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

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

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**MEMBERSHIP**

Mayor Foster  
Deputy Mayor Free  
Councillor Condie  
Liz Kelly  
Councillor Matthews  
Teri O'Neill (Deputy Chair)  
Councillor Pannett  
Simon Woolf (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](mailto: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.*

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## **AREA OF FOCUS**

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

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

To read the full delegations of this Committee, please visit [wellington.govt.nz/meetings](https://wellington.govt.nz/meetings).

**Quorum:** 4 members

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## 1. Meeting Conduct

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### 1.1 Karakia

The Chairperson will open the meeting with a karakia.

<b>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!</b>	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.

<b>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!</b>	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 10 November 2021 will be put to the Pūroro Hātepe | Regulatory Processes Committee for confirmation.

### 1.5 Items not on the Agenda

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

***Matters Requiring Urgent Attention as Determined by Resolution of the 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](mailto: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.

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## 2. General Business

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### 2.1 TRAFFIC RESOLUTIONS

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#### Kōrero taunaki

#### Summary of considerations

##### Purpose

1. This report to Pūroro Hātepe - Regulatory Processes Committee...

##### Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy

##### Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

##### Relevant Previous decisions

Outline relevant previous decisions that pertain to the decision being considered in this paper.

##### Significance

The decision is rated medium significance in accordance with schedule 1 of the Council's Significance and Engagement Policy. Outline the criteria that apply as set out in the Council's [Significance and Engagement Policy](#). This is a mandatory consideration, regardless of the level of significance. Democracy Services will peer review the level of significance.

##### Financial considerations

- Nil       Budgetary provision in Annual Plan / Long-term Plan       Unbudgeted \$X

2.

##### Risk

- Low       Medium       High       Extreme

3.

Author	Wendy Ferguson, Project Coordinator
Authoriser	Brad Singh, Transport and Infrastructure Manager Siobhan Procter, Chief Infrastructure Officer

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## **Taunakitanga**

### **Officers' Recommendations**

Officers recommend the following motion

That 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) TR80-21 Thane Road, Roseneath - No Stopping At All Times
  - b) TR104-21 Auckland Terrace, Melrose – No Stopping At All Times
  - c) TR105-21 Mersey Street, Island Bay - Time limited parking restrictions (Amended)
  - d) TR124 -21 Rakau Road, Hataitai - No Stopping At All Times
  - e) TR125-21 Alexandra Road, Hataitai - No Stopping At All Times
  - f) TR126-21 Tawa Terrace, Tawa - No Stopping At All Times
  - g) TR127-21 Helston Road, Johnsonville - No Stopping At All Times
  - h) TR128-21 Duncan Terrace, Kilbirnie – Confirm mobility parking
  - i) TR129-21 Oriental Parade, Oriental Bay – Relocate metered mobility parking
  - j) TR130-21 Konini Road, Hataitai - No Stopping At All Times
  - k) TR131-21 Pitt Street, Wadestown - No Stopping At All Times
  - l) TR132-21 Park Road, Miramar - Bus Stop # 6236 layout improvements

## **Whakarāpopoto**

### **Executive Summary**

4. A total of thirteen proposed traffic resolutions were issued for consultation between Friday 22 October 2021 and Sunday 7 November 2021. 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. After reviewing the feedback, twelve traffic resolutions are being recommended for approval (refer to recommendations). One traffic resolution was amended; and one traffic resolution was withdrawn:
  - o TR105-21 Mersey Street, Island Bay - Time limited parking restrictions was amended, following feedback, to retain three P10 parking spaces for local business customer use.
  - o TR18-21 Heke Street, Ngaio – Stop Control has been put on hold pending some potentially significant residential development in the vicinity which requires further investigation.

## **Takenga mai**

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## **Background**

5. Thirteen proposed traffic resolutions were publicly advertised in the Dominion Post on Friday 22 October 2021. Copies were either hand delivered or posted to all properties in the affected area and electronic copies were sent to local Ward Councillors, residents, residents associations and business associations. Electronic copies were also available on the Wellington City Council website. The consultation was posted on social media platform Twitter.

## **Kōrerorero**

### **Discussion**

6. 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.

## **Kōwhiringa**

### **Options**

7. The attached 'Traffic Resolutions Summary Table RPC 8 December 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.

## **Whai whakaaro ki ngā whakataunga**

### **Considerations for decision-making**

### **Alignment with Council's strategies and policies**

8. The proposed changes are in alignment with the Council Parking Policy at <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies>.

<https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies>.

### **Engagement and Consultation**

9. Thirteen proposed traffic resolutions were publicly advertised in the Dominion Post on Friday 22 October 2021. Copies were either hand delivered or posted to all properties in the affected area and electronic copies were sent to local Ward Councillors, residents, residents associations and business associations. Electronic copies were also available on the Wellington City Council website. The consultation was posted on social media platform Twitter.

### **Implications for Māori**

10. Not applicable.

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### **Financial implications**

11. The work required is contained in the Operating Project budgets, Policy, and legislative implications.

### **Legal considerations**

12. 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 and mitigations**

13. None identified.

<http://wccecm/otcs/trovequest.asp?doc=22083952&action=download>

### **Disability and accessibility impact**

14. The proposed changes will improve the accessibility for all users at all ages utilising different transport choices.

### **Climate Change impact and considerations**

15. 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**

16. Not required.

### **Health and Safety Impact considered**

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

### **Ngā mahinga e whai ake nei**

### **Next actions**

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

### **Attachments**

- |               |   |
|---------------|---|
| Attachment 1. | Traffic Resolution Summary Table  |
| Attachment 2. | Table of Traffic Resolutions Legal Description RPC 8<br>December 2021               |
| Attachment 3. | TR80-21 Thane Road, Roseneath - No Stopping At All Times                            |
| Attachment 4. | TR104-21 Auckland Terrace, Melrose – No Stopping At All<br>Times                    |
| Attachment 5. | TR105-21 Mersey Street, Island Bay - Time limited parking<br>restrictions (Amended) |

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- Attachment 6. TR124 -21 Rakau Road, Hataitai - No Stopping At All Times
  - Attachment 7. TR125-21 Alexandra Road, Hataitai - No Stopping At All Times
  - Attachment 8. TR126-21 Tawa Terrace, Tawa - No Stopping At All Times
  - Attachment 9. TR127-21 Helston Road, Johnsonville - No Stopping At All Times
  - Attachment 10. TR128-21 Duncan Terrace, Kilbirnie – Confirm mobility parking
  - Attachment 11. TR129-21 Oriental Parade, Oriental Bay – Relocate metered mobility parking
  - Attachment 12. TR130-21 Konini Road, Hataitai - No Stopping At All Times
  - Attachment 13. TR131-21 Pitt Street, Wadestown - No Stopping At All Times
  - Attachment 14. TR132-21 Park Road, Miramar - Bus Stop #6236 layout improvements

**Traffic Resolutions Summary Table RPC 8 December 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			Description of Proposed Change	Feed-back
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR80-21	(Part of) Thane Road, Roseneath – No Stopping At All Times	Unrestricted	No Stopping	Accessibility	NZBUS operator and Residents	N/A	N/A	1,710	50 (Bus Stop #7568)	Bus patron impact = positive, improve the reliability of the scheduled bus service, ensure the buses and larger vehicles access is unimpeded along this route.	This proposal is to extend broken yellow lines 5 metres past bus stop to improve bus accessibility and exit taper, install 65 metres of broken yellow lines on the eastern side between no.5 and no.15 to improve bus accessibility and vehicle thoroughfare, and install 45 metres of broken yellow lines on the western side north of no.14 Thane Road to improve bus accessibility and vehicle thoroughfare. We have received concerns from residents and NZBUS that scheduled bus services are regularly obstructed on Thane Road due to cars parking on both sides of the road and through the S-bend of the road. The existing road width on the straight section is 5.9m wide which is below the recommended minimum of 6.9m to allow parking on both sides of the road. Broken yellow lines on one side of the road and on the inside of bends are required to ensure scheduled bus accessibility at all times, including emergency service vehicles thoroughfare. Following prior consultation with residents, the proposed plan is to accommodate local residents' feedback.	Yes = 4 No = 2
TR104-21	(Part of) Auckland Terrace, Melrose – No Stopping At All Times	Unrestricted	No Stopping	Accessibility/ Safety	Resident	- 3 unrestricted parking spaces	N/A	Estimated 80	Not a Bus Route	Public impact = positive, ensure there is sufficient area for resident and service vehicles to access property's in Heaphy Way.	This proposal is to install 8 metres of broken yellow lines opposite no.6A Auckland Terrace and entry to Heaphy Way. We have received access concerns from a resident regarding parked vehicles on Auckland Terrace obstructing the access to Heaphy Way. The installation of broken yellow lines will ensure there is sufficient area for vehicles to manoeuvre in and out of the driveway and provide unobstructed access to Heaphy Way.	Yes = 7 No = 11
TR105-21	(Part of) Mersey Street, Island Bay - Time limited parking restrictions (Amended)	Time Limited	Time Limited	Accessibility	Business	Convert 13 Parking spaces to P180	N/A	1,491	Not a Bus Route	Public impact = positive, providing close car parks for customers visiting the business in the area.	This proposal is to convert four unrestricted angled parking spaces on the southern side to P180 time limited parking 8am-11pm, convert the five P60 angled parking spaces on the northern side to P180 time limited parking 8am-11pm, and convert four unrestricted angled parking spaces on the northern side to P180 time limited parking 8am-11pm. We reviewed the existing time limited parking restrictions in liaison with the Empire Cinema management to determine the proposed time limited restrictions to support local businesses and deter commuters from	Yes = 2 No = 2

**Traffic Resolutions Summary Table RPC 8 December 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			Description of Proposed Change	Feed-back
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
											all day parking in this area. This traffic resolution has been amended to convert 13 parking spaces to P180 only. The original traffic resolution was to convert 16 X P10 parking spaces to P180. Following feedback, it was decided to retain three P10 parking spaces for local business customer use.	
TR124-21	(Part of) Rakau Road, Hataitai – No Stopping At All Times	Unrestricted	No Stopping	Accessibility/ Safety	Residents	- 6 unrestricted parking spaces	N/A	930	Not a Bus Route	Accessibility impact = positive, ensure there is adequate space for a vehicle to safely travel through this section of road and provide unhindered access for emergency service vehicles.	This proposal is to install 34 metres of broken yellow lines along the western side of Rakau Road. We have received safety concerns from residents and local drivers travelling through the narrow section of Rakau Road. The existing road width along this section measures approximately 5.4 metres to 6 metres. With the current parking arrangement allowing vehicles to park on both sides of the road, this only leaves a lane width of 1.5 metres to 2 metres for vehicles to travel through which is impassable. To ensure there is adequate space for a vehicle to safely travel through this section of road and also provide unhindered access for emergency service vehicles, we propose the installation of broken yellow lines.	Yes = 4 No = 4
TR125-21	(Part of) Alexandra Road, Hataitai - No Stopping At All Times	Unrestricted	No Stopping	Safety	Residents/ WCC Parking Services	- 4 unrestricted parking spaces	N/A	928	Not a Bus Route	Pedestrian impact = positive, gives unimpeded access to the footpath, ensures pedestrians are not forced to use the road when the footpath is obstructed as an alternative	This proposal is to install 52 metres of broken yellow lines on the southern side of Alexandra Road. We have received accessibility and safety concerns from local residents and Council Parking Services about vehicles parking on the footpath forcing pedestrians to walk onto the road into traffic lane. Vehicles are parking on the footpath as there is no kerb and channel to clearly define the footpath. By installing 52 metres of broken yellow lines on the southern side of the road will improve safe passage for pedestrians and forward sightline for drivers. Along this section of Alexandra Road, the road width is below 6.7 metres, which is insufficient to allow parking on both sides of the road.	Yes = 2 No = 1
TR126-21	(Part of) Tawa Terrace, Tawa - No Stopping At All Times	Unrestricted	No Stopping	Accessibility/ Safety	Residents	- 3 unrestricted parking spaces	N/A	362	Not a Bus Route	Accessibility impact = positive Improving access for resident entering and exiting their steeply angled driveways.	This proposal is to extend broken yellow lines by 33 metres. We have received accessibility and safety concerns from local residents on Tawa Terrace about vehicles parking between the driveways of no.22 and no.26 obstructing visibility when exiting their driveways and extending the existing broken yellow lines between no.22 to no.26 will improve visibility	Yes = 4

**Traffic Resolutions Summary Table RPC 8 December 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			Description of Proposed Change	Feedback
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
											and safety when residents are exiting their driveways. We have received a 'Request For Action' form showing support from residents in the area to extend the broken yellow lines.	
TR127-21	(Part of) Helston Road, Johnsonville - No Stopping At All Times	Unrestricted	No Stopping	Accessibility/ Efficiency	Residents	- 33 (approx.) unrestricted parking spaces	N/A	<del>22,195</del> 12,500	N/A	Accessibility impact = Positive, ensuring efficient use of traffic lanes on this busy transport corridor.	This proposal is to install broken yellow lines along Helston Road bridge. We have received accessibility concerns from residents regarding vehicles parking on Helston Road bridge over State Highway 1 resulting in the build-up of traffic along this section of road. This is a busy transport corridor between Newlands and Johnsonville and situated near an on-ramp to State Highway 1. The build-up of traffic during peak times impacts on traffic flow and restricts vehicles from efficiently accessing the right and left turning lanes at the intersection with Moorefield Road.	Yes = 7
TR128-21	(Part of) Duncan Terrace, Kilbirnie - Confirm mobility parking	Unrestricted	Class Restricted	Accessibility/ Safety	Resident	- 1 unrestricted parking space, + 1 Mobility parking space	N/A	1,043	N/A	Mobility impact = positive, providing those with impaired mobility close and safe access.	This proposal is to give legal confirmation of mobility parking space outside no.23 Duncan Terrace. In September 2021 we received an urgent accessibility concern from a resident on Duncan Terrace. Due to the resident's medical condition, Council officers deemed it appropriate to install a mobility parking space outside the resident's property on a temporary basis, based on compassionate and safety grounds. This mobility parking provision was to ensure the resident had safe direct access to their property. We received written confirmation from directly affected neighbours in support before the installation and to be followed by legalising the mobility parking. This mobility parking will be removed when it is no longer required.	Yes = 1
TR129-21	(Part of) Oriental Parade, Oriental Bay – Relocate metered mobility parking	Metered Parking	No Stopping/ Class Restricted	Accessibility	WCC Parking Services	- 1 metered parking space	-\$915	14,862	N/A	Accessibility impact = positive, ensuring a Fire Hydrant is unobstructed by parked vehicles in the event of a fire	This proposal is to relocate a metered mobility parking space to an adjacent metered parking space. Install broken yellow lines and hatch markings to ensure unimpeded access to a fire hydrant. We have received concerns from Council Parking Services regarding a metered mobility parking space being designated over an existing fire hydrant. Removing a vehicle parking over the existing fire hydrant to enable access for Fire Services.	Yes = 1

**Traffic Resolutions Summary Table RPC 8 December 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			Description of Proposed Change	Feedback
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR130-21	(Part of) Konini Road, Hataitai - No Stopping At All Times	Unrestricted	No Stopping	Accessibility/ Safety	Residents	- 5 unrestricted parking spaces	N/A	203	N/A	Accessibility impact = positive, ensure there is adequate space for a vehicle to safely travel through this section of road and provide unhindered access for emergency service vehicles.	This proposal is to install 30 metres of broken yellow lines on Konini Road where it intersects with Hataitai Road. We have received safety and accessibility concerns from residents that the width of Konini Road, measuring 6.4 metres is too narrow for vehicles to park on both sides of the road which is restricting traffic thoroughfare. By installing the proposed broken yellow lines, vehicle movements and unimpeded access for emergency services along Konini Road will be maintained.	Yes = 2 No = 1
TR131-21	(Part of) Pitt Street, Wadestown – No stopping At All Times	Unrestricted	No Stopping	Accessibility/ Safety	Residents	- 1 unrestricted parking space	N/A	470	N/A	Accessibility impact = positive, ensure there is adequate space for a vehicle to safely travel through this section of road and provide unhindered access for emergency service vehicles.	This proposal is to install 8 metres of broken yellow lines along the eastern side of Pitt Street. We have received safety concerns from residents and drivers having difficulties travelling along this section of Pitt Street due to the narrowness of the road. The road width along this section measures approximately 5.9 metres to 6.7 metres. With the existing parking arrangement allowing vehicles to park on both sides of the road, the remaining lane width of 2 metres is insufficient for vehicles to manoeuvre through. To ensure there is adequate space for a vehicle to safely travel through this section of road and have unhindered access for emergency service vehicles we propose the installation of broken yellow lines.	Yes = 1 No = 1
TR132-21	(Part of) Park Road, Miramar - Bus Stop #6236 layout improvements	Class Restricted	Class Restricted	Accessibility/ Safety	GWRC	N/A	N/A	6,100	495	Bus Patron impact = positive making it safer to board and alight from bus	This proposal is to improve accessibility for buses at existing bus stop #6236 on Park Road by constructing a new kerb buildout and changing the layout to provide easier entry and exit to the stop. To improve accessibility for buses using this bus stop to safely pick up and set down passengers. The bus stop is currently inaccessible due to a large Pohutukawa tree protruding into the roadway obstructing buses from correctly pulling into the bus stop. Creating a kerb buildout to the south of its present position will provide a safe place for bus users to board and alight from buses. This will allow buses to access the stop without the risk of striking the adjacent tree and causing damage to buses and the future health of the tree.	Yes = 3

## Table of Traffic Resolutions Legal Description RPC 8 December 2021

<b>a.</b>	<b>Thane Road, Roseneath (TR80-21) No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Thane Road</b>	No Stopping At All Times	West side commencing 9.5 metres north of its intersection with Robieson Street (Grid coordinates X=1750627.41m, Y=5426946.04m) and extending in a northerly direction and following the western kerb line for 5 metres.
	<b>Thane Road</b>	No Stopping At All Times	Eastern side commencing 9.5 metres north of its intersection with Robieson Street (Grid coordinates X=1750627.41m, Y=5426946.04m) and extending in a northerly direction and following the eastern kerb line for 65 metres.
	<b>Thane Road</b>	No Stopping At All Times	West side commencing 135 metres north of its intersection with Robieson Street (Grid coordinates X=1750627.41m, Y=5426946.04m) and extending in a northerly direction and following the western kerb line for 45 metres.
<b>b.</b>	<b>Auckland Terrace, Melrose (TR104-21) No Stopping At All Times</b>		
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Auckland Terrace</b>	No stopping, At All Times	West side, commencing from its intersection with Heaphy Way and extending in a southerly direction following the western kerbline for 12 metres.
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Auckland Terrace</b>	No stopping, At All Times	West side, commencing from its intersection with Heaphy Way (Grid coordinates x= 1,749,548.67 m, y= 5,423,622.35 m) and extending in a southerly direction following the western kerbline for 20 metres.
<b>c.</b>	<b>Mersey Street, Island Bay (TR105-21) Time limited parking restrictions</b>		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Mersey Street</b>	P60 Monday to Saturday 8:00am-6:00pm	North side, commencing 11.5 metres from of its intersection with The Parade and extending in a westerly direction following the northern kerbline for 10.5 metres. (4 angled parking spaces)
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	Mersey Street	P180, 8am-11pm, Monday to Sunday	North side, commencing 11.1 metres west of its intersection with The Parade (Grid Coordinates X= 1,748,316.8 m,

## Table of Traffic Resolutions Legal Description RPC 8 December 2021

			Y= 5,422,296.9m) and extending in a westerly direction following the northern kerb line for 23.1 metres (9x angled parking spaces)
	<i>Mersey Street</i>	<i>P180, 8am-11pm, Monday to Sunday</i>	South side, commencing 21 metres west of its intersection with The Parade (Grid coordinates X=1,748,312.6m, Y= 5,422,282.7m) and extending in a westerly direction following the southern kerb line for 14 metres (4 angled parking spaces)
<b>d.</b>	<b>Rakau Road, Hataitai (TR124-21) No Stopping At All Times</b>		
	<i>Delete from schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Rakau Road</b>	<i>No Stopping, At All times</i>	<i>East side, commencing from its intersection with Marewa Road and extending in a southerly direction following the eastern kerbline for 22 metres</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule.</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Rakau Road</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 23 metres south of its intersection with Ariki Road (Grid coordinates X= 7,484,308,01m, Y= 5,497,535,02m) and extending in a southerly direction following an eastern kerb line for 56 metres.</i>
<b>e.</b>	<b>Alexandra Road, Hataitai (TR125-21) No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Alexandra Road</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 7 metres east of its intersection with Upoko Road (Grid coordinates X=1,750,291.82m Y=5,426,645.86m) and extending in an easterly direction following the southern kerb line for 52 metres.</i>
<b>f.</b>	<b>Tawa Terrace, Tawa (TR126-21) No Stopping At All Times</b>		
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Tawa Terrace</b>	<i>No Stopping At All Times</i>	<i>East side, 98 metres south of its intersection with Bartlett Grove (Grid Coordinates X=1,753,415.25m Y=5,440,404.66m) and extending in a southerly direction following the eastern kerb line for 9 metres.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Tawa Terrace</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 65 metres south of its intersection with Bartlett Grove (Grid coordinates X=1,753,415.25m Y=5,440,404.66m) and extending in a southerly direction following the eastern kerb line for 42 metres.</i>

**Table of Traffic Resolutions Legal Description RPC 8 December 2021**

<b>g.</b>	<b>Helston Road, Johnsonville (TR127-21) No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Helston Road</b>	No Stopping At All Times	North side, commencing at its intersection with Middleton Road (Grid coordinates X= 1,751,540.64m, Y= 5,435,183.21m) and extending in an easterly direction following the northern kerb line for 44 metres.
	<b>Helston Road</b>	No Stopping At All Times	North side, commencing 80 metres east of its intersection with Middleton Road (Grid coordinates X= 1,751,540.64m, Y= 5,435,183.21m) and extending in an easterly direction following the northern kerb line for 30 metres.
	<b>Helston Road</b>	No Stopping At All Times	North side, commencing 165 metres east of its intersection with Middleton Road (Grid coordinates X= 1,751,540.64m, Y= 5,435,183.21m) and extending in an easterly direction following the northern kerb line for 35 metres.
	<b>Helston Road</b>	No Stopping At All Times	South side, commencing 43 metres east of its intersection with Moorefield Road (Grid coordinates X= 1,751,531.03m, Y= 5,435,169.71m) and extending in an easterly direction following the southern kerb line for 76 metres.
<b>h.</b>	<b>Duncan Terrace, Kilbirnie (TR128-21) Confirm mobility parking</b>		
	<i>Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Duncan Terrace</b>	Mobility parking space, At All Times, Displaying an Operation Mobility Permit Only	East Side, commencing 23 metres from its intersection with Crawford Road (Grid coordinates X= 1,749,940.6m, Y= 5,424,625.3m) and extending in a southerly direction following the eastern kerb line for 6 metres.
<b>i.</b>	<b>Oriental Parade, Oriental Bay (TR129-21) Relocate metered mobility parking</b>		
	<i>Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Oriental Parade</b>	Mobility parking – displaying an operation mobility permit only. P120 Maximum, At All Times.	Northwest side, following the kerbline 281 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in a northeasterly direction for 11.5 metres.
	<b>Oriental Parade</b>	Metered Parking. P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and	North side, following the kerbline 108 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction, and

## Table of Traffic Resolutions Legal Description RPC 8 December 2021

		Sunday 8:00am - 6:00pm.	then northeasterly for a total of 173 metres. (48 angle carparks)
<i>Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Oriental Parade</b>	Mobility parking – displaying an operation mobility permit only. P120 Maximum, At All Times.	North side, commencing 284 metres east of its intersection with Herd Street (Grid coordinates x= 1,749,592,31m, y=5,427,319,76m) and extending in an easterly direction following the northern kerb line for 8.5 metres.
	<b>Oriental Parade</b>	Mobility parking – displaying an operation mobility permit only. P120 Maximum, At All Times.	North side, commencing 281 metres east of its intersection with Herd Street (Grid coordinates x= 1,749,592,31m, y=5,427,319,76m) and extending in an easterly direction following the northern kerb line for 3 metres.
	<b>Oriental Parade</b>	Metered Parking. P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	North side, commencing 108 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction, and then northern for a total of 170 metres. (47 angle carparks)
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Oriental Parade</b>	No Stopping, At All Times	North side, commencing 287 metres east of its intersection with Herd Street (Grid coordinates x= 1,749,592,31m, y=5,427,319,76m) and extending in an easterly direction following the northern kerb line for 4 metres.
<b>j.</b>	<b>Konini Road, Hataitai (TR130-21) No Stopping At All Times</b>		
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Konini Road</b>	No Stopping At All Times	South side, commencing 6.2 metres west of its intersection with Hataitai Road (Grid coordinates X=1,750,355.2m Y=5,426,107.4m) and extending in a westerly direction following the southern kerb line for 30 metres.
<b>k.</b>	<b>Pitt Street, Wadestown (TR131-21) No stopping At All Times</b>		
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Pitt Street</b>	No Stopping At All Times	East side, commencing 11 metres south of its intersection with Wadestown Road (Grid coordinates X= 1,748,748.63m Y= 5,430,647.82m) and extending in a southerly direction following the eastern kerb line for 8 metres.
<b>l.</b>	<b>Park Road, Miramar (TR132-21) Bus Stop #6236 layout improvements</b>		
<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>

## Table of Traffic Resolutions Legal Description RPC 8 December 2021

	<b><i>Park Road</i></b>	<i>Bus Stop, At All Times</i>	<i>West side, commencing 30.5 metres south of its intersection with Rotherham Street and extending in a southerly direction following the western kerbline for 19.5 metres.</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b><i>Park Road</i></b>	<i>Bus Stop, At All Times.</i>	<i>West side, commencing 40 metres north of its intersection with Rex Street (grid coordinates, x = 1752297.648m, y = 5425004.394m) and extending in a northerly direction following the western kerbline for 15 metres.</i>

# We are proposing a change in your area

Kia ora,

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

## Proposal:

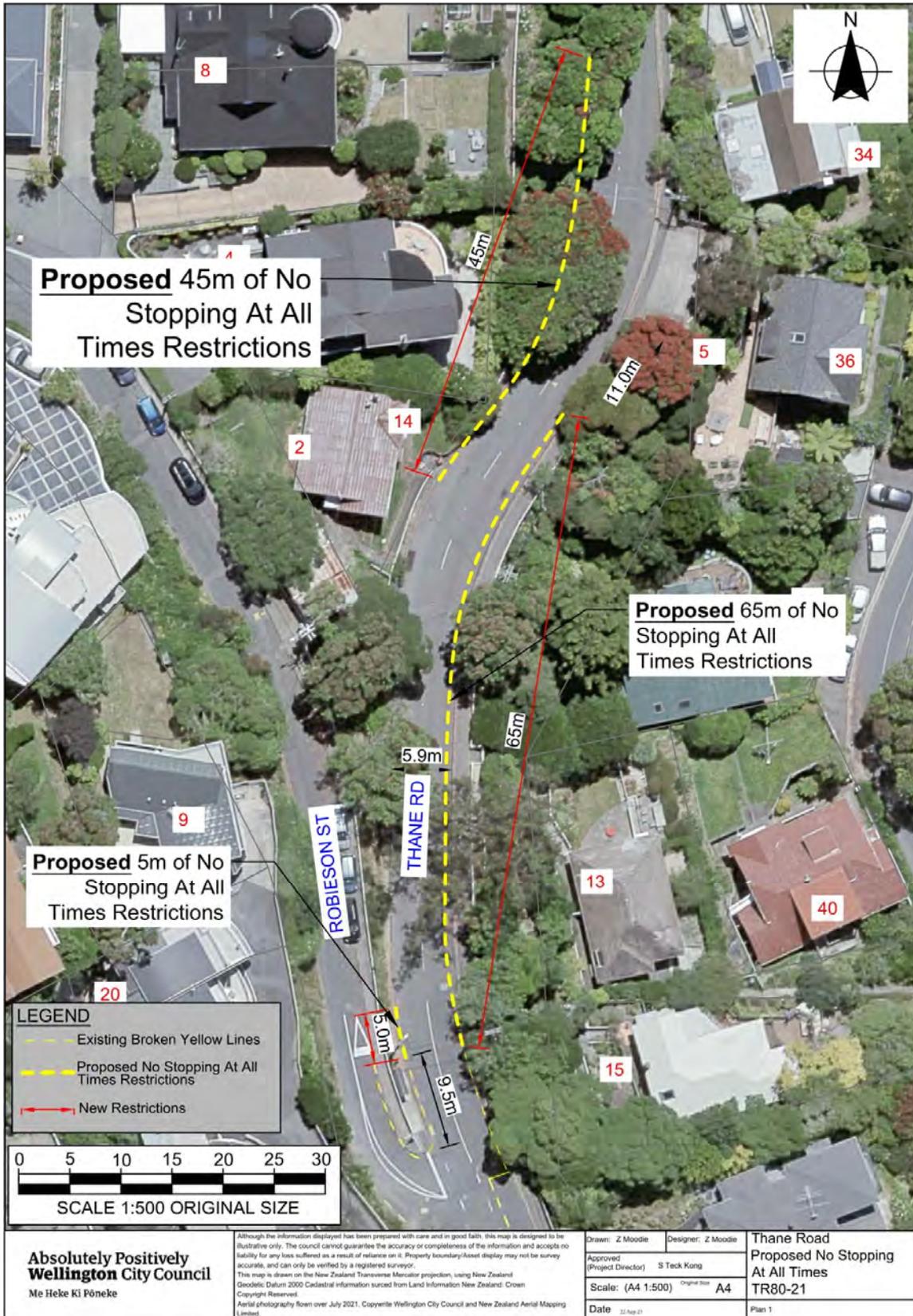
<b>Reference</b>	TR80-21 Thane Road, Roseneath – No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Extend broken yellow lines 5 metres past bus stop to improve bus accessibility and exit taper.</li> <li>Install 65 metres of broken yellow lines on the eastern side between no.5 and no.15 to improve bus accessibility and vehicle thoroughfare.</li> <li>Install 45 metres of broken yellow lines on the western side north of no.14 Thane Road to improve bus accessibility and vehicle thoroughfare.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received concerns from residents and NZBUS that scheduled bus services are regularly obstructed on Thane Road due to cars parking on both sides of the road and through the S-bend of the road. The existing road width on the straight section is 5.9m wide which is below the recommended minimum of 6.9m to allow parking on both sides of the road. Broken yellow lines on one side of the road and on the inside of bends are required to ensure scheduled bus accessibility at all times, including emergency service vehicles thoroughfare.</li> <li>Following prior consultation with residents, the proposed plan is to accommodate local residents' feedback.</li> </ul>
<b>Location – where we propose to make the change</b>	Thane Road, Roseneath - no.8 to no.15
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improved access for scheduled bus services and emergency services vehicles.</li> <li>Improvements for public safety by reducing vehicle restrictions and removing obstructions to driver forward visibility.</li> <li>Net parking impact - removal of 115m of kerbside spaces which are unsuitable for parking on both sides of the road due to inadequate carriage width to allow safe access.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 1,710.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Friday 22 October 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>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 <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul>

# We are proposing a change in your area

	<p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 22 October 2021 and finishes at 5.00 pm Sunday 7 November 2021.</b></p> <ul style="list-style-type: none"><li>• 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.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 8 November 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 December 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

# We are proposing a change in your area

## Traffic Resolution Plan: TR80-21 Thane Road, Roseneath – No Stopping At All Times.



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Thane Road</b>	<i>No Stopping At All Times</i>	<i>West side commencing 9.5 metres north of its intersection with Robieson Street (Grid coordinates X=1750627.41m, Y=5426946.04m) and extending in a northerly direction and following the western kerb line for 5 metres.</i>
<b>Thane Road</b>	<i>No Stopping At All Times</i>	<i>Eastern side commencing 9.5 metres north of its intersection with Robieson Street (Grid coordinates X=1750627.41m, Y=5426946.04m) and extending in a northerly direction and following the eastern kerb line for 65 metres.</i>
<b>Thane Road</b>	<i>No Stopping At All Times</i>	<i>West side commencing 135 metres north of its intersection with Robieson Street (Grid coordinates X=1750627.41m, Y=5426946.04m) and extending in a northerly direction and following the western kerb line for 45 metres.</i>

**Prepared By:** Zackary Moodie (Team Leader Transport Engineering)  
**Approved By:** Stephen Harte (Transport and Place Planning Project Manager)  
**Date:** 18/11/2021

# FEEDBACK RECEIVED

## Feedback Received:

**Name:** Don Bagnall  
**Suburb:** Roseneath  
**Agree:** No

My 8 July comments on the initial proposal noted:

- Access for families is safer when their vehicle is parked beside the footpath. This is especially so when a person needs assistance to get into a car or when children are involved. Children can be assisted from the footpath into a vehicle and safely strapped in a car seat.
- Access into the entrance to 13 and 15 Thane Road from vehicles for goods and services needs to be enabled with parking restrictions.

A **residents parking zone** on the seaward side of Thane Road is requested so young, elderly and disabled people can be safely assisted into a vehicle parked by the kerb-side of our properties. Such a zone would also provide for safe delivery of goods. A residents parking zone could have a time limit, or no overnight parking allowed.

Traffic speeds along this section of Thane Road. It is not safe to load and unload vehicles parked across the road. These concerns have not been addressed in the 10 October proposal.

## Officer's response:

Thank you for your feedback on TR80-21 Thane Road, Roseneath – No Stopping At All Times.

Officers agree that kerbside parking is better situated adjacent to the footpath side of the road, however along straight sections of road.

This section of Thane Road with the footpath side of the road is on the inside of a road bend and any vehicles parking around this bend will force drivers to manoeuvre across the centreline into the opposing traffic lane as well as with restricted forward visibility for opposing drivers.

Thane Road lies outside the Mt Victoria residents parking zone and will be assessed for future inclusion in the proposed residents parking scheme review.

**Name:** Simon Liddell  
**Suburb:** Roseneath  
**Agree:** No

For WCC records I am the owner of 13 Thane Rd and concur with Don Bagnall's feedback (as stated below):

*My 8 July comments on the initial proposal noted:*

- *Access for families is safer when their vehicle is parked beside the footpath. This is especially so when a person needs assistance to get into a car or when children are involved. Children can be assisted from the footpath into a vehicle and safely strapped in a car seat.*

- *Access into the entrance to 13 and 15 Thane Road from vehicles for goods and services needs to be enabled with parking restrictions.*

*A residents parking zone on the seaward side of Thane Road is requested so young, elderly and disabled people can be safely assisted into a vehicle parked by the kerb-side of our properties. Such a zone would also provide for safe delivery of goods. A residents parking zone could have a time limit, or no overnight parking allowed.*

*Traffic speeds along this section of Thane Road. It is not safe to load and unload vehicles parked across the road. These concerns have not been addressed in the 10 October proposal.*

### **Officer's response:**

Thank you for your feedback on TR80-21 Thane Road, Roseneath – No Stopping At All Times.

Officers agree that kerbside parking is better situated adjacent to the footpath side of the road, however along straight sections of road.

This section of Thane Road with the footpath side of the road is on the inside of a road bend and any vehicles parking around this bend will force drivers to manoeuvre across the centreline into the opposing traffic lane as well as with restricted forward visibility for opposing drivers.

Thane Road lies outside the Mt Victoria residents parking zone and will be assessed for future inclusion in the proposed residents parking scheme review.

**Name:** Melissa Anderson on behalf of Greater Wellington Regional Council  
**Suburb:** Wellington  
**Agree:** Yes

### **1. Introduction**

Greater Wellington Regional Council (Greater Wellington) welcomes the opportunity to provide comments on Wellington City Council's (WCC) proposed Traffic Resolution TR80-21 (the Traffic Resolution).

We strongly support this Traffic Resolution, as it coincides with helping Greater Wellington with one of its principal roles of providing an efficient public transport system and ensuring accessibility and safety is always a priority when thinking about road design and management.

We look forward to continuing to work with WCC to improve public transport in Wellington City.

### **2. Specific Comments on the Traffic Resolution**

Greater Wellington strongly supports the Traffic Resolution. Extending the broken yellow lines will improve bus accessibility and thoroughfare along Thane Road as currently buses have issues navigating the parked cars on either side of the road. There have been issues of bus drivers hitting parked cars because of the below minimum road left available for drivers to navigate along when there are cars parked on either side of the road. Navigating the bend around Thane Road is already difficult in a long vehicle such as a bus and decreasing the width of the road by having parked cars along it adds another complexity for bus drivers.

There are also safety issues with the current layout at Thane Road, which implementing this Traffic Resolution will solve.

When weaving in between the parked cars on both sides of the road, bus drivers have reduced visibility which impacts their ability to make safe and informed decisions when driving. On some occasions drivers have had to exit their bus to assess if they can safely drive between the parked cars. As bus drivers are often required to weave between parked cars, they are unable to always keep a safe distance between vehicles in front of them, and they lose awareness of the distance between the bus and any vehicles behind them. This is a safety issue as drivers are unable to maintain situational awareness of other vehicles on the road, which makes pulling into and out of bus stops more dangerous. This all leads to delays in the scheduled bus service as drivers are forced to drive slowly and sometimes stop and wait for other vehicles in order to ensure it is safe to drive along this part of Thane Road.

Overall, implementing the Traffic Resolution will increase the accessibility and safety for buses travelling along Thane Road and Greater Wellington strongly supports it. Extending the broken yellow lines is needed to ensure our scheduled bus services can run to time in a safe manner.

**Officer's response:**

Thank you for your feedback on TR80-21 Thane Road, Roseneath – No Stopping At All Times.

**Name:** Adrien Toupet  
**Suburb:** Hataitai  
**Agree:** Yes

Driving (and walking) in Roseneath is difficult and dangerous due to very narrow roads, excessive parking on both sides and limited footpath access. I fully support TR80-21 to improve BUS access and make it safer for everyone else.

**Officer's response:**

Thank you for your feedback on TR80-21 Thane Road, Roseneath – No Stopping At All Times.

**Name:** Julia Corston  
**Suburb:** Wellington Central  
**Agree:** Yes

No comment.

**Officer's response:**

Thank you for your feedback on TR80-21 Thane Road, Roseneath – No Stopping At All Times.

**Name:** Leon Perrie  
**Suburb:** Roseneath  
**Agree:** Yes

Plan looks great. The most number of vehicles I've seen parked in this area is three. That number, plus a few more, can easily be parked in the space remaining on the western side of the road.

## FEEDBACK RECEIVED

A problem only arose when vehicles were inexplicably parked on both sides of the road. It seems no-stopping lines are needed to guide safer parking (i.e., on just one side of the road).

**Officer's response:**

Thank you for your feedback on TR80-21 Thane Road, Roseneath – No Stopping At All Times.

# We are proposing a change in your area

Kia ora,

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

## Proposal:

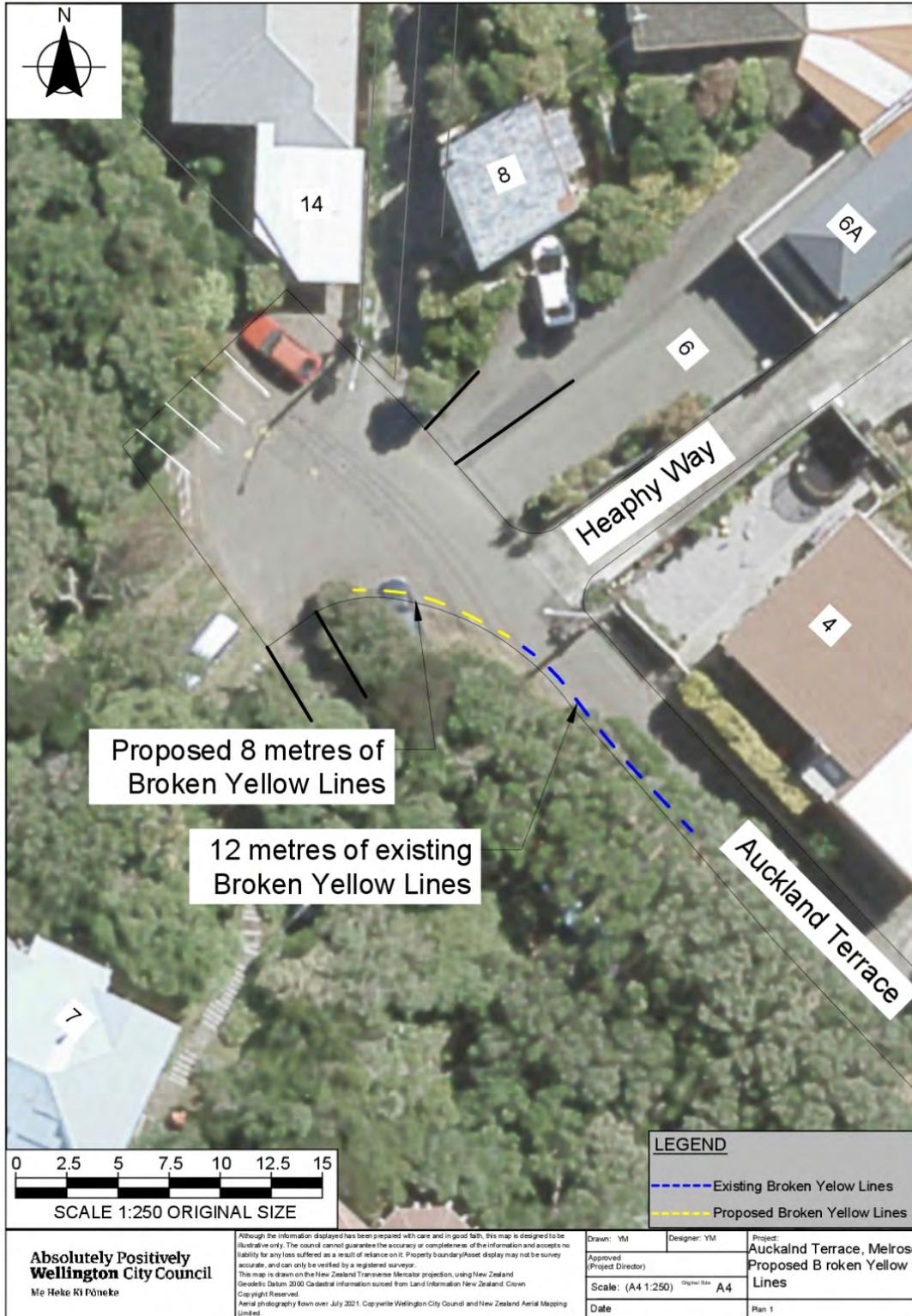
<b>Reference</b>	TR104-21 Auckland Terrace, Melrose – No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Install 8 metres of broken yellow lines opposite no.6A Auckland Terrace and entry to Heaphy Way.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• We have received access concerns from a resident regarding parked vehicles on Auckland Terrace obstructing the access to Heaphy Way.</li><li>• The installation of broken yellow lines will ensure there is sufficient area for vehicles to manoeuvre in and out of the driveway and provide unobstructed access to Heaphy Way.</li></ul>
<b>Location – where we propose to make the change</b>	Auckland Terrace, Melrose – opposite Heaphy Way
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves safety for vehicles travelling along Auckland Terrace and Heaphy Way.</li><li>• Net parking impact - removal of three unrestricted parking spaces.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• 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.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count – No data.</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Friday 22 October 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li></ul> <p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 22 October 2021 and finishes at 5.00 pm Sunday 7 November 2021.</b></p> <ul style="list-style-type: none"><li>• 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.</li></ul>

# We are proposing a change in your area

## Next Steps

1. Feedback collated by Monday 8 November 2021.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 December 2021.
3. If approved, the proposal will be installed within the following three months.

## Traffic Resolution Plan: TR104-21 Auckland Terrace, Melrose – No Stopping At All Times



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Auckland Terrace</b>	No stopping, At All Times	West side, commencing from its intersection with Heaphy Way and extending in a southerly direction following the western kerbline for 12 metres.

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

Column One	Column Two	Column Three
<b>Auckland Terrace</b>	No stopping, At All Times	West side, commencing from its intersection with Heaphy Way (Grid coordinates x= 1,749,548.67 m, y= 5,423,622.35 m) and extending in a southerly direction following the western kerbline for 20 metres.

**Prepared By:** Yohannes Mesfun (Graduate Transport engineer)

**Approved By:** Zackary Moodie (Team Leader Transport Engineering)

**Date:** 18/11/2021

# FEEDBACK RECEIVED

## Feedback Received:

**Name:** Lynette Simpson  
**Suburb:** Melrose  
**Agree:** No

Auckland terrace has barely any off-street parking as is and lots of properties and visitors (not ours as we have off street parking) rely on those spots and completely blocking them all out is totally unnecessary and a waste of rates payers' money.

We have lived here longer than anyone else in the neighbourhood (over 50 years) and it has never been a problem until now. There has always been enough space to fit at least 2 cars in that area. but due to the ridiculous housing situation in New Zealand more people live in households etc which means more cars per households etc. If you completely block that area out it will cause much undue stress for people. While that area in question does need to be better marked it should still be allowed to have 2 cars at least so it shouldn't all be yellow lines!! Visitors will have nowhere to park most days and that area is good for wheelchair access visitors. Taking away this whole area will cause driveway blockages and further complaints about these yellow lines.

Installing those yellow lines over the whole area will only lead to more neighbourhood issues and disharmony. Any half decent truck driver can manage as I have spoken to many. Also, people will still park there regardless as there is nowhere else for some households at times. A better plan needs to be thought of as this won't work long term. Almost all residents in the immediate area disagree with this proposal.

## Officer's response:

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

Parked vehicles at this location regularly obstruct access to Heaphy Way (off Auckland Terrace) and delivery vehicles or trucks cannot get access as they cannot turn into and out of Heaphy Way.

We have visited the site and assessed the vehicle tracking for cars and trucks and concluded that parked vehicles at this location are obstructing entry and exit of Heaphy Way driveway.

Regarding your concerns about the lack of kerbside parking in the area, WCC approved parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.

**Name:** Ashleigh Simpson  
**Suburb:** Melrose  
**Agree:** No

Don't need yellow lines in that area. Better car park marking, and planning is more worthwhile. Visitors will have nowhere to park especially weekends. Lived here my whole life 60 plus years without issue of this area.

Residents like me will have more issues of our driveways being blocked in due to lack of parking if all that area is yellow lined and will simply be more complaints from us about the yellow lines being there. One- or two-people's complaint should not outweigh the whole neighbourhood. Some elderly residents can't sleep over this proposal and some are unable to write in their disapproval of this proposal as don't have computers.

### **Officer's response:**

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

Council officers are assessing any request for parking changes in-line with the Council approved parking policy:

<https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

The approved Parking Policy provides guidelines in assessing any residents parking requests based on an area wide approach instead of local individual streets.

Auckland Terrace is within Melrose suburb and will be assessed based on the priority list.

The assessment will involve, but not limited to:

- An area-wide parking survey
- Review of the survey and allocation of parking
- Consultation with key stakeholders
- Implementation of proposed restrictions

The Council Parking Policy is to support the shift in type of transport used which means less reliance on private vehicles and a shift to public transport and active transport modes. All parking scheme will be developed with this objective.

WCC approved parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.

We are unable to provide a timeline for the parking assessment in Melrose due to other higher priority suburbs.

**Name:** Anita Roberts  
**Suburb:** Melrose  
**Agree:** Yes

Thank you for the opportunity to provide feedback on the proposed changes, i.e. installing broken yellow lines opposite the entrance to Heaphy Way. This is so access is not obstructed by vehicles parked illegally on Auckland Terrace opposite the entrance to Heaphy Way, which I understand is council-owned land.

I strongly agree with yellow lines being painted to allow safe access, for the reasons given below:

## FEEDBACK RECEIVED

- 1) The current yellow lines continued further along (where you propose to extend the lines) and there was no white line to designate a parking space. These changes were done by persons unknown to provide illegal parks some time ago.
- 2) Cars parked there obstruct vehicles making the turn into Heaphy Way from Auckland Terrace, specifically delivery vehicles as it is a tight turn.
- 3) Delivery vehicles that recently have been obstructed are the gas bottle delivery truck to my residence at 6A. The driver had to manhandle the bottles along Heaphy Way on a trolley, which was awkward and dangerous. There is a slope in the Heaphy Way drive and the driver struggled to keep control of the trolley. Also, a furniture truck had to park in the Auckland Terrace turn-around area and the delivery men had to hand carry furniture along Heaphy Way to my neighbour at 6B.
- 4) Other neighbours have truck deliveries of furniture, building materials, skip bins etc which cannot access Heaphy Way when the entry is obstructed by parked cars at the top of Auckland Terrace.
- 5) **Most importantly**, access cannot be blocked to emergency vehicles, ie ambulance, and fire truck. This is a Health and Safety issue if urgent medical help is required or there is a fire that the emergency vehicles cannot get access to.

So please get the no parking yellow lines installed as soon as possible. I am in full support of this.

### Officer's response:

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

**Name:** Resident  
**Suburb:** Melrose  
**Agree:** Yes

When cars are parked in the proposed location for alteration, it is not possible to enter or exit Heaphy Way with a vehicle more than 6 metres in length. The number and configuration of the vehicles that park here directly impact access to Heaphy Way. I've seen as many as five vehicles parked here, which impinge access for even a standard full-size Ute.

Though there are households that rely on parking in this area, there is also essentially unlimited parking on Auckland Terrace itself, less than 20 metres away, where these vehicles could park, and I have never seen it used fully.

I am also aware of households who have off-street parking on their sections on Auckland Terrace and Heaphy Way who use this area for storage of additional vehicles, which shouldn't justify unnecessarily blocking access to Heaphy way.

I fully support the proposed change, as the current situation is not working well, and there's easy, available alternatives to the parks which this would remove.

# FEEDBACK RECEIVED

## Officer's response:

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

**Name:** Stella Ramage & Chris Thorn  
**Suburb:** Melrose  
**Agree:** No

Thank you for your notification about 8 metres of additional broken yellow lines to be installed opposite Heaphy Way off Auckland Terrace on the basis of a single recent complaint by a relatively new resident.

You should be aware that Auckland Tce plus Heaphy Way is a densely populated little neighbourhood. Many of us have lived here for at least fifteen years (we ourselves have been here for well over twenty); parking is scarce, and everyone understands that; we all accommodate each other as best we can. The solitary complainant from Heaphy Way is a newcomer and a notorious complainer. For the sake of a couple of deliveries per year, she feels entitled to disrupt our long-standing parking-tolerance. In fact, not even her particular delivery-van drivers (an occasional gas canister and an even rarer furniture delivery) have complained: it's really not that hard to trundle stuff down Heaphy Way, which is really not much more than a driveway.

A better and fairer solution to occasional van delivery access to Heaphy Way from Auckland Terrace would be to use temporary traffic cones for the day in question - i.e., a couple of days out of 365 - rather than permanently blocking 2-3 much-needed parking spaces all year round.

## Officer's response:

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

Parked vehicles at this location regularly obstruct access to Heaphy Way (off Auckland Terrace) and delivery vehicles or trucks cannot get access as they cannot turn into and out of Heaphy Way.

We have visited the site and assessed the vehicle tracking for cars and trucks and concluded that parked vehicles at this location are obstructing entry and exit of Heaphy Way driveway.

Regarding your concerns about the lack of kerbside parking in the area, WCC approved parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.

Auckland Terrace is approximately 4m wide along the narrow section and kerbside parking will potentially obstruct accessibility for residents. The proposed broken yellow lines are to advise residents to park their vehicles to maintain accessibility for safe and efficient movement of people and goods.

# FEEDBACK RECEIVED

**Name:** Odette Anscombe -Smith  
**Suburb:** Melrose  
**Agree:** No

I am writing to strongly object to the addition of yellow lines in the proposed location on Auckland Terrace, Melrose.

The person who has this complaint lives at 6a Heaphy Way, she has a garage and off-street parking, so the loss of these 2-3 car parks will not affect her in any way especially on a day to day basis 7 days a week all year round.

Whereas without the parks she wants removed there is ONLY 2 viable car parks at the top of the street available and a narrow strip of car parking available much further down Auckland terrace which narrows to one lane and makes the entry into Auckland terrace too narrow for the council rubbish truck to access our street if occupied, so people tend to park at the top for safety.

I have lived in this street 16 years, Heaphy Way where she lives is a narrow single car lane and completely unsuitable for trucks to accommodate at all and every single property on that lane has a second access via Hornsey Rd or Sutherland Crescent via steps.

I was recently verbally abused by said complainant on a day where she was having Gas tanks delivered to her house.

She was irate about cars being parked there and screamed at my face she was going to tow them away all right now!!

The gas truck man said to me in front of her "I can't drive down that lane anyway Lady, it's far too narrow for my trucks width, I always have to use a trolley to deliver your tanks anyway? "

He did not understand why she was having a meltdown as he said to me again, he has never once driven his truck down Heaphy Way.

Heaphy Way is only wide enough for a small standard car to tightly fit down it and has been this way since the beginning of time, whereas she has only just bought into the area, has already fallen out with 4 households around her and now wants sweeping changes made to accommodate her needs, no matter how it affects anybody else.

The council rubbish truck comes up here every week and has never once had a problem turning around in our street, even with 2-3 cars parked in the spot she wants 3 parks removed.

Residents of Heaphy Way bring their rubbish bags and recycling out to Auckland terrace because the truck itself never goes down there as it's actually wider than the Heaphy Way's full width.

The car parking area in question is utilised by every single resident on Auckland terrace, at least 9 houses on Auckland terrace use it day and night, not to mention the residents who live in Heaphy Way too and it is also guest parking for our visitors & families.

The loss of these car parks means it will affect me personally greatly on a day-to-day basis as I have had a knee reconstruction and serious shoulder surgery, the thought of having to park way down the road and lug bags of groceries and the dog up to my home is a real nightmare for me.

Just so a resident who doesn't need the space can have truck access 24/7 365 days a year for no real reason at all.

The residents on either side of her property have multiple tenancies on different floors in one house, some are listed on Airbnb, that means lots of cars coming and going and I can tell you there is always full occupancy up here day and night.

Please see the sense in this situation and listen to the residents who actually live on this street and use those spaces gleaned in a tight spot clinging to the side of this hill that is Melrose.  
Thank you

**Officer's response:**

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

Parked vehicles at this location regularly obstruct access to Heaphy Way (off Auckland Terrace) and delivery vehicles or trucks cannot get access as they cannot turn into and out of Heaphy Way.

We have visited the site and assessed the vehicle tracking for cars and trucks and concluded that parked vehicles at this location are obstructing entry and exit of Heaphy Way driveway.

Regarding your concerns about the lack of kerbside parking in the area, WCC approved parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.

Auckland Terrace is approximately 4m wide along the narrow section and kerbside parking will potentially obstruct accessibility for residents. The proposed broken yellow lines are to advise residents to park their vehicles to maintain accessibility for safe and efficient movement of people and goods.

**Name:** Phil Treacher  
**Suburb:** Melrose  
**Agree:** Yes

I am the owner of property 6 Auckland Terrace, Melrose and I agree with the proposal to install 8 metres of broken yellow lines opposite no. 6 Auckland Terrace (not no. 6A) and entry to Heaphy Way.

**Feedback: When three vehicles are parked opposite 6 Auckland Terrace**

We often struggle to get in and out of our driveway  
Vehicles cannot turn around hence they are forced to drive up and down our driveway  
Vehicle's struggle to get in and out of Heaphy Way

We have been living at 6 Auckland Terrace for six years now and I recall in the past that only one vehicle parked opposite our driveway however they parked length ways.  
It is probably only in the last two years that people have started to make it a three-vehicle park which blocks Auckland Terrace.

# FEEDBACK RECEIVED

## Officer's response:

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

**Name:** Alan Reid  
**Suburb:** Melrose  
**Agree:** No

I would like to protest in the strongest possible terms at the proposed parking changes at the top of Auckland terrace.

it is completely unnecessary and hugely disruptive to the parking there.

I am self-employed and need to park my company van in that location. Also, my wife and I run an AirB&B and our guests use that parking place.

All this and just because ONE resident cannot organise her gas supplies correctly!!

I know the person involved and she has been quite aggressive to other residents in the area, totally out of order, screaming at them etc.

I built a flat behind my house four years ago, every time we were getting trucks in, we just informed the neighbors to not park for that particular morning or afternoon, why can't she do the same??

She only gets gas delivered twice a year!!

There were four students staying at 4 Auckland Terrace for about 18 months, they all had cars, however the original family has moved back in, and they only have two cars, resulting in less need for cars being parked at the top of the terrace.

I trust the council will reject this selfish and ill-thought-out request, it is NOT needed nor wanted by the VAST number of other residents living in the area.

## Officer's response:

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

Parked vehicles at this location regularly obstruct access to Heaphy Way (off Auckland Terrace) and delivery vehicles or trucks cannot get access as they cannot turn into and out of Heaphy Way.

We have visited the site and assessed the vehicle tracking for cars and trucks and concluded that parked vehicles at this location are obstructing entry and exit of Heaphy Way driveway.

Regarding your concerns about the lack of kerbside parking in the area, WCC approved parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.

Auckland Terrace is approximately 4m wide along the narrow section and kerbside parking will potentially obstruct accessibility for residents. The proposed broken yellow lines are to advise residents to park their vehicles to maintain accessibility for safe and efficient movement of people and goods.

## FEEDBACK RECEIVED

**Name:** Trish Burke  
**Suburb:** Melrose  
**Agree:** No

Our household at Auckland Terrace objects to the installation of broken yellow lines opposite the entry to Heaphy Way as it will impact parking availability for services and visitors to this area. This impacts on residents parking as people will park illegally at times when searching for a park. As there is limited parking in Auckland Terrace, services such as health providers and contractors find parking an issue.

### Officer's response:

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

Parked vehicles at this location regularly obstruct access to Heaphy Way (off Auckland Terrace) and delivery vehicles or trucks cannot get access as they cannot turn into and out of Heaphy Way.

We have visited the site and assessed the vehicle tracking for cars and trucks and concluded that parked vehicles at this location are obstructing entry and exit of Heaphy Way driveway.

Regarding your concerns about the lack of kerbside parking in the area, WCC approved parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.

Auckland Terrace is approximately 4m wide along the narrow section and kerbside parking will potentially obstruct accessibility for residents. The proposed broken yellow lines are to advise residents to park their vehicles to maintain accessibility for safe and efficient movement of people and goods.

Drivers are expected to observe the Road Code to park considerately. If you observe an illegally parked vehicle, please WCC contact center Tel: 04 499 4444 with the details of the vehicle for Council Parking Service to take enforcement action.

**Name:** Stanley Marshall  
**Suburb:** Unknown  
**Agree:** No

With reference to the proposal that several car parks be removed to facilitate the delivery of gas canisters to Heaphy way (a private road) I feel it would be an extremely unpopular action that inconveniences many of the residents of Auckland Terrace and some in Heaphy way that use the spaces for the accommodation of vehicles for family and visitors. The available spaces to cater to 10 residents on Auckland Terrace and at least 3 along Heaphy Way are a mere 8 and will be reduced by 3 with the proposed change. Please reconsider this removal of facilities to these residents.

**Officer's response:**

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

Parked vehicles at this location regularly obstruct access to Heaphy Way (off Auckland Terrace) and delivery vehicles or trucks cannot get access as they cannot turn into and out of Heaphy Way.

We have visited the site and assessed the vehicle tracking for cars and trucks and concluded that parked vehicles at this location are obstructing entry and exit of Heaphy Way driveway.

Regarding your concerns about the lack of kerbside parking in the area, WCC approved parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.

Auckland Terrace is approximately 4m wide along the narrow section and kerbside parking will potentially obstruct accessibility for residents. The proposed broken yellow lines are to advise residents to park their vehicles to maintain accessibility for safe and efficient movement of people and goods.

**Name:** Chris  
**Suburb:** Unknown  
**Agree:** No

I am writing to strongly ask that you do not install yellow lines opposite heaphy way. My reasons are:

- There is already a shortage of parking spaces in our street
- the current arrangement works, as trucks will not reverse down heaphy way as it is too narrow
- The change only benefits one resident (heaphy way) while disadvantages Auckland tce residents.

**Officer's response:**

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

Parked vehicles at this location regularly obstruct access to Heaphy Way (off Auckland Terrace) and delivery vehicles or trucks cannot get access as they cannot turn into and out of Heaphy Way.

We have visited the site and assessed the vehicle tracking for cars and trucks and concluded that parked vehicles at this location are obstructing entry and exit of Heaphy Way driveway.

Regarding your concerns about the lack of kerbside parking in the area, WCC approved parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.

# FEEDBACK RECEIVED

Auckland Terrace is approximately 4m wide along the narrow section and kerbside parking will potentially obstruct accessibility for residents. The proposed broken yellow lines are to advise residents to park their vehicles to maintain accessibility for safe and efficient movement of people and goods.

**Name:** Ngaio Double  
**Suburb:** Melrose  
**Agree:** No

Thanks for alerting us by mail of proposed changes to the parking spaces in our cul-de-sac, Auckland Tce, Melrose.

I'd like to weigh in on behalf of keeping the parking spaces. They are very much used, and the nearest alternatives are either halfway down Auckland Tce (where there is only room for one car and only just at that) or all the way down Auckland Terrace and out onto Hornsey Road. This being Wellington, both these options are on skinny, windy roads where there is far and away much more likelihood of posing a risk to moving traffic than the spaces up in the turning area - to the extent where it would be nonsensical and downright dangerous to remove valid and safe parking in Auckland Tce. And inconvenient too, to make people park a considerable distance from where they want to be, but mostly nonsensical (no good reason to do it that I can see) and dangerous (Auckland Tce is a small steep street off another small, windy road) - to force people to use whatever other spaces they think they might be able to squeeze their car into.

I've been told that cars parked opposite the entrance to Heaphy Way make it harder for delivery trucks to turn into Heaphy Way. If anybody has visited the site, they will know that Heaphy Way itself is a very narrow access way, more a private driveway than a public road, and I don't think any kind of delivery truck would expect to get down it. And if they nose their way down, I have no idea how they would exit except by reversing all the way, the thought of which makes your hair stand on end.

Our house is accessed via a shared driveway that goes off the Auckland Tce turning area. We use bottled gas, and the delivery has always been by unloading the cylinders onto a trolley and the trolley being pushed (uphill) to our gas-pad at the bottom of our steps. It's never been otherwise and has never been a problem.

Good luck sorting it. I hope you'll come down on the side of common sense and the common good.

## **Officer's response:**

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

Parked vehicles at this location regularly obstruct access to Heaphy Way (off Auckland Terrace) and delivery vehicles or trucks cannot get access as they cannot turn into and out of Heaphy Way.

We have visited the site and assessed the vehicle tracking for cars and trucks and concluded that parked vehicles at this location are obstructing entry and exit of Heaphy Way driveway.

Regarding your concerns about the lack of kerbside parking in the area, WCC approved parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.

Auckland Terrace is approximately 4m wide along the narrow section and kerbside parking will potentially obstruct accessibility for residents. The proposed broken yellow lines are to advise residents to park their vehicles to maintain accessibility for safe and efficient movement of people and goods.

**Name:** Nicholas Booth  
**Suburb:** Melrose  
**Agree:** Yes

I'm a resident on Heaphy Way. I'd like guaranteed access to Heaphy Way for emergency vehicles, essential services as well as residents at all times.

At the same time, I'd also like thought given to the parking needs of locals. Perhaps there's a way to maintain some parking.

Would it be possible to push the current parking spaces further into the bank to make more room?

**Officer's response:**

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

Council officers are assessing any request for parking changes in-line with the Council approved parking policy:

<https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

The approved Parking Policy provides guidelines in assessing any residents parking requests based on an area wide approach instead of local individual streets.

Auckland Terrace is within Melrose suburb and will be assessed based on the priority list.

The assessment will involve, but not limited to:

- An area-wide parking survey
- Review of the survey and allocation of parking
- Consultation with key stakeholders
- Implementation of proposed restrictions

The Council Parking Policy is to support the shift in type of transport used which means less reliance on private vehicles and a shift to public transport and active transport modes. All parking scheme will be developed with this objective.

## FEEDBACK RECEIVED

WCC approved parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.

We are unable to provide a timeline for the parking assessment in Melrose due to other higher priority suburbs.

**Name:** Deven Singh  
**Suburb:** Melrose  
**Agree:** Yes

I have received a copy of the proposal for the above and fully support that this is implemented as soon as possible.

Auckland Terrace is a very narrow street, and the turning area is also substandard. The entrance to Heaphy Way from Auckland Tce is also constrained due to the embankment on the opposite side. This is exacerbated when cars are parked opposite Heaphy Way and at the beginning of the cul-de-sac.

There is an existing yellow line directly opposite the entrance to and needs to be extended to allow access into Heaphy Way for emergency vehicles and delivery vehicles.

The yellow line was initially longer but a section was removed, and a white parking line was installed. I don't believe this was instigated by Council. However, in subsequent years the Council Contractor has only remarked what was visible. Older aerial photos maybe able to confirm this.

To access Heaphy Way larger vehicles need to reverse into Heaphy way. This is not feasible if cars are parked opposite and beyond the intersection. The larger vehicles also need to drive into the cul-de-sac to exit Heaphy Way as turning left into Auckland Tce is not feasible due to the embankment on the opposite side. This happened last year when a furniture vehicle could not exit Heaphy Way because a car was parked at the intersection when the truck was in Heaphy Way. It took nearly an hour to locate the driver of the offending vehicle.

Heaphy Way Residents supporting the proposal also have concerns about access for emergency vehicles. Fire engines and ambulances are also large enough to be unable to access Heaphy Way due to the parked vehicles.

I am cognisant of the fact that on street parking is limited in the vicinity. However, there is public transport within 100 meters from the cul-de-sac.

### **Officer's response:**

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

# FEEDBACK RECEIVED

**Name:** Julia Corston  
**Suburb:** Wellington Central  
**Agree:** Yes

No comment.

**Officer's response:**

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

**Name:** Rachel Anderson  
**Suburb:** Melrose  
**Agree:** Yes

I fully support this proposal. My property is accessed on Heaphy Way. With the vehicles parked opposite the end of Heaphy Way it is extremely difficult to manoeuvre in and out, even in a small car. When I had a trailer, I used to have to remove it and attach it on Auckland Terrace because there wasn't room to get out. Trucks cannot make the turn in to Heaphy Way. I also had my car run in to by someone reversing out of one of the car parks on Auckland Terrace while I was waiting to exit Heaphy Way. It will be safer if that area reverts to an area for cars to turn in or out of Heaphy Way.

**Officer's response:**

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

**Name:** Clare MacMurray/Richard Nicholls  
**Suburb:** Melrose  
**Agree:** No

There is limited parking in Auckland Tce and with the current housing crisis there are multiple families in the street with adult offspring living at home, meaning many of the households have more than one or two cars. The parks which would be removed are used daily and are full every night. Being a cul-de-sac, it is not a simple matter of parking further along the street.

It is a long steep walk up from Hornsey Rd, which would be a challenge to anyone elderly or infirm. A local resident has watched delivery vehicles and says it is possible for them to enter Heaphy Way if they take care. This is Wellington and there are many places worse to access. Heaphy Way is relatively flat and short. Why can deliveries not take place on foot or with a sack barrow if vehicle access is difficult? It is important to balance the everyday and ongoing needs of the residents against the need for occasional deliveries to the one Heaphy Way resident who is unhappy with the status quo. We strongly object to the proposal to remove the three carparks.

**Officer's response:**

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

Parked vehicles at this location regularly obstruct access to Heaphy Way (off Auckland Terrace) and delivery vehicles or trucks cannot get access as they cannot turn into and out of Heaphy Way.

We have visited the site and assessed the vehicle tracking for cars and trucks and concluded that parked vehicles at this location are obstructing entry and exit of Heaphy Way driveway.

Regarding your concerns about the lack of kerbside parking in the area, WCC approved parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.

Auckland Terrace is approximately 4m wide along the narrow section and kerbside parking will potentially obstruct accessibility for residents. The proposed broken yellow lines are to advise residents to park their vehicles to maintain accessibility for safe and efficient movement of people and goods.

**Name:** Barbara Millar  
**Suburb:** Melrose  
**Agree:** No

Large mistake 8m at 6A – wrong number. Old photo – now – 2 parks at end – need parking for visitors. They have evolved over years i.e., 40 odd. If yellow lines, will push parking down road to white fences necessitating a yellow line on left corner fence where people park. When square full residents/visitors park on my drive (with permission). Some drivers too lazy/busy/or inexperienced to attempt to reverse so use sack trolley. 12m of yellow lines opposite #4 is overkill.

**Officer's response:**

Thank you for your feedback on Traffic Resolution TR104 -21 Auckland Terrace, Melrose – No Stopping At All Times.

Officers will monitor the kerbside parking demand and possible parking migration after the installation of the broken yellow lines opposite Heaphy Way driveway to address any observed vehicle parking along the narrow section of road (4 metres wide) causing inconvenience to the neighbourhood.

Council had previously approved the 12 metres of broken yellow lines which were not replaced after road maintenance and will be issued to be remarked.

WCC approved parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.

# We are proposing a change in your area

Kia ora,

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

## Proposal:

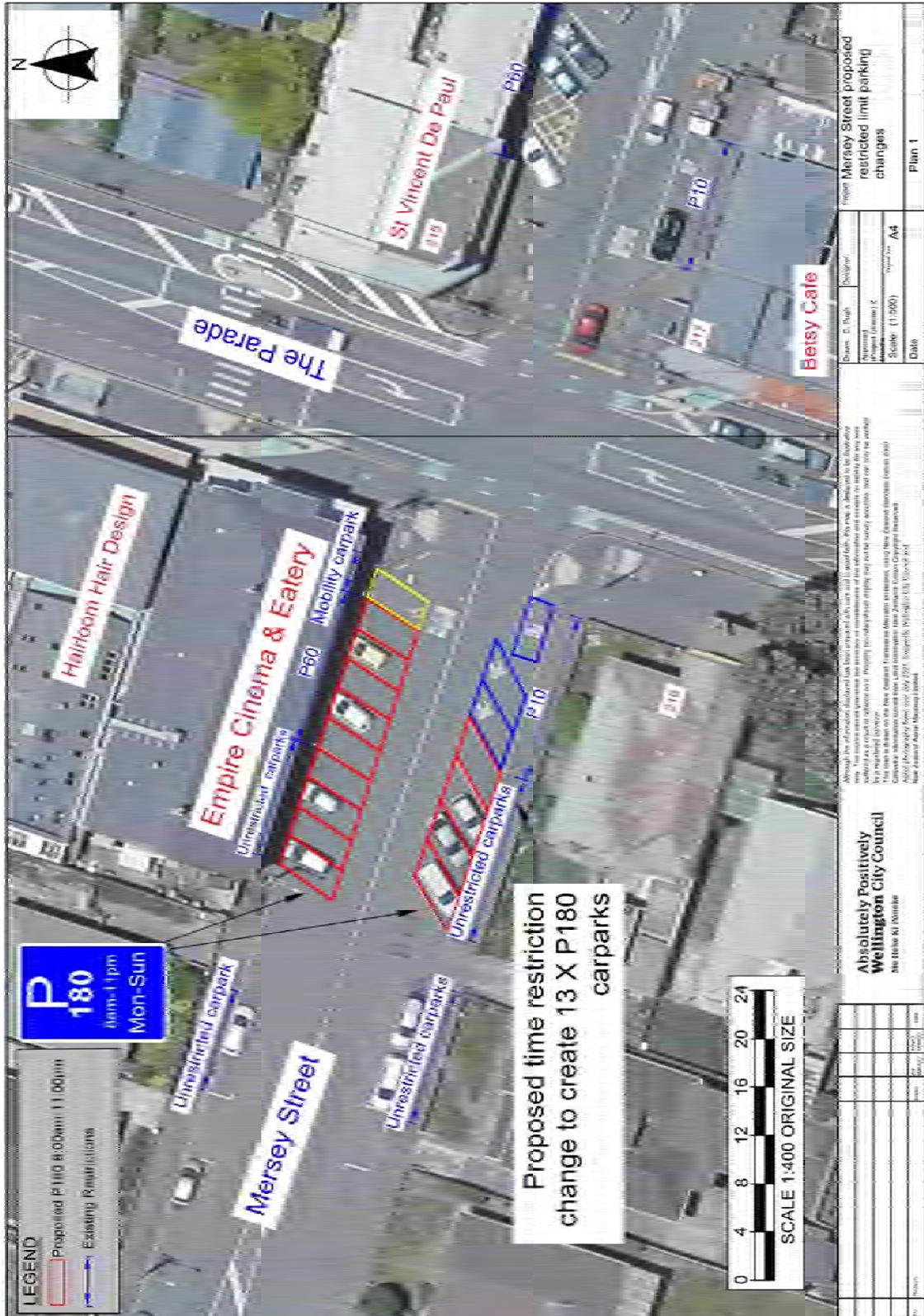
<b>Reference</b>	TR105-21 Mersey Street, Island Bay - Time limited parking restrictions
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Convert four unrestricted angled parking spaces on the southern side to P180 time limited parking 8am-11pm.</li><li>• Convert the five P60 angled parking spaces on the northern side to P180 time limited parking 8am-11pm.</li><li>• Convert four unrestricted angled parking spaces on the northern side to P180 time limited parking 8am-11pm.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• We reviewed the existing time limited parking restrictions in liaison with the Empire Cinema management to determine the proposed time limited restrictions to support local businesses and deter commuters from all day parking in this area.</li></ul>
<b>Location – where we propose to make the change</b>	Mersey Street, Island Bay - outside and opposite the Empire Cinema
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves accessibility for patrons to the cinema and reflect the business needs in the area.</li><li>• Net parking impact – conversion of 13 parking spaces to P180 time limited parking 8am-11pm.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count – 1491.</li><li>• This traffic resolution has been amended to convert 13 parking spaces to P180 only. The original traffic resolution was to convert 16 X P10 parking spaces to P180. Following feedback, it was decided to retain three P10 parking spaces for local business customer use.</li><li>• 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 Friday 22 October 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li></ul> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Friday 22 October 2021 and finishes 5.00pm Sunday 7 November 2021.</b></p>

# We are proposing a change in your area

	<ul style="list-style-type: none"><li>• 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.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 8 November 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee by Wednesday 8 December 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

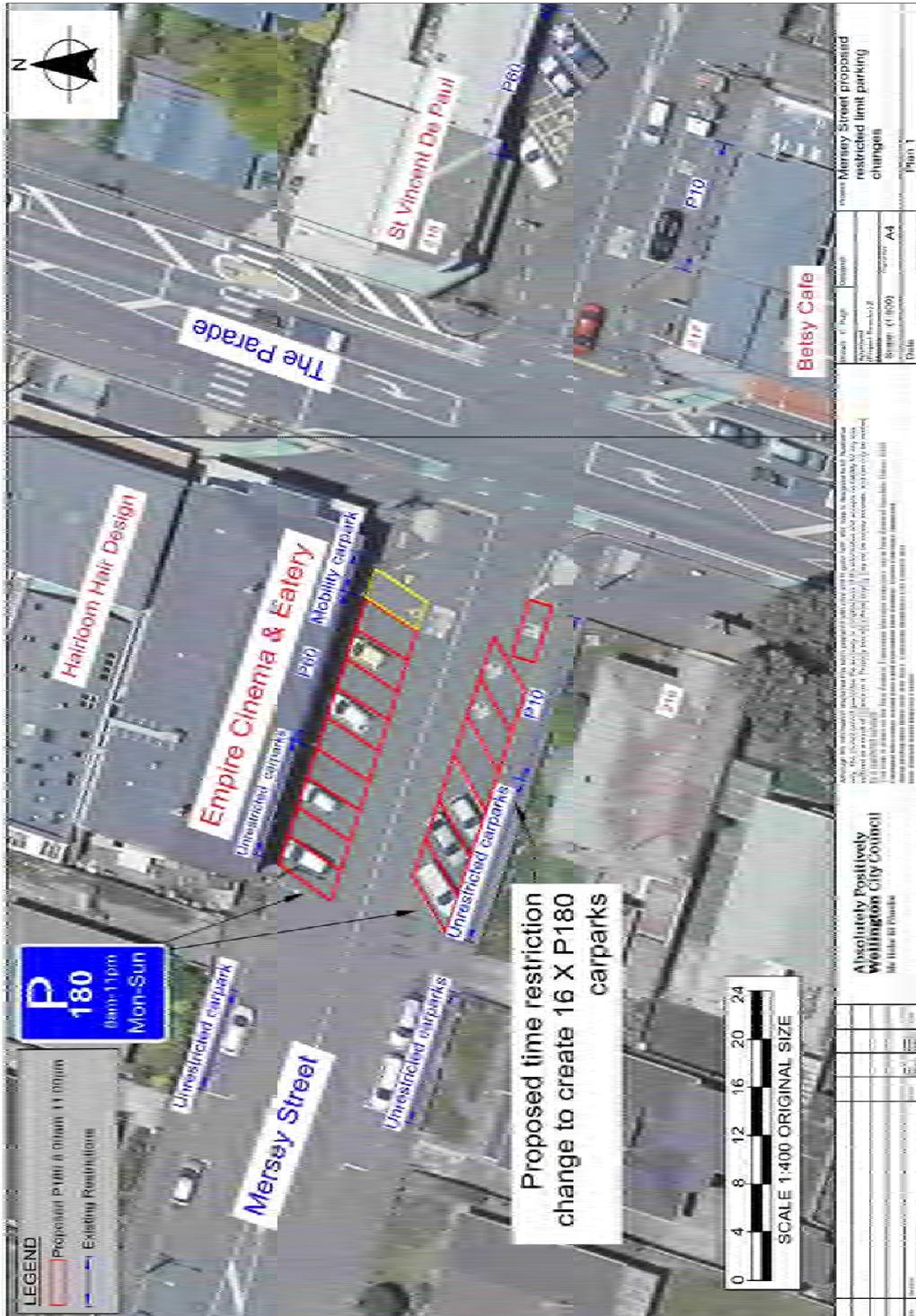
# We are proposing a change in your area

## AMENDED Traffic Resolution Plan: TR105-21 Mersey Street, Island Bay - Time limited parking restrictions



# We are proposing a change in your area

## Traffic Resolution Plan: TR105-21 Mersey Street, Island Bay - Time limited parking restrictions



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Mersey Street</b>	<i>P60 Monday to Saturday 8:00am-6:00pm</i>	<i>North side, commencing 11.5 metres from of its intersection with The Parade and extending in a westerly direction following the northern kerbline for 10.5 metres. (4 angled parking spaces)</i>

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

Column One	Column Two	Column Three
<i>Mersey Street</i>	<i>P180, 8am-11pm, Monday to Sunday</i>	<i>North side, commencing 11.1 metres west of its intersection with The Parade (Grid Coordinates X= 1,748,316.8 m, Y= 5,422,296.9m) and extending in a westerly direction following the northern kerb line for 23.1 metres (9x angled parking spaces)</i>
<i>Mersey Street</i>	<i>P180, 8am-11pm, Monday to Sunday</i>	<i>South side, commencing 21 metres west of its intersection with The Parade (Grid coordinates X=1,748,312.6m, Y= 5,422,282.7m) and extending in a westerly direction following the southern kerb line for 14 metres (4 angled parking spaces)</i>

**Prepared By:** Corey Pugh (Transport Engineering Assistant)

**Approved By:** Zackary Moodie (Team Leader Transport Engineering)

**Date:** 18/11/2021

# FEEDBACK RECEIVED

## Feedback Received:

**Name:** Sanjay Amratlal Patel  
**Suburb:** Island Bay  
**Agree:** No

I used to run a grocery store on same address but this WCC make cycle line and I losing my front parking for the shop & I losing my livelihood. And shut the door on 31st December 2018. Did very bad with me. I am asking for more parking but Blind & Deaf WCC not seen & not heard anything from us. And now WCC like to make 17 parking in Mersey street, why because I am Indian and you thinking we are making lots money, jealous & bad mentality WCC then not open eyes for us, I don't have a money so can't fight back to you guys. You f [REDACTED] my life very badly; I remember all the time. Never, ever forget it. So, I am not happy about changing. Who need parking they been not supported as well. So Why I have to agree for?

## Officer's response:

Thank you for your feedback on TR105-21 Mersey Street, Island Bay - Time limited parking restrictions.

We cannot comment on the feedback outside the scope of the traffic resolution.

Based on the feedback received, the traffic resolution is amended to retain the existing 3 X P10 parking spaces on the corner of Mersey Street and The Parade which will address your concerns regarding loss of parking on Mersey Street.

**Name:** Julia Corston  
**Suburb:** Wellington Central  
**Agree:** Yes

No comment.

## Officer's response:

Thank you for your feedback on TR105-21 Mersey Street, Island Bay - Time limited parking restrictions.

**Name:** Pat Vinaccia on behalf of Empire Cinema and Eatery  
**Suburb:** Island Bay  
**Agree:** Yes

I Agree with the Changes. However, I would prefer the current 10min (3 of) would remain. As the owner of the Empire, I do have a great community following and having the 10mins does allow for locals to stop for their daily coffee. This also suits the dairy and other cafe in the area.

# FEEDBACK RECEIVED

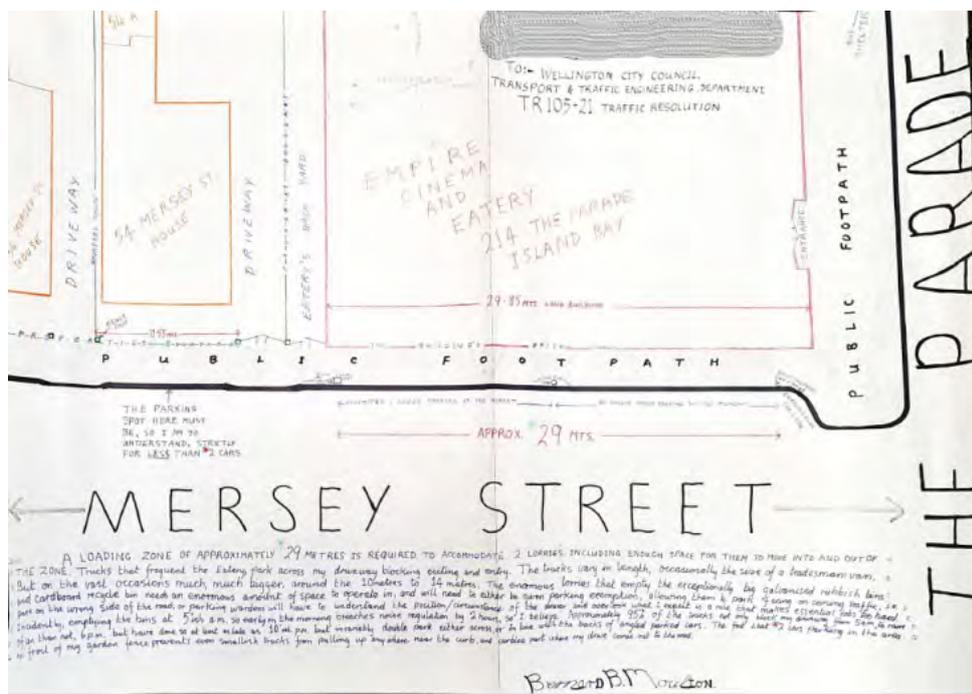
## Officer's response:

Thank you for your feedback on TR105-21 Mersey Street, Island Bay - Time limited parking restrictions.

Based on the feedback received from the consultation, we are retaining the 3 X P10 parking spaces. Please see the attached amended parking plan.

Name: Bernard Moulton  
Suburb: Island Bay  
Agree: No

A loading zone of approximately 29 metres is required to accommodate 2 lorries including enough space for them to move into and out of the zone. Trucks that frequent the eatery park across my driveway blocking exiting and entry. The trucks vary in length, occasionally the size of a tradesman's van. But on the vast occasions much much bigger around the 10 metres to 14 metres. The enormous lorries that empty the exceptionally big, galvanised rubbish bins and cardboard recycle bin needs an enormous amount of space to operate in, and will need to either be given parking exemption, allowing them to park facing on-coming traffic, i.e., park on the wrong side of the road or parking wardens will have to understand the position/circumstance of the driver and overlook what I expect is a rule that makes essential jobs too hard. Incidentally emptying the bins at 5ish am so early in the morning breaches noise regulation by 2 hours, so I believe approximately 95% of the trucks not only block my driveway from 5am, to more often than not, 6pm, but have done so as late as 10ish pm but invariably double park either across or in line with the backs of angled parked cars. The fact that \* 2 cars parking in this area in front of my garden fence prevents even smallish trucks from pulling up anywhere near the curb and curbside part where my drive comes out to the road.



**Officer's response:**

Thank you for taking the time to provide your feedback on this Traffic Resolution and the effort and details shown in your plan are appreciated.

Your comment on the noise issue is logged as ticket SR-259000 so that the Council noise team will investigate your noise complaint.

Refuse trucks and recycling trucks are able to service the street as they are mobile operations with short stationary duration.

Converting nine angled parking spaces and one mobility parking space to loading zones as shown in your plan will result in a considerable loss of parking availability for the adjacent activities such as cinema patrons and customers to the local shops.

The parking space in front of your property will be amended to one parking space as it is currently not long enough for two vehicles to park without obstructing the adjacent vehicle crossings.

There is an approved Traffic Resolution for broken yellow lines next to the angled parking spaces along the northern side of Mersey Road and extending in a westerly direction for 7 metres between the angled parks and across your driveway which will be re-instated.

# We are proposing a change in your area

Kia ora,

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

## Proposal:

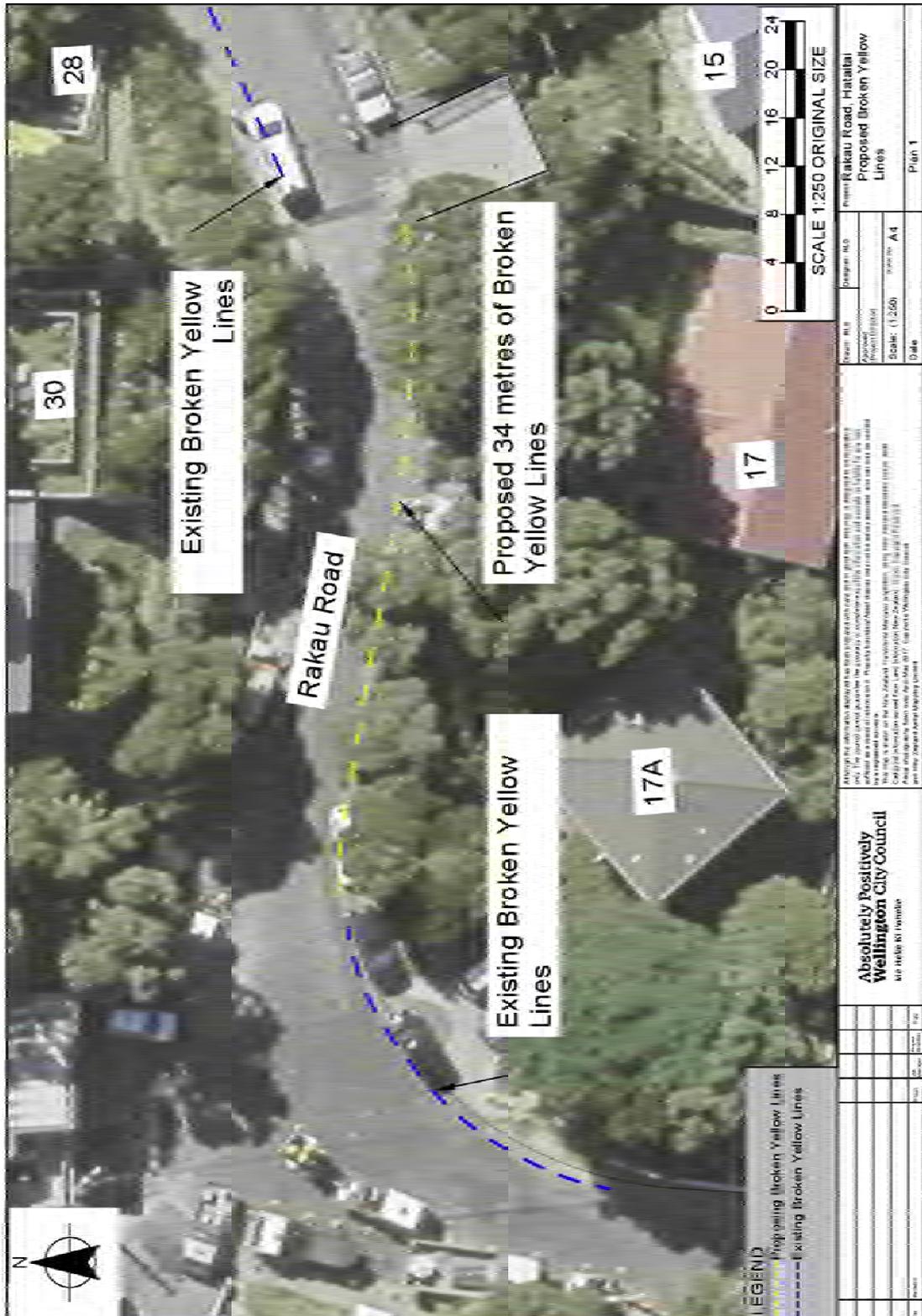
<b>Reference</b>	TR124-21 Rakau Road, Hataitai – No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Install 34 metres of broken yellow lines along the western side of Rakau Road.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• We have received safety concerns from residents and local drivers travelling through the narrow section of Rakau Road.</li><li>• The existing road width along this section measures approximately 5.4 metres to 6 metres. With the current parking arrangement allowing vehicles to park on both sides of the road, this only leaves a lane width of 1.5 metres to 2 metres for vehicles to travel through which is impassable.</li><li>• To ensure there is adequate space for a vehicle to safely travel through this section of road and also provide unhindered access for emergency service vehicles, we propose the installation of broken yellow lines.</li></ul>
<b>Location – where we propose to make the change</b>	Rakau Road, Hataitai – outside no.15 to no.17A
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves safety and accessibility for vehicles travelling on Rakau Road.</li><li>• Net parking impact – removal of six unrestricted parking spaces.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• 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.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count – 930.</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Friday 22 October 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
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## We are proposing a change in your area

	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.
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 8 November 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 December 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

# We are proposing a change in your area

## Traffic Resolution Plan: TR 124 -21 Rakau Road, Hataitai – No Stopping At All Times



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Rakau Road</b>	<i>No Stopping, At All times</i>	<i>East side, commencing from its intersection with Marewa Road and extending in a southerly direction following the eastern kerbline for 22 metres</i>

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

Column One	Column Two	Column Three
<b>Rakau Road</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 23 metres south of its intersection with Ariki Road (Grid coordinates X= 7,484,308,01m, Y= 5,497,535,02m) and extending in a southerly direction following an eastern kerb line for 56 metres.</i>

**Prepared By:** Yohannes Mesfun **(Graduate Transport Engineering)**

**Approved By:** Zackary Moodie **(Team Leader Transport Engineering)**

**Date:** 18/11/2021

# FEEDBACK RECEIVED

## Feedback Received:

**Name:** Pascale Otis  
**Suburb:** Not stated  
**Agree:** Yes

I would like to support this proposal to add yellow broken lines to this section of Rakau Road, as the current parking arrangements make it impassable for vehicles.

## Officer's response:

Thank you for your feedback on TR 124 -21 Rakau Road, Hataitai – No Stopping At All Times.

**Name:** Peter Watts  
**Suburb:** Hataiati  
**Agree:** No

I agree that a no parking section need to be set up as stated in TR124-21. However, it should be on the other side of the road (the path side) as this would make it safer of path users.

Also, by allowing car to park on the eastern side of the road it would make it almost impossible to use the car deck where I park my car off the road. As cars would be parked across the deck. I want to remind you that I do pay a fee to the council so I can park there. By allowing cars to park across from it on the other side of the road I may not be able to (it has happened in the past).

## Officer's response:

Thank you for your feedback on TR124-21 Rakau Road, Hataitai – No Stopping At All Times.

We are retaining vehicle parking along the footpath side of the road to ensure pedestrians and people can safely enter and exit their vehicles adjacent to a formed footpath without having to walk along a live traffic lane to get to their vehicles.

Thank you for highlighting your concerns about the difficulty in using the car deck. We have investigated your concerns and assessed the feasibility of extending the broken yellow lines opposite the car deck. The extension of no parking restriction has to follow a Council Traffic resolution process to ensure it is legally enforceable when approved by the Council. This process will be initiated and will take at least 3 months to complete.

**Name:** Grant Redvers  
**Suburb:** Hataitai  
**Agree:** Yes

I fully support the proposal to install 34m of broken yellow lines from 15-17a Rakau Rd.

We would also appreciate refreshing the existing yellow lines that extends the full boundary of 17a.

These amendments will make the street a lot safer and ensure accessibility.

**Officer's response:**

Thank you for your feedback on TR 124 -21 Rakau Road, Hataitai – No Stopping At All Times.

**Name:** Angela  
**Suburb:** Unknown  
**Agree:** No

Need to extend the yellow lines...no parking to include area in front of 15 and 15a car deck. The car deck is no different from having a garage. If people park opposite it, getting in and off the deck is impossible especially if you have a large car or van.

Have you considered parking the opposite side of road and have the side with pavement not blocked with cars. It might make it safer for pedestrian?

Thanks for considering all points of view.

**Officer's response:**

Thank you for your feedback on TR124-21 Rakau Road, Hataitai – No Stopping At All Times.

We are retaining vehicle parking along the footpath side of the road to ensure pedestrians and people can safely enter and exit their vehicles adjacent to a formed footpath without having to walk along a live traffic lane to get to their vehicles.

Thank you for highlighting your concerns about the difficulty in using the car deck. We have investigated your concerns and assessed the feasibility of extending the broken yellow lines opposite the car deck. The extension of no parking restriction has to follow a Council Traffic resolution process to ensure it is legally enforceable when approved by the Council. This process will be initiated and will take at least 3 months to complete.

**Name:** Adrien Toupet  
**Suburb:** Hataitai  
**Agree:** Yes

Living on Rakau Road, I am constantly frustrated to not be able to properly access/leave my house. I have seen multiple cars being damaged, service vehicles not being able to drive through and other neighbours complaining over and over again. Please stop parking on both sides of the road when there is no space for it. Drivers tend to park on the footpath to compensate for the lack of space, but then it becomes dangerous for our pedestrians, especially with a lot of family/kids in the area. Installing a broken yellow line should improve the situation.

**Officer's response:**

Thank you for your feedback on TR124-21 Rakau Road, Hataitai – No Stopping At All Times.

## FEEDBACK RECEIVED

**Name:** Julia Corston  
**Suburb:** Wellington Central  
**Agree:** Yes

No comment.

### Officer's response:

Thank you for your feedback on TR124-21 Rakau Road, Hataitai – No Stopping At All Times.

**Name:** Mitchell James Burrows  
**Suburb:** Hataitai  
**Agree:** No

No comment.

### Officer's response:

Thank you for your feedback on TR124-21 Rakau Road, Hataitai – No Stopping At All Times.

**Name:** Hannah Rose Paton-Smith  
**Suburb:** Hataitai  
**Agree:** No

The majority of residents currently park where the proposed broken yellow lines are to be positioned, leaving the opposite side sometimes partly vacant opposite 15 and 15A's carport (which does not currently have broken yellow lines). When cars are parked opposite 15 & 15A's carport it can be very difficult to exit and enter the carport and, sometimes, impossible to do so when driving a large van; forcing us to park on the street or go looking for the owner of the vehicle parked opposite to move. It should be noted that both 15 & 15A residents pay encroachment fees for use of the carport. The proposal under TR24-21 will force residents to park on the opposite side of the road (footpath side), encouraging residents to park opposite 15 & 15A's carport and worsening the already existing issue/s for the residents at 15 & 15A.

Our counter proposal would be to:

- 1) Place the broken yellow lines on the opposite side of the road (footpath side) and extend to the existing broken yellow lines East; approximately outside of 28 Rakau Road.
- or
- 2) Leave proposal as is and extend yellow broken lines from existing yellow broken lines on opposite side of road approximately outside of 28 Rakau Road, further West to encompasses 15 & 15A's carport + 1 nominal car length (3.5-4m) beyond to allow for easier access to and from the carport and for other residents using the roadway as this is the narrow's point of the road

### Officer's response:

Thank you for your feedback on TR124-21 Rakau Road, Hataitai – No Stopping At All Times.

## FEEDBACK RECEIVED

We are retaining vehicle parking along the footpath side of the road to ensure pedestrians and people can safely enter and exit their vehicles adjacent to a formed footpath without having to walk along a live traffic lane to get to their vehicles.

Thank you for highlighting your concerns about the difficulty in using the car deck. We have investigated your concerns and assessed the feasibility of extending the broken yellow lines opposite the car deck. The extension of no parking restriction has to follow a Council Traffic resolution process to ensure it is legally enforceable when approved by the Council. This process will be initiated and will take at least 3 months to complete.

# We are proposing a change in your area

Kia ora,

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

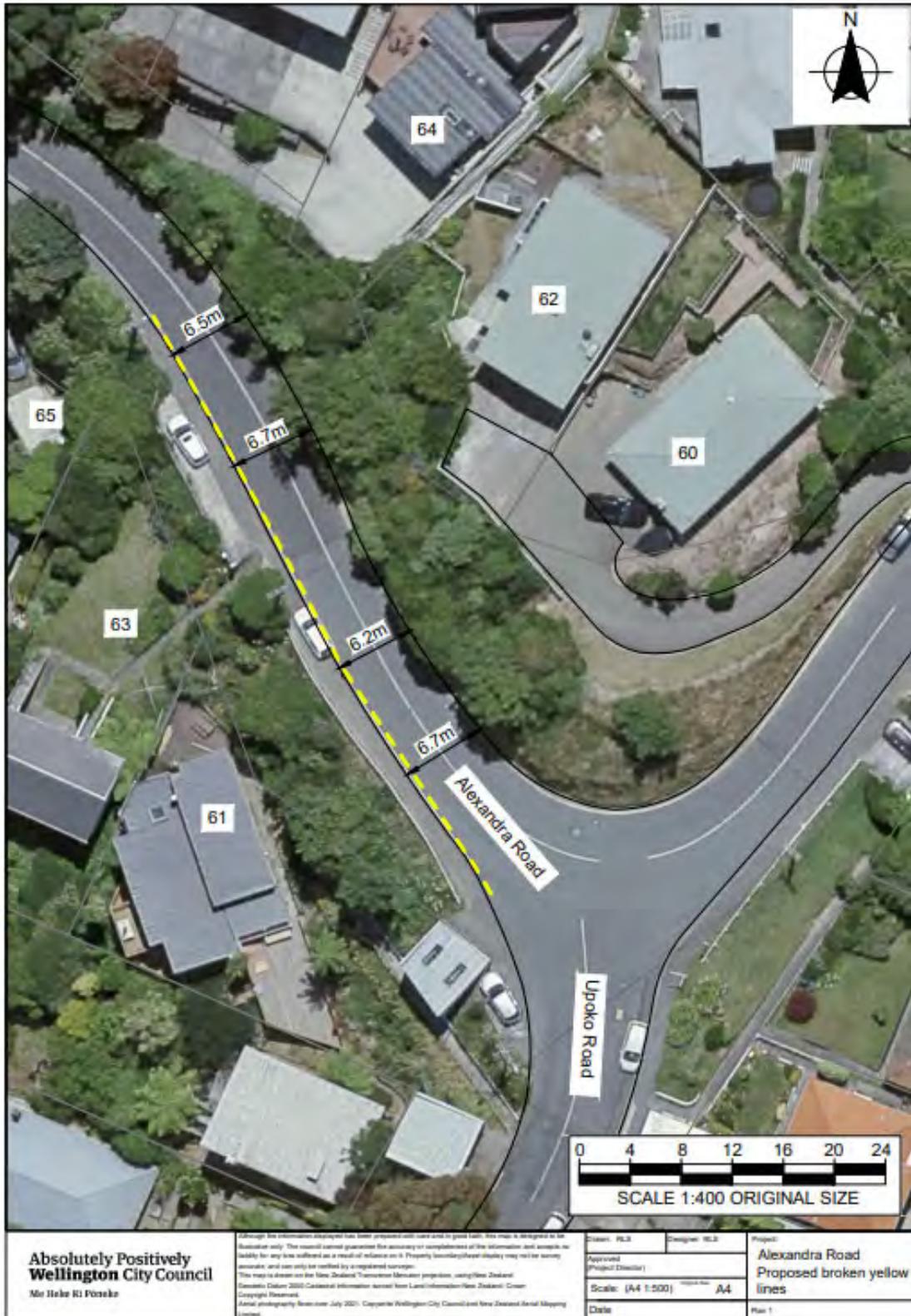
## Proposal:

<b>Reference</b>	TR125-21 Alexandra Road, Hataitai - No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Install 52 metres of broken yellow lines on the southern side of Alexandra Road.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• We have received accessibility and safety concerns from local residents and Council Parking Services about vehicles parking on the footpath forcing pedestrians to walk onto the road into traffic lane.</li><li>• Vehicles are parking on the footpath as there is no kerb and channel to clearly define the footpath. By installing 52 metres of broken yellow lines on the southern side of the road will improve safe passage for pedestrians and forward sightline for drivers.</li><li>• Along this section of Alexandra Road, the road width is below 6.7 metres, which is insufficient to allow parking on both sides of the road.</li></ul>
<b>Location – where we propose to make the change</b>	Alexandra Road, Hataitai - outside no.61 and no.63
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves safety for drivers as forward sightline is not blocked by parked vehicles.</li><li>• Pedestrian impact – improves safety and accessibility for pedestrians, allowing access to the footpath, ensuring pedestrians are not forced to use the road as an alternative.</li><li>• Net parking impact – removal of four unrestricted parking spaces.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• 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.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count – 928.</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Friday 22 October 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a> . <b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 22 October 2021 and finishes at 5.00 pm Sunday 7 November 2021.</b></li><li>• 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.</li></ul>

## We are proposing a change in your area

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<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 8 November 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 December 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

## Traffic Resolution Plan: TR125-21 Alexandra Road, Hataitai – No Stopping At All Times



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Alexandra Road</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 7 metres east of its intersection with Upoko Road (Grid coordinates X=1,750,291.82m Y=5,426,645.86m) and extending in an easterly direction following the southern kerb line for 52 metres.</i>

**Prepared By:** Kate Gourdie **(Transport Engineering Assistant)**

**Approved By:** Zackary Moodie **(Team Leader Transport Engineering)**

**Date:** 18/11/2021

## Feedback Received:

**Name:** Morag McDonald  
**Suburb:** Wellington  
**Agree:** No

I understand the issue with people parking on the footpath, as there are no clear markings to delineate the footpath from the road. However, there is not enough parking in the area and this section is required for the overflow from Upoko Rd.

The submission also notes that there is not space to park on both sides of this road, which I agree with.

An alternative solution is to clearly mark the footpath as a no parking zone (I am not sure what markings are available for this but could be a keep clear at all times sort of thing) and then put yellow lines on the opposite side of the road where no one parks anyone. I think the key issue here is the lack of clarity of what are the rules/ the right way to park. When I first parked there, I was mostly over the footpath, thinking it was better to be off the road, but received a note and a ticket. Now I park leaving the footpath clear and that is fine for driving, but many others do not know this is the proper way. Some kind of markings making it clear you should not block the footpath would allow them to park appropriately.

## Officer's response:

Thank you for your feedback on TR125-21 Alexandra Road, Hataitai - No Stopping At All Times.

Council parking policy prioritises the safe and efficient movement of people and goods by focusing on people and services moving along the transport corridors rather than the parking or storage of stationary vehicles. Council assesses all transport factors, safety consideration and mode of travel when implementing this policy.

Installing broken yellow lines on the southern side of Alexandra Road also helps with the visibility of oncoming traffic as you travel around the bend. Vehicles which are parked on the southern side can often restrict visibility of oncoming vehicles traveling along the road and around this bend. Allowing vehicles to continue to park in this area by making the footpath clearer will only block visibility of opposing traffic as vehicles are positioned out into the live traffic lane.

Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

**Name:** Adrien Toupet  
**Suburb:** Hataitai  
**Agree:** Yes

Drivers tend to park on the footpath to compensate for narrow roads, but then it becomes dangerous for our pedestrians, especially with a lot of family/kids in the area. Installing a broken yellow line should improve the situation.

# FEEDBACK RECEIVED

**Officer's response:**

Thank you for your feedback on TR125-21 Alexandra Road, Hataitai - No Stopping At All Times.

**Name:** Julia Corston  
**Suburb:** Wellington Central  
**Agree:** Yes

No comment.

**Officer's response:**

Thank you for your feedback on TR125-21 Alexandra Road, Hataitai - No Stopping At All Times.

# We are proposing a change in your area

Kia ora,

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

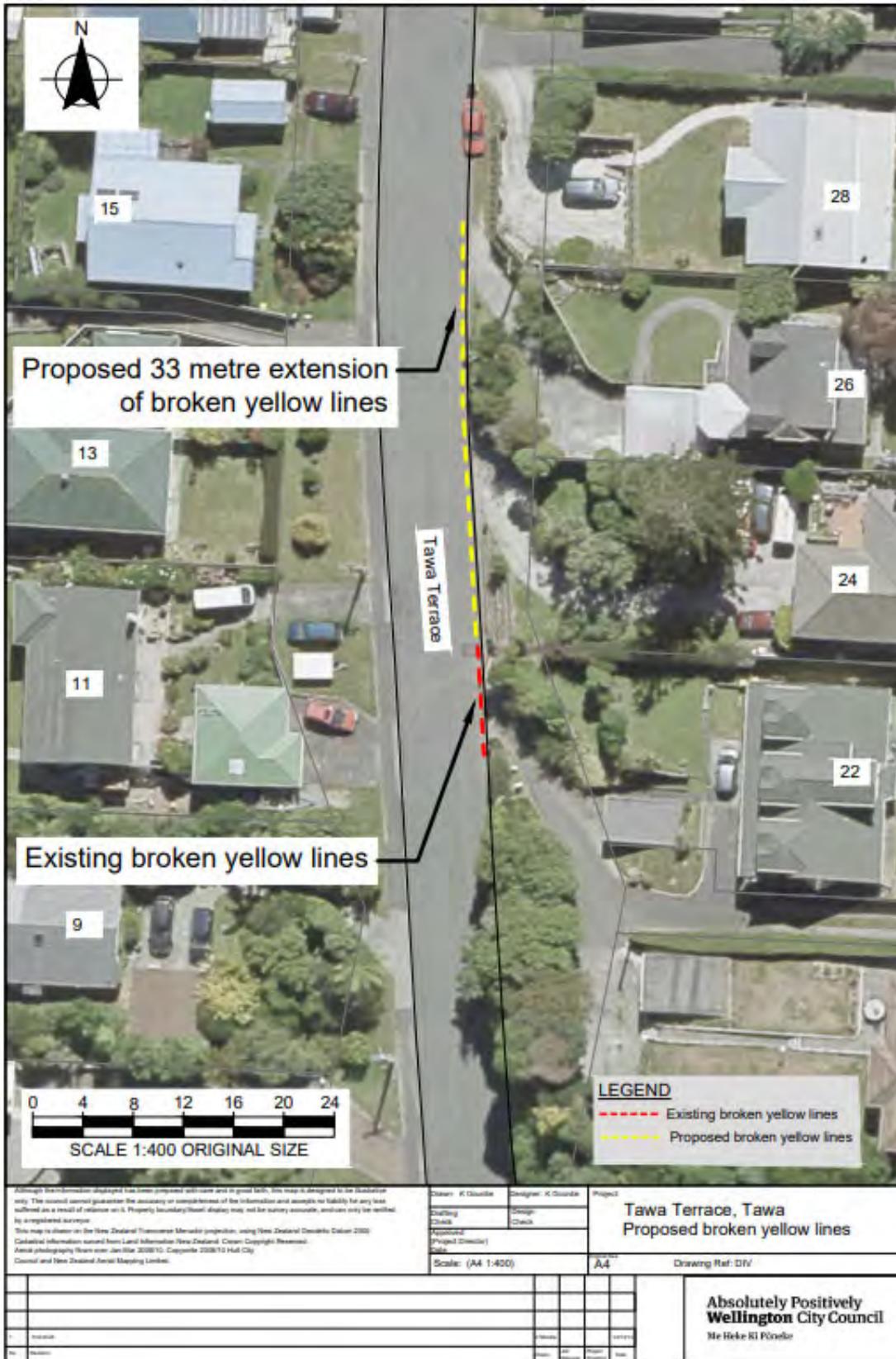
## Proposal:

<b>Reference</b>	TR126-21 Tawa Terrace, Tawa - No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>Extend broken yellow lines by 33 metres.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>We have received accessibility and safety concerns from local residents on Tawa Terrace about vehicles parking between the driveways of no.22 and no.26 obstructing visibility when exiting their driveways.</li><li>Extending the existing broken yellow lines between no.22 to no.26 will improve visibility and safety when residents are exiting their driveways.</li><li>We have received a 'Request For Action' form showing support from residents in the area to extend the broken yellow lines.</li></ul>
<b>Location – where we propose to make the change</b>	Tawa Terrace, Tawa – outside no.24 and no.26
<b>Impact</b>	<ul style="list-style-type: none"><li>Improves safety and accessibility of driveways for vehicles by creating a clear line of visibility when exiting.</li><li>Net parking impact – removal of three unrestricted parking spaces.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>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.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>Average daily traffic count – 362.</li><li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Friday 22 October 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
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# We are proposing a change in your area

Next Steps	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 8 November 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 December 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>
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## Traffic Resolution Plan: TR126-21 Tawa Terrace, Tawa – No Stopping At All Times



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Tawa Terrace</b>	<i>No Stopping At All Times</i>	<i>East side, 98 metres south of its intersection with Bartlett Grove (Grid Coordinates X=1,753,415.25m Y=5,440,404.66m) and extending in a southerly direction following the eastern kerb line for 9 metres.</i>

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

Column One	Column Two	Column Three
<b>Tawa Terrace</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 65 metres south of its intersection with Bartlett Grove (Grid coordinates X=1,753,415.25m Y=5,440,404.66m) and extending in a southerly direction following the eastern kerb line for 42 metres.</i>

**Prepared By:** Kate Gourdie **(Transport Engineering Assistant)**

**Approved By:** Zackary Moodie **(Team Leader Transport Engineering)**

**Date:** 18/11/2021

## Feedback Received:

**Name:** Chris LI  
**Suburb:** Tawa  
**Agree:** Yes

I fully support the extension of the broken yellow lines at Tawa Terrace. I would further suggest the broken yellow line to be extended to No.34, because I find it very difficult to get my car out when there are cars parking along No. 32, especially there are always cars parking in front of No.17 very close to my driveway.

## Officer's response:

Thank you for your feedback on TR126-21 Tawa Terrace, Tawa - No Stopping At All Times.

The request for action form only included the extension of Broken Yellow Lines up to no.28. It is out of scope to extend the Broken Yellow Lines up to number 34 under this traffic resolution.

Due to your request for a section of Broken Yellow Lines we will need to see support from the local residents in the area that these are needed. This is due to your request being for legal restriction that will require Councillor's approval under the traffic resolution process.

We will send you a request for action form to fill out. If you could please fill out the form and have all the residents within 50 meters of the proposed change to sign it and agree, we will then be able to progress with the investigation from there.

**Name:** Rachel O'Shaughnessy  
**Suburb:** Tawa  
**Agree:** Yes

When neighbours came around to our property at 32a Tawa Terrace I signed the form as I could see the problems cars parking on both sides of the road was having and had witnessed a few near misses.

Ever since the development of 20 Tawa Terrace and the large number of people it has brought to the street, the number of cars parked has increased dramatically. I would estimate there are now at least 15 extra cars in the street.

Whilst extending the yellow lines is good, it does not go far enough, and I believe all it will do is push the problem up to our end of the street. We at 32a Tawa Terrace have problems exiting our driveway if cars are parked both sides of the street. We believe the yellow lines should be extended right up to the end of 34 Tawa Terrace, making it safer for all neighbours.

## Officer's response:

Thank you for your feedback on TR126-21 Tawa Terrace, Tawa - No Stopping At All Times.

The request for action form only included the extension of broken yellow lines up to no.28. It is out of scope to extend the broken yellow lines up to number 34 under this traffic resolution.

Due to your request being for a section of Broken Yellow lines we will need to see support from the local residents in the area that these are needed. This is due to your request being for legal restriction that will require Councillor's approval under the traffic resolution process.

We will send you a request for action form to fill out. If you could please fill out the form and have all the residents within 50 meters of the proposed change to sign it and agree, we will then be able to progress with the investigation from there.

**Name:** G Burrell  
**Suburb:** Tawa  
**Agree:** Yes

I support this proposal without reservation. It will provide myself (and all other drivers exiting the common driveway of #20, #20A and #22) assured visibility of traffic approaching from the north. At present (with cars parked) approaching traffic cannot be seen until almost abreast of the drive so that there is a high collision risk plus it is very stressful being a difficult (sometimes impossible safely) exit. The proposed dotted yellow lines will greatly improve road safety on this section of roadway.

Officer's response:

Thank you for your feedback on TR126-21 Tawa Terrace, Tawa - No Stopping At All Times.

**Name:** Julia Corston  
**Suburb:** Wellington Central  
**Agree:** Yes

No comment.

Officer's response:

Thank you for your feedback on TR126-21 Tawa Terrace, Tawa - No Stopping At All Times.

# We are proposing a change in your area

Kia ora,

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

## Proposal:

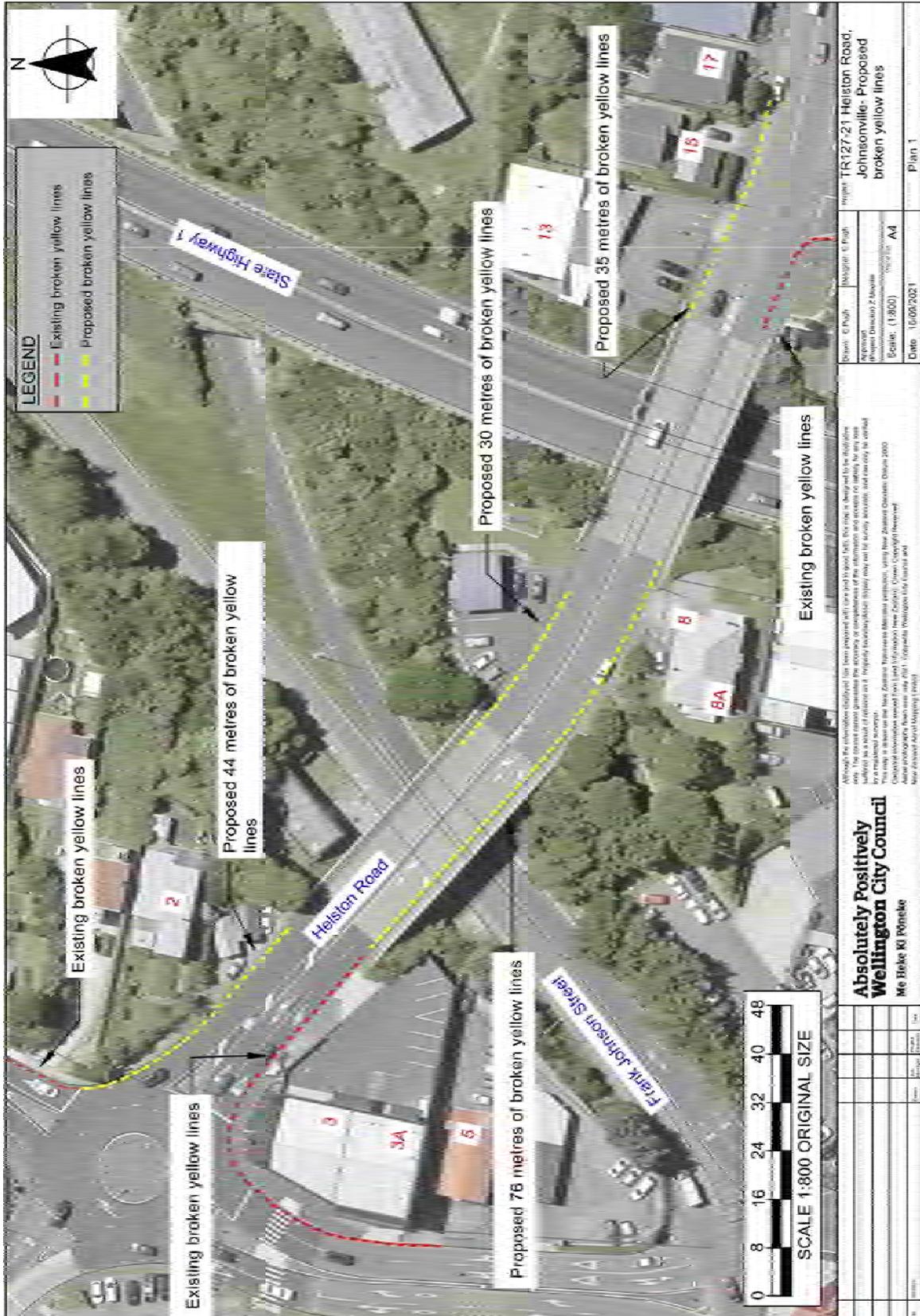
<b>Reference</b>	TR127-21 Helston Road, Johnsonville - No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Install broken yellow lines along Helston Road bridge.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• We have received accessibility concerns from residents regarding vehicles parking on Helston Road bridge over State Highway 1 resulting in the build-up of traffic along this section of road.</li><li>• This is a busy transport corridor between Newlands and Johnsonville and situated near an on-ramp to State Highway 1. The build-up of traffic during peak times impacts on traffic flow and restricts vehicles from efficiently accessing the right and left turning lanes at the intersection with Moorefield Road.</li></ul>
<b>Location – where we propose to make the change</b>	Helston Road bridge, Johnsonville
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves accessibility for vehicles and traffic flow efficiency along a key transport corridor.</li><li>• Net parking impact – removal of approximately 33 unrestricted car parking spaces.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• 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.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count – 22,195.</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Friday 22 October 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a> . <b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 22 October 2021 and finishes at 5.00 pm Sunday 7 November 2021.</b></li><li>• 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.</li></ul>

# We are proposing a change in your area

	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.
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 8 November 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 December 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

# We are proposing a change in your area

## Traffic Resolution Plan: TR127-21 Helston Road, Johnsonville - No Stopping At All Times



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Helston Road</b>	<i>No Stopping At All Times</i>	<i>North side, commencing at its intersection with Middleton Road (Grid coordinates X= 1,751,540.64m, Y= 5,435,183.21m) and extending in an easterly direction following the northern kerb line for 44 metres.</i>
<b>Helston Road</b>	<i>No Stopping At All Times</i>	<i>North side, commencing 80 metres east of its intersection with Middleton Road (Grid coordinates X= 1,751,540.64m, Y= 5,435,183.21m) and extending in an easterly direction following the northern kerb line for 30 metres.</i>
<b>Helston Road</b>	<i>No Stopping At All Times</i>	<i>North side, commencing 165 metres east of its intersection with Middleton Road (Grid coordinates X= 1,751,540.64m, Y= 5,435,183.21m) and extending in an easterly direction following the northern kerb line for 35 metres.</i>
<b>Helston Road</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 43 metres east of its intersection with Moorefield Road (Grid coordinates X= 1,751,531.03m, Y= 5,435,169.71m) and extending in an easterly direction following the southern kerb line for 76 metres.</i>

**Prepared By:** Corey Pugh (Transport Engineering Assistant)

**Approved By:** Zackary Moodie (Team Leader Transport Engineering)

**Date:** 18/11/2021

# FEEDBACK RECEIVED

## Feedback Received:

**Name:** Aidan Belsham  
**Suburb:** Johnsonville  
**Agree:** Yes

I fully back this proposal, being the Owner & occupier of the building at 13 Helston road, having cars parked on the Bridge is so dangerous and is an accident waiting to happen for us when leaving the property.

You have my 100% support with this.

## Officer's response:

Thank you for your feedback on TR127-21 Helston Road, Johnsonville - No Stopping At All Times.

**Name:** Anne Brodie  
**Suburb:** Unknown  
**Agree:** Yes

1. I strongly support the increased proposed broken lines because;

- (a) it will enable vehicles to efficiently access the left & right turning lanes and help avoid traffic build up
- (b) broken lines from 13 - 17 Helston Road will enable traffic to flow on Helston Road when cars are turning right into Arthur Carmen Street
- (c) parked cars & larger vehicles have made it very difficult for the double decker buses and larger trucks to get through without hitting the medium strip

2. Suggestions

- (d) Extend the broken lines passed 17 Helston Road to allow more room when getting passed a car turning right onto Arthur Carmen Street
- (e) Extend the broken lines from the corner of Arthur Carmen Street to the roundabout
- (f) Extend the broken lines from 17 Helston Road all the way to the roundabout

## Comments Regarding (e) & (f)

Where the median strip begins there should be no parking on either side of the road. Double decker buses & larger vehicles have difficulty getting through because of parked vehicles. Note some parked vehicles are larger than a standard car.

The median barrier has been hit numerous times as drivers have had to get around parked vehicles. Services are housed in the median barrier and one known hit resulted in a water leak.

NZTA Traffic Operations Centre meetings often result in vehicles being parked on both sides of the Helston Road bridges making it difficult for other road users.

I do note this will remove many parks but there is parking in Arthur Carmen Street and nearby Petherick Crescent. Public transport to this area is also very good.

## Officer's response:

Thank you for your feedback on TR127-21 Helston Road, Johnsonville - No Stopping At All Times.

Any additional broken yellow lines are currently out of scope for this traffic resolution although if congestion and safety problems persist in this area, we would consider extending the no parking restrictions.

Kerbside parking is retained along the straight carriageway sections on the northern side of Helston Road as vehicles parking would not obstruct traffic flow. We have checked and confirmed with vehicle tracking on the northern side of the road to ensure buses can manoeuvre along the straight sections of Helston Road adjacent to parked vehicles. The southern side of Helston Road consists of two traffic lanes and the continuous broken yellow line will improve traffic flow.

**Name:** Warren Taylor  
**Suburb:** Unknown  
**Agree:** Yes

The yellow no parking lines on Helston Road need to be:

- The **full length** of the northern side of Helston Road from the roundabout to 17 Helston Road, and
- The **full length** of the southern side of Helston Road from the roundabout to Arthur Carmen Street.

There should be no gaps in the yellow no-parking lines along this stretch of Helston Road for a number of reasons as set out below.

This stretch of Helston Road is a very busy, main thorough fare road for East Johnsonville, Newlands, Paparangi, and Woodridge motorists as well as for motorists wanting to visit those suburbs. The stretch of Helston Road leads up to and from a very busy roundabout that is used by a lot of motorists.

Having gaps, for car parking, in the yellow no parking lines along this stretch of Helston Road does not facilitate the efficient flow of traffic along Helston Road to and from this very busy roundabout. To illustrate the importance of facilitating the efficient flow of traffic, I have seen on many occasions in the morning the traffic backed up on the southern side of Helston Road from the roundabout to back up the hill on Stewart Drive. In those situations, the traffic is stopped and at crawl pace. Placing the ability to park on the southern side is completely inconsistent with the prime requirement of facilitating the efficient flow of the traffic on this very busy thorough fare leading up to a very busy roundabout.

The stretch of the road on the southern side of Helston Road prior to the roundabout has 2 lanes. As the traffic heads towards the roundabout the motorist has to get into the correct lane prior to the roundabout. Placing parking facility along this stretch of Helston Road means that the motorist is having to do this later, and therefore closer to, the roundabout. Again, this compromises the efficient flow of traffic along the southern side of Helston Road.

Having 2 lanes, **without parked cars**, on the southern side of this stretch of Helston Road makes it easier for motorists to switch lanes prior to the roundabout so that the cars are in their correct lane when they arrive at the roundabout.

Regarding the northern side of Helston Road this is also a very busy thorough fare with traffic typically heavy off the very busy roundabout from late afternoon to early evening. Occasionally, there are bottlenecks between the 1<sup>st</sup> and 2<sup>nd</sup> roundabouts affecting traffic that turns right at the 2<sup>nd</sup> roundabout that leads on to this stretch of Helston Road. Clearance of any bottlenecks or heavy traffic is obviously aided if there aren't parked cars on the northern side of Helston Road.

The Council's proposal to implement 35 metres of broken yellow lines prior to 17 Helston Road is an excellent proposal as this is currently a blockage area with parked cars on the left-hand side of the road. If the front motorist wants to turn right on to Arthur Carmen Street, they often can't because of traffic coming down on the southern side of Helston Road. As a result, traffic backs up behind that front motorist. The traffic can only move forward when the front vehicle has turned on to Arthur Carmen Street. This blockage situation, which happens frequently, reinforces why the yellow no-parking lines should be along the full length of this stretch of Helston Road. This enables following motorists to position themselves earlier to get past the front vehicle wanting to turn on to Arthur Carmen Street. Thereby, facilitating the efficient flow of all affected traffic.

As a busy main thorough fare, the route along this stretch of Helston Road is used by buses including double decker buses. Parked cars can be large such as people mover vehicles and SUVs. This can make it more difficult for buses to get past these larger vehicles. This area is very well serviced by public transport and not having parking along this stretch of Helston Road should better facilitate public transport to be more timely and thus aid the Council's desire for Wellingtonians to make greater use of public transport.

All of the businesses and private residences along this stretch of Helston Road have off street parking facilities. Businesses have parking facilities for staff and customers. This means that the motorists parking here are not local homeowners and may not be the staff of the businesses that are located along this stretch of Helston Road.

Staff of local businesses located in central Johnsonville businesses are now parking in streets around the centre of Johnsonville. So, staff are parking on Arthur Carmen Street, Petherick Crescent and Burgess Road. While this is much better than parking on a main and very busy thorough fare like the stretch of Helston Road under review, it points to a key problem for Johnsonville that there is inadequate car parking facilities for businesses. It is crystal clear that any sound strategic plan for the centre of Johnsonville should ensure that the strategic weakness of inadequate car parking facilities is addressed probably by a large underground, earthquake strengthened, car parking facility under the new mall facility whenever that is going to happen. This problem of inadequate car parking facilities is going to get worse if the planned high density housing intensification plan for Johnsonville proceeds ahead. Putting car parking on this stretch of Helston Road is just a band aid to a major problem for Johnsonville.

There is a median barrier that runs along this stretch of Helston Road and it has been hit by larger vehicles as they pass parked vehicles. There are water pipe services in the median barrier that have been damaged together with damage to the median itself as a result of vehicles trying to pass parked vehicles.

# FEEDBACK RECEIVED

The median barrier is also used by pedestrians to cross from one side of Helston Road to the other given that road crossing facilities in this area are non-existent. So, there is a related pedestrian safety issue connected to the provision of inappropriate car parking facility along this stretch of Helston Road.

The Council's proposal to include yellow no-parking lines along this stretch of Helston Road is a very good initiative but it does not go far enough. For the reasons set out above, the Council needs to extend the yellow no parking lines along this stretch of Helston Road as recommended in the first paragraph of this submission.

Thank you for the opportunity to comment on this important matter for motorists using this stretch of Helston Road.

## **Officer's response:**

Thank you for your feedback on TR127-21 Helston Road, Johnsonville - No Stopping At All Times.

Any additional broken yellow lines are currently out of scope for this traffic resolution although if congestion and safety problems persist in this area, we would consider extending the no parking restrictions.

Kerbside parking is retained along the straight carriageway sections on the northern side of Helston Road as vehicles parking would not obstruct traffic flow. We have checked and confirmed with vehicle tracking on the northern side of the road to ensure buses can manoeuvre along the straight sections of Helston Road adjacent to parked vehicles. The southern side of Helston Road consists of two traffic lanes and the continuous broken yellow line will improve traffic flow.

**Name:** Julia Corston  
**Suburb:** Wellington Central  
**Agree:** Yes

No comment.

## **Officer's response:**

Thank you for your feedback on TR127-21 Helston Road, Johnsonville - No Stopping At All Times.

**Name:** Catherine Bailey  
**Suburb:** Johnsonville  
**Agree:** Yes

This proposal is fantastic and needs to be done. Albeit the parking issues on my street will get worse as everyone who works the mall or in jville parks there. We can never get a park to park our own car on the street outside our house.

## **Officer's response:**

Thank you for your feedback on TR127-21 Helston Road, Johnsonville - No Stopping At All Times.

# FEEDBACK RECEIVED

**Name:** Dan Grantham  
**Suburb:** Newlands  
**Agree:** Yes

I support these proposed changes and believe that installing these broken yellow lines would help to make the road safer for drivers, residents and cyclists by providing better visibility and more road space coming up to the intersections.

**Officer's response:**

Thank you for your feedback on TR127-21 Helston Road, Johnsonville - No Stopping At All Times.

**Name:** Tony Randle on behalf of Johnsonville Community Association  
**Suburb:** Johnsonville  
**Agree:** Yes

We strongly support the increased proposed broken lines on Helston Road.

We would suggest though that the broken yellow lines be extended so that there is no parking allowed from the corner of Arthur Carmen Street to the roundabout & on the other side from just passed 17 Helston Road to the roundabout.

The reasons for this being that the median barrier makes it difficult for larger vehicles, like double decker buses, to pass parked cars. Note some parked vehicles are larger than the standard car. The median barrier, which holds services, has been hit numerous times and on one known occasion resulting in a water leak.

Also extending the lines just passed 17 Helston Road would enable more room for cars to get passed vehicles turning right into Arthur Carmen Street allowing through traffic to be unimpeded.

**Officer's response:**

Thank you for your feedback on TR127-21 Helston Road, Johnsonville - No Stopping At All Times.

Any additional broken yellow lines are currently out of scope for this traffic resolution although if congestion and safety problems persist in this area, we would consider extending the no parking restrictions.

Kerbside parking is retained along the straight carriageway sections on the northern side of Helston Road as vehicles parking would not obstruct traffic flow. We have checked and confirmed with vehicle tracking on the northern side of the road to ensure buses can manoeuvre along the straight sections of Helston Road adjacent to parked vehicles. The southern side of Helston Road consists of two traffic lanes and the continuous broken yellow line will improve traffic flow.

# We are proposing a change in your area

Kia ora,

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

## Proposal:

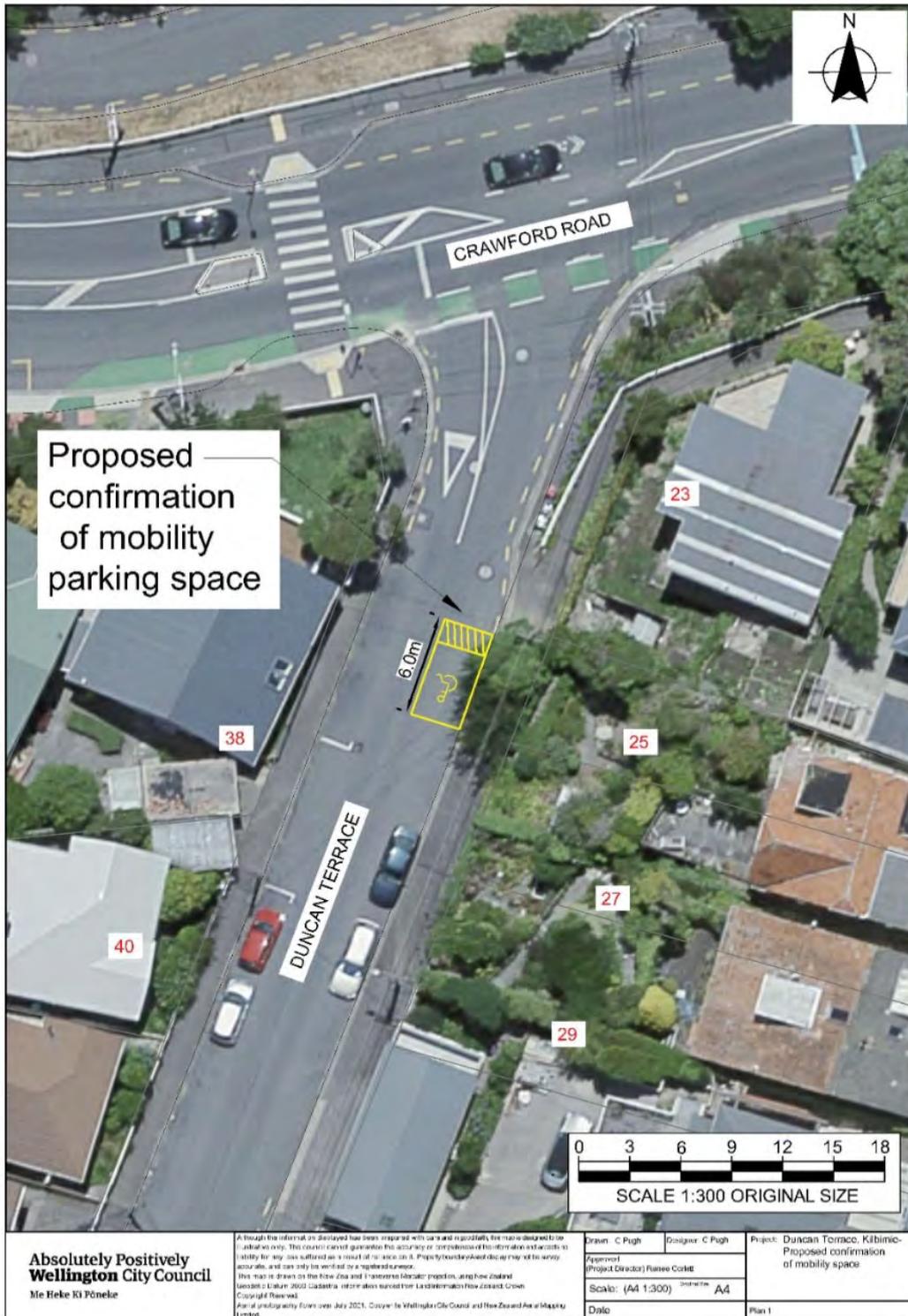
<b>Reference</b>	TR128-21 Duncan Terrace, Kilbirnie – Confirm mobility parking
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Legal confirmation of mobility parking space outside no.23 Duncan Terrace.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• In September 2021 we received an urgent accessibility concern from a resident on Duncan Terrace.</li><li>• Due to the resident's medical condition, Council officers deemed it appropriate to install a mobility parking space outside the resident's property on a temporary basis, based on compassionate and safety grounds. This mobility parking provision was to ensure the resident had safe direct access to their property.</li><li>• We received written confirmation from directly affected neighbours in support before the installation and to be followed by legalising the mobility parking.</li><li>• This mobility parking will be removed when it is no longer required.</li></ul>
<b>Location – where we propose to make the change</b>	Duncan Terrace, Kilbirnie – outside no.23
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves safety and accessibility for a resident with limited mobility.</li><li>• Net parking impact – alteration of one unrestricted parking space to a mobility parking space.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count – 1,043.</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Friday 22 October 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a> . <b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 22 October 2021 and finishes at 5.00 pm Sunday 7 November 2021.</b></li><li>• 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.</li></ul>

## We are proposing a change in your area

	<p>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.</p>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 8 November 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 December 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

# We are proposing a change in your area

## Traffic Resolution Plan: TR128-21 Duncan Terrace - Confirm mobility parking



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b><i>Duncan Terrace</i></b>	<i>Mobility parking space, At All Times, Displaying an Operation Mobility Permit Only</i>	<i>East Side, commencing 23 metres from its intersection with Crawford Road (Grid coordinates X= 1,749,940.6m, Y= 5,424,625.3m) and extending in a southerly direction following the eastern kerb line for 6 metres.</i>

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

**Approved By:** Zackary Moodie **(Team Leader Transport Engineering)**

**Date:** 18/11/2021

# FEEDBACK RECEIVED

## Feedback Received:

**Name:** Julia Corston  
**Suburb:** Wellington Central  
**Agree:** Yes

No comment.

## Officer's response:

Thank you for your feedback on TR128-21 Duncan Terrace, Kilbirnie – Confirm mobility parking.

# We are proposing a change in your area

Kia ora,

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## Proposal:

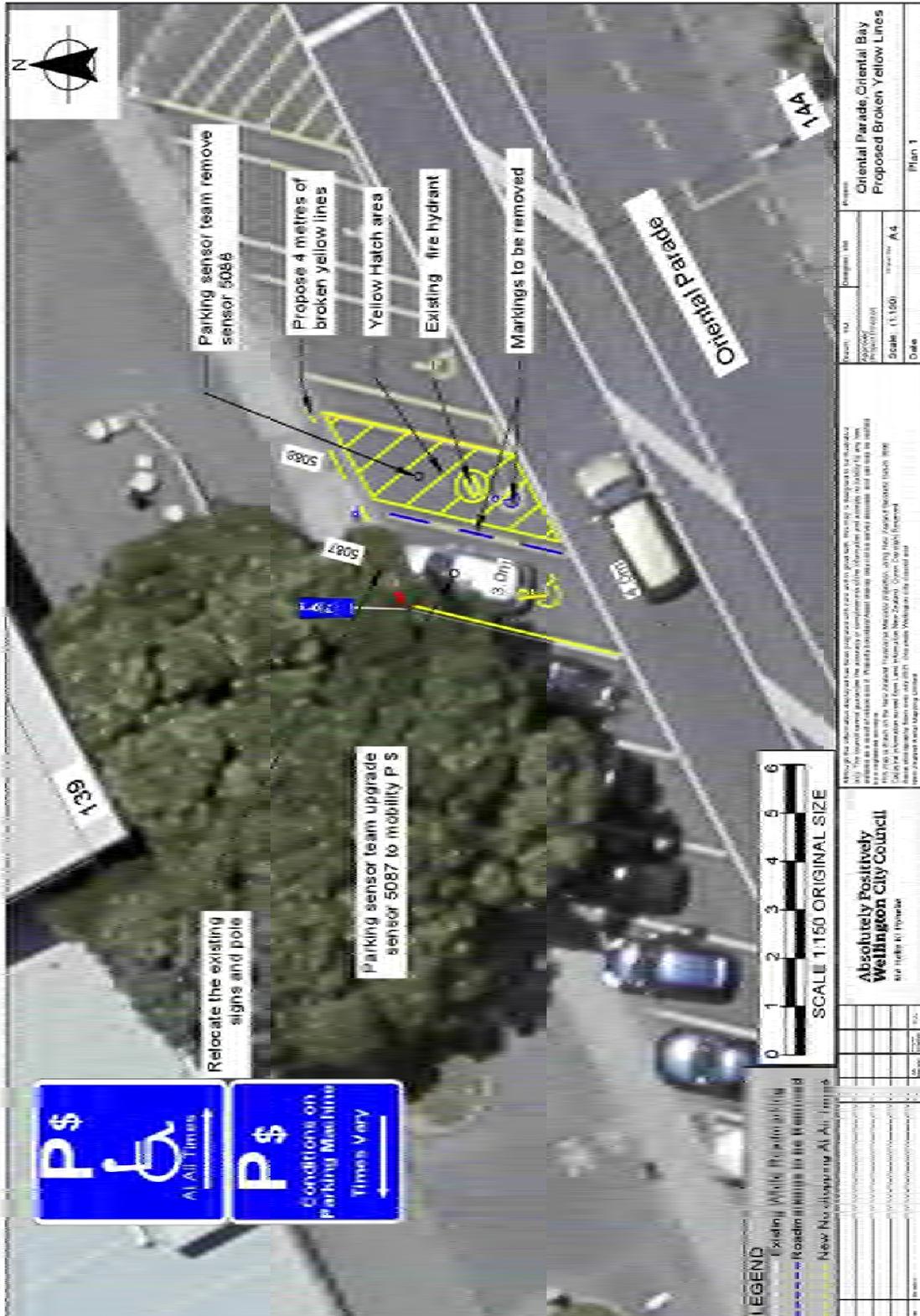
<b>Reference</b>	TR129-21 Oriental Parade, Oriental Bay – Relocate metered mobility parking
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>Relocate a metered mobility parking space to an adjacent metered parking space.</li><li>Install broken yellow lines and hatch markings to ensure unimpeded access to a fire hydrant.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>We have received concerns from Council Parking Services regarding a metered mobility parking space being designated over an existing fire hydrant.</li><li>Removing a vehicle parking over the existing fire hydrant to enable access for Fire Services.</li></ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"><li>Oriental Parade, Oriental Bay – outside no.139</li></ul>
<b>Impact</b>	<ul style="list-style-type: none"><li>Improves access to the fire hydrant for Fire Services.</li><li>Net parking impact – relocation of one metered mobility parking space; removal of one metered parking space.</li><li>Monthly parking revenue impact: decrease of \$915.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>Average daily traffic count – 14,862.</li><li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Friday 22 October 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
<b>Feedback</b>	<ul style="list-style-type: none"><li>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 <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li><li><b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 22 October 2021 and finishes at 5.00 pm Sunday 7 November 2021.</b></li><li>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.</li></ul>

## We are proposing a change in your area

	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.
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 8 November 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 December 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

# We are proposing a change in your area

## Traffic Resolution Plan: TR129-21 Oriental Parade, Oriental Bay - Relocate metered mobility parking



# We are proposing a change in your area

## Legal Description:

### Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Oriental Parade</b>	Mobility parking – displaying an operation mobility permit only. P120 Maximum, At All Times.	Northwest side, following the kerbline 281 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in a northeasterly direction for 11.5 metres.
<b>Oriental Parade</b>	Metered Parking. P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	North side, following the kerbline 108 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction, and then northeasterly for a total of 173 metres. (48 angle carparks)

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

Column One	Column Two	Column Three
<b>Oriental Parade</b>	Mobility parking – displaying an operation mobility permit only. P120 Maximum, At All Times.	North side, commencing 284 metres east of its intersection with Herd Street (Grid coordinates x= 1,749,592,31m, y=5,427,319,76m) and extending in an easterly direction following the northern kerb line for 8.5 metres.
<b>Oriental Parade</b>	Mobility parking – displaying an operation mobility permit only. P120 Maximum, At All Times.	North side, commencing 281 metres east of its intersection with Herd Street (Grid coordinates x= 1,749,592,31m, y=5,427,319,76m) and extending in an easterly direction following the northern kerb line for 3 metres.
<b>Oriental Parade</b>	Metered Parking. P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	North side, commencing 108 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction, and then northern for a total of 170 metres. (47 angle carparks)

# We are proposing a change in your area

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

Column One	Column Two	Column Three
<b>Oriental Parade</b>	<i>No Stopping, At All Times</i>	<i>North side, commencing 287 metres east of its intersection with Herd Street (Grid coordinates <math>x= 1,749,592,31m</math>, <math>y=5,427,319,76m</math>) and extending in an easterly direction following the northern kerb line for 4 metres.</i>

**Prepared By:** Yohannes Mesfun **(Graduate Transport Engineer)**

**Approved By:** Zackary Moodie **(Team Leader Transport Engineering)**

**Date:** 18/11/2021

# FEEDBACK RECEIVED

## Feedback Received:

**Name:** Julia Corston  
**Suburb:** Wellington Central  
**Agree:** Yes

No comment.

## Officer's response:

Thank you for your feedback on TR129-21 Oriental Parade, Oriental Bay – Relocate metered mobility parking.

# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR130-21 Konini Road, Hataitai - No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>We are proposing to install 30 metres of broken yellow lines on Konini Road where it intersects with Hataitai Road.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>We have received safety and accessibility concerns from residents that the width of Konini Road, measuring 6.4 metres is too narrow for vehicles to park on both sides of the road which is restricting traffic thoroughfare.</li><li>By installing the proposed broken yellow lines, vehicle movements and unimpeded access for emergency services along Konini Road will be maintained.</li></ul>
<b>Location – where we propose to make the change</b>	Konini Road, Hataitai – opposite no.2 to no.6
<b>Impact</b>	<ul style="list-style-type: none"><li>Improves safety and accessibility for vehicles travelling along Konini Road.</li><li>Net parking impact – removal of five unrestricted parking spaces.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>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.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>Average daily traffic count – 203.</li><li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Friday 22 October 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
<b>Feedback</b>	<ul style="list-style-type: none"><li>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 <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li><li><b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 22 October 2021 and finishes at 5.00 pm Sunday 7 November 2021.</b></li><li>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.</li></ul>

# We are proposing a change in your area

## Next Steps

1. Feedback collated by Monday 8 November 2021.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 December 2021.
3. If approved, the proposal will be installed within the following three months.

# We are proposing a change in your area

## Traffic Resolution Plan: TR130-21 Konini Road, Hataitai - No Stopping At All Times



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Konini Road</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 6.2 metres west of its intersection with Hataitai Road (Grid coordinates X=1,750,355.2m Y=5,426,107.4m) and extending in a westerly direction following the southern kerb line for 30 metres.</i>

**Prepared By:** Corey Pugh **(Transport Engineering Assistant)**

**Approved By:** Zackary Moodie **(Team Leader Transport Engineering)**

**Date:** 18/11/2021

# FEEDBACK RECEIVED

## Feedback Received:

**Name:** Aiden Connelly  
**Suburb:** Unknown  
**Agree:** No

This road is already very busy with parking and we are concerned that removing 30 metres of parking space will bring further stress on the existing road parking facilities. All existing spaces are already full and taking space will bring further stress on the parking arrangements. Before removal of parking spaces, we should consider alternative parking arrangements to recover the space and ask that we factor that into the decision making.

## Officer's response:

Thank you for your feedback on TR130-21 Konini Road, Hataitai - No Stopping At All Times.

Council have received safety concerns from local residents regarding the ability for larger vehicles and emergency vehicles to manoeuvre this corner including near misses due to restricted forward visibility. The road is narrow at 6.4 metres which is too narrow for parking on both sides of the road. The addition of broken yellow lines will 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.

Councils approved parking policy August 2020 focuses on decreasing vehicle use to contribute to a reduced emission, better water quality, air quality, stormwater management and biodiversity outcomes. For safety and accessibility concerns, the proposed broken yellow lines will mitigate these risks.

**Name:** Adrien Toupet  
**Suburb:** Hataitai  
**Agree:** Yes

Drivers tend to park on the footpath to compensate for narrow roads, but then it becomes dangerous for our pedestrians, especially with a lot of family/kids in the area. Installing a broken yellow line should improve the situation.

## Officer's response:

Thank you for your feedback on TR130-21 Konini Road, Hataitai - No Stopping At All Times.

**Name:** Julia Corston  
**Suburb:** Wellington Central  
**Agree:** Yes

No comment.

# FEEDBACK RECEIVED

**Officer's response:**

Thank you for your feedback on TR130-21 Konini Road, Hataitai - No Stopping At All Times.

# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR131-21 Pitt Street, Wadestown – No stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install 8 metres of broken yellow lines along the eastern side of Pitt Street.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received safety concerns from residents and drivers having difficulties travelling along this section of Pitt Street due to the narrowness of the road.</li> <li>The road width along this section measures approximately 5.9 metres to 6.7 metres. With the existing parking arrangement allowing vehicles to park on both sides of the road, the remaining lane width of 2 metres is insufficient for vehicles to manoeuvre through.</li> <li>To ensure there is adequate space for a vehicle to safely travel through this section of road and have unhindered access for emergency service vehicles we propose the installation of broken yellow lines.</li> </ul>
<b>Location – where we propose to make the change</b>	Pitt Street, Wadestown – opposite no.42 and no.44
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety and accessibility for vehicles travelling along the narrow section of Pitt Street.</li> <li>Net parking impact – removal of one unrestricted parking space.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 470.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Friday 22 October 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>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 <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> <li><b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 22 October 2021 and finishes at 5.00 pm Sunday 7 November 2021.</b></li> <li>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.</li> </ul>

## We are proposing a change in your area

	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.
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 8 November 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 December 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

# We are proposing a change in your area

## Traffic Resolution Plan: TR131-21 Pitt Street, Wadestown: No Stopping At All Times



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Pitt Street</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 11 metres south of its intersection with Wadestown Road (Grid coordinates X= 1,748,748.63m Y= 5,430,647.82m) and extending in a southerly direction following the eastern kerb line for 8 metres.</i>

**Prepared By:** Yohannes Mesfun **(Graduate Transport Engineer)**

**Approved By:** Zackary Moodie **(Team Leader Transport Engineering)**

**Date:** 18/11/2021

# FEEDBACK RECEIVED

## Feedback Received:

**Name:** Julia Corston  
**Suburb:** Wellington Central  
**Agree:** Yes

No comment.

## Officer's response:

Thank you for your feedback on TR131-21 Pitt Street, Wadestown – No stopping At All Times.

**Name:** Chris Ritchie  
**Suburb:** Wadestown  
**Agree:** No

Instead of removing parking from an area already short of parking for residents, could the grass triangle be made smaller along the western side, making that whole section of Pitt Street usable for parking as well as allowing room for traffic to move through. The grass triangle is used only as a dog toilet currently! In fact, making the whole grass triangle smaller on all sides would allow better traffic flow. I am a resident who has had numerous vehicles hit in this area over the years.

## Officer's response:

Thank you for your feedback on TR131-21 Pitt Street, Wadestown – No stopping At All Times.

Council officers are required to consider any request for parking changes in-line with the Parking Policy <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

Pitt Street lies outside the Thorndon residents parking zone and will be assessed for future inclusion in the proposed residents parking scheme review, when parking occupancy, operational issues or public requests warrant specific attention outside of a transformation project.

This assessment will involve, but not limited to:

- An area-wide parking survey
- Review of the survey and appropriate allocation of parking
- Consultation with key stakeholders
- Implementation of proposed restrictions

Council has formed a 'Working Group' to formulate a process to implement the Parking Policy across the Wellington Region. An implementation plan will be devised to roll out parking changes across Wellington in-line with the Parking Policy.

Wadestown will be looked at as part of the implementation plan, however a timeline for when the investigation will be completed is currently uncertain.

## FEEDBACK RECEIVED

One of the objectives of the Parking Policy is to support the shift in type of transport used – this means less reliance on private vehicles and a shift to public transport and active travel. Any scheme devised will have this objective of shifting the transport choices as well as considering the parking hierarchy (as per the parking policy) on these streets, residents are considered a higher priority than commuters. We will monitor the broken yellow lines are implementation and will review any further changes required.

# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR 132-21 Park Road, Miramar - Bus Stop #6236 layout improvements
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Improve accessibility for buses at existing bus stop #6236 on Park Road by constructing a new kerb buildout and changing the layout to provide easier entry and exit to the stop.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• To improve accessibility for buses using this bus stop to safely pick up and set down passengers.</li><li>• The bus stop is currently inaccessible due to a large Pohutukawa tree protruding into the roadway obstructing buses from correctly pulling into the bus stop.</li><li>• Creating a kerb buildout to the south of its present position will provide a safe place for bus users to board and alight from buses. This will allow buses to access the stop without the risk of striking the adjacent tree and causing damage to buses and the future health of the tree.</li></ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"><li>• Park Road, Miramar (bus stop #6236) - outside no.87</li></ul>
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improved accessibility for bus services and patrons.</li><li>• Reduce the risk of damage to the Pohutukawa tree and buses.</li><li>• Improved visibility and manoeuvring space for drivers reversing from angle parks outside the nearby shops.</li><li>• Bus patron impact – positive as it is safer for patrons to board and alight from b</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Affected residents were advised of the proposal in September 2020 by Greater Wellington Regional Council.</li><li>• Feedback was received from four of the directly affected residents. While there was some support for the change there was also concern from others over the possible obstruction of their driveways from buses.</li><li>• Average weekly traffic volume – 6,100.</li><li>• Average weekly passenger numbers – 495.</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Friday 22 October 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

# We are proposing a change in your area

<b>Feedback</b>	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</p> <p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 22 October 2021 and finishes at 5.00 pm Sunday 7 November 2021.</b></p> <ul style="list-style-type: none"><li>• 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.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 8 November 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 December 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

## Traffic Resolution Plan: TR132-21 Park Road, Miramar – Bus Stop #6236 layout improvements



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Park Road</b>	<i>Bus Stop, At All Times</i>	<i>West side, commencing 30.5 metres south of its intersection with Rotherham Street and extending in a southerly direction following the western kerbline for 19.5 metres.</i>

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

Column One	Column Two	Column Three
<b>Park Road</b>	<i>Bus Stop, At All Times.</i>	<i>West side, commencing 40 metres north of its intersection with Rex Street (grid coordinates, x = 1752297.648m, y = 5425004.394m) and extending in a northerly direction following the western kerbline for 15 metres.</i>

**Prepared By:**

Gordana Savic

**(Public Transport Infrastructure Programme Manager)**

**Approved By:**

Stephen Harte

**(Transport and Place Planning Project Manager)**

**Date:**

18/11/2021

## Feedback Received:

**Name:** Peter Friend  
**Suburb:** Miramar  
**Agree:** Yes

Seems a sensible solution, given the limitations of the surrounding area.

## Officer's response:

Thank you for your feedback on TR 132-21 Park Road, Miramar - Bus Stop #6236 layout improvements.

**Name:** Melissa Anderson on behalf of Greater Wellington Regional Council  
**Suburb:** Wellington  
**Agree:** Yes

### **1. Introduction**

Greater Wellington Regional Council (Greater Wellington) welcomes the opportunity to provide comments on Wellington City Council's (WCC) proposed Traffic Resolution TR132-21 (the Traffic Resolution).

We strongly support this Traffic Resolution, as it coincides with helping Greater Wellington with one of its principal roles of providing an efficient public transport system and ensuring accessibility and safety is always a priority when thinking about road and bus stop design.

We look forward to continuing to work with WCC to improve public transport accessibility in Wellington City.

### **2. Specific Comments on the Traffic Resolution**

The Greater Wellington Regional Council's Transport Committee recently adopted the Metlink Accessibility Charter which puts accessibility at the heart of all our decisions. As part of this, we have committed to advocating for improving the accessibility of infrastructure to ensure everyone can access public transport in a safe and dignified manner.

Greater Wellington is aware that there is a low level of accessibility at this bus stop on Park Road as there is no kerb for passengers to use to step into the bus from and off the bus onto. This makes getting on and off the bus difficult for passengers with low mobility and mobility aides. We support the Traffic Resolution as extending the kerb will greatly increase the accessibility of the stop as it will provide a surface for passengers to step onto when exiting the bus.

The accessibility of the stop is also awkward for buses. We are aware of the issues with pulling into the bus stop due to the Pohutakawa tree. We support the Traffic Resolution as it will help reduce the damage caused to buses from accidentally hitting the tree and make it easier for drivers to navigate the bus stop.

## FEEDBACK RECEIVED

We note there was some concern from residents about the possible obstruction of driveways from buses. There are four buses per hour during off-peak that use this Park Road bus stop. If they need to stop the typical length of time at the stop is less than 30 seconds. Accordingly, we do not think buses obstructing driveways will be a large issue for residents.

### Officer's response:

Thank you for your feedback on TR 132-21 Park Road, Miramar - Bus Stop #6236 layout improvements.

**Name:** Julia Corston  
**Suburb:** Wellington Central  
**Agree:** Yes

No comment.

### Officer's response:

Thank you for your feedback on TR 132-21 Park Road, Miramar - Bus Stop #6236 layout improvements.

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## **2.2 DEVELOPMENT CONTRIBUTIONS POSTPONEMENT REQUEST FOR 3 LIVINGSTONE STREET**

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**Kōrero taunaki**

### **Summary of considerations**

#### **Purpose**

1. This report to Pūroro Hātepe - Regulatory Processes Committee asks the committee to consider the development contribution postponement request for 3 Livingstone Street (SR473988)

#### **Strategic alignment with community wellbeing outcomes and priority areas**

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy

#### **Strategic alignment with priority objective areas from Long-term Plan 2021–2031**

- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

#### **Relevant Previous decisions**

Operational decision under the Development Contributions Policy 2015-16 (the policy)

#### **Significance**

Low public significance as an operational decision affecting one household.

#### **Financial considerations**

Nil       Budgetary provision in Annual Plan / Long-term Plan       Unbudgeted \$X

2. The policy is a funding tool under the Long-term Plan and the charges collected through the policy are estimated in the Long-term Plan to be around \$3.5 million per annum. The application is for a postponement of a \$3,700 charge for a short period.

#### **Risk**

Low       Medium       High       Extreme

Author	Nicole Tydda, Manager Customer Service and Business Support
Authoriser	Liam Hodgetts, Chief Planning Officer



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## **Taunakitanga**

### **Officers' Recommendations**

Officers recommend the following motion

That Pūroro Hātepe - Regulatory Processes Committee:

- 1) Receive the information
- 2) Note that provisions at clause 2.6 of the Development Contributions Policy 2015-16 allow the Council to agree to postpone payment of development contributions.
- 3) Agree to postpone development contributions for 6 months, allowing for the release of the code compliance certificate for service request number SR473988 prior to development contributions being paid.
- 4) Agree to this postponement and release of the code compliance certificate on the understanding that if development contributions are not paid within six months, Council Officers will endeavour to secure an encumbrance registered on the relevant title

## **Whakarāpopoto**

### **Executive Summary**

3. In October 2020 the applicant applied for a building consent to construct a two-storey dwelling and to connect into Council's infrastructure network at 3 Livingstone Street, Brooklyn.
4. The development was assessed for development contributions which amount to \$3,700.70 under the 2015-2016 Development Contributions Policy ("The Policy").
5. The applicant is planning to apply for the code compliance certificate in the coming weeks, which will trigger the invoice for development contributions.
6. The applicant can no longer afford to pay the development contributions prior to the code compliance certificate being issued and has proposed that we release the Certificate and that she enters into a payment plan with Council
7. The Policy states that development contributions must be paid prior to the code of compliance certificate being released.
8. The Policy provides for the Council to consider a request for postponement of payment under section 2.6.
9. Officers recommend approval of the postponement request.

## **Takenga mai**

### **Background**

10. In October 2020 the applicant applied for a building consent to construct a two-storey dwelling and to connect into Council's infrastructure network at 3 Livingstone Street, Brooklyn.
11. The development was assessed for development contributions which amount to \$3,700.70 under the 2015-2016 Development Contributions Policy ("The Policy").
12. The applicant is planning to apply for the code compliance certificate in the coming weeks, which will trigger the invoice for development contributions.

- 
13. The applicant can no longer afford to pay the development contributions prior to the code of compliance certificate being issued and has proposed that we release the certificate and that she enters into a payment plan with Council.

### **Kōrerorero**

### **Discussion**

14. The Policy states that development contributions must be paid before the code compliance certificate is issued.
15. However, section 2.6. of The Policy also states that The Council may postpone payment on development contributions at its complete discretion and that applications made under this part will be considered on their own merits and any previous decisions of the Council will not be regarded as creating precedent or expectations
16. The applicant states that she had set aside the money to pay her development contributions, but due to COVID and building material shortages, the price of the work and materials have gone up significantly and she had to use the money to pay for these.
17. The lack of the code compliance certificate means her bank would not release their final payment which means her builders will not be paid and the work will not be able to be completed.
18. The applicant has suggested Council release the code compliance certificate and enters into a 6-month payment plan with the applicant so that the work can be signed off, the bank can release the money and she can pay her builders and pay off her development contributions.
19. Council officers are generally supportive of this proposal with the proviso that if the development contributions are not paid off in six months Council Officers will secure an encumbrance registered on the relevant title at the applicants cost.

### **Kōwhiringa**

### **Options**

20. The Policy enables the postponement of payment at the Council's complete discretion and states that these decisions will not be regarded as creating precedent or expectations.
21. The Committee can choose to postpone the development contributions payment and release the code compliance certificate prior to payment of development contributions or not. The applicant will be liable for the full amount of \$3,700.70 either way.

### **Whai whakaaro ki ngā whakataunga**

### **Considerations for decision-making**

### **Alignment with Council's strategies and policies**

22. The Development Contribution Policy 2015-16 has been considered, and clause 2.6 enables the Council to grant a postponement of payment at its discretion.
23. There is also a clause 3.2.10 that talks to "payment delay", and provides conditions for delay, including that the development have 10 or more units. However, it is not clear

whether these payment provisions (at 3.2.10) apply to postponement at clause 2.6. Officers will ensure that the lack of clarity is addressed in the review of the policy that is currently in progress. The proposed amended provisions on this topic continue to enable Council discretion, but with conditions that will usually apply.

<https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies>.

### **Engagement and Consultation**

24. No engagement or consultation is required; the remission and postponement process is part of the current policy.

### **Implications for Māori**

25. There are no known implications for Iwi with this proposal and as the policy states no precedent will be set if Council was of a mind to approve the postponement request

### **Financial implications**

26. The applicant will be liable for the full amount of development contributions, the payment will just be delayed by six months

### **Legal considerations**

27. The legal team has not been consulted at this stage, however, the approach in this report is considered to comply with the policy, and related Local Government Act 2002 provisions.

### **Risks and mitigations**

28. Even though the Policy states a postponement decision made by the Council will not be regarded as creating precedent or expectations, there is certainly a risk that granting a postponement in this instance may result in more developers applying for postponements. As noted, the policy is under review, and provisions will have some clearer considerations in future, which will also mitigate the risk.

<http://wccecm/otcs/trovequest.asp?doc=22083952&action=download>

### **Disability and accessibility impact**

29. There is no disability and accessibility impact

### **Climate Change impact and considerations**

30. There is no climate change impact or considerations

### **Communications Plan**

31. There is no communication plan

### **Health and Safety Impact considered**

32. There is no health and safety impact

### **Ngā mahinga e whai ake nei**

---

**Next actions**

33. Council officers will either release the CCC prior or post payment of development contributions dependant on The Committees decision.

**Attachments**

Attachment 1. Application for DC Postponement - 3 Livingstone Street

Tēnā koutou,

I would like to apply for a Postponement of my development contribution fee under section 2.6 of the Wellington City Council's Development Contribution Policy, and please request the issue of the Code Compliance Certificate (CCC) subject to the final inspection, without full payment of the fee in advance.

My rationale is as follows.

I am a solo mum on one income, with a child. Since buying my section on Livingstone street in 2018 and then beginning building in 2020, I have planned my finances meticulously and (along with one or two other occupants currently with property on this street) contributed to costs related to the development of Livingstone street generally, including road surfacing and power infrastructure.

My development contribution fee was communicated clearly to me early in the process, and I had this set aside until a month ago. This quantity ended up being used to:

- pay my builder for extra costs incurred due to alternative materials being substituted as the original materials were not available due to COVID supply chain issues
- cover his price rises from original contract quote
- cover extra COVID costs to me (various on-site facilities required under level 3 and 2)

This means that I will unlikely be able to raise the \$3700 before the end of the building contract in next few weeks.

Lack of CCC would mean that my builder and sub-contractors will be financially impacted due to bank not releasing final payment, which will hit them hard in an already difficult year. It would also put under stress a really positive relationship we have in place.

I'd like to propose that I set up a payment plan to WCC over a 6 month period (or less), noting that the equity I will have in my property means that once CCC has been issued, and can be submitted to my bank along with the valuer's report, I will be able to draw on this equity to pay any left over costs in full.

I look forward to the opportunity to briefly speak to this application and answer any questions the Council might have.

Ngā mihi nui

Michaela  
3 Livingstone Street,  
Brooklyn  
021 257 7078



---

## **2.3 PROPOSED ROAD STOPPING - LAND ADJOINING 26 NORTHLAND ROAD, NORTHLAND**

---

### **Kōrero taunaki**

### **Summary of considerations**

#### **Purpose**

1. This report to Pūroro Hātepe - Regulatory Processes Committee is to recommend to Council that it stops and sells approximately 136m<sup>2</sup> (subject to survey) of unformed legal road land adjoining the Governor Road frontage of 26 Northland Road, Northland. Refer to Attachment 1 for the Location Plan.

#### **Strategic alignment with community wellbeing outcomes and priority areas**

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy

#### **Strategic alignment with priority objective areas from Long-term Plan 2021–2031**

- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

#### **Relevant Previous decisions**

N/A

#### **Significance**

The decision is rated low significance in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Outline the criteria that apply as set out in the Council's [Significance and Engagement Policy](#). This is a mandatory consideration, regardless of the level of significance. Democracy Services will peer review the level of significance.

- Affects a limited number of individuals to a low degree.
- Has very little public interest.
- Low consequence for Wellington City.
- Low impact on the Council being able to perform its works role.

#### **Financial considerations**

Nil

Budgetary provision in Annual Plan /  Unbudgeted \$X  
Long-term Plan

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

**Risk**

|  Low      |  Medium      |  High      |  Extreme

3. Overall the road stopping process is considered low risk.

Author	Sarah-Jane Still, Property Advisor
Authoriser	John Vriens, Acting Property Services Manager Brad Singh, Transport and Infrastructure Manager Siobhan Procter, Chief Infrastructure Officer

## **Taunakitanga**

### **Officers' Recommendations**

Officers recommend the following motion

That Pūroro Hātepe - Regulatory Processes Committee:

- 1) Receive the information
- 2) Recommend to the Council that it:
  - a. Declare the approximately 136m<sup>2</sup> (subject to survey) of unformed legal road land in Governor Road (the Land), adjoining 26 Northland Road, Northland (being Part Lot 282 DP 1087 held on ROT WNC2/514, is not required for a public work and is surplus to Council's operational requirements.
  - b. Agree to dispose of the Land.
  - c. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping, the disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.
- 3) Note that if objections are received to the road stopping, and the applicant wished to continue, a further report will be presented to the Regulatory Processes Committee for consideration.

## **Whakarāpopoto**

### **Executive Summary**

4. The owners of 26 Northland Road, Northland (the Owners) have applied to purchase approximately 136m<sup>2</sup> legal road land (the Land) adjoining their property. Refer to Attachment 2 which shows the Land outlined red.
5. Utility providers and relevant Council business units have been consulted. All support the proposal subject to standard conditions (where applicable).
6. Initial consultation letters were sent to the adjoining and opposite neighbours, at the time of writing this report no response had been received.
7. If the Council agrees with the recommendations of the Regulatory Processes Committee, the road stopping will then be publicly notified. At that time, any neighbours, organisations, or any other member of the public will have the opportunity to make a submission.

## **Takenga mai**

### **Background**

8. The Owners have applied to purchase an area of unformed legal road adjoining the Governor Road frontage of their property. The subject property sits on a steep slope, situated below the Northland Road carriageway and above the Governor Road carriageway.

- 
9. The Land is not currently used under an encroachment licence. It contains vegetation and trees. Refer to Attachment 3 for street views.

### **Kōrerorero**

#### **Discussion**

10. Advisors from Council's Transport Network Team have confirmed the Land is not required for future road widening or public access purposes. They supported the proposal subject to between 5m - 8.5m of road land being stopped with isolation strips and a batter easement being required.
11. Should the road stopping proposal be successful, the Land will be amalgamated with 26 Northland Road, with its current usage not proposed to change.
12. Road stopping is provided for under Sections 319 and 342 and the Tenth Schedule of the Local Government Act 1974 (LGA).
13. The Council, under Section 40 of the Public Works Act 1981 (PWA), 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any public work. Section 345 of the LGA provides Council with the statutory power to dispose of stopped road.
14. Relevant Council business units have been consulted and none wish to retain the Land.
15. Officers are giving the Walking Access Commission the opportunity to comment on the road stopping proposals early in the process. The Commission supports the proposal by 26 Northland Road, without conditions.
16. As is normal practise in the early stages of the road stopping process, officers have written to the adjoining and opposite property owners to notify them that Council had received the road stopping application. All the owners will be consulted again when formal public consultation is carried later in the road stopping process.
17. If Council approves the above, officers will establish whether any offer back obligations under Section 40 of the PWA exist.

### **Kōwhiringa**

#### **Options**

18. Approve the recommended option.
19. The alternative to the recommended option is to continue with the current situation and manage any appropriate needs through encroachment licence procedures.

### **Whai whakaaro ki ngā whakataunga**

#### **Considerations for decision-making**

#### **Alignment with Council's strategies and policies**

20. The recommendations of this report are consistent with the Council's Road Encroachment and Sale Policy 2011.
21. This proposed road stopping has no significant impact on the Long-Term Plan.

<https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies>.

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### **Engagement and Consultation**

22. Letters were sent to the relevant adjoining and opposite property owners notifying them that the Council had received this road stopping application. At the time of preparing this report no response had been received.
23. These neighbouring owners will be consulted again when the formal public consultation is carried out later in the road stopping process and they will have an opportunity to enter a written submission if they so choose.

### **Implications for Māori**

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

### **Financial implications**

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

### **Legal considerations**

26. The road stopping process is consistent with both legislative and Council requirements.

### **Risks and mitigations**

27. Overall, this proposal is rated low on Council's risk framework.

<http://wccecm/otcs/trovequest.asp?doc=22083952&action=download>

### **Disability and accessibility impact**

28. There are no known accessibility impacts for this road stopping.

### **Climate Change impact and considerations**

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

### **Communications Plan**

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

### **Health and Safety Impact considered**

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

### **Ngā mahinga e whai ake nei**

#### **Next actions**

32. The proposed next steps, subject to the Regulatory Processes Committee approval of the recommended options, are to:
  - a. Conclude a Section 40 PWA investigation.
  - b. Prepare a Survey Office Plan.

- 
- c. Prepare a Sale and Purchase Agreement.
  - d. Begin the public notification process.

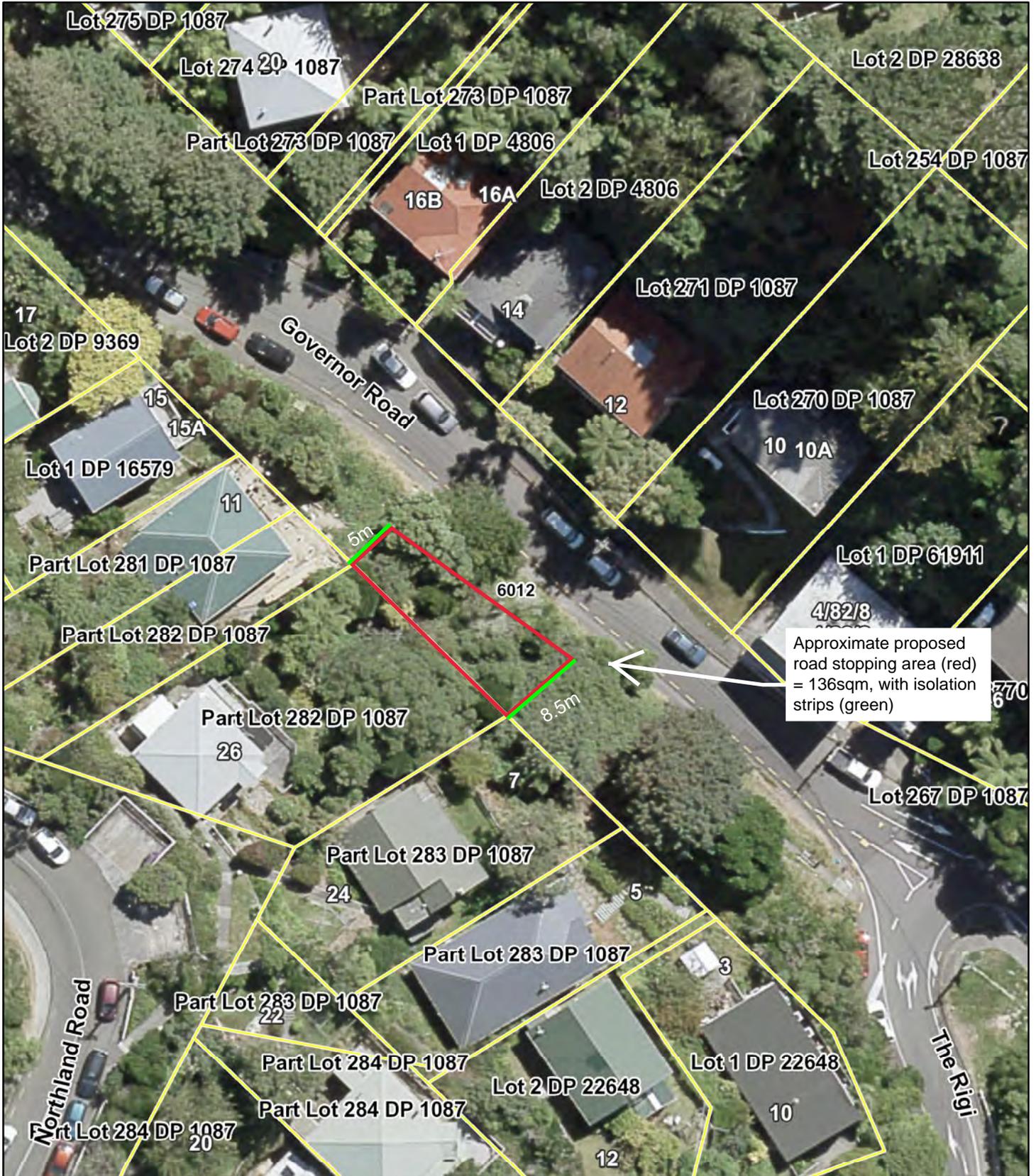
**Attachments**

- Attachment 1. Location Plan
- Attachment 2. Aerial View
- Attachment 3. Street Views

# Location Plan



# LocalMaps Print



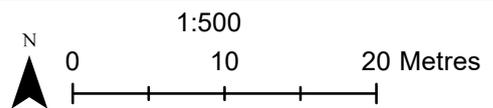
March 31, 2021

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

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

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



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Street Views







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## **2.4 PROPOSAL TO STOP PAPER ROAD ADJOINING 529 TAKAPU ROAD AND BELMONT REGIONAL PARK**

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### **Kōrero taunaki**

### **Summary of considerations**

#### **Purpose**

1. This report to Pūroro Hātepe - Regulatory Processes Committee asks the Committee to agree to recommend to Council to consent to the Minister of Lands (LINZ) to:
  - a. Stop an isolated area of paper road of approximately 2.1809(ha) adjoining 529 Takapu Road and the Belmont Regional Park (the Land) under s116 of the Public Works Act 1981 (PWA) and,
  - b. Pursuant to s117(7) of the PWA vest the land in the Crown to be classified as recreation reserve and amalgamated with Belmont Regional Park in ROT 232279.

#### **Strategic alignment with community wellbeing outcomes and priority areas**

Aligns with the following strategies and priority areas:

- |  |  |
|--|--|
| <b>Strategic alignment with priority objective areas from Long-term Plan 2021–2031</b> | <input checked="" type="checkbox"/> Sustainable, natural eco city<br><input type="checkbox"/> People friendly, compact, safe and accessible capital city<br><input checked="" type="checkbox"/> Innovative, inclusive and creative city<br><input type="checkbox"/> Dynamic and sustainable economy<br><br><input type="checkbox"/> Functioning, resilient and reliable three waters infrastructure<br><input type="checkbox"/> Affordable, resilient and safe place to live<br><input type="checkbox"/> Safe, resilient and reliable core transport infrastructure network<br><input checked="" type="checkbox"/> Fit-for-purpose community, creative and cultural spaces<br><input type="checkbox"/> Accelerating zero-carbon and waste-free transition<br><input type="checkbox"/> Strong partnerships with mana whenua |
|--|--|

#### **Relevant Previous decisions**

N/A

#### **Significance**

The decision is rated low significance in accordance with schedule 1 of the Council's Significance and Engagement Policy. Outline the criteria that apply as set out in the Council's [Significance and Engagement Policy](#). This is a mandatory consideration, regardless of the level of significance. Democracy Services will peer review the level of significance.

- Affects a limited number of individuals to a low degree
- Low consequence for Wellington City
- Low impact on the Council being able to perform its works role.

#### **Financial considerations**

Nil       Budgetary provision in Annual Plan / Long-term Plan       Unbudgeted \$X

2. The Crown have agreed to pay all cost associated with the proposal.

### Risk

Low       Medium       High       Extreme

Authors	Sarah-Jane Still, Property Advisor John Vriens, Principal Property Advisor
Authoriser	Brad Singh, Transport and Infrastructure Manager Siobhan Procter, Chief Infrastructure Officer

### Taunakitanga

#### Officers' Recommendations

Officers recommend the following motion

That Pūroro Hātepe - Regulatory Processes Committee:

- 1) Receive the information
- 2) Recommend to Council that it:
  - a. Declare that approximately 2.1809(ha) of unformed legal road land (the Land) adjoining 529 Takapu Road, Takapu Valley (being Section 3 SO 368657, Lot 2 DP 66905 and Part Sections 28-30 Horokiwi Road District and held on ROTs 785497 and 232279 - Belmont Regional Park) and 530 Takapu Road, Takapu Valley (being Lots 1 DP 66905 and held on ROT WN41A/665) is not required by Council for a public work and is surplus to Council requirements.
  - b. Agree, pursuant to the Public Works Act 1981 (PWA), to consent to the road stopping and vesting of the Land in the Crown for recreation reserve (Belmont Regional Park) and amalgamation with ROT 232279.
  - c. Delegate to the Chief Executive Officer all powers necessary to conclude this transaction including all legislative matters, negotiating any terms, imposing any reasonable covenants, and anything else deemed necessary.
  - d. Note that the necessary service authority easements needed for the Greater Wellington Regional Council mains water supply pipe; the Wellington Electricity Lines Limited underground electricity cable and Transpower underground fibre optic cable will all be created as part of this process.

### Whakarāpopoto

#### Executive Summary

4. The Crown have requested Council to agree to stop unformed legal road land (the Land) in Takapu Valley adjoining Belmont Regional Park (the Park) under the Public Works Act 1981 (PWA). Refer to Attachment 1 showing locations of the proposal stopping in red and Takapu Road in green.
5. Once stopped, the Land will be vested in the Crown as recreation reserve and amalgamated with the adjoining Park.

6. Ecological mitigation planting to meet Transmission Gully consent conditions in parts of the unformed legal road land requires legal protection. Vesting of the Land in the Crown as reserve will enable those protections to be registered on titled land under the Reserves Act 1977.
7. The Land will become part of the Belmont Regional Park and will be managed by the Greater Wellington Regional Council (GWRC) pursuant to the management plan for the Park.

## **Takenga mai**

### **Background**

8. The Land is a 2.1809(ha) section of unformed legal road that sits within the Belmont Regional Park and is isolated from the end of Takapu Road. Refer to Attachment 2 for the road stopping plan.
9. The Land would be perceived to be part of the Park by members of the public as there is a walking track partially located within the legal road boundary and connects with trails within the Park. Refer to Attachment 3 showing the route the paper road takes within Belmont Regional Park.
10. Ecological mitigation planting has been undertaken in the wetland area parts of the Land (and adjoining Park). Refer to Attachment 4 showing the planting.
11. The Crown have requested that the Council consent to the Land being stopped and made part of the adjoining Park in order to provide legal protections to the ecological mitigation planting that has been undertaken in parts of the unformed legal road land.
12. The Park record of title (ROT) is 232279 and the Land will become part of that title.

## **Kōrerorero**

### **Discussion**

13. The road stopping and its addition to the reserve is provided for under sections 116, 117, and 120 of the PWA.
14. Stopping the paper road and amalgamating the Land with the adjoining Park will ensure that it is managed under the Reserves Act 1977 and the GWRC Management Plan for the Park (the Plan).
15. Recreation reserve status would protect the rights of public access to the underlying land. In addition, integration of the Land into the Park would allow the land to lawfully be subject to the Plan of the Belmont Regional Park.
16. The walking track enhancements envisaged by the Plan provide an opportunity to enhance the access and usability of the track which is situated partially on the unformed legal road.
17. Among the specific actions listed in the Plan are the following:
  - a. *“A182: Post Transmission Gully motorway completion, enhance the Takapu Road entrance facilities, develop a range of trail circuits and connections and raise awareness of this park access.”* And
  - b. *“A189: Work with mana whenua, recreation, conservation, and community groups to improve the trail network across the park considering...new trail hubs such as...Takapu Road.”*

---

## Kōwhiringa

### Options

18. If Council declines to support the recommendations of this report, the Crown may elect to take the Land by resumption pursuant to s323 of the Local Government Act 1974.

## Whai whakaaro ki ngā whakataunga

### Considerations for decision-making

#### Alignment with Council's strategies and policies

19. The recommendations in the report are consistent with the Council's Road Encroachment and Sale Policy 2011.
20. This proposed road stopping has no significant impact on the long-term plan.

<https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies>.

#### Engagement and Consultation

21. No public consultation is required under the PWA however, Consents to the stopping will be obtained from adjoining owners (Transpower, DoC and GWRC) and the owners of utility services located in the stopped road (WELL, Transpower and GWRC).
22. As the Land is located within the Tawa Community Board area, the Board has been informed of this proposal at their meeting dated 2 December 2021.

#### Implications for Māori

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

#### Financial implications

24. There are no significant financial considerations related to this disposal. All costs associated with the disposal of the Land are being paid for by the Crown.

#### Legal considerations

25. The road stopping process is consistent with both legislative and Council requirements and all documents will be checked by our in-house legal team.

#### Risks and mitigations

26. Overall, the proposal is considered low on the Council's risk framework.

<http://wccecm/otcs/trovequest.asp?doc=22083952&action=download>

#### Disability and accessibility impact

27. There are no known accessibility impacts for this road stopping.

---

### **Climate Change impact and considerations**

28. There are no known climate change implications for this road stopping, although the ecological mitigation planting will provide carbon offset as it grows.

### **Communications Plan**

29. No public consultation is required under the PWA for the stopping of the Land but consent is required from the adjoining landowners and utility providers as mentioned in the report.

### **Health and Safety Impact considered**

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

### **Ngā mahinga e whai ake nei**

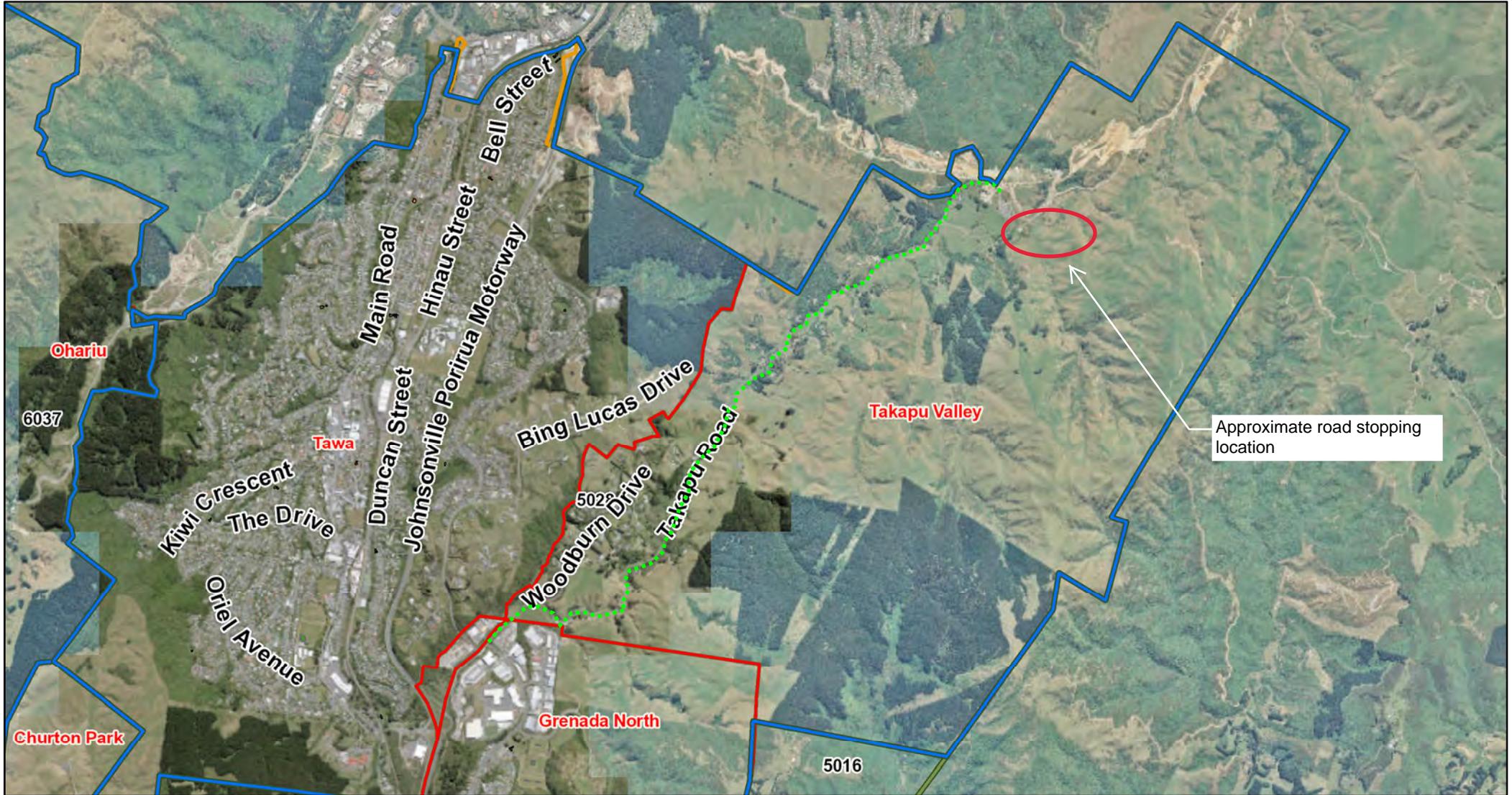
#### **Next actions**

31. Review and sign consent documentation relating to the PWA stopping and transfer of the land to Crown for recreation reserve.
32. Survey and register service authority easements and obtain adjoining owner consents.
33. Gazette Notice declaring the Land to be recreation reserve and amalgamated with the adjoining Park.

#### **Attachments**

- Attachment 1. Location Plan  
Attachment 2. Road Stopping Plan  
Attachment 3. Photo showing paper road within Belmont Regional Park  
Attachment 4. Planting on legal road land

# LocalMaps Print



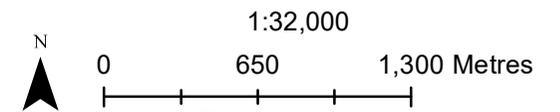
November 22, 2021

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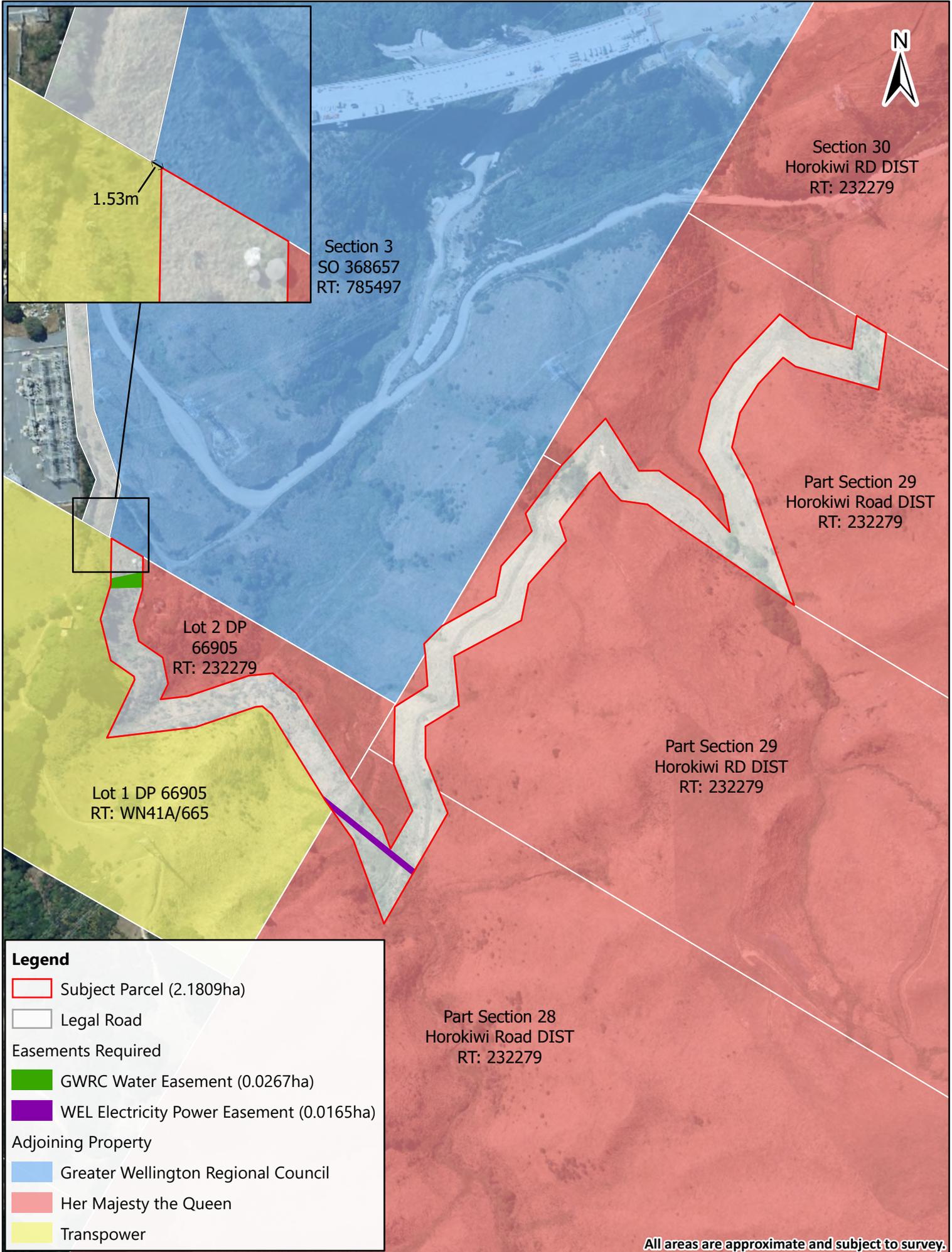
Data Statement:  
Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety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

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

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



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Section 30  
Horokiwi RD DIST  
RT: 232279

Section 3  
SO 368657  
RT: 785497

Part Section 29  
Horokiwi Road DIST  
RT: 232279

Lot 2 DP  
66905  
RT: 232279

Part Section 29  
Horokiwi RD DIST  
RT: 232279

Lot 1 DP 66905  
RT: WN41A/665

Part Section 28  
Horokiwi Road DIST  
RT: 232279

**Legend**

- Subject Parcel (2.1809ha)
- Legal Road
- Easements Required**
- GWRC Water Easement (0.0267ha)
- WEL Electricity Power Easement (0.0165ha)
- Adjoining Property**
- Greater Wellington Regional Council
- Her Majesty the Queen
- Transpower

All areas are approximate and subject to survey.



Imagery sourced from: **CPBHEB Drone Imagery**  
 Property boundaries sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas.  
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator  
 Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).

**WCC Road to be Stopped**  
Takapu Road

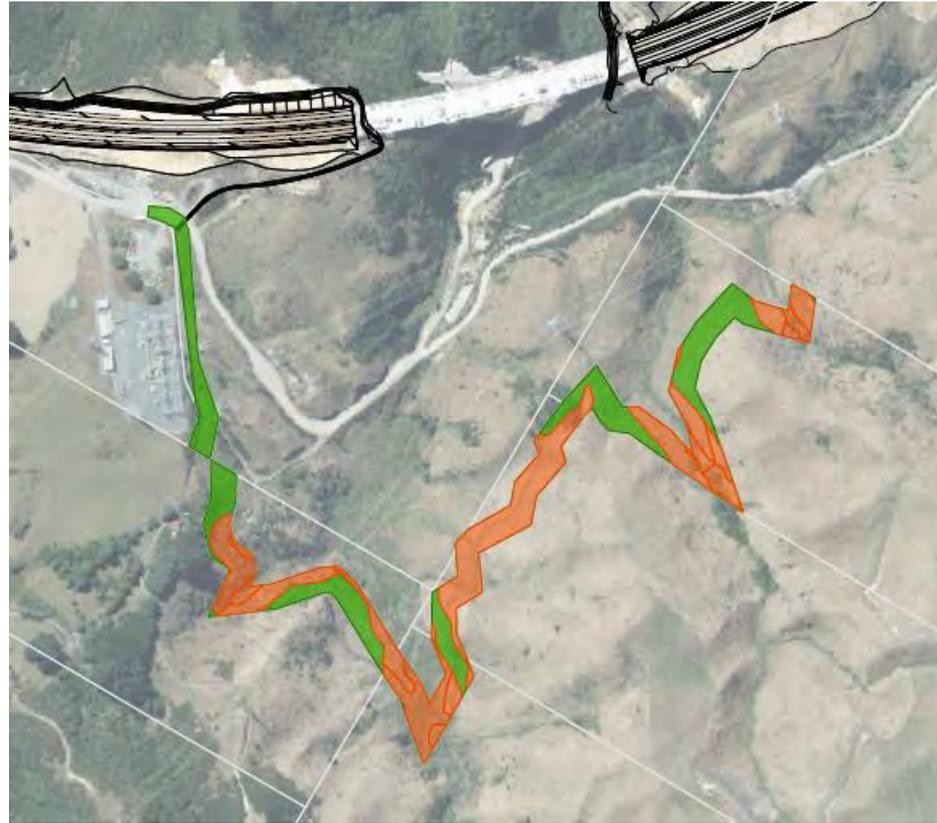


PREPARED BY	Conor McIntosh	DATE	15/07/2021	SHEET	1	TPG REF	80955	A4 Scale 1:3,000	0	70 Metres
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# Paper Road Route overview



# Planting map for the area



## Legend

- Alignment
- Cadastral Boundaries
- Possible Planting Area
- Actual Planted Area

# Wetland planting area



# Wetland planting across the paper road





## 2.5 PROPOSED ROAD CLOSURES

### Kōrero taunaki

### Summary of considerations

#### Purpose

1. This report to Pūroro Hātepe - Regulatory Processes Committee...

#### Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

#### Strategic alignment with priority objective areas from Long-term Plan 2021–2031

#### Relevant Previous decisions

Outline relevant previous decisions that pertain to the decision being considered in this paper.

#### Significance

The decision is rated low significance in accordance with schedule 1 of the Council's Significance and Engagement Policy. Outline the criteria that apply as set out in the Council's [Significance and Engagement Policy](#). This is a mandatory consideration, regardless of the level of significance. Democracy Services will peer review the level of significance.

#### Financial considerations

- Nil     
  Budgetary provision in Annual Plan / Long-term Plan     
  Unbudgeted \$X

2.

#### Risk

- Low     
  Medium     
  High     
  Extreme

Author	Maria Taumaa, Street Activities Coordinator
Authoriser	Jacqui Austin, Team Leader Street Activities and Audit Coordination Sean Woodcock, Customer, Compliance and Business Service

Manager Siobhan Procter, Chief Infrastructure Officer
--

## Taunakitanga

### Officers' Recommendations

Officers recommend the following motion

That Pūroro Hātepe - Regulatory Processes Committee:

- 1) Receive the information
- 2) Agree to close the following road and sections of the road for these events (as listed below) to vehicles and cyclist only, subject to the conditions listed in the proposed Road Closure impact Reports:  
**New Zealand vs South Africa Test** Monday 21 February to 2 March 2022 8.00am to 8.00pm  
**ICC Woman's World Cup 2022** Friday 11 March to 31 March 8.00am to 8.00pm  
**Alexander Road Sealed Hillclimb** Sunday 20 March 2022 7.00am to 6.00pm  
**Beers at the Basin** Tuesday 5 April to Tuesday 12 April 2022 6.00am to 5.00pm
- 3) 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 no likely to cause unreasonable impact on traffic.

## Whakarāpopoto

### Executive Summary

#### 4. Proposed Road closures

**New Zealand vs South Africa** Monday 21<sup>st</sup> February 2022 to Wednesday 2 March 2022  
8.00am to 8.00pm  
Slip Lane (between Buckle Street and Ellice Street)

**ICC Woman's World Cup** Friday 11 March 2022 to Thursday 31<sup>st</sup> March 2022 8.00am to 8.00pm  
Slip Lane (between Buckle Street and Ellice Street)

**Alexandra Road Sealed Hill Climb** Sunday 20 March 2022 7.00am to 6.00pm  
Alexandra Road (from Constable Street to Lookout)

**Beers at the Basin** Tuesday 5 April 2022 to Tuesday 12 April 2022 6.00am to 5.00pm  
Daily  
Slip Lane (between Buckle Street and Ellice Street)

## Takenga mai

---

## **Background**

5. The Council receives numerous requests throughout the year for public roads to be closed for public and private events. In order for the closures to have an effect, under Schedule 10 of the Local Government Act 1974, Council approval is required.
6. The authority to approve request for road closures is made under Schedule 10, clause 11e, of the local Government Act 1974 and the Transport vehicular Traffic Road closure regulations 1965. This authority is delegated to the Regulatory Processes Committee.

This report has been prepared in accordance with the procedures that were approved by the Committee on 15 December 2010. In summary, these are:

- a. An event organiser applies for a road closure when proposed events require one
  - b. Council officers receive the proposal and assess the merits and need for a road closure
  - c. The council advertised its intention to close the road in the public notice column of the local newspaper and on social media
  - d. Together with the event organiser, Council officers ensure consultation with affected stakeholders are carried out and a communication plan is formulated
  - e. Any objections are followed up and resolved as far as practical
  - f. The event organiser works together with Council officers who modify any plan in response to public submission and prepare an impact report for Committee
  - g. Council officers recommend any conditions that should apply to the approval
  - h. The Committee deliberates on the proposed road closure
  - i. A Council officer notifies the event organiser of the committee's decision
7. The proposed road closures for Alexander Sealed and Beers at the Basin are Annual Events. ICC Woman's World Cup and New Zealand vs South Africa are one off events held at the Basin Reserve.

## **Kōwhiringa**

### **Options**

8. Option 1: Agree to the temporary road closures
9. 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.

## **Whai whakaaro ki ngā whakataunga**

### **Considerations for decision-making**

#### **Alignment with Council's strategies and policies**

10. The City Events Team has assessed the proposed events regarding 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.

<https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies>.

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### **Engagement and Consultation**

11. Members of the public have been advised of the road closures and informed of their right to object.
12. The public notice advertising that the Council is proposing to consider these closures was notified via the following channels.
  - a. Dominion Post
  - b. Facebook
  - c. Twitter
  - d. Have Your SayThese details are part of the Impact Reports
13. Members of the public will again be advised of the road closures prior to the event
  - a. Advanced roadside signage
  - b. Media Releases
  - c. Council Website
  - d. Council social media channels
14. 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.
15. 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.
16. Council intention to consider and propose temporary road closures was notified through ad advertisement in the Dominion Post, Facebook, Twitter, have Your Say. These advertisements invited the public to make submission on the proposed road closures.
17. Event organisers have also consulted the following government agencies and associate Organisations:
  - a. New Zealand Police
  - b. Waka Kotahi (NZTA)
  - c. Fire and Emergency New Zealand
  - d. Wellington Free Ambulance
  - e. Public Transport Operators
  - f. Relevant Council Business units, e.g. Roding, Wreda & Communications
18. Any correspondence received in response to the proposed closures has been included in the attached Impact report

### **Implications for Māori**

19. There are no Treaty of Waitangi implications

### **Financial implications**

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

### **Legal considerations**

21. Nil

### **Risks and mitigations**

22. Nil

<http://wccecm/otcs/trovequest.asp?doc=22083952&action=download>

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### **Disability and accessibility impact**

23. Council along with event organisers do look across the event with an accessibility lens to ensure all can participate. These changes can be done by way of a Traffic Management Plan.

### **Climate Change impact and considerations**

24. See "Impact Assessment included in Impact Reports for event organisers consideration of climate change impacts.

### **Communications Plan**

25. Residents and Retailers affected by the Road closure will be notified by letter drop or contacted by event organiser.

### **Health and Safety Impact considered**

26. 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.

### **Ngā mahinga e whai ake nei**

#### **Next actions**

27. 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, fund 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 ICC Womans Impact Report
- Attachment 2 ICC Advert
- Attachment 3 ICC Womans World Cup Map
- Attachment 4 Alexander Impact Report
- Attachment 5 Alexander Sealed Advert
- Attachment 6 Alexander Map
- Attachment 7 Beers Impact
- Attachment 8 Beers at the Basin Advert
- Attachment 9 Beers at Basin Map
- Attachment 10 NZ Test Impact
- Attachment 11 NZ v South Africa
- Attachment 12 New Zealand V South Africa Map

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## PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

### *ICC WOMAN'S WORLD CUP FRIDAY 11<sup>TH</sup> MARCH 2022 TO THURSDAY 31<sup>ST</sup> MARCH 2022 8.00AM TO 8.00PM*

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#### 1. Description of Event

New Zealand's oldest cricket ground has been confirmed as a host venue for the ICC Women's Cricket World Cup which will take place across New Zealand next year. Wellington is one of six host cities confirmed for the event, alongside Auckland, Hamilton, Tauranga, Dunedin, and Christchurch. The tournament, which features 31 matches played between February 6 and March 7, will be capped by a spectacular final in Christchurch under lights at Hagley Oval.

Organisers stated they have been privileged to have had such strong ongoing support from the Wellington City Council and have recently undergone a significant redevelopment with the upgrade of the Museum Stand.

**The proposed road closures to vehicles and cyclists, are as follows: ICC Woman's World Cup Friday 11<sup>th</sup> March 2022 to Thursday 31<sup>st</sup> March 2022 8.00am to 8.00pm.**

- **Slip Lane** (Between Buckle street and Ellice Street)

Please refer to the map attachment for further detail.

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

#### Climate Change

The Basin Reserve will host seven Women's World Cup Cricket games in March next year and with this in mind the venue is attempting to minimise its environmental impact. In practical terms this means after each match event organisers try to ensure nothing is left behind to show it ever occurred. If anything had to be changed to accommodate the matches, then it is returned to its original state afterwards. Waste management is a key part of the Basin Reserve Trust Statement of intent. After each event organisers have a specialised waste management team to man a series of bins around the Basin. The venue has been working with food vendors to ensure all plates, cutlery is compostable or recyclable. As a result, the volume of actual waste has been slowly dropping in recent years.

#### 2. Events Directorate Support

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

## 3. Proposal Notice and Consultation

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

- Dominion Post, 20 November 2021
- Social Media, 23 November 2021
- Twitter, 23 November 2021
- Facebook, 23 November 2021
- Have your say, 23 November 2021

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

## 4. Objections

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 Friday 11 March 2022 to Thursday 31 March 2022 8.00am to 8.00pm.
- 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 the 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.

# REGULATORY PROCESSES COMMITTEE

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**Wellington City Council**

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- 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.
- The landowner agrees to alcohol at the ICC Woman's World Cup: on **Friday 11<sup>th</sup> March 2022 to Thursday 31<sup>st</sup> March 2022 8.00am to 8.00pm** subject to an Alcohol Licence being obtained.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

## Attachments

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



Prepared By .....  
Maria Taumaa  
Street Activities Coordinator

Approved By   
Jacqui Austin  
Team Leader Street Activities and Audit Coordination

## Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 8 December 2021 to consider the following temporary road closure for Events.

### **ICC Woman's World Cup March 2022**

#### **Proposed Road Closure**

**Friday 11 March 2022 to 31st March 2022 8am to 8pm**

**Buckle Street (Slip Lane between Buckle Street and Kent Terrace)**

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 19 November 2021. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email [Street.activities@wcc.govt.nz](mailto:Street.activities@wcc.govt.nz)

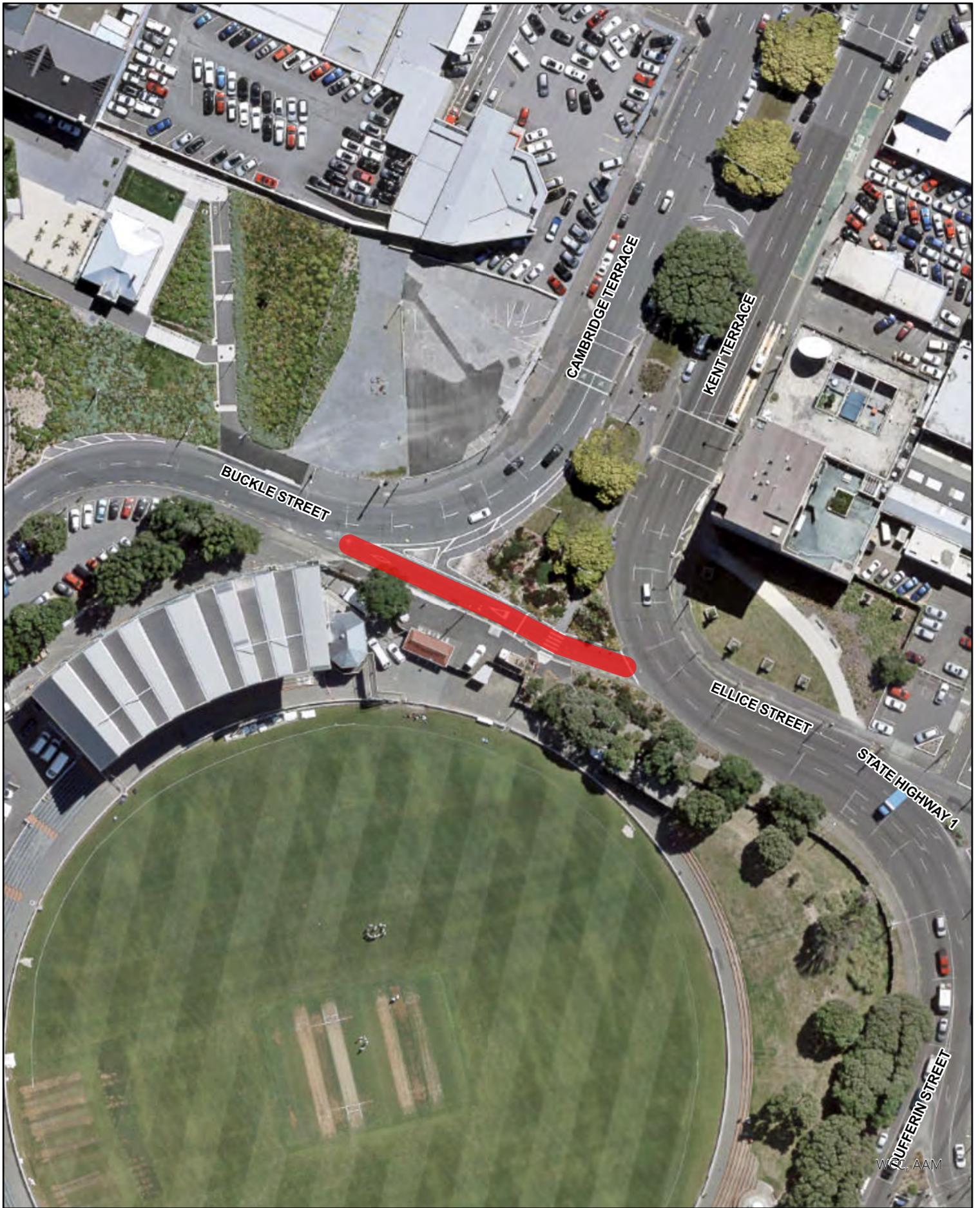
**This proposed road closure is subject to the Government Covid-19 guidelines regarding events of this nature.**

**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](http://Wellington.govt.nz)

**Absolutely Positively**  
**Wellington City Council**

Me Heke Ki Pōneke



Event Name: ICC Woman's World Cup

From: 11/03/2022 8:00:00 am      Until: 31/03/2022 8:00:00 pm

Event Type: Road Closure

Event Details:

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## PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

### *ALEXANDRA ROAD SEALED HILLCLIMB SUNDAY 20 MARCH 2022 7:00AM TO 6:00PM*

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#### 1. Description of Event

The Wellington Car Club (Inc) has once again applied to run this annual event. The event is sanctioned by Motorsport New Zealand and run under their approval by way of an Event Organisers Permit. The event has been carried out on this section of road, as advised by the club since the 1960's.

**The proposed road closures to vehicles are as follows Alexandra Road Sealed Hillclimb:  
Sunday 20<sup>th</sup> March 2022 from 7:00am to 6:00pm**

- **Alexandra Road** (from Constable Street to Lookout Road)

Please refer to the map attachment for further detail.

They have coordinated so as not to conflict with other events.

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

#### **Climate Change**

Motorsport NZ have released guidelines on how electric vehicles are able to compete in sprint events like this. They will be looking at how they are able to include EVs in this event, although there are a few things that need to be covered off to meet the guidelines.

Organisers are aware of concerns by some councillors and wider public around the perception of motorsport and the use of fossil fuels. The advances being made in technologies for alternative fuels is now allowing electric and hybrid vehicles to be used at the club level of motorsport.

Availability of suitable vehicles will continue to be a hindrance, as it is for normal road cars, but developments like those seen with Haydon Paddon's electric rally car, and with the EV series cars overseas (where Emma Gilmour recently signed on as a driver for McLaren as an example) will see that technology flow down over time.

While the technology and safety features are continuing to evolve, the message that organisers would like to share is that the desire to compete in motorsport will remain, irrespective of the motive power. Organisers see that electric and hydrogen powered cars will soon become the norm in motorsport over the coming years. Motorsport is not exclusive to petrol powered cars.

#### 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, Saturday 13 November 2021
- Social Media, Friday 19<sup>th</sup> November
- Twitter, Friday 19<sup>th</sup> November
- Facebook, Friday 19<sup>th</sup> November
- Have your say, Friday 19<sup>th</sup> November

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

### 4. Objections

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 7.00am to 6.00pm on Sunday 20<sup>th</sup> March 2022.

- 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 the road closures transitions 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.

# REGULATORY PROCESSES COMMITTEE

- 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.
- 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



Event Name: Alexander Rd Hill Climb

From: 20/03/2022 7:00:00 am

Until: 20/03/2022 6:00:00 pm

Event Type: Road Closure

Event Details:

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## PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

### *BEERS AT THE BASIN*

***TUESDAY 5 APRIL 2022 TO TUESDAY 12 APRIL 2022 8.00 AM TO 5.00 PM DAILY***

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#### 1. Description of Event

Beers at the Basin is a local summer festival that is now its 6<sup>th</sup> year. Hosted at one of Wellington's most iconic venues, the Basin Reserve, Beers is an event showcasing some of the best craft breweries, local wineries, street food and music that NZ has to offer. Visitors attend from all around the region and NZ wide, with an average demographic of 25 plus. The festival has become a mainstay on the Wellington Summer calendar.

**The proposed road closures to vehicles and cyclists, are as follows: Beers at the Basin: Tuesday 5 April 2022 to Tuesday 12 April 2022 8.00am to 5.00pm.**

- **Slip Lane** (between Buckle Street and Ellice Street)

Please refer to the map attachment for further detail.

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

#### Climate Change

In assessing the impact of the climate, the following has been considered.

Closing the slip lane will have a minimal impact on the flow of traffic within the area and not generate any increased pollution and greenhouse gas production.

The roading capacity will not be diminished and there would be a minimal impact on walking any cycling within the area.

With no added congestion there would be no increased emissions.

#### 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, Saturday 13 November 2021
- Social Media, 19 November 2021
- Twitter, 19 November 2021
- Facebook, 19 November 2021

- Have your say, 19 November 2021

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

## 4. Objections

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 on Tuesday 5 April 2022 to Tuesday 12 April 2022 from 8.00am to 5.00pm.
- 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 were 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.

# REGULATORY PROCESSES COMMITTEE

Absolutely Positively  
**Wellington** City Council

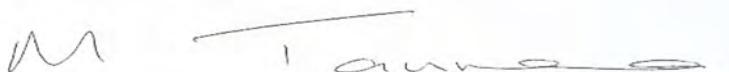
Me Heke Ki Pōneke

- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Beers at the Basin **Tuesday 5 April 2022 to Tuesday 12 April 2022 subject to an Alcohol Licence being obtained.**
- 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



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## PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

**NEW ZEALAND VS SOUTH AFRICA**  
**MONDAY 21<sup>ST</sup> FEBRUARY 2022 TO WEDNESDAY 2 MARCH 2022 8.00AM TO**  
**8.00PM**

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### 1. Description of Event

The Basin Reserve New Zealand's oldest cricket ground has been confirmed to hosts the 2<sup>nd</sup> Test between the Black Caps and South Africa from Friday 25 February 2022 until Tuesday 1 March 2022. New Zealand has not lost a Test in New Zealand since the last time these two teams played here in March 2017. The iconic Basin Reserve in Wellington will no doubt create a memorable occasion for all involved. The Test is expected to draw large crowds throughout all five days with South Africa boasting a strong side and having never lost at the Basin Reserve.

**The proposed road closures to vehicles and cyclists, are as follows: New Zealand vs South Africa Monday 21 February 2022 to Wednesday 2 March 2022 8.00am to 8.00pm**

- **Slip Lane** (Between Buckle Street and Ellice Street)

Please refer to the map attachment for further detail.

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

### Climate Change

The venue is attempting to minimise its environmental impact. In practical terms this means after each match organisers try to ensure nothing is left behind to the event ever occurred. If anything requires to be changed to accommodate the match, it is returned to its original state afterwards. Waste Management is a key part of the Basin Reserve Trust Statement of intent. After each event organisers have specialised waste management team to man a series of bins around the Basin. The venue has been working with food vendors to ensure all plates and cutlery are compostable or recyclable. As a result, the volume of actual waste has been slowly dropping in recent years.

### 2. Events Directorate Support

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

### 3. Proposal Notice and Consultation

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

- Dominion Post, Friday 19 November 2021

- Social Media, Tuesday 23 November 2021
- Twitter, Tuesday 23 November 2021
- Facebook, Tuesday 23 November 2021
- Have your say, Tuesday 23 November 2021

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

## 4. Objections

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 Monday 21 February 2022 to Wednesday 2 March 2022 8.00am to 8.00pm.
- 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 were 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.

# REGULATORY PROCESSES COMMITTEE

Absolutely Positively  
Wellington City Council

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- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the **Monday 21 February 2022 to Wednesday 2 March 2022 8.00am to 8.00pm, subject to an Alcohol Licence being obtained.**
- 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.

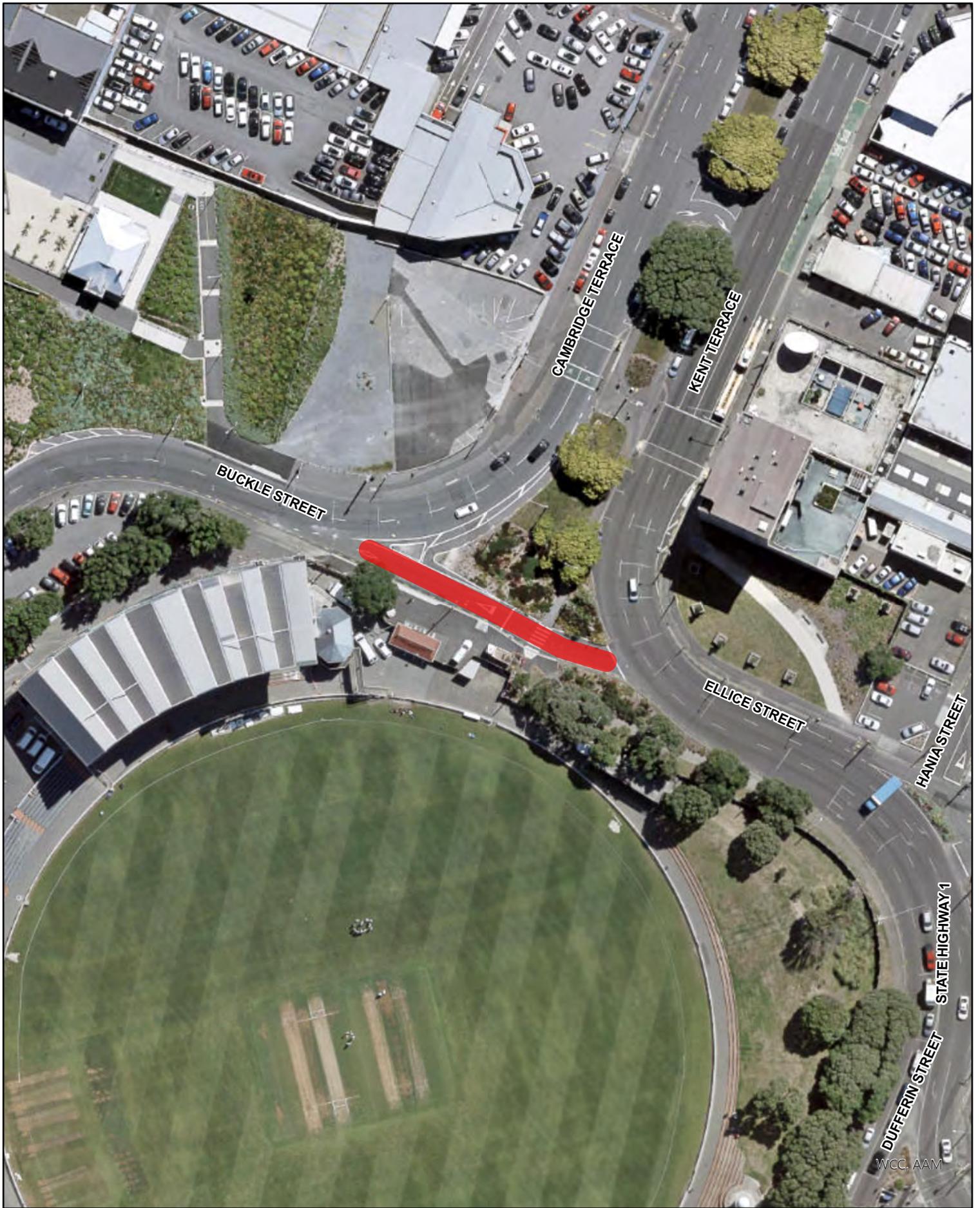
## Attachments

- 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



Event Name: Beers at the Basin

From: 5/04/2022 6:00:00 am      Until: 12/04/2022 5:00:00 pm

Event Type: Road Closure

Event Details: 6am - 5pm Daily

## Public notice request form

BUS: Ad Bookings

<b>Place Ad on</b>	Saturday 13 November 2021
<b>Publication</b>	✓ The Dominion Post
<b>Purchase order #</b>	
<b>Re-run job number</b>	
<b>Approver</b>	

### **Proposal to Close Roads**

The Regulatory Processes Committee will meet on Wednesday 8 December 2021 to consider the following temporary road closure for Events.

Beers at the Basin

Tuesday 5 April to Tuesday 12 April 2022

6.00am to 5.00pm daily

Slip Lane (Between Buckle Street and Ellice Street)

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 26 November 2021. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email [Street.activities@wcc.govt.nz](mailto: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.**

**NOTES**

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**DEADLINES**

<b>Publication</b>	<b>Issued</b>	<b>Deadline for requests</b>	<b>Approval due</b>
	Weekly, Thursdays	10am Monday	midday Monday
<b>Dominion Post</b>	Daily, Monday–Saturday	4pm, two days prior to publication	11am the day before publication

*Note deadlines are likely to change around public holidays.*

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## **Proposal to Close Roads**

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The Regulatory Processes Committee will meet on Wednesday 8 December 2021 to consider the following temporary road closure for Events.

**New Zealand vs South Africa Cricket Test Match**  
Monday 21st February 2022 to Wednesday 2 March  
8.00am to 8.00pm

**Slip Lane** (Between Buckle Street and Ellice Street)

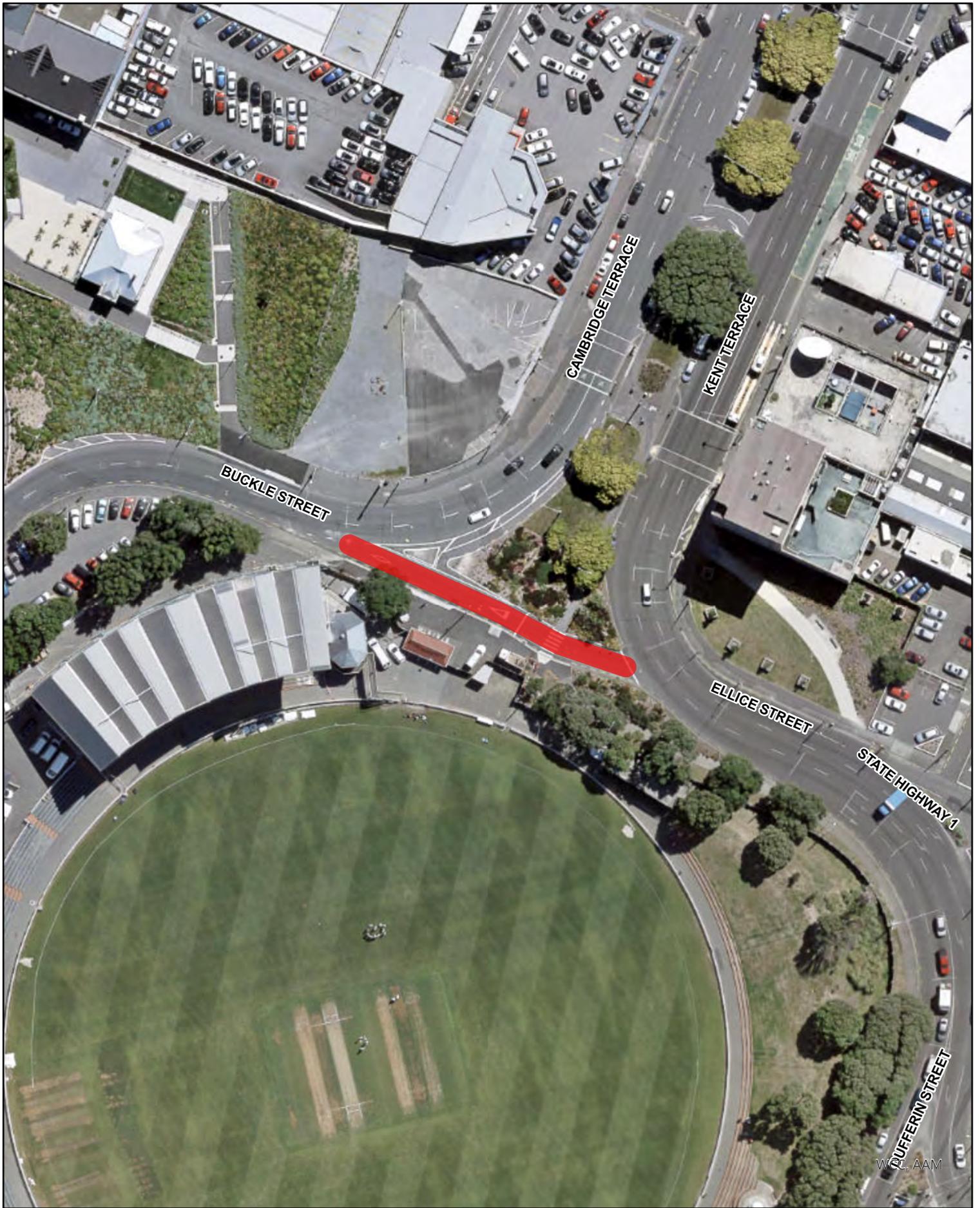
Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 3 December 2021. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email [Street.activities@wcc.govt.nz](mailto:Street.activities@wcc.govt.nz)

**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](http://Wellington.govt.nz)

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



Event Name: New Zealand vs South Africa Cricket Test Match

From: 21/02/2022 8:00:00 am      Until: 2/03/2022 8:00:00 pm

Event Type: Road Closure

Event Details: Closure is 8am - 8pm daily between the aforementioned dates



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## 2.6 ACTIONS TRACKING

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### Kōrero taunaki Summary of considerations

#### Purpose

1. This report provides an update on the past actions agreed by the Pūroro Hātepe - Regulatory Processes Committee at its previous meetings.

#### Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

#### Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
  
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

#### Relevant Previous decisions

Not applicable.

#### Financial considerations

- Nil       Budgetary provision in Annual Plan / Long-term Plan       Unbudgeted \$X

#### Risk

- Low       Medium       High       Extreme

Author	Alisi Puloka, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

#### Taunakitanga

#### Officers' Recommendations

Officers recommend the following motion

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Receive the information.

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## **Whakarāpopoto Executive Summary**

2. This report lists the dates of previous committee meetings and the items discussed at those meetings.
3. Each clause within the resolution has been considered separately and the following statuses have been assigned:
  - In progress: Resolutions with this status are currently being implemented.
  - Complete: Clauses which have been completed, either by officers subsequent to the meeting, or by the meeting itself (i.e. by receiving or noting information).
4. All actions will be included in the subsequent monthly updates but completed actions will only appear once.

## **Takenga mai Background**

5. At the 13 May 2021 Council meeting, the recommendations of the Wellington City Council Governance Review (the Review Report) were endorsed and agreed to be implemented.
6. At the 13 May 2021 Council meeting, the recommendations of the Wellington City Council Governance Review (the Review Report) were endorsed and agreed to be implemented.
7. The purpose of this report is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. The committee could resolve to receive a full update report on an item if it wishes.

## **Kōrerorero Discussion**

8. Following feedback, the status system has been changed so that resolutions either show as 'in progress' or 'complete'.

Of the 33 resolutions of the Pūroro Hātepe - Regulatory Processes Committee in November 2021:

  - 4 require no action from staff
  - 24 are in progress
  - 5 are complete
9. 29 in progress actions were carried forward from the last action tracking report. Of these:
  - 22 are still in progress
  - 7 have been completed
10. Further detail is provided in Attachment One.

## **Attachments**

Attachment 1. Action Tracking

Date	Meeting	Item	Clause	Status	Comments
Tuesday, June 8, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions - Implementation of Annual Plan/Long Term Plan Committee Decisions	2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008:	In progress	
Tuesday, June 8, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions - Implementation of Annual Plan/Long Term Plan Committee Decisions	g. TR72-21 Oriental Parade, Wellington – Convert coupon parking to P10hrs metered parking	In progress	Signage has been installed and so have parking meters. Meters are activated and payment can be made - We are working on an alternative solution for install of gateways. Delivery of the sensors has been delayed (covid shipping) we are working on an alternative to get install done.
08 June 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions - Implementation of Annual Plan/Long Term Plan Committee Decisions	k. TR76-21 Hill Street, Thorndon – Convert coupon parking to P120 metered parking	In progress	Signage and meters installed. Bay Plates are installed. Is currently paid parking at this location, but can't install sensors due to Major cabling works scheduled under a TMP right through Hill st. Aim to install sensors once cabling works completed.
08 June 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions - Implementation of Annual Plan/Long Term Plan Committee Decisions	3. Note that officers will monitor occupancy and turnover of parking spaces near Kelburn campus being changed to P10hrs metered and will report back to committee six months after the changes are implemented.	In progress	6 month report will be required won't be due until March 2022 - 6 months after we go live.
08 June 2021	Pūroro Hātepe   Regulatory Processes Committee	2.3 Traffic Resolutions	2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008:	In progress	
08 June 2021	Pūroro Hātepe   Regulatory Processes Committee	2.3 Traffic Resolutions	c. TR79-21 Lookout Road, Hataitai - No Stopping At All Times	In progress	Following up with contractor
11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Name for Private Right-of-Way off Kabul St in Khandallah	In accordance with standing order 3.16.2(d) lay the item under debate on the table, and not discuss it at the meeting	In progress	Deferred to the February meeting; consultation still proceeding
11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008:	In progress	
11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	a) TR59-21 Park Road, Miramar - No Stopping At All Times	In progress	Following up with contractor
11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	b) TR84-21 Ohiro Road, Todman Street, Cleveland Street Intersection, Brooklyn – Signal improvements; various parking changes (Amended)	In progress	In conjunction with the signals upgrade
11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	c) TR89-21 Arlington Street, Mount Cook - No Stopping At All Times	In progress	Following up with contractor
11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	h) TR96-21 Toi Pōneke Arts Centre Parking, Te Aro – Various parking restrictions	In progress	Following up with contractor. Meeting onsite to discuss plans.
11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	3. Agree to amend Schedule A (Time limited) for TR84- 21 Ohiro Road, Todman Street, Cleveland Street Intersection, Brooklyn from P60, 8am-6pm, Monday- Sunday and P180, 8am-6pm, Monday-Friday to P60, 8am-4pm, Monday-Friday and P180, 8am-4pm, Monday-Friday.	In progress	
11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.3 Proposed Road Closure	2. Agree to close the following road and sections of the road for these events (as Listed below) to vehicles and cycles only, subject to the conditions listed in the proposed Road Closure Impact Reports.	In progress	

11 August 2021	Pūroro Hātepe   Regulatory Processes Committee	2.3 Proposed Road Closure	c. Khandallah Fair Sunday 12 December 2021 5am to 5pm i. Ganges Road (from Agra Crescent to Dekka Street)	In progress
08 September 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closure	2. Agree to close the following road and sections of the road for these events (as Listed below) to vehicles and cycles only, subject to the conditions listed in the proposed Road Closure Impact Reports.	In progress
08 September 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closure	b. Beers at the Basin Tuesday 7 December 2021 to Tuesday 14 December 2021 6.00am to 5.00pm Daily i. Slip Lane (between Cambridge Terrace and Ellice Street)	In progress
08 September 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closure	c. Anzac Day Pukeahu Park Monday 25 April 2022 i. Tory Street (Vivian Street to Pukeahu Memorial Park) ii. Tasman Street (Pukeahu Memorial Park to Rugby Street) iii. Frederick Street (No through Traffic) iv. Martin Square (south to North) v. Parking restrictions will be in place	In progress
08 September 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closure	d. New Zealand Cycle Classic Saturday 8 January 2022 to Sunday 9 January 2022 11.59pm to 5.00pm i. Lambton Quay (Whitmore Street to Willis Street) ii. Willis Street (Mercer Street to Hunter Street including Lambton/Willeston intersection) iii. Ballance Street (Lambton Quay to Stout Street) iv. Stout Street (Ballance Street to Lambton Quay) v. Waring Taylor Street (Maginnity Street to Lambton Quay) vi. Johnston Street (Featherston Street to Lambton Quay) vii. Brandon Street (Featherston Street to Lambton Quay) viii. Panama Street (Featherston Street to Hunter Street) ix. Willeston Street (Victoria Street to Lambton Quay)	In progress
08 September 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closure	e. Round the Bays Sunday 20 February 2022 6.00am to 1.00pm i. Customhouse Quay (Southbound lanes from Whitmore Street to Jervois Quay) from 6.30am to 11.00am ii. Jervois Quay (Southbound lanes from Customhouse Quay to Cable Street) 6.30am to 11.00am iii. Cable Street (between Jervois Quay and Oriental Parade – with exception of the right-hand lane while will open from Chaffers Street to Kent Terrace) from 7.00am to 11.00am iv. Oriental Parade (all of Oriental Parade from 7.15am to 11.00am) v. Evans Bay Parade (between Cobham Drive and Kilbirnie Crescent) from 7.15am to 12noon vi. Wellington Road (one way east between Crawford Road and Ruahine Street) from 7.15am to 12 noon	In progress

08 September 2021	Pūroro Hātepe   Regulatory Processes Committee	2.4 One new lease subject to the Reserves Act 1977 to Polo Ground Community and Sports Centre Inc.	2. Agree to grant a premises lease for a twelve-year term with one renewal term of ten years to Polo Ground Community and Sports Centre Inc ("Society") for: a. The Polo Ground Pavilion (the premises) which is located at Polo Grounds, Miramar. The land is legally described as Lot 1 Deposited Plan 4550 and contained in CFR WN394/28 b. The leased area will be 523 sqm (approx) and will include the community room, the clubroom and storage rooms. (see attached plan Attachment "1") c. Note that the lease will be executed following completion of refurbishment works to create the community and sports hub facilities and provided the Society has made the requisite payments and is not in breach of any provision in the Partnering Agreement between the Council and the Society	In progress	The lease won't be executed until the refurbishment is done. Likely around 2023
08 September 2021	Pūroro Hātepe   Regulatory Processes Committee	2.4 One new lease subject to the Reserves Act 1977 to Polo Ground Community and Sports Centre Inc.	3. Note that approval to grant the lease on reserve land is conditional on: a. Appropriate iwi consultation b. Public notification as required under sections 119 and 120 of the Reserves Act 1977 c. No sustained objections resulting from the above notification d. Legal and advertising costs being met by the Lessees (where applicable)	In progress	The club have requested to go through a public consultation process with another group to share the costs.
13 October 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Road Closures	2. Agree to close the following road and sections of the road for these events (as listed below) to vehicles and cyclist only, subject to the conditions listed in the proposed Road Closure Impact Reports: a. Polish Christmas Market Saturday 20 November 2021 6am to 11.30pm Rain Day Sunday 21 November 2021 6am to 11.30pm Covid cancellation date 4 December 2021 6am to 11.30pm i. Rhodes Street (between Riddiford Street and Ferguson Street) ii. Arney Street (All of Arney Street)	Complete	Cancelled due to Covid Level 2
13 October 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Road Closures	3. 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.	Complete	
13 October 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Proposed road stopping - Land adjoining 40 Avon Street, Island Bay	1. Receive the information	Complete	Was considered at the Te Kaunihera o Pōneke   Council meeting of 28 October 2021.

13 October 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Proposed road stopping - Land adjoining 40 Avon Street, Island Bay	2. Recommend to Council that it: a. Declare the approximately 315m2 (subject to survey) of unformed legal road land in Avon Street (the Land), adjoining 40 Avon Street (Lot 1 DP 14461, held on ROT WN20D/17), is not required for a public work and is surplus to Council's operational requirements. b. Agree to dispose of the Land. c. Delegate to the Chief Executive Officer the power to conclude all matters in relations to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.	Complete	Was considered at the Te Kaunihera o Pōneke   Council meeting of 28 October 2021.
13 October 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Proposed road stopping - Land adjoining 40 Avon Street, Island Bay	3. Note that if objections are received to the road stopping, and the applicant wished to continue, a further report will be presented to the Regulatory Processes Committee for consideration.	Complete	Was considered at the Te Kaunihera o Pōneke   Council meeting of 28 October 2021.
13 October 2021	Pūroro Hātepe   Regulatory Processes Committee	2.3 Forward Programme	1. Receive the information	Complete	
13 October 2021	Pūroro Hātepe   Regulatory Processes Committee	2.4 Action Tracking	1. Receive the information	Complete	
10-Nov-21	Pūroro Hātepe   Regulatory Processes Committee	2.4 Proposed Road Closure	2. Agree to close the following road and sections of the road for these events (as listed below) to vehicles and cyclist only, subject to the conditions listed in the proposed Road Closure Impact Report:	In progress	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.4 Proposed Road Closure	a. Island Bay Festival Sunday 13 February 2022 6am to 6 30pm	In progress	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.4 Proposed Road Closure	b. Cuba Dupa Friday 25 March 2022 11.59 to Monday 28 March 2022 3am	In progress	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.4 Proposed Road Closure	c. Domestic Cricket Various Dates Dec 2021 to Jan 2022 8am to 9am	In progress	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.4 Proposed Road Closure	d. Newtown Festival Sunday 6 March 2022 5am to 9 00am	In progress	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.4 Proposed Road Closure	Postponement Date Sunday 3 April 2022 5am to 9 00am	In progress	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.4 Proposed Road Closure	3. 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 like to cause unreasonable impact on traffi	In progress	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	2 Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008:	In progress	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	a) TR101-21 (Part of) Tawa Street, Tawa - No Right Turn	In progress	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	b) TR102-21 (Part of) Tanera Crescent, Brooklyn - Stop Control	In progress	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	c) TR103-21 (Part of) Amritsar Street, Khandallah - No Stopping At All Times	Complete	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	d) TR106-21 (Part of) Victoria Street, Te Aro - Authorised Drainage Vehicles Only, At All Times	In progress	

Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	e) TR107-21 (Part of) Fox Street, Ngaio - No Stopping At All Times	Complete	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	f) TR108-21 (Part of) Monaghan Avenue; Shotter Street, Karori - No Stopping At All Times	In progress	Following up with contractor
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	g) TR109-21 (Part of) Aruba Grove: Antilles Place, Grenada Village - No Stopping At All Times	Complete	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	h) TR110-21 (Part of) Durham Street, Te Aro - No Stopping At All Times	In progress	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	i) TR111-21 (Part of) Raroa Road, Kelburn - No Stopping At All Times	In progress	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	j) TR112-21 (Part of) Boulcott Street, Wellington Central - Metered parking	In progress	Signage installed, waiting on road markings and sensors.
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	k) TR113-21 (Part of) Duthie Street, Karori - New Bus Stop layouts (#4385 and #5385)	In progress	Following up with contractor
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	l) TR115-21 (Part of) Chelmsford Street, Ngaio - No Stopping At All Times	Complete	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	m) TR116-21 (Part of) Bunny Street, Pipitea - Metered mobility parking	In progress	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	n) TR117-21 (Part of) Tarikaka Street, Ngaio - P10 time limited parking restriction; No Stopping At All Times	In progress	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	o) TR118-21 (Part of) Moxham Avenue, Hataitai - Convert P60 time limited parking to motorcycle parking	Complete	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	p) TR119-21 (Part of) Molesworth Street, Thorndon - Convert metered parking to motorcycle parking	In progress	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	q) TR120-21 (Part of) The Rigi, Northland - No Stopping At All Times	In progress	Following up with contractor
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	r) TR122-21 (Part of) Collingwood Street, Ngaio - No Stopping At All Times	In progress	Following up with contractor
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	s) TR123-21 (Part of) Garden Road, Northland - No Stopping At All Times	In progress	Following up with contractor
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Development Contribution	2. Agree to grant a 50% remission for the proposed development at 132 Adelaide Road resident led co-housing development consisting of 25 Residential Units and two ground floor commercial tenancies, noting that it is inconsistent with Council's Development Contributions Policy, the reason for this inconsistency is that it is the first ever resident-led co-housing projects in Wellington it will contribute better and more diverse housing outcomes for the city, and that Council does not have any intention at this stage to amend the policy to accommodate this decision.	In progress	
Wednesday, November 10, 2021	Pūroro Hātepe   Regulatory Processes Committee	2.2 Development Contribution	3. Note that the Council is currently consulting on a new Development Contributions Policy and may also consider future incentives to resident-led co-housing.	In progress	



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## FORWARD PROGRAMME

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### Kōrero taunaki

### Summary of considerations

#### Purpose

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

#### Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
  - People friendly, compact, safe and accessible capital city
  - Innovative, inclusive and creative city
  - Dynamic and sustainable economy
- Strategic alignment with priority objective areas from Long-term Plan 2021–2031**
- Functioning, resilient and reliable three waters infrastructure
  - Affordable, resilient and safe place to live
  - Safe, resilient and reliable core transport infrastructure network
  - Fit-for-purpose community, creative and cultural spaces
  - Accelerating zero-carbon and waste-free transition
  - Strong partnerships with mana whenua

#### Relevant Previous decisions

Not applicable.

#### Financial considerations

- Nil       Budgetary provision in Annual Plan / Long-term Plan       Unbudgeted \$X

#### Risk

- Low       Medium       High       Extreme

Author	Alisi Puloka, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

### Taunakitanga

#### Officers' Recommendations

Officers recommend the following motion

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Receive the information.

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### **Whakarāpopoto Executive 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.

### **Kōrerorero**

#### **Discussion**

4. Wednesday 9 February 2022
  - Road Closures (Chief Infrastructure Officer)
  - Traffic Resolutions (Chief Infrastructure Officer)
  - Street Naming for
    - Private Right-of-way off Kabul Street in Khandallah
    - Right-of-way off William Earp Place in Tawa
    - Right-of-way off Chamberlain Road in Karori(Chief Infrastructure Officer)
  - Northern Community Gardens – new licence at Jay Street Reserve (Chief Customer and Community Officer)
  - Miramar Playcentre – new premises lease at Crawford Green Park (Chief Customer and Community Officer)
  - Churton Park Tennis Club – new ground lease at Lakewood Reserve (Chief Customer and Community Officer)
5. Wednesday 2 March 2022
  - Road Closures (Chief Infrastructure Officer)
  - Traffic Resolutions (Chief Infrastructure Officer)

#### **Attachments**

Nil