A	No change	This proposal is to install a no stopping restriction for 80m on the north side of Lookout Road and Install a no stopping restriction for 11m around the apex of the corner between Lookout Road and Alexandra Road. We have received safety and accessibility concerns about vehicles parking on both sides of Lookout Road. Parking on both sides of the road has resulted in obstructed access to Lookout Road particularly for large vehicles and emergency vehicles. The road width is 6 metres which is below the minimum width to allow safe access with parking on both sides of the road. A no stopping restriction on one side of the road will ensure access is not obstructed and will improve visibility for vehicles travelling on Lookout Road and vehicles accessing the intersection of Thane Road and Alexandra Road.	Yes = 6 No = 1 Not stated = 0
TR81-21	(Part of) Tory Street, Wellington Central	Metered parking/ No Stopping At All Times	Metered parking/ No Stopping At All Times	Accessibility/ Safety	Parking Services	-1 metered parking space	\$1635.72	8,324	N/A	No change	This proposal is to remove one metered parking space on the eastern side of Tory Street outside no.133 and Install 6.5 metres of broken yellow lines on the eastern side of Tory Street outside no.133. We have received safety concerns that the current metered parking space is located directly over a fire hydrant.	Yes = 4 No = 0 Not stated = 0

Traffic Resolutions Summary Table RPC 8 June 2021

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/monthly volumes/Impact			Comments for Proposed Change	Feedback
								Weekday Traffic Volume	Monthly Passenger Number	Pedestrian Impact (+, -, no change)		
											We propose the removal of the existing metered parking space and the installation of a no stopping restriction with broken yellow lines to ensure that vehicles do not obstruct access to the fire hydrant.	
TR82-21	(Part of) Edinburgh Terrace, Berhampore	Unrestricted parking	No Stopping At All Times	Accessibility/ Safety	Resident	-1 unrestricted parking space	N/A	N/A	N/A	positive	This proposal is to install an additional 7 meters of No Stopping restriction with broken yellow lines on the western side of Edinburgh Terrace opposite no.31. We have received safety and accessibility concerns from a local resident regarding the narrow section of road outside no.31 Edinburgh Terrace. The existing parking arrangement with vehicles parking on both sides of the road restricts large vehicles and emergency vehicles from being able to travel safely and unimpeded through this section of road. The road width at this location measures approximately 6.2 metres which is not sufficient to allow parking on both sides of the road, therefore we propose to extend the existing broken yellow lines by 7 metres.	Yes = 5 No = 1 Not stated = 0
TR83-21	(Part of) Courtenay Place, Te Aro	Metered parking/ Class restricted	Metered parking/ Class restricted/ No Stopping At All Times	Accessibility/ Safety	WCC Parking services/ Metlink	-14 unrestricted parking spaces and +14 taxi parking between 8pm Fri to 8am Sat, 6pm Sat to 8am Sun, 6pm Sun to 8am Mon.	N/A	8,468	N/A	positive	This proposal is to implement a taxi stand, 8pm Fri to 8am Sat, 6pm Sat to 8am Sun, 6pm Sun to 8am Mon on the south side of Courtenay Place at the east end of the slip lane; implement a P15, 8pm Fri to 8am Sat, 6pm Sat to 8am Sun, 6pm Sun to 8am Mon on the south side of Courtenay Place at the west end of the slip lane, remove the part time taxi stand, Monday to Sunday 12:30am - 5:30am on the northern side of Courtenay Place and extend the existing bus stop (#5516) at all times on the northern side of Courtenay Place. We have received safety concerns from Metlink bus drivers and Wellington City Council (WCC) parking services about taxis consistently parking and obstructing the bus stop (#5516) waiting to pick up passengers after hours during the weekend. The current situation results in bus drivers being unable to access the bus stop and subsequently stopping in the live traffic lane to allow passengers to board and alight the bus which raises public safety concerns during night-time. WCC officers propose to designate a taxi stand on the opposite side of Courtenay Place and increase the enforcement of the bus stop in order	Yes = 6 No = 1 Not stated = 0

Traffic Resolutions Summary Table RPC 8 June 2021

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/monthly volumes/Impact			Comments for Proposed Change	Feedback
								Weekday Traffic Volume	Monthly Passenger Number	Pedestrian Impact (+, -, no change)		
											to ensure taxis can park safely without disrupting bus services	
TR85-21	(Part of) Gloucester Street, Wilton	Unrestricted parking	No Stopping At All Times	Accessibility/ Safety	Resident	-5 unrestricted parking spaces	N/A	418	N/A	positive	This proposal is to install a No stopping restriction for 35 metres with broken yellow lines along the western side of Gloucester Street opposite no.34. We have received safety and accessibility concerns from a local resident regarding vehicles parking on both sides of the road around the corner opposite no.34 Gloucester Street. The road width measures approximately 7.5 metres on this corner. With vehicles parking on both sides of the bend, motorists are forced to cross the centre line into the path of oncoming vehicles where there is little forward visibility. Accessibility for buses and emergency vehicles manoeuvring through this section of road is also often difficult. We therefore propose to install a No stopping restriction for 35 metres with broken yellow lines around the inside of this bend to improve safety.	Yes = 3 No = 0 Not stated = 0
TR86-21	(Part of) Moeller Street, Mount Victoria	Coupon parking	No Stopping At All Times	Accessibility/ Safety	Residents	-1 coupon parking space	N/A	2,831	N/A	No change	This proposal is to install a No stopping restriction of 7.5 metres using broken yellow lines on the eastern side of Moeller Street outside no.12. We have received safety and accessibility concerns from residents and NZBUS about buses unable to safely travel along this section of Moeller Street. The road width is approximately 7 metres which is not sufficient for buses and large vehicles to travel safely through when vehicles are parked on both sides of the road. Broken yellow lines on one side of the road will ensure vehicle access along Moeller Street will not be obstructed.	Yes = 3 No = 0 Not stated = 0
TR87-21	(Part of) Hutt Road, Kaiwharawhara	Unrestricted parking	No Stopping At All Times	Safety	Business	-2 unrestricted parking spaces	N/A	20,330	N/A	No change	This proposal is to Install a No Stopping Restriction of 12 metres using broken yellow lines on Hutt Road. We have received concerns from a business on Hutt Road regarding vehicles parking on Hutt Road outside no.148 obstructing the visibility of motorists exiting the driveway from this property onto a 60kph road.	Yes = 9 No = 0 Not stated = 0

Table of Traffic Resolutions Legal Description RPC 8 June 2021

a. Kate Sheppard Place, Thorndon (TR77-21) Police vehicle parking		
<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Kate Sheppard Place	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>South side, commencing 101 metres west of its intersection with Mulgrave Street (Grid Coordinates X=2659080.189755 m, Y=5990583.571327 m) and extending in a westerly direction following the kerbline for 62 metres. (10 parallel carparks)</i>
<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Kate Sheppard Place	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>South side, commencing 101 metres west of its intersection with Mulgrave Street (Grid Coordinates X=1749058.473m, Y=5428871.328 m) and extending in a westerly direction following the kerb line for 57 metres. (10 parallel carparks)</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
Kate Sheppard Place	<i>Police vehicles only</i>	<i>South side, commencing 158 metres west of its intersection with Mulgrave Street (Grid Coordinates X=1749058.473m, Y=5428871.328 m) and extending in a westerly direction following the kerb line for 5 metres. (1 parallel carparks)</i>
b. Norway Street, Aro Valley (TR78-21) No Stopping At All Times		
<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Norway Street	<i>No Stopping, At All Times</i>	<i>West side, commencing 32 metres from its intersection with Entrance Street and extending in a northerly then westerly direction following the kerbline for 273 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Norway Street	<i>No Stopping, At All Times</i>	<i>West side, commencing 32 metres from its intersection with Entrance Street (grid coordinates X=1747407.88m, Y=5427314.01m) and extending in a northerly then westerly direction following the kerb line for 289 metres</i>
Norway Street	<i>No Stopping, At All Times</i>	<i>West side, commencing 326 metres from its intersection with Entrance Street (grid coordinates X=1747407.88m, Y=5427314.01m) and extending in a northerly then westerly direction following the kerb line for 2 metres</i>

Table of Traffic Resolutions Legal Description RPC 8 June 2021

c.	Lookout Road, Hataitai (TR79-21) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Lookout Road	<i>No Stopping at All Times</i>	<i>South side, commencing at its intersection with Alexandra Road (Grid coordinates X=1750621.96m, Y=5426847.51m) and extending in a westerly direction following the southern kerb line for 11 metres.</i>
	Lookout Road	<i>No Stopping at All Times</i>	<i>North side, commencing at its intersection with Thane Road (Grid coordinates X=1750634.26m, Y=5426855.59m) and extending in a westerly direction following the northern kerb line for 80 metres.</i>
d.	Tory Street, Wellington Central (TR81-21) No Stopping At All Times, Removal of one metered parking space		
	<i>Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Tory Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>East side, commencing 57.5 metres south of its intersection with Vivian Street (Grid Coordinates X=2659020.1505 m, Y=5988531.544497 m) and extending in a southerly direction following the kerb line for 17 metres. (3 parallel carparks)</i>
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Tory Street	<i>No Stopping, At All Times</i>	<i>East side, commencing 4 metres south of its intersection with Vivian Street (Grid Coordinates X=2659020.1505 m, Y=5988531.544497 m) and extending in a southerly direction following the kerbline for 53.5 metres.</i>
	<i>Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Tory Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>East side, commencing 64 metres south of its intersection with Vivian Street (Grid Coordinates X=2659020.1505 m, Y=5988531.544497 m) and extending in a southerly direction following the kerb line for 10.5 metres. (2 parallel carparks)</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Tory Street	<i>No Stopping, At All Times</i>	<i>East side, commencing 4 metres south of its intersection with Vivian Street (Grid Coordinates X=2659020.1505 m, Y=5988531.544497 m) and extending</i>

Table of Traffic Resolutions Legal Description RPC 8 June 2021

			<i>in a southerly direction following the eastern kerb line for 60 metres.</i>
e.	Edinburgh Terrace, Berhampore (TR82-21) No Stopping At All Times		
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Edinburgh Terrace	<i>No Stopping, At All Times</i>	<i>West side, commencing 61.5 metres west of its southern intersection with Russell Terrace and extending in a northerly direction for 80.5 metres.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Edinburgh Terrace	<i>No Stopping, At All Times</i>	<i>West side, commencing 61.5 metres west of its southern intersection with Russell Terrace (Grid Coordinates X=1,748,990.44m, Y=5,423,811.56m) and extending in a northerly direction following the western kerb line for 87.5 metres.</i>
f.	Courtenay Place, Te Aro (TR83-21) Implement and remove Taxi Stands		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Courtenay Place	<i>Bus Stop Monday to Sunday 5:30am - 12:30am Taxi Stand, Monday to Sunday 12:30am - 5:30am</i>	<i>North side, commencing 5 metres east of its intersection with Allen Street (Grid Coordinates X=1749213.9 m, Y=5427115.4 m) and extending in an easterly direction following the kerbline for 59.5 metres.</i>
	<i>Delete from Schedule F (Metered Parking) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Courtenay Place	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, following the kerbline 114 metres southeast of its intersection with Tory (Grid coordinates x= 1749136.8 m, y= 5427129.6 m), and extending in a south-easterly direction for 44.5 metres. (8 parallel carparks)</i>
	Courtenay Place	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, following the kerbline 70.5 metres southeast of its intersection with Tory (Grid coordinates x= 1749136.8 m, y= 5427129.6 m), and extending in a south-easterly direction for 28 metres. (5 parallel carparks)</i>
	Courtenay Place	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>Southwest side, following the kerbline 164 metres southwest of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south-easterly direction for 17 metres. (3 parallel carparks)</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Courtenay Place	<i>Bus Stop, At All Times</i>	<i>North side, commencing 5 metres east of its intersection with Allen Street</i>

Table of Traffic Resolutions Legal Description RPC 8 June 2021

			(Grid Coordinates X=1749213.9 m, Y=5427115.4 m) and extending in an easterly direction following the kerbline for 59.5 metres.
<i>Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Courtenay Place (Slip Lane)	P120 Metered Parking, Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm Taxi Stand, 8pm Fri - 8am Sat, 6pm Sat - 8am Sun, 6pm Sun - 8am Mon	Southwest side, commencing 161 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south-easterly direction following the Southern kerbline for 16 metres. (3 parallel carparks)
	Courtenay Place (Slip Lane)	P120 Metered Parking, Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm Taxi Stand, 8pm Fri - 8am Sat, 6pm Sat - 8am Sun, 6pm Sun - 8am Mon	Southwest side, commencing 110 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south-easterly direction following the Southern kerbline for 45 metres. (8 parallel carparks)
	Courtenay Place (Slip Lane)	P120 Metered Parking, Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm P15, 8pm Fri - 8am Sat, 6pm Sat - 8am Sun, 6pm Sun - 8am Mon	Southwest side, commencing 73 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south-easterly direction following the Southern kerbline for 22 metres. (4 parallel carparks)
<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Courtenay Place (Slip Lane)	No Stopping, At All Times	Southwest side, commencing 155 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south-easterly direction following the Southern kerbline for 6 metres.
g.	Gloucester Street, Wilton (TR85-21) No Stopping At All Times		
<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Gloucester Street	No Stopping, At All times	West side, commencing at a point adjacent to the driveway of property number 49 Gloucester Street (grid coordinates x= 1747183.1 m, y= 5429909.9 m), and extending in a

Table of Traffic Resolutions Legal Description RPC 8 June 2021

			<i>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
	Gloucester Street	<i>No Stopping, At All times</i>	<i>West side, commencing at its intersection with Wilton Road (Grid coordinates x= 1,747,165.37m, y= 5,429,968.96m), and extending in a southerly direction following the western kerb line for 44 metres.</i>
h.	Moeller Street, Mount Victoria (TR86-21) No Stopping At All Times		
<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Moeller Street	<i>No Stopping, At All Times</i>	<i>North side, commencing from its intersection with Moeller Street and extending in an easterly direction following the northern kerbline for 16 metres</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Moeller Street	<i>No Stopping, At All Times</i>	<i>East side, commencing 115 metres South east of its intersection with Hawker street (Grid coordinates X=1,749,946.54m Y=5,427,280.18m) and extending in a southerly direction following the eastern kerb line for 23.5 metres.</i>
i.	Hutt Road, Kaiwharawhara (TR87-21) No Stopping At All Times		
<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Hutt Road	<i>No Stopping at All Times</i>	<i>East side, commencing 289.2 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750143.0m, y= 5431023.0m) and extending in a northerly direction for 17 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Hutt Road	<i>No Stopping at All Times</i>	<i>East side, commencing 289.2 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750143.0m, y= 5431023.0m) and extending in a northerly direction for 29 metres.</i>

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:

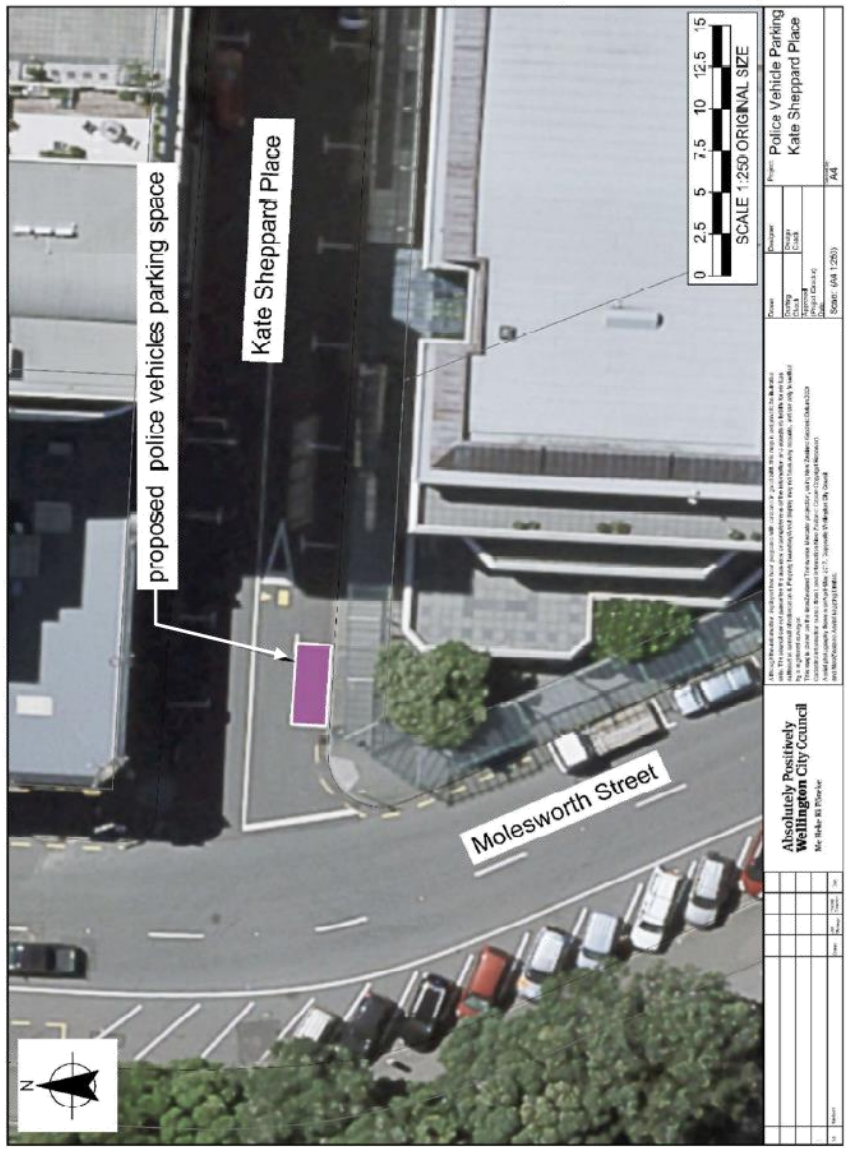
Reference	TR77-21 Kate Sheppard Place, Thorndon – Police vehicle parking
What we'd like to do	<ul style="list-style-type: none"> Designate a parking space for police vehicles.
Why we are proposing the change	<ul style="list-style-type: none"> We have received a request from NZ Police to provide a parking space for police vehicles near the Wellington High Court because the police are regularly required to attend the court sessions.
Location – where we propose to make the change	Kate Sheppard Place, Thorndon
Impact	<ul style="list-style-type: none"> This improves accessibility for police parking. Net parking impact - removal of one metered parking space. Pedestrian impact - no change.
How this relates to the parking policy	<ul style="list-style-type: none"> Support city place-making, amenity and safety by ensuring on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 800. Annual parking revenue impact - \$1815.53. 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 Wednesday 28 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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 . Please note if you are giving feedback the consultation period opens 9.00am Wednesday 28 April 2021 and finishes 5.00pm Tuesday 11 May 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

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Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Wednesday 12 May 2021. 2. The proposal will go to the Regulatory Processes Committee on Tuesday 8 June 2021. 3. If approved, the proposal will be installed within the following 3 months.
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Traffic Resolution Plan TR77-21 – Kate Sheppard Place, Thorndon – Police vehicle parking



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Legal Description:

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

Column One	Column Two	Column Three
Kate Sheppard Place	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>South side, commencing 101 metres west of its intersection with Mulgrave Street (Grid Coordinates X=2659080.189755 m, Y=5990583.571327 m) and extending in a westerly direction following the kerbline for 62 metres. (10 parallel carparks)</i>

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

Column One	Column Two	Column Three
Kate Sheppard Place	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>South side, commencing 101 metres west of its intersection with Mulgrave Street (Grid Coordinates X=1749058.473m, Y=5428871.328 m) and extending in a westerly direction following the kerb line for 57 metres. (10 parallel carparks)</i>

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

Column One	Column Two	Column Three
Kate Sheppard Place	<i>Police vehicles only</i>	<i>South side, commencing 158 metres west of its intersection with Mulgrave Street (Grid Coordinates X=1749058.473m, Y=5428871.328 m) and extending in a westerly direction following the kerb line for 5 metres. (1 parallel carparks)</i>

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

Approved By: Stephen Harte **(Transport & Place Planning
Project Manager)**

Date: 20/05/2021

FEEDBACK RECEIVED

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Feedback Received:

Name: Andrew Bartlett
Suburb: Miramar
Agree: Yes

Police parking seems a reasonable thing, and a priority over general parking, and avoids fussing about with pay parking.

Officer's response:

Thank you for your feedback.

Name: Paula Warren
Suburb: Kelburn
Agree: Yes

Actually, my answer is "mostly". I would like to see a clear agreement with the Police that they will carry out TDM work to minimise their need to park for long periods. The court is well serviced by buses and is walking distance from the central police station.

Officer's response:

Thank you for your feedback, we will pass your feedback to the police.

Name: Michael Gray
Suburb: Miramar
Agree: Yes

No comment.

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	TR78-21 Norway Street, Aro Valley – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> • Install a no stopping restriction of 23 metres on Norway Street.
Why we are proposing the change	<ul style="list-style-type: none"> • We have received safety and accessibility concerns from residents about vehicles parking on both sides of the road leaving insufficient width for larger service and emergency vehicles to manoeuvre through the street and access surrounding properties. This is particularly in areas where the road narrows to 5.7 metres. • We have also received a RFA (request for action) form showing support from residents to extend the broken yellow lines opposite no.58 Norway Street. This proposal would also improve access for vehicles using driveways at no.56 and no.58 Norway Street.
Location – where we propose to make the change	Norway Street, Aro Valley – outside No.45 to No.49 and opposite No.56 and No.58
Impact	<ul style="list-style-type: none"> • Improved accessibility for emergency services vehicles. • General improvements to public safety by reducing vehicle impediment and increasing driver visibility. • Net parking impact - removal of two unrestricted parking spaces. • Pedestrian impact - no change.
How this relates to the parking policy	<ul style="list-style-type: none"> • Parking Policy Objectives: To support and facilitate the safe and efficient movement of people and goods moving along transport corridor rather than motorists parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 340. • 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 Wednesday 28 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • 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>Please note if you are giving feedback the consultation period opens 9.00am Wednesday 28 April 2021 and finishes 5.00pm Tuesday 11 May 2021.</p>

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	<ul style="list-style-type: none">• What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Wednesday 12 May 2021.2. The proposal will go to the Regulatory Processes Committee on Tuesday 8 June 2021.3. If approved, the proposal will be installed within the following 3 months.

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Consultation Traffic Resolution Plan: TR78-21 Norway Street, Aro Valley – No Stopping At All Times



We are proposing a change in your area

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Amended Traffic Resolution Plan: TR78-21 Norway Street, Aro Valley – No Stopping At All Times



We are proposing a change in your area

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Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Norway Street	<i>No Stopping, At All Times</i>	<i>West side, commencing 32 metres from its intersection with Entrance Street and extending in a northerly then westerly direction following the kerbline for 273 metres.</i>

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

Column One	Column Two	Column Three
Norway Street	<i>No Stopping, At All Times</i>	<i>West side, commencing 32 metres from its intersection with Entrance Street (grid coordinates X= 1747407.88m, Y=5427314.01m) and extending in a northerly then westerly direction following the kerb line for 289 metres</i>
Norway Street	<i>No Stopping, At All Times</i>	<i>West side, commencing 326 metres from its intersection with Entrance Street (grid coordinates X= 1747407.88m, Y=5427314.01m) and extending in a northerly then westerly direction following the kerb line for 2 metres</i>

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

Approved By: Stephen Harte **(Transport & Place Planning Project Manager)**

Date: 20/05/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
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Feedback Received:

Name: Andrew Bartlett
Suburb: Miramar
Agree: Yes

We should not allow both-sides parking on narrow wellington roads. This should be looked into generally, so this does not need to be done one road at a time.

Officer's response:

Thank you for your feedback.

Name: Paula Warren
Suburb: Kelburn
Agree: Yes

Good to see safety and movement of vehicles being prioritised over parking.

Officer's response:

Thank you for your feedback.

Name: Gareth Farr
Suburb: Aro Valley
Agree: Yes

There are two spots on Norway St - outside No.45 to No.49 and opposite No.56 and No.58 - that are extremely difficult to drive through when there are cars parked on both sides of the road (particularly a van that is almost always there). My car is small (a Mazda MX5) and I find I have to slow down to a crawl to carefully avoid grazing the side of it on the parked cars - and if my car is that difficult to navigate through there, it would be nearly impossible for a fire engine or ambulance to get through - or at least slow them down enough to risk life in an emergency. Extending the yellow lines in these places would not only resolve a massive traffic nuisance, but also life-threatening situations.

Officer's response:

Thank you for your feedback.

Name: Sarah
Suburb: Aro Valley
Agree: Yes

I am a resident at the top of Norway street and am happy with the proposed changes to the parking restrictions. Between my partner and I we own 2 vehicles, but I mostly cycle everywhere, and we will soon sell the 2nd vehicle. Restricted parking on the road is one consideration for selling it but see the major benefits of removing a couple of parking spaces.

FEEDBACK RECEIVED

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

I have often struggled navigating the narrow road and often wonder what would happen with emergency vehicles etc so glad to see the suggestion to allow more space. Many people have their own driveway and there are options to park on Plunket Street if necessary so the loss of 2 spaces shouldn't be too bad.

I look forward to these changes.

Officer's response:

Thank you for your feedback.

Name: Gemma Proebst
Suburb: Aro Valley
Agree: No

I am writing in response to a notice for yellow lines being extended on Norway street. I understand that a few residents support the proposal and I agree that there is a portion of the road that is frequently difficult to pass through with a vehicle. However, this issue is confined to the stretch of road from 43 to 45, beyond that point it is not possible to park on both sides of the road so large vehicles can safely pass through.

I strongly object to this extension beyond 45.

Parking is very limited for residents. The area between 47 and 49 is an essential parking space.

Extending the no parking zone to 49 Norway street is overzealous and ignores the need for parking for other residents. I believe it will cause more harm than good.

Over the last 5 years the number of residents has grown significantly, and street parking has been reduced. It is reasonable to expect more growth and a further reduction of safe parking is going to affect all properties negatively.

The resident who has requested this action has one small vehicle and more parking than any other property in the street and would be more helpful if they offered to share this space rather than putting restrictive measures in place for those around them.

Please do not extend the yellow lines beyond property 45. Please can you let me know what the next steps are for your process?

Let me know if I can provide anything further.

Officer's response:

Thank you for your feedback. We have amended the proposal to retain the parking space between no.49 and no.47 Norway Road, which includes road markings, to keep parking to the centre of this space and prevent more than one vehicle from attempting to park between the driveways. This will also improve access to neighbouring driveways.

Name: Jane Martin
Suburb: Aro Valley
Agree: Maybe

Please note, the statement "This proposal would also improve access for vehicles using driveways at no.56 and no.58 Norway Street" is incomplete.

FEEDBACK RECEIVED

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

I have had conversations with neighbours who agree driveway access would also be improved at 47a, 49 and 58a/b (with a particularly emphasised improvement at 58a/b).

Officer's response:

Thank you for your feedback. We have amended the proposal to retain the parking space between no.49 and no.47 Norway Road, which includes road markings, to keep parking to the centre of this space and prevent more than one vehicle from attempting to park between the driveways. This will also improve access to neighbouring driveways.

Name: Victoria Cleal
Suburb: Aro Valley
Agree: Yes

I live further up the street from the parking pinch point. If we had a fire and cars were parked on both sides of that area, fire-fighting vehicles would not be able to access our house. Also, rubbish trucks sometimes can't access the top of the street.

Officer's response:

Thank you for your feedback.

Name: Tomas Richards
Suburb: Aro Valley
Agree: No

I'm writing with regards to the proposal for no-parking yellow lines being extended on Norway street. I support part of this proposal, but request review of the proposed length of the no parking zone extension before I can agree to the full proposal.

The stretch of road from 43 to 45 Norway street (southern side of the road) is frequently difficult to drive through because of cars parked on both sides of the road. I agree this section needs yellow lines to keep access way at all times, especially for emergency services.

I request a review of the proposed section uphill from that point. because there are driveways opposite, it is not possible to park on both sides of the road so it appears even large vehicles can safely pass through at all times.

So, I agree to extension up to number 45, but object to this extension beyond 45 unless inspection shows it necessary to allow safe passage for emergency services and recycling trucks etc.

Parking is very limited for residents on this street and any unnecessary loss of parking spaces will make it more difficult or impossible for some residents to park near their homes.

Over the last 5 years the number of residents has grown significantly with increased house builds and rental properties adding rooms, and street parking has been reduced. It is likely there will be more growth in coming years and any reduction of safe parking is going to affect all properties negatively.

FEEDBACK RECEIVED

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

Officer's response:

Thank you for your feedback. We have amended the proposal to retain the parking space between no.49 and no.47 Norway Road, which includes road markings, to keep parking to the centre of this space and prevent more than one vehicle from attempting to park between the driveways. This will also improve access to neighbouring driveways.

Name: Nick Zajac
Suburb: Aro Valley
Agree: No

Fundamentally, I agree with certain residence in favour of the proposal as certain portions of the road become blocked, which becomes difficult to navigate with vehicles intending to access the area. This is an issue in front of Number 45 as pictured on the satellite photography. However, traffic does not become congested further up the road towards 47 and 49. Therefore, I disagree with extending the "No Stopping line" past 45.

Over the past several years, parking has become increasingly scarce for residence on this portion of Norway Street. Neighbours of ours have recently been having to park vehicles several 10s of meters down the road, almost near Entrance Street to compensate for increased residence numbers with vehicles. There is reason to believe that this will only continue to grow, as several properties around this area continue to be re-developed.

The proposal to extend this line did not take into account the critical need for safe, sustained parking spaces in our area.

Please do not extend the yellow lines past number 45. Let me know how I can assist further.

Officer's response:

Thank you for your feedback. We have amended the proposal to retain the parking space between no.49 and no.47 Norway Road, which includes road markings, to keep parking to the centre of this space and prevent more than one vehicle from attempting to park between the driveways. This will also improve access to neighbouring driveways.

Name: Michael Gray
Suburb: Miramar
Agree: Yes

No comment.

We are proposing a change in your area

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

Hataitai

Kia ora,

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

Proposal:

Reference	TR79-21 Lookout Road, Hataitai - No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> • Install a no stopping restriction for 80m on the north side of Lookout Road. • Install a no stopping restriction for 11m around the apex of the corner between Lookout Road and Alexandra Road.
Why we are proposing the change	<ul style="list-style-type: none"> • We have received safety and accessibility concerns about vehicles parking on both sides of Lookout Road. Parking on both sides of the road has resulted in obstructed access to Lookout Road particularly for large vehicles and emergency vehicles. The road width is 6 metres which is below the minimum width to allow safe access with parking on both sides of the road. A no stopping restriction on one side of the road will ensure access is not obstructed and will improve visibility for vehicles travelling on Lookout Road and vehicles accessing the intersection of Thane Road and Alexandra Road.
Location – where we propose to make the change	Lookout Road, Hataitai
Impact	<ul style="list-style-type: none"> • Improved accessibility for emergency services vehicles. • Improvements to public safety by reducing vehicle impediment and increasing visibility for drivers. • Net parking impact - removal of 11 unrestricted parking spaces. • Pedestrian impact - no change.
How this relates to the parking policy	<ul style="list-style-type: none"> • Parking Policy Objectives: To support and facilitate the safe and efficient movement of people and goods along transport corridors rather than motorists parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 580. • 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 Wednesday 28 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • 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>Please note if you are giving feedback the consultation period opens 9.00am Wednesday 28 April 2021 and finishes 5.00pm Tuesday 11 May 2021.</p>

We are proposing a change in your area

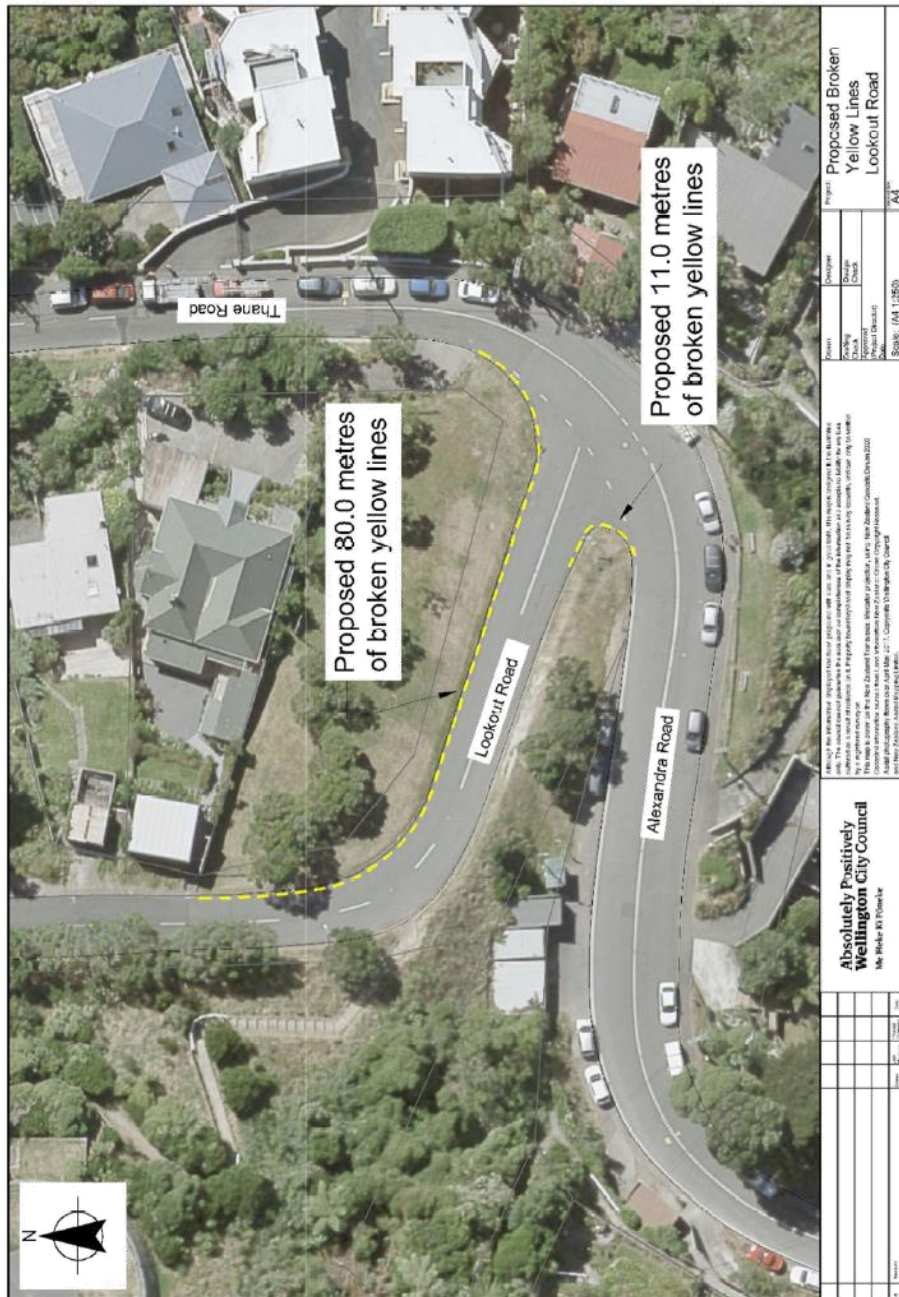
**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

	<ul style="list-style-type: none">• What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Wednesday 12 May 2021.2. The proposal will go to the Regulatory Processes Committee on Tuesday 8 June 2021.3. 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: TR79-21 Lookout Road, Hataitai – No Stopping At All Times



We are proposing a change in your area

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

Legal Description:

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

Column One	Column Two	Column Three
Lookout Road	<i>No Stopping at All Times</i>	<i>South side, commencing at its intersection with Alexandra Road (Grid coordinates X=1750621.96m, Y=5426847.51m) and extending in a westerly direction following the southern kerb line for 11 metres.</i>
Lookout Road	<i>No Stopping at All Times</i>	<i>North side, commencing at its intersection with Thane Road (Grid coordinates X=1750634.26m, Y=5426855.59m) and extending in a westerly direction following the northern kerb line for 80 metres.</i>

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

Approved By: Stephen Harte **(Transport & Place Planning Project Manager)**

Date: 20/05/2021

FEEDBACK RECEIVED

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

Feedback Received:

Name: Andrew Bartlett
Suburb: Miramar
Agree: Yes

No comment.

Name: Paula Warren
Suburb: Kelburn
Agree: Yes

Good to see safety and movement of vehicles being prioritised over parking.

Officer's response:

Thank you for your feedback.

Name: John
Suburb: Hataitai
Agree: No

While I appreciate the council is trying to resolve an issue that has been ongoing for over a year now, this solution seems to be treating just some of the symptoms and not the cause and will in fact make parking worse for local residents like myself.

Over the last year my family has been experiencing great difficulty parking our car near our house. This seems to have been caused by 2 things:

1. The introduction of a Yoga studio on lookout road that has insufficient parking for the number of clients they receive; and 2. Large scale building works at 25 Thane road.

I appreciate that the building work will no doubt finish in the next 2 years which should reduce the parking burden however by reducing where the builders and yoga clients can park us local residents will intact have less parking options. A more appropriate piece of action would be to look after local residents with the introduction of say residency parking over simply adding yellow lines that will make parking worse.

In addition to this the council has the same issue lower down the hill where the number 20 bus has issues getting up Palliser road due to be commuters who now use the length of this road as fees free parking whilst working in town. Whilst I appreciate visitors should be able to stop at the lookout as a scenic view, making the rest of the area coupon parking/resident parking for example would be beneficial for all locals.

I appreciate your thoughts/considerations.

FEEDBACK RECEIVED

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

Officer's response:

Thank you for your feedback. We are working on the process to implement the new parking policy. Addressing issues like commuter parking and resident parking zones will involve area-wide parking surveys and new area wide parking management schemes. A timeline for this work is currently uncertain.

Name: Barry Polley
Suburb: Roseneath
Agree: Yes

One side effect of this will be to increase the number of people parking at bus stop 6569. That stop is signed 'no parking' but there's already a tradition of parking there, reducing safety for people getting off the 20 bus. When you strip this section of Lookout Road, would you please stripe that bus stop too?

Officer's response:

Thank you for your feedback, we will investigate adding bus stop markings at this location.

Name: Michael Gray
Suburb: Miramar
Agree: Yes

No comment.

Name: Maria and Michael McKinley
Suburb: Hataitai
Agree: Yes

We are agreeing with the proposal set out in TR 79-21

However, we believe that there are other matters that need to be taken into account.

The parking up in Thane Road (from 19 to 29 (inclusive) Thane Road is terrible. We appreciate that it is worse than usual at the moment because of the work vehicles because of weathertightness issues and renovations being undertaken in some other properties. However irrespective of this that are a number of other ongoing issues that severely impact the available parking in this area. In other words, parking is not available for residents. The issues are as follows 1. The WCC has allowed business to be conducted from at least 2 properties at this end of Lookout Road and while there is some parking provided it is insufficient. Therefore, people attending in particular the yoga/Pilates business park at the bottom of Lookout Road 2. A number of people from other suburbs park there and then get the bus into the city 3. There are a number of Air B&Bs that utilise parking— including parking over the fire hydrant outside 23-25 Thane) this is illegal and dangerous 4. Many people— particularly in the weekend park there and go for walks in the general area. 5. A number of houses have been modified and there appears to be more residents in them.

FEEDBACK RECEIVED

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

In addition, the traffic coming up from the Monastery to Thane Road is often dangerous in particular because many are visitors to Wellington and appear not to know the rules about give-away rules on hill roads. Also, many cars use this stretch of the road as a “slalom course” leading to bottle necks on narrow sections of the road- because traffic emerges so quickly there is often insufficient time to take appropriate evasive action. While there is speed limit signs, they are not all visible or are located in places where vehicles are less likely to notice them

As a result, we ask for the following

1. That resident parking zone is provided from outside 19 to 29 Thane Road
2. More is done (e.g. putting lines around the fire hydrant) to deter those who park over it— we are tired of putting notes on people windscreens
3. More is done to control the speed from Palliser Road (near the Monastery) up to Lookout Road- More signs to be erected

Officer’s response:

Thank you for your feedback. We are working on the process to implement the new parking policy. Addressing issues like commuter parking and resident parking zones will involve area-wide parking surveys and new area wide parking management schemes. A timeline for this work is currently uncertain. We will also investigate more speed signs where required.

Name: Leon Perrie
Suburb: Roseneath
Agree: Yes

We have noticed an increase in parked vehicles at the focal site. We have presumed this related to nearby building activity. These parked vehicles haven't caused a problem for us, but we of course acknowledge the need for emergency vehicle access. A greater problem in our experience is that, in the last few months, cars are parking on both sides of the road opposite about 13 Thane Road. This greatly constricts traffic and has at times blocked buses.

Officer’s response:

Thank you for your feedback, we are currently preparing a traffic resolution to improve access for busses down this section of Thane Road, we plan to include this proposal in the next round of traffic resolutions.

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	TR81-21 Tory Street, Wellington Central – No Stopping At All Times, Removal of one metered parking space
What we'd like to do	<ul style="list-style-type: none"> Remove one metered parking space on the eastern side of Tory Street outside no.133. Install 6.5 metres of broken yellow lines on the eastern side of Tory Street outside no.133.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety concerns that the current metered parking space is located directly over a fire hydrant. We propose the removal of the existing metered parking space and the installation of a no stopping restriction with broken yellow lines to ensure that vehicles do not obstruct access to the fire hydrant.
Location – where we propose to make the change	Tory Street, Wellington Central - outside no.133
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for the Fire Service to access the fire hydrant. Net parking impact – removal of one metered parking space. Pedestrian impact - no change.
How this relates to the parking policy	<ul style="list-style-type: none"> Support city place-making, amenity and safety by ensuring on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 8,324. Monthly parking revenue impact - \$136.31. 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 Wednesday 28 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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 . Please note if you are giving feedback the consultation period opens 9.00am Wednesday 28 April 2021 and finishes 5.00pm Tuesday 11 May 2021.

We are proposing a change in your area

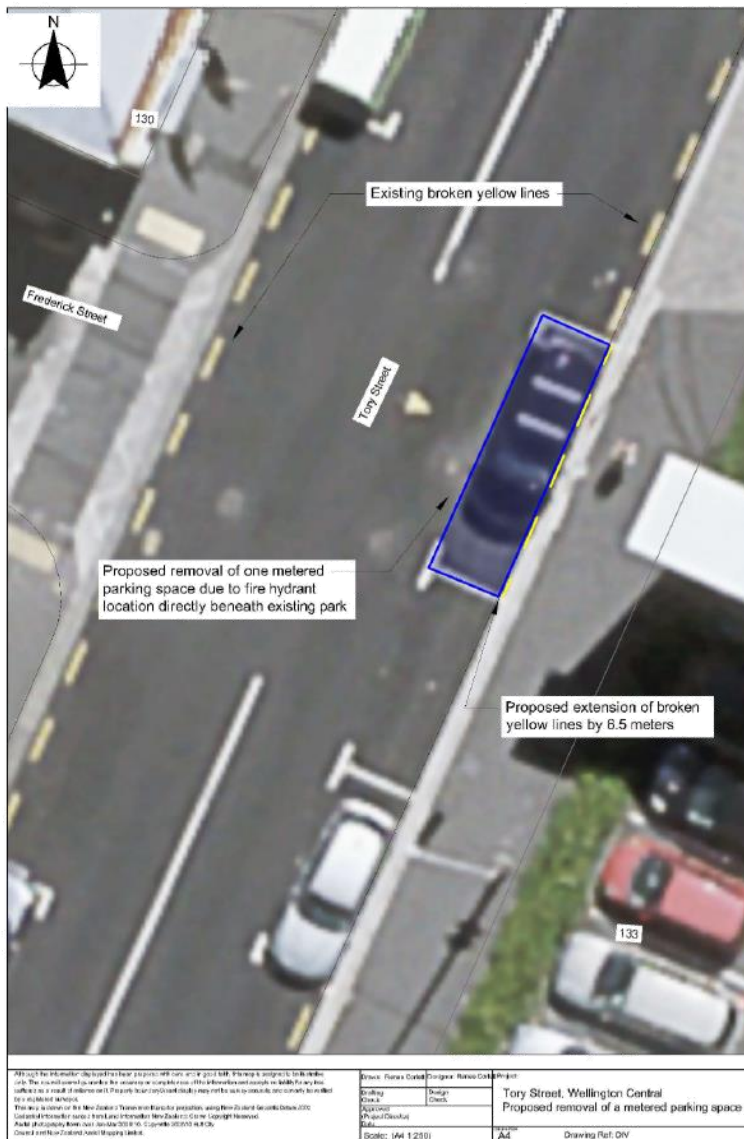
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<ul style="list-style-type: none">• What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Wednesday 12 May 2021.2. The proposal will go to the Regulatory Processes Committee on Tuesday 8 June 2021.3. 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: TR81-21 Tory Street, Wellington Central– No Stopping At All Times, Removal of one metered parking space.



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 Restrictions Schedule

Column One	Column Two	Column Three
Tory Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>East side, commencing 57.5 metres south of its intersection with Vivian Street (Grid Coordinates X=2659020.1505 m, Y=5988531.544497 m) and extending in a southerly direction following the kerb line for 17 metres. (3 parallel carparks)</i>

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

Column One	Column Two	Column Three
Tory Street	<i>No Stopping, At All Times</i>	<i>East side, commencing 4 metres south of its intersection with Vivian Street (Grid Coordinates X=2659020.1505 m, Y=5988531.544497 m) and extending in a southerly direction following the kerbline for 53.5 metres.</i>

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

Column One	Column Two	Column Three
Tory Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>East side, commencing 64 metres south of its intersection with Vivian Street (Grid Coordinates X=2659020.1505 m, Y=5988531.544497 m) and extending in a southerly direction following the kerb line for 10.5 metres. (2 parallel carparks)</i>

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

Column One	Column Two	Column Three
Tory Street	<i>No Stopping, At All Times</i>	<i>East side, commencing 4 metres south of its intersection with Vivian Street (Grid Coordinates X=2659020.1505 m, Y=5988531.544497 m) and extending in a southerly direction following the eastern kerb line for 60 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)
Approved By:	Stephen Harte	(Transport & Place Planning Project Manager)
Date:	20/05/2021	

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Saffi Naik
Suburb: Churton Park
Agree: Yes

No comment.

Name: Andrew Bartlett
Suburb: Miramar
Agree: Yes

No comment.

Name: Paula Warren
Suburb: Kelburn
Agree: Yes

Good to see safety and movement of vehicles being prioritised over parking.

Name: Michael Gray
Suburb: Miramar
Agree: Yes

No comment.

Officer's response to all submitters:

Thank you for your feedback on No Stopping At All Times and removal of one metered parking space on Tory Street, Wellington Central.

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	TR82-21 Edinburgh Terrace, Berhampore – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install an additional 7 meters of No Stopping restriction with broken yellow lines on the western side of Edinburgh Terrace opposite no.31.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety and accessibility concerns from a local resident regarding the narrow section of road outside no.31 Edinburgh Terrace. The existing parking arrangement with vehicles parking on both sides of the road restricts large vehicles and emergency vehicles from being able to travel safely and unimpeded through this section of road. The road width at this location measures approximately 6.2 metres which is not sufficient to allow parking on both sides of the road, therefore we propose to extend the existing broken yellow lines by 7 metres.
Location – where we propose to make the change	Edinburgh Terrace, Berhampore – opposite no.31
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for large vehicles and emergency vehicles. Net parking impact – removal of one unrestricted parking space. Pedestrian impact - positive as vehicles are parked on the eastern side of the road adjacent to a footpath.
How this relates to the parking policy	<ul style="list-style-type: none"> Support and facilitate the safe and efficient movement of people and goods moving along transport corridors rather than motorists parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> 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 Wednesday 28 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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>Please note if you are giving feedback the consultation period opens 9.00am Wednesday 28 April 2021 and finishes 5.00pm Tuesday 11 May 2021.</p>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<ul style="list-style-type: none">• What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Wednesday 12 May 2021.2. The proposal will go to the Regulatory Processes Committee on Tuesday 8 June 2021.3. 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: TR82-21 Edinburgh Terrace, Berhampore – No Stopping At All Times



We are proposing a change in your area

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

Legal Description:

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

Column One	Column Two	Column Three
Edinburgh Terrace	<i>No Stopping, At All Times</i>	<i>West side, commencing 61.5 metres west of its southern intersection with Russell Terrace and extending in a northerly direction for 80.5 metres.</i>

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

Column One	Column Two	Column Three
Edinburgh Terrace	<i>No Stopping, At All Times</i>	<i>West side, commencing 61.5 metres west of its southern intersection with Russell Terrace (Grid Coordinates X=1,748,990.44m, Y=5,423,811.56m) and extending in a northerly direction following the western kerb line for 87.5 metres.</i>

Prepared By: Renee Corlett **(Transport Engineer)**

Approved By: Stephen Harte **(Transport & Place Planning Project Manager)**

Date: 20/05/2021

FEEDBACK RECEIVED

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

Feedback Received:

Name: Andrew Bartlett
Suburb: Miramar
Agree: Yes

No comment.

Name: Paula Warren
Suburb: Kelburn
Agree: Yes

Good to see safety and movement of vehicles being prioritised over parking.

Officer's response:

Thank you for your feedback.

Name: Frances Sanders
Suburb: Berhampore
Agree: Yes

This is great news!!

I don't know that we need seven meters of new yellow lines, just a few meters would do it. Say four meters.

Officer's response:

Thank you for your feedback, seven meters of broken yellow lines was measured to be what is needed to ensure emergency vehicle access.

Name: Steve Sanders
Suburb: Berhampore
Agree: No

Hi, I do not agree with the proposal in full.

Primarily the issue is behavioural rather than design. If people park as far as possible to the sides of the road, vehicles can get through without undue difficulty. I drive heavy vehicles for work, including on occasion down Edinburgh Terrace, so am well aware of the considerations for this type of vehicle. Problems arise when people park too far into the street, on either side of the road, or as frequently occurs over the existing no stopping lines. I have lived in Edinburgh Terrace for 10 years and would say most of the time vehicles causing problems are unfamiliar with the street, such as trade vehicles and visitors (in particular there is an Airbnb right by this location). However, I do not think there is any easy enforcement or education remedy for this. My concern is parking is very limited in the street already (again I have lived here for some time and would challenge any surveys that suggest parking is plentiful), and so would not want to see undue loss of parking spaces.

FEEDBACK RECEIVED

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

In general residents park courteously and efficiently; I would say achieving a greater parking density than you might design for in the central city.

Overall, I would support a shorter extension of the no stopping restrictions, say about 3m. In my opinion this would be sufficient to avoid vehicles on both sides of the narrowest part of the street. Thank you for the chance to provide this feedback, I would be pleased for the opportunity to discuss this matter further if helpful.

Officer's response:

Thank you for your feedback, seven meters of broken yellow lines was measured to be what is needed to ensure emergency vehicle access.

Name: Latham Arnott
Suburb: Berhampore
Agree: Yes

No comment.

Name: Michael Gray
Suburb: Miramar
Agree: Yes

No comment.

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	TR83-21 Courtenay Place, Te Aro – Implement and remove Taxi Stands
What we'd like to do	<ul style="list-style-type: none"> Implement a taxi stand, 8pm Fri to 8am Sat, 6pm Sat to 8am Sun, 6pm Sun to 8am Mon on the south side of Courtenay Place at the east end of the slip lane. Implement a P15, 8pm Fri to 8am Sat, 6pm Sat to 8am Sun, 6pm Sun to 8am Mon on the south side of Courtenay Place at the west end of the slip lane. Remove the part time taxi stand, Monday to Sunday 12:30am - 5:30am on the northern side of Courtenay Place. Extend the existing bus stop (#5516) at all times on the northern side of Courtenay Place.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety concerns from Metlink bus drivers and Wellington City Council (WCC) parking services about taxis consistently parking and obstructing the bus stop (#5516) waiting to pick up passengers after hours during the weekend. The current situation results in bus drivers being unable to access the bus stop and subsequently stopping in the live traffic lane to allow passengers to board and alight the bus which raises public safety concerns during night-time. WCC officers propose to designate a taxi stand on the opposite side of Courtenay Place and increase the enforcement of the bus stop in order to ensure taxis can park safely without disrupting bus services.
Location – where we propose to make the change	Courtenay Place, Te Aro – outside no.7 to no.37
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for the public to Courtenay Place during the weekend. Net parking impact – designate 14 unrestricted parking spaces to taxi parking between 8pm Fri to 8am Sat, 6pm Sat to 8am Sun, 6pm Sun to 8am Mon. Pedestrian impact – positive. Safety will improve as patrons are able to safely board and alight buses and taxis along Courtenay Place.
How this relates to the parking policy	<ul style="list-style-type: none"> Support city place-making, amenity and safety by ensuring on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	<ul style="list-style-type: none"> Council had undertaken a trial of the proposed set up during the consultation periods so the public and businesses can observe the operation and submit more informed feedback on the operation of the proposal. The trial took place between 27 April - 7 May 2021 Average daily traffic count – 8,468.

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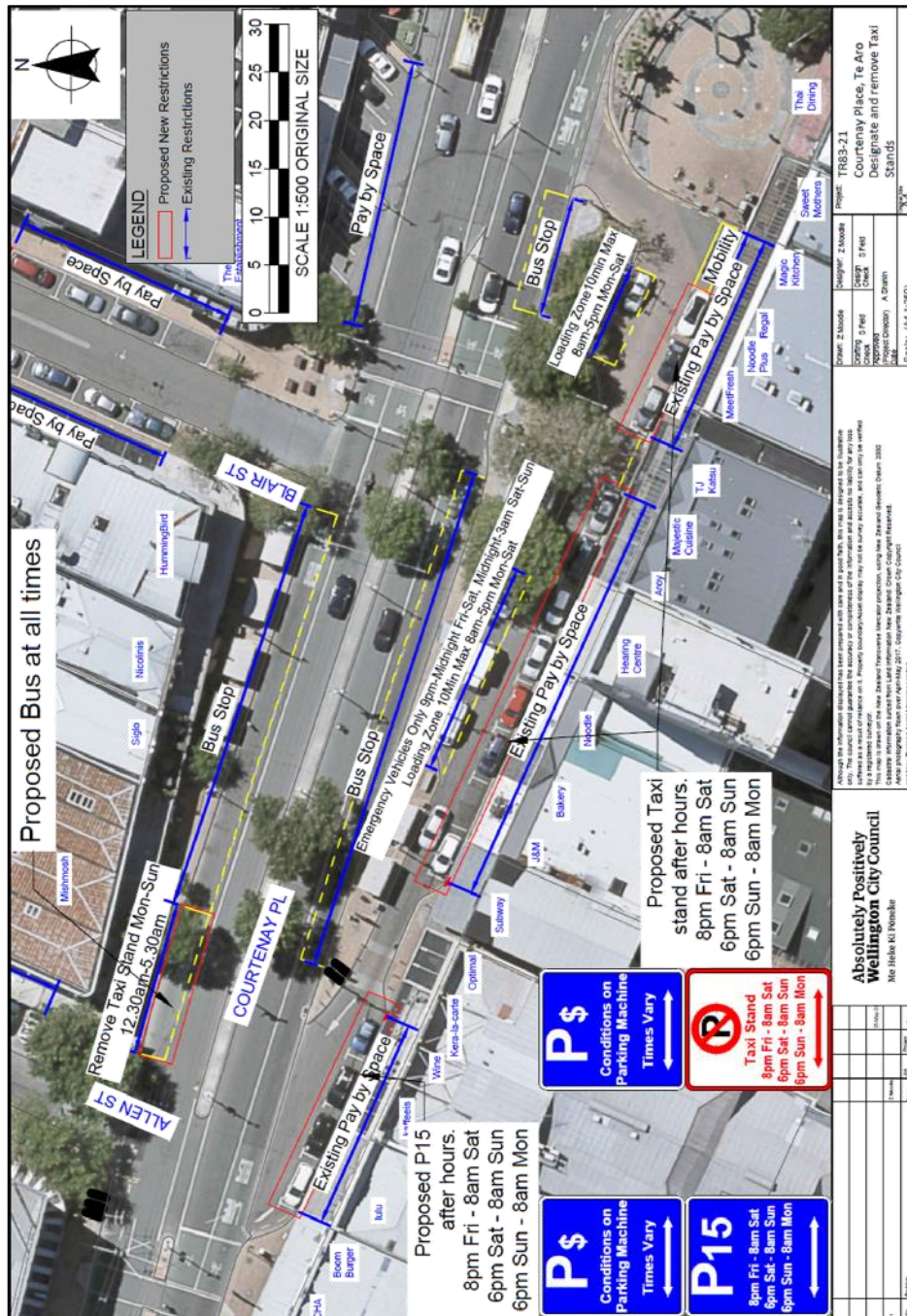
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	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Wednesday 28 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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 . Please note if you are giving feedback the consultation period opens 9.00am Wednesday 28 April 2021 and finishes 5.00pm Tuesday 11 May 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Wednesday 12 May 2021. The proposal will go to the Regulatory Processes Committee on Tuesday 8 June 2021. If approved, the proposal will be installed within the following 3 months.

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Traffic Resolution Plan: TR83-21 Courtenay Place, Te Aro – Implement and remove Taxi Stands



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Legal Description:

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

Column One	Column Two	Column Three
Courtenay Place	Bus Stop Monday to Sunday 5:30am - 12:30am Taxi Stand, Monday to Sunday 12:30am - 5:30am	North side, commencing 5 metres east of its intersection with Allen Street (Grid Coordinates X=1749213.9 m, Y=5427115.4 m) and extending in an easterly direction following the kerbline for 59.5 metres.

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

Column One	Column Two	Column Three
Courtenay Place	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, following the kerbline 114 metres southeast of its intersection with Tory (Grid coordinates x= 1749136.8 m, y= 5427129.6 m), and extending in a south-easterly direction for 44.5 metres. (8 parallel carparks)
Courtenay Place	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, following the kerbline 70.5 metres southeast of its intersection with Tory (Grid coordinates x= 1749136.8 m, y= 5427129.6 m), and extending in a south-easterly direction for 28 metres. (5 parallel carparks)
Courtenay Place	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	Southwest side, following the kerbline 164 metres southwest of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south-easterly direction for 17 metres. (3 parallel carparks)

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

Column One	Column Two	Column Three
Courtenay Place	Bus Stop, At All Times	North side, commencing 5 metres east of its intersection with Allen Street (Grid Coordinates X=1749213.9 m, Y=5427115.4 m) and extending in an easterly direction following the kerbline for 59.5 metres.

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

Column One	Column Two	Column Three
<i>Courtenay Place (Slip Lane)</i>	<i>P120 Metered Parking, Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm Taxi Stand, 8pm Fri - 8am Sat, 6pm Sat - 8am Sun, 6pm Sun - 8am Mon</i>	<i>Southwest side, commencing 161 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south- easterly direction following the Southern kerbline for 16 metres. (3 parallel carparks)</i>
<i>Courtenay Place (Slip Lane)</i>	<i>P120 Metered Parking, Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm Taxi Stand, 8pm Fri - 8am Sat, 6pm Sat - 8am Sun, 6pm Sun - 8am Mon</i>	<i>Southwest side, commencing 110 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south- easterly direction following the Southern kerbline for 45 metres. (8 parallel carparks)</i>
<i>Courtenay Place (Slip Lane)</i>	<i>P120 Metered Parking, Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm P15, 8pm Fri - 8am Sat, 6pm Sat - 8am Sun, 6pm Sun - 8am Mon</i>	<i>Southwest side, commencing 73 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south- easterly direction following the Southern kerbline for 22 metres. (4 parallel carparks)</i>

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

Column One	Column Two	Column Three
<i>Courtenay Place (Slip Lane)</i>	<i>No Stopping, At All Times</i>	<i>Southwest side, commencing 155 metres east of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south- easterly direction following the Southern kerbline for 6 metres.</i>

Prepared By: Zackary Moodie **(Intermediate Transport Engineer)**

Approved By: Stephen Harte **(Transport & Place Planning
Project Manager)**

Date: 20/05/2021

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Feedback Received:

Name: Saffi Naik
Suburb: Churton Park
Agree: Yes

As long as there are accessible loading bays for delivery drivers who sometimes stop in the slip lane and block access to traffic or double park.

Officer's response:

Thank you for your feedback regarding the Traffic Resolution to implement and remove taxi stands on Courtenay Place.

The loading zone located on the slip lane will remain in place with more P15 parking spaces available in the evening for use by UberEATS, DeliverEasy and to the public to pick up food from the retail food outlets.

Name: Harpreet Kohli on behalf of Wellington Combined Taxis
Suburb: Wellington
Agree: No

The aim of the proposed plan appears to be to minimize the issues experienced by bus drivers and to make it easy for the parking wardens to enforce parking laws, We see the proposed plan as another example of the Council's discrimination towards public transport which is not subsidized by the Council ie. taxis.

The taxi industry is already struggling. Firstly, because of the revised transport rules of 2017 which have deregulated the industry to the point that our virtually no standards and it is difficult to distinguish between a taxi and others. Added to a broken framework comes the disruption to normal life due to Covid. We fear that the proposed changes may end up being the last straw for some taxi drivers.

Under the proposed changes, we understand that the taxi stands by the corner of Allen Street which is operational Monday to Sunday 12.30 a.m. to 5.30 a.m. will convert to bus use area permanently. We consider this to be unnecessary as there is ample space in front of the taxi stand to be used by buses when/if they are stopping. The proposed changes are likely to achieve what is intended, sadly, it may also expedite the demise of taxis.

Since, the decisions relating to this project appear to have already been taken, we will limit our suggestions to minor changes to mitigate the impact on the taxi drivers. We will appreciate if the following suggestions are considered to make it less hurtful –

1. Do not remove the taxi stand at the corner of Allen Street.
We fail to understand the logic behind your decision to permanently remove this taxi stand even though alternate spaces are being provided on the slip lane. With restriction on a U turn at the intersection of Allen Street and Courtenay place, taxi users when taking a taxi

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from the slip lane and going to eastern suburbs will either have to pay extra for the trip or may be encouraged to hail a taxi on Courtenay Place facing in the right direction which may be plying for hire. The latter option will only add to congestion in the area.

There is enough space in front of the taxi stand where up to 3 buses can line up at any time and there may be very few occasions when there is need for more space. To cover the odd occasion, it is not reasonable to push taxis out of business. In Wellington weather many people prefer a taxi for convenience and by permanently closing this taxi stand you will be making it difficult for a lot of taxi users. At times it may have been observed that taxis waiting on the taxi stand inch up to occupy the bus stop, especially when the drivers don't see a bus coming. But, the power lies with the Council to deal with this and the solution lies in effective monitoring of the area by parking wardens or through camera and not by restricting the taxis to an extent that works to the drivers' detriment and disadvantage to taxi users.

The location of the static cameras being planned can be so decided that the taxis can still wait on the taxi stand and the bus stop can also be kept clear of the taxis.

Further, our understanding is that the proposed stands on the slip lane will be functional during Friday and Sunday nights and the current taxi stand is being taken out at all times.

This will mean that there is no space for taxis to wait on weeknights. The question, this move raises is - will this not encourage the taxis to park illegally?

2. Rideshare vehicles must not be allowed to use the proposed taxi stands.

In response to a question at the presentation, Council view was that the parking staff will be looking for SPSLs displayed on the cars and on that basis allow the rideshare vehicles also to use the spaces. This is contrary to the Transport Rules which outline the requirement as –

When doing hail or rank work or operating from a small passenger service vehicle stand in one of the main urban areas, you must have an in-vehicle security camera operating or only accept pre-registered passengers.

You can only take up a position at a designated small passenger service vehicle stand (former 'taxi' stand) if your vehicle is available for hire.

The intent of the NZTA guidelines is clear that only taxis which can pick a customer when approached must park/wait/pick from the taxi stand. If the parking wardens' approach is any different to that, it will be to the detriment of taxi drivers.

You may agree that on Friday/Saturday nights the number of taxis trying to get their slice of business is far bigger than the spaces available for them to legally park. Currently, a lot of taxis can hang around on the bus stops and restricting them from that being the aim of this plan, providing as many spaces for taxis is imperative.

Moreover, rideshare vehicles do not depend on pickups from the stands as taxis, therefore they should have no reason to park/wait on the spaces proposed on the slip lane. The spaces should only be marked for vehicles with roof light and security cameras which are suitable for picking hails.

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It makes a total mockery of the Council stated attempts as there are around 2000 unmarked vehicles engaged in small passenger service of which hundreds are carrying their roof lights in their car boots. These drivers conveniently put on the signs when they get to park on the taxi stands and while they are waiting to get on the taxi stands in Council designated 'no taxi zones', they take their roof lights out.

In addition, their short trip pricing is so low and, in an endeavour, to generate enough work they are consistently taking work off the busses and adding to congestion in the Courtenay Place area. They are also increasingly being brought into question regarding their attitude toward female passengers and in numerous cases reported it is felt that a total absence of security cameras is not in the interest of public.

3. The no U turn at the T junction of Courtenay place and Allen Street be removed.
With inadequate spaces for taxis, at times when the proposed taxi stands are full, drivers will have no other option than to circle around and come back hoping for a space to park.
Therefore, we suggest that U turn restrictions at the T junction be removed. U turn should at least be permitted during the times the proposed taxi stands are functional.

We understand that once the static cameras are functional, all infringements will only follow once the images taken by the static camera are reviewed by parking officers and if the vehicle is engaged in a drop off or pick up, that will be considered a valid reason for not issuing the infringements. In closing, the Council would be well served by limiting the number of taxis working off taxi stands to those coming under the auspices of bonafide registered taxi companies. In fact, given the stated concerns about congestion it may be time to limit the number of taxis for hire in the city to legitimate taxi companies.

Officer's response:

Thank you for your feedback regarding the Traffic Resolution to implement and remove taxi stands on Courtenay Place.

We appreciate your concerns regarding the removal of the taxi stand on the corner of Allen Street however, the extensive and regular encroachment of taxis after 12:30am into the bus stop has meant the taxi stand cannot remain due to public safety reasons. There are also a number of taxi stands available for use along Courtenay Place.

Our aim is not to reduce taxis but to retain the number of taxis in operation throughout Wellington and in Courtenay Place while ensuring public safety by promoting proper use of taxi stands and encouraging change of locations.

This project is consistent with the direction to provide a safe and efficient solution for the public in providing various transport choices such as buses, taxis, and small passenger vehicles, and for Courtenay Place retailers.

Taxi stands are available along Courtenay Place during weeknights and after hours which can be reused.

There are a number of other taxi stand spaces available in the vicinity which provide taxis with a space to legally park.

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This project (with a trial conducted over three weekends) has also provided an alternative space for taxis to park in and was well used by Wellington Combined Taxis during the trial period.

The U Turn ban was introduced, to restrict northwest bound traffic, in 2014. This was to remove significant inconvenience for traffic flow and decrease the risks to vulnerable road users.

We note your concerns regarding rideshare vehicles not depending on pickups from taxi stands however, with the change in Legislation, there is a requirement to treat taxi's, Ubers, Zoomy's and Ola's collectively as small passenger service vehicles.

Name: Andrew Bartlett
Suburb: Miramar
Agree: Yes

If the daytime space was made a no-stopping zone (clearway) it would make a great bike lane in daylight hours, bypassing the busy bus stop.

I think this is a good innovative use of the space. I also like the space for non-taxi pick-up via the 15min car parks.

Officer's response:

Thank you for your feedback regarding the Traffic Resolution to implement and remove taxi stands on Courtenay Place.

Name: Paula Warren
Suburb: Kelburn
Agree: Yes

It is important that these bus stops operate well, but also that taxis are provided for. Both are more important uses of public space than private vehicle parking.

Officer's response:

Thank you for your feedback regarding the Traffic Resolution to implement and remove taxi stands on Courtenay Place.

Following on from the three-week trial, we expect this approach provides a good solution for both buses and taxis.

Name: Michael Gray
Suburb: Miramar
Agree: Yes

No comment.

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Officer's response:

Thank you for your feedback regarding the Traffic Resolution to implement and remove taxi stands on Courtenay Place.

Name: Jo Pritchard on behalf of Metlink (GWRC)
Suburb: Te Aro
Agree: Yes

Feedback on behalf of Metlink/Greater Wellington Regional Council and Wellington region bus operators Tranzurban, Mana and NZ Bus regarding the introduction of a dedicated taxi rank on the Courtenay Place slip lane.

There have been historical and ongoing concerns relating to taxi drivers dwelling for long periods of time on bus stops on the southern end of Courtenay Place. There are several health and safety risks associated with this practice including:

- near miss incidents involving buses and pedestrians due to increased congestion at the bus stop
- near miss incidents between taxi and bus vehicles
- near miss/altercations between bus and taxi drivers
- near miss/altercations between members of the public and taxi drivers
- near miss/altercations between parking wardens and taxi drivers

There is a higher probability of both physical and verbal altercations between bus and taxi drivers on late Friday and Saturday nights due to the increased friction between the parties. Apart from the extra administration required to report any health and safety hazard or incident, our drivers can be suspended from service during investigations generated from health and safety altercations happening in this area. This directly impacts the public's ability to get home safely

We strongly advocate for having this traffic resolution made permanent.

Without this traffic resolution in place, our concern is that taxi drivers dwelling in bus stops longer than legally mandated and the prevalence of potentially fatal hazards and incidents in this area will return.

With taxis dwelling on bus stops, bus drivers cannot:

- Access the bus stop safely
- Pull the bus up to the kerb line
- Let passengers off in a safe space i.e. pedestrian footpath
- Deploy the wheelchair/mobility ramp for passengers with mobility restrictions i.e. using wheelchairs, scooters, walkers, other mobility aids, parents with prams
- Meet contractual performance indicators at this bus stop/keep to their timetabled departure times that passengers rely on when catching a service

With taxis dwelling on bus stops, bus drivers are:

- Forced to let passengers off/on the bus on a live lane of unpredictable traffic where they do not have right of way
- Either restricted or unable to operate the mobility ramp to let on/off passengers using wheelchairs, scooters, walkers, other mobility aids or parents with prams
- Exposing themselves to verbal and physical altercations with taxi drivers when asking them to move to allow bus drivers to use the bus stop safely
- Unable to stop at Courtenay place bus stops i.e. stop 5516- Courtenay Place – Stop C (outside Blair Street) when there is no safe space to do so which directly affects their performance measurement

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- Exposing bus drivers to potential on-board altercations with passengers who wished to get off the bus at stop 5516- Courtenay Place- Stop C if the driver made the decision not to stop there due to the increased risks because of taxis present

This has a significant impact on our most vulnerable community who are already restricted to when/where/how they travel, and taxis in bus stops removes this accessible transport available to them. Removing the traffic resolution directly impacts our ability to provide a safe and reliable public transport network and creates undue hazards for drivers, passengers, members of the public, parking wardens and taxi drivers.

We also believe by making this traffic resolution permanent, there would be a significant beneficial impact on Wellington City Council parking wardens carrying out their duties late Friday and Saturday nights. Currently, parking wardens are known to be prone to assault, whether verbal or physical, on site at Courtenay Place when issuing tickets to taxi drivers for dwelling on bus stops. Providing a dedicated space for taxi drivers to wait for their fares benefits both taxi drivers and their potential passengers, as well as reducing the increased opportunity for parking warden assault.

Metlink has received very positive feedback from our bus operators in Wellington, who have advised the operation of bus services in Courtenay Place on Friday and Saturday nights was considerably easier with fewer taxis in bus stops/if any during the trial.

Looking ahead, with the permanent implementation of this traffic resolution, a raft of benefits will open up:

- Reliable, safe and accessible operation of the Metlink public transport network
- The maintenance and dedicated operation space for Wellington taxi drivers
- Reduced risk of parking warden assault so they may continue with their normal duties during late Friday and Saturday nights

Officer's response:

Thank you for your feedback regarding the Traffic Resolution to implement and remove taxi stands on Courtenay Place.

Name: Michael Salanoa on behalf of Wellington Public Transport Operators
Suburb: Wellington
Agree: Yes

I wish to provide feedback on behalf of Wellington Public Transport Operators.

Over the past 5 years there have been on average a near miss reported at least twice a month.

During this 2-3 week trail the feedback from drivers across the network has been very positive, buses have been able to enter and exit the bus stop safely aligned with the kerb of the foot path.

Tranzurban, NZ Bus and Mana Bus fully endorse and support these submissions for the Courtenay Place slip lane taxi rank and request and support this traffic resolution that will allow for safe entering and exiting the Courtenay bus stop.

Officer's response:

Thank you for your feedback regarding the Traffic Resolution to implement and remove taxi stands on Courtenay Place.

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	TR85-21 Gloucester Street, Wilton – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> • Install a No stopping restriction for 35 metres with broken yellow lines along the western side of Gloucester Street opposite no.34.
Why we are proposing the change	<ul style="list-style-type: none"> • We have received safety and accessibility concerns from a local resident regarding vehicles parking on both sides of the road around the corner opposite no.34 Gloucester Street. The road width measures approximately 7.5 metres on this corner. With vehicles parking on both sides of the bend, motorists are forced to cross the centre line into the path of oncoming vehicles where there is little forward visibility. • Accessibility for buses and emergency vehicles manoeuvring through this section of road is also often difficult. • We therefore propose to install a No stopping restriction for 35 metres with broken yellow lines around the inside of this bend to improve safety.
Location – where we propose to make the change	Gloucester Street, Wilton – opposite no.34
Impact	<ul style="list-style-type: none"> • Improves safety and accessibility for vehicles, buses and emergency services. • Net parking impact – removal of five unrestricted parking spaces. • Pedestrian impact – positive as encouraging vehicles to park next to the footpath.
How this relates to the parking policy	Support and facilitate the safe and efficient movement of people and goods along transport corridors rather than motorists parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 418. • 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 Wednesday 28 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • 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>Please note if you are giving feedback the consultation period opens 9.00am Wednesday 28 April 2021 and finishes 5.00pm Tuesday 11 May 2021.</p>

We are proposing a change in your area

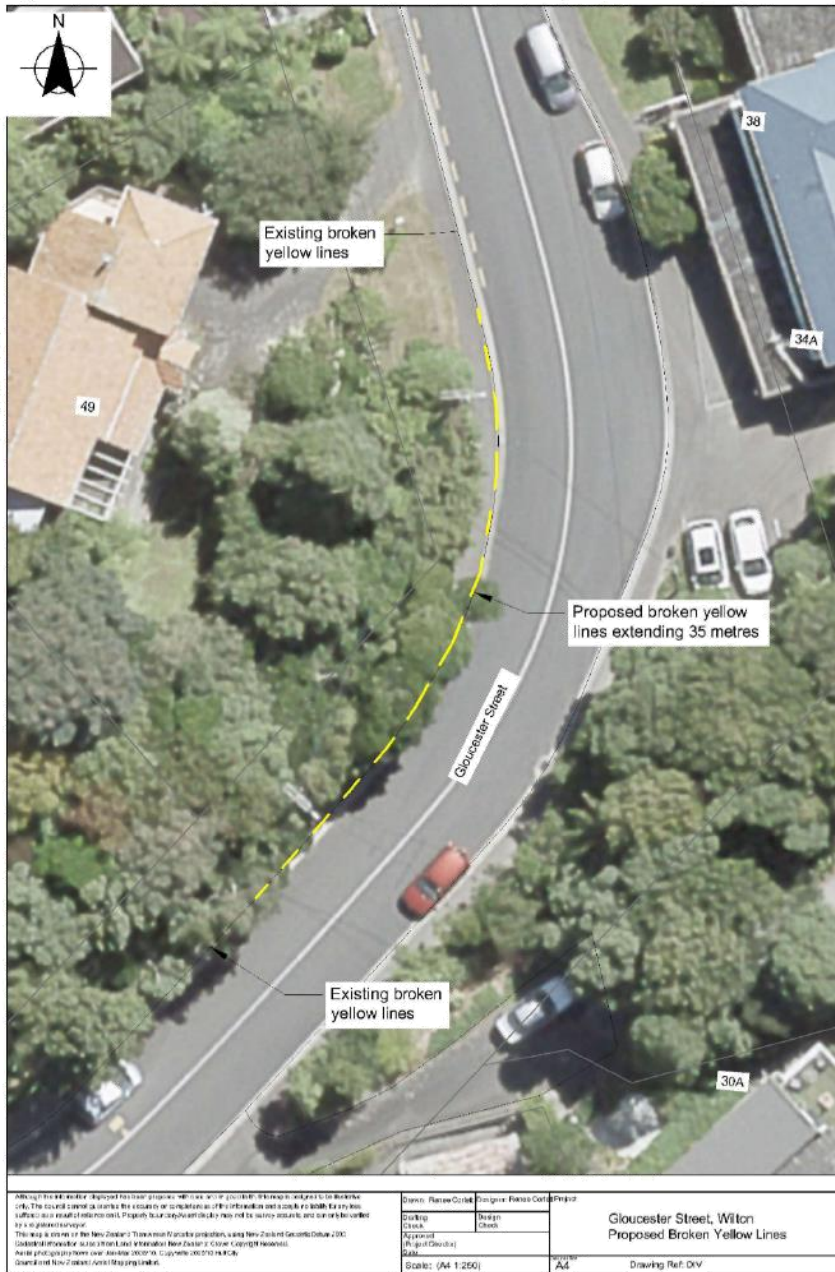
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	<ul style="list-style-type: none">• What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Wednesday 12 May 2021.2. The proposal will go to the Regulatory Processes Committee on Tuesday 8 June 2021.3. If approved, the proposal will be installed within the following 3 months.

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Traffic Resolution Plan: TR85-21 Gloucester Street, Wilton –No Stopping At All Times



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Gloucester Street	<i>No Stopping, At All times</i>	<i>West side, commencing at a point adjacent to the driveway of property number 49 Gloucester Street (grid coordinates x= 1747183.1 m, y= 5429909.9 m), and extending in a northerly direction following the western kerb line for 9 metres.</i>

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

Column One	Column Two	Column Three
Gloucester Street	<i>No Stopping, At All times</i>	<i>West side, commencing at its intersection with Wilton Road (Grid coordinates x= 1,747,165.37m, y= 5,429,968.96m), and extending in a southerly direction following the western kerb line for 44 metres.</i>

Prepared By: Renee Corlett (Transport Engineer)

Approved By: Stephen Harte (Transport & Place Planning Project Manager)

Date: 20/05/2021

FEEDBACK RECEIVED

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Feedback Received:

Name: Andrew Bartlett
Suburb: Miramar
Agree: Yes

No comments.

Name: Paula Warren
Suburb: Kelburn
Agree: Yes

Good to see safety and movement of vehicles being prioritised over parking.

Name: Michael Gray
Suburb: Miramar
Agree: Yes

No comment.

Officer's response to all submitters:

Thank you for your feedback on No Stopping At All Times on Gloucester Street, Wilton.

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	TR86-21 Moeller Street, Mount Victoria – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install a No stopping restriction of 7.5 metres using broken yellow lines on the eastern side of Moeller Street outside no.12.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety and accessibility concerns from residents and NZBUS about buses unable to safely travel along this section of Moeller Street. The road width is approximately 7 metres which is not sufficient for buses and large vehicles to travel safely through when vehicles are parked on both sides of the road. Broken yellow lines on one side of the road will ensure vehicle access along Moeller Street will not be obstructed.
Location – where we propose to make the change	Moeller Street, Mount Victoria - outside no.12
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for buses and emergency vehicles. Net parking impact - removal of one coupon parking space. Pedestrian impact - no change
How this relates to the parking policy	<ul style="list-style-type: none"> Parking Policy Objectives support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count - 2831 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 Wednesday 28 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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 . Please note if you are giving feedback the consultation period opens 9.00am Wednesday 28 April 2021 and finishes 5.00pm Tuesday 11 May 2021.

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	<ul style="list-style-type: none">• What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Wednesday 12 May 2021.2. The proposal will go to the Regulatory Processes Committee on Tuesday 8 June 2021.3. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

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Traffic Resolution Plan: TR86-21 Moeller Street–No Stopping At All Times



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Moeller Street	<i>No Stopping, At All Times</i>	<i>North side, commencing from its intersection with Moeller Street and extending in an easterly direction following the northern kerbline for 16 metres</i>

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

Column One	Column Two	Column Three
Moeller Street	<i>No Stopping, At All Times</i>	<i>East side, commencing 115 metres South east of its intersection with Hawker street (Grid coordinates X=1,749,946.54m Y=5,427,280.18m) and extending in a southerly direction following the eastern kerb line for 23.5 metres.</i>

Prepared By: Renee Corlett **(Transport Engineer)**

Approved By: Stephen Harte **(Transport & Place Planning Project Manager)**

Date: 20/05/2021

FEEDBACK RECEIVED

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Feedback Received:

Name: Andrew Bartlett
Suburb: Miramar
Agree: Yes

Parking should never be at the expense of trying to navigate a big bus though wellingtons narrow streets. I support.

Name: Paula Warren
Suburb: Kelburn
Agree: Yes

Good to see safety and movement of vehicles being prioritised over parking.

Name: Michael Gray
Suburb: Miramar
Agree: Yes

No comment.

Officer's response to all submitters:

Thank you for your feedback on No Stopping At All Times on Moeller Street, Mount Victoria.

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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	TR87-21 Hutt Road, Kaiwharawhara – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install a No Stopping Restriction of 12 metres using broken yellow lines on Hutt Road.
Why we are proposing the change	<ul style="list-style-type: none"> We have received concerns from a business on Hutt Road regarding vehicles parking on Hutt Road outside no.148 obstructing the visibility of motorists exiting the driveway from this property onto a 60kph road.
Location – where we propose to make the change	Hutt Road, Kaiwharawhara – outside no.148
Impact	<ul style="list-style-type: none"> Improvements to safety by increasing driver visibility along a busy arterial road. Net parking impact - removal of two unrestricted parking spaces. Pedestrian impact - no change.
How this relates to the parking policy	<ul style="list-style-type: none"> Parking Policy Objectives support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 20,330. 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 Wednesday 28 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> 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 tfeedback@wcc.govt.nz . Please note if you are giving feedback the consultation period opens 9.00am Wednesday 28 April 2021 and finishes 5.00pm Tuesday 11 May 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

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Next Steps

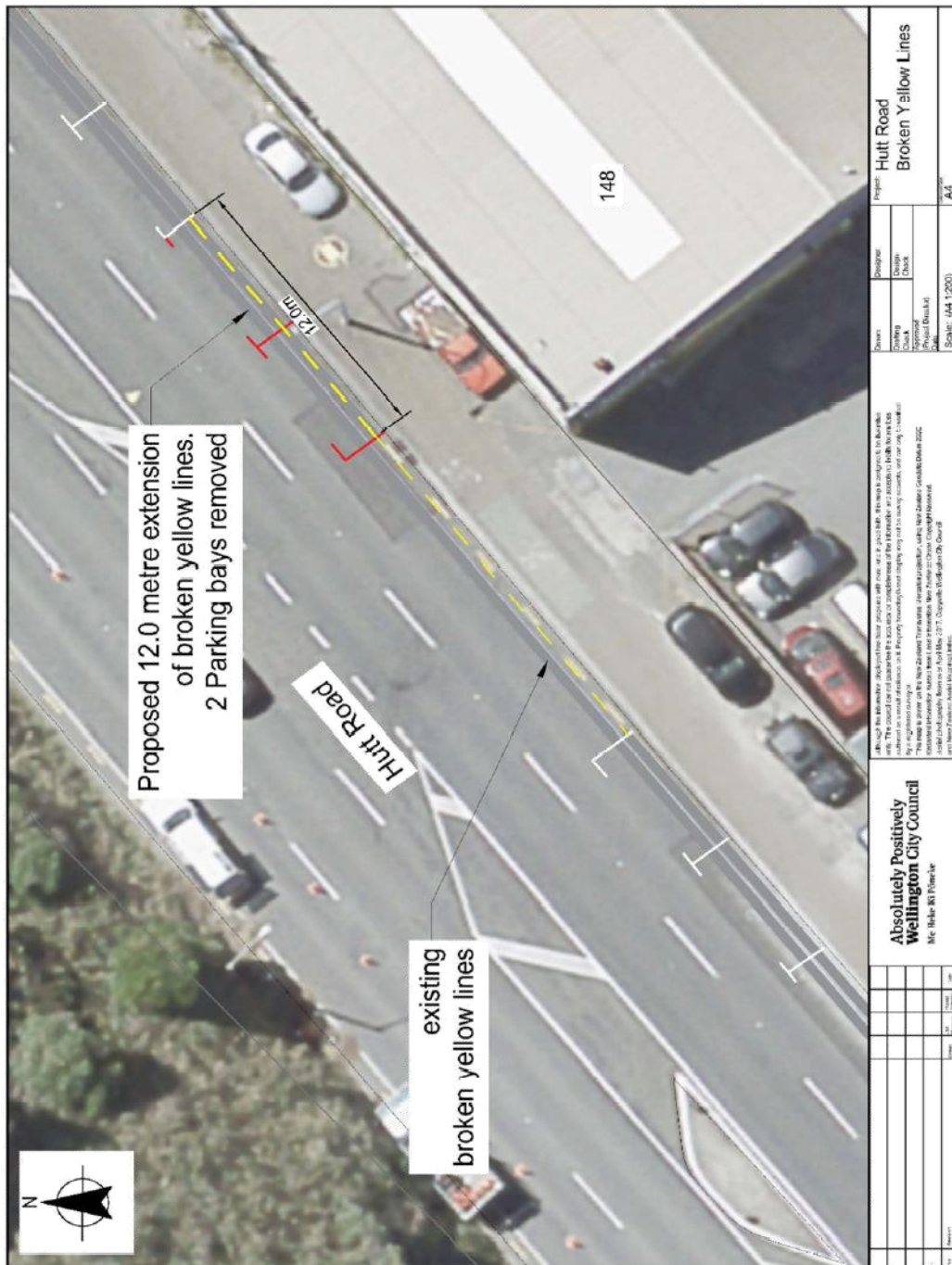
1. Feedback collated by Wednesday 12 May 2021.
2. The proposal will go to the Regulatory Processes Committee on Tuesday 8 June 2021.
3. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively Wellington City Council

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Traffic Resolution Plan: TR87-21 Hutt Road, Kaiwharawhara – No Stopping At All Times



We are proposing a change in your area

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Wellington City Council**
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Legal Description:

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

Column One	Column Two	Column Three
Hutt Road	<i>No Stopping at All Times</i>	<i>East side, commencing 289.2 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750143.0m, y= 5431023.0m) and extending in a northerly direction for 17 metres.</i>

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

Column One	Column Two	Column Three
Hutt Road	<i>No Stopping at All Times</i>	<i>East side, commencing 289.2 metres north of its intersection with Kaiwharawhara Road, (Grid coordinates x= 1750143.0m, y= 5431023.0m) and extending in a northerly direction for 29 metres.</i>

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

Approved By: Stephen Harte **(Transport & Place Planning Project Manager)**

Date: 20/05/2021

FEEDBACK RECEIVED

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Feedback Received:

Name: Saffi Naik
Suburb: Churton Park
Agree: Yes

Safety for cyclists will improve but there still needs to be adequate loading bay zones for delivery drivers.

Officer's response:

Thank you for your feedback, there are other parking spaces available on Hutt Road.

Name: Andrew Bartlett
Suburb: Miramar
Agree: Yes

This will also improve viability of people on bikes using the important Hutt Rd path to people in cars turning into the driveway.

The same should be done to the other driveways.

Officer's response:

Thank you for your feedback.

Name: Paula Warren
Suburb: Kelburn
Agree: Yes

Good to see safety and movement of vehicles being prioritised over parking.

Officer's response:

Thank you for your feedback.

Name: Jeffry Craanen on behalf of Interislander
Suburb: Kaiwharawhara
Agree: Yes

Hi, here is some feedback from the person that has asked for the 2 (but preferably 3) carparks to be removed.

The reason we would like these carparks removed is pretty simple: they obstruct the view of cars coming out of our yard. The traffic on Hutt Rd has a speed limit of 60km/h but I do know that this is not always being upheld (I see police cars coming past and stopping outside my office on a regular basis ticketing drivers that are speeding). Most of the time most of the carparks are empty so I don't really think that there is a need for so many carparks anyway.

FEEDBACK RECEIVED

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However, at times we have trucks coming here and parking in the first couple of carparks (sometimes with trailers, sometimes they leave just the trailers there (see attached photo) coz it's easier for them to pick them up since nobody else can park in front of it) which obstructs the view for the drivers coming out of our yard.

We at Interislander have a strong focus on Health & Safety and we would like all our staff to go home and be safe on the roads.



Officer's response:

Thank you for your feedback.

Name: Maria Phelps
Suburb: Pukerua Bay
Agree: Yes

Absolutely agree. This is a really dangerous entrance/ exit and creates a blind spot for cars exiting but also for cars on the road to be able to sight anything about to exit onto the road.

Officer's response:

Thank you for your feedback.

FEEDBACK RECEIVED

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Name: Blaize Larsen
Suburb: Khandallah
Agree: Yes

No comment.

Name: William Wesson
Suburb: Wellington
Agree: Yes

Its unsafe to pull out from the exit when vehicles can park in the current spaces outside leaving drivers to unsafely stick the nose of the vehicle out to see when it's clear to exit - fully support the proposed change.

Officer's response:

Thank you for your feedback.

Name: Nick Tito
Suburb: Kaiwharawhara
Agree: Yes

I certainly support this proposed change.

When a B train parks in that area it can completely obscure the view of oncoming traffic from the north.

It also means a driver trying to exit the address can end up blocking the entrance, the footpath for pedestrians and the cycle lane.

There are a number of businesses that use this exit including numerous couriers, delivery trucks and members of the public.

Happy to answer any further questions.

Officer's response:

Thank you for your feedback.

Name: Michael Gray
Suburb: Miramar
Agree: Yes

No comment.

FORWARD PROGRAMME

Purpose

1. This report provides the Forward Programme for the Pūroro Hātepe | Regulatory Processes Committee for the next two months.

Summary

2. The Forward Programme sets out the reports planned for Pūroro Hātepe meetings in the next two months that require committee consideration.
3. The Forward Programme is a working document and is subject to change on a regular basis.

Recommendation/s

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Receive the information.

Discussion

4. The following reports are on the Forward Programme.
5. Wednesday 11 August 2021:
 - Name for a private right-of-way in Khandallah (Chief Infrastructure Officer)
 - One new licence and one new lease on reserve land (Chief Operations Officer)
 - Proposed road closure (Chief Infrastructure Officer)
 - Traffic resolutions (Chief Infrastructure Officer)
6. Wednesday 8 September 2021:
 - Proposed road closure (Chief Infrastructure Officer)

Attachments

Nil

Author	Sean Johnson, Democracy Advisor
Authoriser	Jennifer Parker, Democracy Services Manager

SUPPORTING INFORMATION

Engagement and Consultation

N/A

Treaty of Waitangi considerations

N/A

Financial implications

N/A

Policy and legislative implications

Timeframes and deliverables are reliant on organisational resourcing and priorities.

Risks / legal

N/A

Climate Change impact and considerations

N/A

Communications Plan

N/A

Health and Safety Impact considered

N/A