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

Time: 9:30am
Date: Wednesday, 9 February 2022
Venue: Virtual meeting

MEMBERSHIP

Mayor Foster
Deputy Mayor Free
Councillor Condie
Liz Kelly
Councillor Matthews
Councillor O'Neill (Deputy Chair)
Councillor Pannett
Councillor 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 or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

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

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

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

Quorum: 4 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

1.2 Apologies

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 8 December 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, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

TRAFFIC RESOLUTIONS

Kōrero taunaki

Summary of considerations

Purpose

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

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 | <input type="checkbox"/> Sustainable, natural eco city
<input checked="" type="checkbox"/> People friendly, compact, safe and accessible capital city
<input type="checkbox"/> Innovative, inclusive and creative city
<input type="checkbox"/> Dynamic and sustainable economy

<input type="checkbox"/> Functioning, resilient and reliable three waters infrastructure
<input type="checkbox"/> Affordable, resilient and safe place to live
<input checked="" type="checkbox"/> Safe, resilient and reliable core transport infrastructure network
<input type="checkbox"/> Fit-for-purpose community, creative and cultural spaces
<input type="checkbox"/> Accelerating zero-carbon and waste-free transition
<input type="checkbox"/> Strong partnerships with mana whenua |
|--|---|

Significance

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

Financial considerations

- | | | |
|------------------------------|---|---|
| <input type="checkbox"/> Nil | <input checked="" type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|------------------------------|---|---|

- 2.

Risk

- | | | | |
|------------------------------|--|-------------------------------|----------------------------------|
| <input type="checkbox"/> Low | <input checked="" type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> Extreme |
|------------------------------|--|-------------------------------|----------------------------------|

- 3.

Authors	Johan Brounts, Project Coordinator Corey Pugh, Transport Engineer
Authoriser	Brad Singh, Transport and Infrastructure Manager Siobhan Procter, Chief Infrastructure Officer

Taunakitanga

Officers' Recommendations

Officers recommend the following motion

That the Pūroro Hātepe - Regulatory Processes Committee:

- 1) Receive the information
- 2) Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Traffic and Parking Bylaw 2021:
 - a) TR01-22 Longcroft Terrace, Newlands – No Stopping At All Times
 - b) TR03-22 Rua Street, Lyall Bay – Bus Stop
 - c) TR04-22 Bannister Avenue, Johnsonville – No Stopping At All Times; Removal of Restricted Parking; New Mobility Parking
 - d) TR05-22 Bay Road, Kilbirnie – Relocation of mobility parking, new loading zone
 - e) TR06-22 Arthur Street Loop, Te Aro – No Stopping At All Times, remove loading zone parking
 - f) TR07-22 Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces, remove P120 parking space
 - g) TR09-22 Fitzherbert Terrace, Thorndon – Time limited restriction changes
 - h) TR10-22 Highbury Road, Highbury – No Stopping At All Times
 - i) TR11-22 Collins Avenue, Tawa – Time limited parking restriction changes
 - j) TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces
 - k) TR13-22 Salek Street, Kilbirnie – Mobility parking
 - l) TR14-22 Wadestown Road, Wadestown – No Stopping At All Times (Amended)
 - m) TR15-22 Broadway, Miramar – School bus stop restricted time
 - n) TR16-22 Harris Street, Willeston Street, Johnston Street, Customhouse Quay and Jervois Quay – Removal of metered and car share parking
 - o) TR17-22 Tory Street, Te Aro – Time limited parking restriction change P5 to P15
 - p) TR18-22 Drummond Street, Mount Cook – Car share parking spaces
 - q) TR19-22 Kensington Street, Te Aro – Car share parking spaces

Whakarāpopoto

Executive Summary

4. A total of eighteen proposed traffic resolutions were issued for consultation between Monday 29 November 2021 and Monday 13 December 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, seventeen traffic resolutions are being recommended for approval (refer to recommendations). One traffic resolution was amended; and one traffic resolution was deferred:

- TR14-22 Wadestown Road, Wadestown – No Stopping At All Times was amended following feedback to retain a further 16m of parking.
- TR08-21 Endeavour Street and Yule Street Intersection, Lyall Bay – Four way stop control was deferred for further consultation following feedback.

Takenga mai

Background

5. Eighteen proposed traffic resolutions were publicly advertised in the Dominion Post on Monday 29 November 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 9 February 2022' 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>.

Engagement and Consultation

9. Eighteen proposed traffic resolutions were publicly advertised in the Dominion Post on Monday 29 November 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.

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 Resolutions Summary Table RPC 9 February 2022
- Attachment 2. Table of Traffic Resolutions Legal Description RPC 9 February 2022
- Attachment 3. TR01-22 Longcroft Terrace, Newlands – No Stopping At All Times
- Attachment 4. TR03-22 Rua Street, Lyall Bay – Bus Stop 6334 Road Markings
- Attachment 5. TR04-22 Bannister Avenue, Johnsonville – No Stopping At All Times; Removal of Restricted Parking; New Mobility Parking
- Attachment 6. TR05-22 Bay Road, Kilbirnie – Relocation of mobility parking, new loading zone
- Attachment 7. TR06-22 Arthur Street Loop, Te Aro – No Stopping At All Times, remove loading zone parking
- Attachment 8. TR07-22 Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces, remove P120 parking space
- Attachment 9. TR09-22 Fitzherbert Terrace, Thorndon – Time limited restriction changes
- Attachment 10. TR10-22 Highbury Road, Highbury – No Stopping At All Times
- Attachment 11. TR11-22 Collins Avenue, Tawa – Time limited parking restriction changes
- Attachment 12. TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces
- Attachment 13. TR13-22 Salek Street, Kilbirnie – Mobility parking
- Attachment 14. TR14-22 Wadestown Road, Wadestown – No Stopping At All Times (Amended)
- Attachment 15. TR15-22 Broadway, Miramar – School bus stop restricted time
- Attachment 16. TR16-22 Harris Street, Willeston Street, Johnston Street, Customhouse Quay and Jervois Quay – Removal of metered and car share parking
- Attachment 17. TR17-22 Tory Street, Te Aro – Time limited parking restriction change P5 to P15
- Attachment 18. TR18-22 Drummond Street, Mount Cook – Car share parking spaces
- Attachment 19. TR19-22 Kensington Street, Te Aro – Car share parking spaces

Traffic Resolutions Summary Table RPC 9 February 2022

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)		
TR01-22	(Part of) Longcroft Terrace, Newlands – No Stopping At All Times	Unrestricted	No Stopping	Accessibility	Residents	N/A	N/A	172	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.	<p>This proposal is to install 40 metres of Broken Yellow Lines on Longcroft Terrace.</p> <p>Resolute 22 metres of existing Broken Yellow Lines at the entrance to Longcroft Terrace on the western side of the road and resolute 10 metres of existing Broken Yellow Lines at the entrance to Longcroft Terrace on the eastern side of the road.</p> <p>We have received accessibility and safety concerns from residents due to vehicles parking on Longcroft Terrace. The road width is narrow at its intersection with Kenmore Street measuring 6.7 metres along the first section.</p> <p>We have visited the site and ascertained that installing 40 metres of broken yellow lines on the western side of the road will improve safety, traffic flow and accessibility for utility and emergency vehicles while still maintaining some on-street parking.</p>	Yes = 2 No = 0
TR03-22	(Part of) Rua Street, Lyall Bay – Bus Stop 6334 Road Markings	Class Restricted	Class Restricted	Accessibility; Safety	GWRC	N/A	N/A	1410	736	Bus Patron impact = positive making it safer to board and alight from bus	<p>This proposal is to mark the existing bus stop with bus box markings and install broken yellow lines at the entry taper and exit taper into and out from the bus stop.</p> <p>A local resident identified a problem at this bus stop with vehicles frequently parked at the unmarked bus stop. This creates a safety hazard as buses are stopping in the middle of the traffic lane (close to a busy intersection) which creates accessibility to the bus stop, patron safety alighting the bus as well as bus service efficiency problems.</p>	Yes = 2 No = 2
TR04-22	(Part of) Bannister Avenue, Johnsonville – No Stopping At All Times, removal of	No Stopping	Unrestricted	Accessibility	Residents	Gain = 6 parking spaces and 1 mobility parking space;	N/A	3252	N/A	Accessibility impact = positive, improves safety and accessibility for vehicles, pedestrians as well as accessibility for mobility park users.	<p>This proposal is to remove 'No parking Sat-Sun and public holidays' to unrestricted parking on the western side of Bannister Avenue.</p> <p>Install a total of 81 metres of broken yellow lines on the eastern side of Bannister Avenue.</p>	Yes = 1 No = 1

Traffic Resolutions Summary Table RPC 9 February 2022

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)		
	restricted parking; new mobility parking										<p>Install a mobility parking space on the eastern side of Bannister Avenue.</p> <p>Remove one unrestricted carpark to allow room for a hatched walkway on the eastern side of Bannister Avenue.</p> <p>We have received a request from the new operator at the Waiora Sports and Community Hub at Alex Moore Park which opened on the 27th March 2021 to remove the current parking restriction 'No parking Sat-Sun and public holidays' on Bannister Avenue to unrestricted parking and install an additional mobility parking space to service the new facility.</p>	
TR05-22	(Part of) Bay Road, Kilbirnie – Relocation of mobility parking; new loading zone	Time Restricted; Mobility	Loading zone; Mobility	Accessibility; Safety	Business Owners	Loss = 1 P60	N/A	3308	N/A	<p>Accessibility impact = positive</p> <p>Improving the accessibility for Mobility impaired.</p> <p>Improving access for Loading and unloading goods</p>	<p>This proposal is to relocate the existing mobility parking space outside no.19 Bay Road to the other side of the kerb build out outside no.23 Bay Road and replace existing mobility park with a P5 Loading Zone parking space.</p> <p>Accessibility and safety concerns about the existing mobility park have been raised by business owners on Bay Road.</p> <p>The current layout does not meet Wellington City Council mobility parking guidelines as its access ramp is located at the front of the park, making it difficult for users to access the footpath. Relocating the mobility park to the south side of the kerb build out, allows for easier access to the ramp, improving accessibility for mobility park users.</p> <p>The loading zone will assist deliveries to the adjacent businesses providing a short term pick up and drop off facility, effectively clearing the footpath.</p>	Yes = 2 No = 1
TR06-22	(Part of) Arthur Street Lopp, Te Aro – No Stopping At All	Loading Zone	No Stopping	Accessibility; Safety	Residents	Loss = 3 loading zone (temporary	N/A	500	N/A	Accessibility impact = Pedestrian and cyclist Impact – positive as this	This proposal is to install 33 metres of broken yellow lines along the southern side of the Arthur Street loop.	Yes = 2 No = 0

Traffic Resolutions Summary Table RPC 9 February 2022

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)		
	Times; remove loading zone					for construction) and 5 unmarked parking spaces				will prevent cars parking on the south side of the shared zone and obstructing pedestrian and cyclist movements.	<p>Remove three existing temporary construction loading zone parking spaces as building site is completed.</p> <p>We have received safety concerns from a local resident about vehicles parking on the southern side of Arthur Street loop obstructing the shared zone making it unsafe for pedestrians and cyclists.</p> <p>We are proposing to install 33 metres of broken yellow lines along the southern side of the Arthur Street loop.</p> <p>The original design and intention for Arthur Street loop was a shared zone for pedestrians and cyclists.</p>	
TR07-22	(Part of) Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces; Remove P120 parking space	Mobility	Improved Mobility	Accessibility; Safety	Johnsonville Community Centre	Loss = 1 P120 community centre park	N/A	2836	N/A	<p>Improves safety and accessibility for mobility park users and vehicles parking in the mobility parking spaces.</p> <p>Pedestrian impact – positive due to improved facilities for mobility park users.</p>	<p>This proposal is to remove one P120 parking space on the southside of Frankmoore Avenue.</p> <p>Move existing P120 community centre parks in a westward direction to widen existing mobility park on the southside of Frankmoore Avenue to allow 0.9m of hatching for walkway.</p> <p>Move existing P120 community centre parks in an eastward direction to widen existing mobility park on the southside of Frankmoore Avenue to allow 0.8m of hatching for walkway.</p> <p>Safety and accessibility concerns were raised by the Johnsonville Community Centre regarding the existing mobility parking spaces on Frankmoore Avenue. A raised island with a streetlight located between the two existing mobility parks outside the Community Centre blocks accessibility for mobility park users. If a mobility park user is sitting in the back seat of the vehicle or needing to access the rear of the vehicle, they are unable to easily access the mobility park ramp located behind the raised island.</p>	Yes = 0 No = 1

Traffic Resolutions Summary Table RPC 9 February 2022

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)		
TR09-22	(Part of) Fitzherbert Terrace, Thorndon - Time Limited restriction changes	Time Restricted	Time Restricted change to 7 spaces	Accessibility; Safety	Queen Margaret College	N/A	N/A	885	N/A	Improves safety and accessibility for vehicles, parents and children dropping off and picking up their children.	<p>This proposal is to Amend time restrictions outside Queen Margaret College:</p> <p>Change six P2 to P10 from 8:00-9:00am and 2:30-3:30 pm Mon-Fri and P120 At All Other Times,</p> <p>Change one P120 At All Times to P10 from 8:00-9:00am and 2:30-3:30 pm Mon-Fri and P120 At All Other Times.</p> <p>We have received accessibility concerns from Queen Margaret College, parents and Council parking services about parking issues along Fitzherbert Terrace. Currently there are: one P120 At All Times parking space, six P2 parking spaces and eight P10 parking spaces between 8:00-8:45am and 2:45-4:00pm Mon-Fri and P120 At All Other Times. The P2 parking spaces are inadequate for parents to drop off and pick up their young children from the kindergarten and pre-school.</p> <p>Changes to the time restrictions will increase the time to assist parents to drop off and pick up their children to the front gate. As this is a private school and without a catchment area most students are dropped off and picked up via a private vehicle from all over Wellington. The addition of one P10 would assist parents during these drop off and pick up times.</p>	Yes = 1 No = 1
TR10-22	(Part of) Highbury Road, Highbury – No Stopping At All Times; Bus stop markings	Unrestricted	No Stopping At All Times	Accessibility; Safety	GWRC and NZ Bus	Loss = 4 Unrestricted parking spaces	N/A	508	738	<p>Improves safety and accessibility for buses.</p> <p>Bus patron impact – positive as for those using the bus service, they will be able to board the bus from the footpath.</p>	<p>This proposal is to Install 40 meters of ‘No Stopping At All Times’ restriction on the eastern side of Highbury Road within the bus turning area.</p> <p>Mark out the existing bus stop extending 16 metres on the northern side of Highbury Road within the bus turning area.</p> <p>Install 5 metres of ‘No Stopping At All Times’ restriction on the northern side of Highbury Road within the bus turning area.</p>	Yes = 2 No = 0

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								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
											<p>We have received safety and accessibility concerns from Greater Wellington Regional Council and NZ Bus about buses being unable to safely turn around within the Highbury Road bus turning area.</p> <p>The current vehicle parking arrangement restricts the buses from being able to safely make this manoeuvre without obstruction or risk of hitting a parked vehicle.</p> <p>Council officers propose to install 5 metres on the northern side and 40 meters of broken yellow lines around the eastern side of the bus turning area, alongside marking out the existing bus stop to ensure that buses have safe access to turn.</p> <p>There is a existing TMP in place to enforce these BYL's in the meantime. This TR is to permanently formulize the restrictions</p>	
TR11-22	(Part of) Collins Avenue, Tawa - Time limited parking restriction changes	Time Restricted	Time Restricted change P180 to P15	Accessibility	Business Owner	N/A	N/A	6494	N/A	Improved accessibility for customers to businesses.	<p>This proposal is to reduce the existing on street parking time restriction from P180 to P15.</p> <p>We have received a request from the owner of 'Fish'n'Chips' at no.10 Collins Avenue to change the parking time limit outside his shop from P180 time limited parking to P15 time limited parking.</p> <p>The owner is concerned that vehicles are continuously parking in the P180 outside their shop all day. The three-hour time limit reduces the availability and turnover of parking for their customers as these parking spaces are always occupied.</p>	Yes = 0 No = 0
TR12-22	(Part of) Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces	Unrestricted	Time Restricted	Accessibility; Safety	Churton Park School and Kindergarten	Change = 5 Unrestricted to become Time Restricted P5 and 3 Unrestricted to become	N/A	1195	N/A	<p>Improves safety and accessibility for tamariki (children) attending Churton Park School and Kindergarten.</p> <p>Pedestrian impact – positive as there is safer access to the school and</p>	<p>This proposal is alteration of existing pick up and drop off parking spaces on the eastern side of Churton Drive to P5 pick up and drop off Monday to Friday 8am-9am and 2:30pm-3:30pm during school term only.</p> <p>Propose 15.5 metres of P10 pick up and drop off parking spaces on the eastern side of Churton Drive, Monday to Friday 8:30am-9:30am and 2:30pm-3:30pm.</p>	Yes = 17 No = 1

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								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
						Time Restricted P10				kindergarten entrances by minimising unsafe parking practices.	<p>We have received safety and accessibility concerns from Churton Park School and Kindergarten and parents regarding the safe pick up and drop off their tamariki (children).</p> <p>There is currently no time restriction on the existing pick up and drop off spaces outside the school, resulting in these spaces being occupied longer and unenforceable.</p> <p>There is currently no pick up and drop off parking spaces outside the kindergarten resulting in unsafe parking practices.</p> <p>We propose to alter the existing pick up off and drop off outside the school to a P5 time restriction and installing P10 pick up and drop off parking spaces outside the kindergarten ensuring safe and accessible access to these education centres.</p>	
TR13-22	(Part of) Salek Street, Kilbirnie - Mobility parking	Unrestricted	Mobility	Mobility; Accessibility; Safety	Resident	Gain = 1 Mobility	N/A	6846	N/A	Improves safety and accessibility for those requiring mobility parking.	<p>This proposal is to install one mobility parking space.</p> <p>We have received accessibility concerns from a resident on Salek Street who has medical conditions. The resident has requested a mobility parking space outside their property to ensure safe access to their property.</p> <p>We have received a written request for action form signed by the adjacent neighbours that will be directly affected confirming they have no objection to the mobility space being installed.</p>	Yes = 1 No = 0
TR14-22	(Part of) Wadestown Road, Wadestown - No Stopping At All Times	Unrestricted	No Stopping At All Times	Safety	Residents	Loss = 20 unrestricted carparking spaces	N/A	4017	N/A	Improves safety and accessibility for vehicles, especially heavy vehicles such as buses travelling through these sections of Wadestown Road.	<p>This proposal is to Install a combined length of 168 metres of 'No Stopping At All Times' restriction along Wadestown Road.</p> <p>Remove 16metres of 'No Stopping At All Times' restriction East of no.134 Wadestown Road, to allow</p>	Yes = 1 No = 2

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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)		
											<p>for more kerbside parking on the straight section of road.</p> <p>We have received safety and accessibility concerns from local residents regarding vehicles parking along winding sections of a busy road.</p> <p>The road carriageway narrows at these winding sections and when vehicles are parked at these locations, it is unsafe and difficult for vehicle movements, especially for buses to manoeuvre around these parked vehicles.</p> <p>Wadestown Road is a collector road. The average road width along these winding sections is approximately 7.4 metres. A two-lane thoroughfare is restricted when a vehicle is parked on the carriageway, forcing vehicles into the opposing traffic lane, prior to a blind bend which is a safety hazard to oncoming traffic.</p> <p>Officers have visited the site and determined that vehicles parking at these sections of Wadestown Road are impeding safe and efficient vehicle movements along this carriageway.</p>	
TR15-22	(Part of) Broadway, Miramar – School bus stop restricted time	Unrestricted	School Bus Stop Restricted Time	Accessibility; Safety	Metlink	Change = Bus Stop operating 8-9am and 3-4pm	N/A	7000	N/A	Positive for the school and pedestrians as the separation of the bus stops will decrease congestion and improve safety.	<p>NOTE: This proposal was previously consulted on in an earlier Traffic Resolution TR100-21 and was amended to include an additional hour from 8am-9am for school bus stop.</p> <p>This proposal is to Install a bus stop to be used by school services for Scots College, between the hours of 8:00 am - 9:00 am, and 3:00 pm - 4:00 pm during the school term. The school bus stop will be associated with existing stop #7035, however, the proposed stop will be separate from the public stop to allow continuous access to public services during the active time of the school bus stop.</p>	Yes = 0 No = 0

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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)		
											We are proposing to install the bus stop to facilitate Metlink School Services (R14/R784/R791). At present, school services enter Scots College grounds and cause significant congestion along Monorgan Road with increased safety concerns for pedestrians, students and vehicles within the school premises. By relocating the Metlink services out of the school grounds, the school bus stop proposal will alleviate congestion and improve public safety and accessibility to school bus services.	
TR16-22	(Part of) Harris Street and Willeston Street at their intersections with Jervois Quay, and Johnston Street at its intersection with Customhouse Quay, Wellington Central - Removal of metered and car share parking spaces	Time Restricted; Car Share	Pedestrian Improvements	Accessibility; Safety	LGWM	Loss = 6 Time Restricted and 2 Car Share	Approximate loss \$103,504.64	Harris Street 2,573, Willeston Street 2,978, Johnston Street 1,902, Customhouse Quay 33,964, Jervois Quay 26,404	N/A	Improves safety and accessibility for pedestrians. Pedestrian impact – positive as it is easier and more attractive for pedestrians to walk around the city.	<p>This proposal is to remove six metered car parks and two car share parks.</p> <p>We propose to remove the car parks on Harris Street, Willeston Street, Johnston Street and Jervois Quay along the waterfront route where improvements are made for walking as part of the Let's Get Wellington Moving – CBD Pedestrian Improvement programme.</p> <p>Removing the existing car parks will create space to construct build out on footpaths to improve pedestrian safety and accessibility, making it easier for people to walk and get around.</p> <p>The existing car parks will be replaced by kerb build outs and no parking restrictions, indicated by broken yellow lines.</p>	Yes = 2 No = 0
TR17-22	(Part of) Tory Street, Te Aro - Time limited parking restriction change P5 to P15	Time Restricted	Time Restricted change = P5 to P15	Accessibility; Safety	Mount Cook School	Change = Time Restricted	Mount Cook School	6304	N/A	Improved accessibility and efficiency for school pickup and drop-off requirements.	<p>This proposal is to extend the existing time limited parking restrictions outside school from P5 parking to P15 parking.</p> <p>We have received requests from Mount Cook School Principal to change the time limited parking restrictions outside the school from P5 to P15.</p>	Yes = 0 No = 1 Not Stated = 1

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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)		
											<p>The existing P5 parking restriction is too short to allow adequate time for parents to drop off and pick up children.</p> <p>Parents are required to enter the school and to sign-in and sign-out their children.</p>	
TR18-22	(Part of) Drummond Street, Mount Cook – Car share parking	Coupon Parking	Car Share	Efficiency; Sustainability	WCC	Loss = 2 Coupon Park Gain = 2 Car Share	Loss of \$10,992	565	N/A	<p>Improved efficiency and sustainability – strategically putting the vehicles in place will enhance the availability and convenience of multimodal lifestyles as well as treating mobility as a service. In the long term it may enhance parking availability as more people change to car sharing instead of owning their own vehicle (or a second vehicle).</p> <p>Pedestrian impact – positive as pedestrians may benefit from an unobstructed footpath on the road network.</p>	<p>This proposal is to install 2 car share parking spaces on the northern side of Drummond Street.</p> <p>Wellington City Council is proposing the provision of car share spaces around the city for travel demand management. Car sharing has proven to remove as many as 11 private vehicles in each location through sale or deferred purchase. Car share spaces lower carbon emissions and increase parking availability as residents join a provider and make use of the flexible services available to car sharing members.</p> <p>As Wellington looks towards a growing future with 50,000 to 80,000 new residents over the next 30 years, it is necessary for us to make better use of the limited space available for parking, and the inclusion of ‘shared’ cars offers an option to address this.</p> <p>This location was selected in conjunction with the car sharing provider Cityhop, by using maps of their memberships, potential demand and networks of vehicle positioning to best enable the growth of car sharing usage across the city.</p> <p>This change is in accordance with the Council’s Te Atakura Implementation Plan, Car Sharing Guidelines and Parking Policy.</p>	Yes = 0 No = 0
TR19-22	(Part of) Kensington Street, Te Aro – Car share parking spaces	Coupon Parking	Car Share	Efficiency; Sustainability	WCC	Loss = 3 Coupon Parks Gain = 3 Ride Share	Loss of \$15,992	N/A	N/A	<p>Improved efficiency and sustainability – strategically putting the vehicles in place will enhance the availability and convenience of</p>	<p>This proposal is to install 3 car share parking spaces in the Kensington Street parking area on the southern side of Karo Drive.</p> <p>Resolve existing Broken Yellow Lines.</p> <p>Resolve existing Loading Zone.</p>	Yes = 3 No = 1

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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)		
										<p>multimodal lifestyles as well as treating mobility as a service. In the long term it may enhance parking availability as more people change to car sharing instead of owning their own vehicle (or a second vehicle).</p> <p>Wellington City Council is proposing the provision of car share spaces around the city for travel demand management. Historically Wellington car sharing has proven to remove as many as 11 cars in each location through sale or deferred purchase.</p> <p>There have been lower carbon emissions, and increased parking availability as residents join up and make use of the flexible services available to car sharing members.</p> <p>As Wellington looks towards a growing future with 50,000 to 80,000 new residents over the next 30 years, it is necessary for Wellington to make better use of the limited space available for parking, and the inclusion of ‘shared’ cars offers an option in addressing this.</p> <p>This location was selected in conjunction with the provider (Mevo) due to the proximity to local car-free developments and analysis of networks of vehicle positioning to best enable the growth of car sharing usage across the city.</p> <p>This accords with the Te Atakura Implementation Plan, Car Sharing Policy 2016, Parking Policy.</p>		

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a.	Longcroft Terrace, Newlands (TR01-22) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Longcroft Terrace	<i>No Stopping at all times</i>	<i>East side, commencing from its intersection with Kenmore Street (Grid coordinates X=1,753,105.30m, Y=5,434,645.64m) and extending in a northerly direction following the eastern kerb line for 10 metres.</i>
	Longcroft Terrace	<i>No Stopping at all times</i>	<i>West side, commencing from its intersection with Kenmore Street (Grid coordinates X=1,753,099.15m, Y=5,434,657.09m) and extending in a northerly direction following the western kerb line for 51 metres.</i>
	Kenmore Street	<i>No Stopping at all times</i>	<i>North side, commencing 250 metres south of its intersection with Horokiwi Road West (Grid coordinates X=1,752,949.20m, Y=5,434,861.69m) and extending in a southerly direction following the northern kerb line for 11 metres.</i>
b.	Rua Street, Lyall Bay (TR03-22) Bus Stop		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Rua Street	<i>Bus Stop, At All Times</i>	<i>South side, commencing 115.5 metres south of its intersection with Lyall Bay Parade and extending in a westerly direction following the southern kerbline for 12 metres to its intersection with Queens Drive.</i>

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	<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	<i>Rua Street</i>	<i>Bus Stop, At All Times</i>	<i>South side, commencing 14 metres east of its intersection with Queen Drive (grid coordinates x = 1,749,948.10m, y = 5,423,054.36m) and extending in an easterly direction following the southern kerb line for 15 metres.</i>
	<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	<i>Rua Street</i>	<i>No Stopping, At All Times</i>	<i>South side, commencing at its intersection with Queens Drive (grid coordinates x = 1,749,948.10m, y = 5,423,054.36m) and extending in an easterly direction following the southern kerb line for 14 metres.</i>
	<i>Rua Street</i>	<i>No Stopping, At All Times</i>	<i>South side, commencing 29 metres east of its intersection with Queen Drive (grid coordinates x = 1,749,948.10m, y = 5,423,054.36m) and extending in an easterly direction following the southern kerb line for 12 metres.</i>
c.	Bannister Avenue, Johnsonville (TR04-22) No Stopping At All Times; Removal of Restricted Parking; New Mobility Parking		
	<u>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	<i>Bannister Avenue</i>	<i>No Stopping -Saturday, Sunday and Public Holidays At All Times</i>	<i>West side, commencing 179 metres south of its intersection with Kipling Street and extending in a southerly direction following the western kerbline for 89 metres to its intersection with Atua Street.</i>
	<i>Bannister Avenue</i>	<i>No Stopping -Saturday, Sunday and Public Holidays At All Times</i>	<i>West side, commencing 133 metres south of its intersection with Kipling Street and extending in a southerly direction following the western kerbline for 25 metres.</i>
	<i>Bannister Avenue</i>	<i>No Stopping -Saturday, Sunday and Public Holidays At All Times</i>	<i>West side, commencing 158 metres south of its intersection with Kipling Street and extending in a southerly direction following the western kerbline for 21 metres.</i>

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	Bannister Avenue	<i>No Stopping -Saturday, Sunday and Public Holidays At All Times</i>	<i>West side, commencing 33 metres south of its intersection with Kipling Street and extending in a southerly direction following the western kerbline for 100 metres.</i>
	Bannister Avenue	<i>No Stopping -Saturday, Sunday and Public Holidays At All Times</i>	<i>West side, following the western kerbline 78 metres north from its intersection with Kipling Street and extending in a northerly direction for 24.5 metres.</i>
	Bannister Avenue	<i>No Stopping -Saturday, Sunday and Public Holidays At All Times</i>	<i>West side, following the western kerbline 45 metres north from its intersection with Kipling Street and extending in a northerly direction for 20.5 metres.</i>
	Bannister Avenue	<i>No Stopping -Saturday, Sunday and Public Holidays At All Times</i>	<i>West side, following the western kerbline 22 metres north of its intersection with Kipling Street and extending in a northerly direction for 14 metres.</i>
<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Bannister Avenue	<i>No Stopping At All Times</i>	<i>East side, commencing 74.2 metres south of its intersection with Broderick Road (Grid Coordinates X=1,750,928.04 m, Y=5,434,765.70 m) and extending in a southerly direction following the eastern kerbline for 21 metres.</i>
	Bannister Avenue	<i>No Stopping At All Times</i>	<i>East side, commencing 178 metres south of its intersection with Broderick Road (Grid Coordinates X=1,750,928.04 m, Y=5,434,765.70 m) and extending in a southerly direction following the eastern kerbline for 29 metres.</i>
	Bannister Avenue	<i>No Stopping At All Times</i>	<i>East side, commencing 216.1 metres south of its intersection with Broderick Road (Grid Coordinates X=1,750,928.04 m, Y=5,434,765.70 m) and extending in a southerly direction following the eastern kerbline for 49 metres.</i>

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	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Bannister Avenue	Mobility Parking - displaying an operation mobility permit only, At All Times	East side, commencing 206 metres south of its intersection with Broderick Road (Grid Coordinates X=1,750,928.04 m, Y=5,434,765.70 m) and extending in a southerly direction following the eastern kerblne for 2.4 metres.
d.	Bay Road, Kilbirnie (TR05-22) Relocation of mobility parking, new loading zone		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Bay Road	Mobility Parking, Except for vehicles displaying an operation mobility permit only, Monday to Saturday 8:00am - 6:00pm.	East side, commencing 185.5 metres north of its intersection with Coutts Street and extending in a northerly direction following the eastern kerblne for 5 metres.
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Bay Road	P60 angled parking	East side, commencing 145 metres north of its intersection with Coutts Street (Grid coordinates, x = 1,750,175.8m, y = 5,424,180.1m), and extending in a northerly direction following the eastern kerblne for 26 metres (9 angled parking spaces).
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Bay Road	Mobility Parking - displaying an operation mobility permit only, At All Times	East side, commencing 52.5 metres south of its intersection with Rongotai Road (Grid Coordinates X=1,750,240.82 m, Y=5,424,388.85 m) and extending in a southerly direction following the eastern kerblne for 3.5 metres.
	Bay Road	Loading Zone – P5 Loading Zone, At All Times	East side, commencing 27 metres south of its intersection with Rongotai Road (Grid Coordinates X=1,750,240.82 m, Y=5,424,388.85 m) and extending in a southerly direction following the eastern kerblne for 4.3 metres.

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	<u>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Bay Road	<i>P60 angled parking</i>	<i>East side, commencing 56 metres south of its intersection with Rongotai Road (Grid Coordinates X=1,750,240.82 m, Y=5,424,388.85 m) and extending in a southerly direction following the eastern kerbline for 31.2 metres. (8 angled parking spaces).</i>
e.	Arthur Street Loop, Te Aro (TR06-22) No Stopping At All Times, remove loading zone parking		
	<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Arthur Street	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Arthur Street (Grid coordinates X= 1,748,514.64m, Y= 5,426,719.85m) and extending in an easterly direction following the southern kerb line for 33 metres.</i>
f.	Frankmoore Avenue, Johnsonville (TR07-22) Alterations to mobility parking spaces, remove P120 parking space		
	<u>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Frankmoore Avenue	<i>P120 Monday to Sunday, 8am to 6pm</i>	<i>South side commencing 13 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 21 metres. (8 angle parks) (Johnsonville Community Center).</i>
	Frankmoore Avenue	<i>P120 Monday to Sunday, 8am to 6pm</i>	<i>South side commencing 42 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 21 metres. (8 angle parks) (Johnsonville Community Center).</i>

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<u>Delete</u> from Schedule B (Class Restriction) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Frankmoore Avenue	<i>P120 Mobility Parking, displaying a mobility parking permit only at all times Monday to Sunday, 8am to 6pm</i>	<i>South side commencing 34 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m Y=5,434,997.7789m) and extending in a westerly direction for 8 metres. (2 mobility parks) (Johnsonville Community Centre).</i>
<u>Add</u> to Schedule A (Time Limited) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Frankmoore Avenue	<i>P120 Monday to Sunday, 8am to 6pm</i>	<i>South side commencing 13 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 17.8 metres. (8 angle parks) (Johnsonville Community Centre).</i>
	Frankmoore Avenue	<i>P120 Monday to Sunday, 8am to 6pm</i>	<i>South side commencing 42 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 17.9 metres. (7 angle parks) (Johnsonville Community Centre).</i>
<u>Add</u> to Schedule B (Class Restriction) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Frankmoore Avenue	<i>P120 Mobility Parking, displaying a mobility parking permit only at all times Monday to Sunday, 8am to 6pm</i>	<i>South side commencing 34 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m Y=5,434,997.7789m) and extending in a westerly direction for 8 metres (2 mobility parks) (Johnsonville Community Centre).</i>

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g.	Fitzherbert Terrace (TR09-22) Time limited restriction changes		
	<i>Delete from Schedule (A) Time Limited of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Fitzherbert Terrace</i>	<i>P2 Monday to Friday, 8:00am-8:45am, 2:45pm-4:00pm, School Days</i>	<i>South side, commencing 13.5 metres from the intersection of Hobson Street (Grid coordinates x= 1,749,101.36 m, y= 5,429,576.58 m), and extending in a westerly direction following the southern kerbline for 35 metres (6 parallel parks).</i>
	<i>Fitzherbert Terrace</i>	<i>P10 Monday to Friday, 8:00am-8:45am, 2:45pm-4:00pm, School Days</i>	<i>South side, commencing 48.5 metres from the intersection of Hobson Street (Grid coordinates x= 1,749,101.36 m, y= 5,429,576.58 m), and extending in a westerly direction following the southern kerbline for 41 metres. (7 parallel parks).</i>
	<i>Fitzherbert Terrace</i>	<i>P120 Monday to Sunday 8:00am-6:00pm.</i>	<i>South side, commencing 94 metres from the intersection of Hobson Street (Grid coordinates x= 1749101.7 m, y= 5429578.4 m), and extending in a westerly direction following the southern kerbline for 5.5 metres.</i>
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Fitzherbert Terrace</i>	<i>P10 Monday to Friday, 8:00am-9:00am, 2:30-3:30pm School Days, P120 At All Other Times</i>	<i>South Side, commencing 13.5 metres from the intersection of Hobson Street (Grid coordinates x=1,749,101.36 m, y= 5,429,576.58 m), and extending in a westerly direction following the southern kerbline for 76 metres (13 parallel parks).</i>
	<i>Fitzherbert Terrace</i>	<i>P10 Monday to Friday, 8:00am-9:00am, 2:30-3:30pm School Days, P120 At All Other Times</i>	<i>South side, commencing 94 metres from the intersection of Hobson Street (Grid coordinates x= 1749101.7 m, y= 5429578.4 m), and extending in a westerly direction following the southern kerbline for 5.5 metres.</i>

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h.	Highbury Road, Highbury (TR10-22) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Highbury Road	No Stopping, At All Times	West side, commencing 6 metres west of its intersection with Highbury Crescent (Grid coordinates X=1,746,835.39m Y=5,427,127.14m) and extending in a southerly direction following the eastern kerb line for 40 metres.
	Highbury Road	No Stopping, At All Times	North Side, commencing 249 metres west of its intersection with Disley Street (Grid coordinates X=1,746,946.51 Y=5,427,300.18m) and extending in a southerly direction following the western kerb line for 5 metres.
i.	Collins Avenue, Tawa (TR11-22) Time limited parking restriction changes		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule.</i>		
	Column One	Column Two	Column Three
	Collins Avenue	P-180 existing time limit Monday to Saturday, 8:00am - 6:00pm.	South side, commencing 40 metres west of its intersection with Hinau Street (Grid coordinates x= 1753809.9 m, y= 5442101.8 m), and extending in a westerly direction following the southern kerbline for 5 metres.
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Collins Avenue	Change time limit from P-180 to P-15 Monday to Sunday, 8:00am - 9:00pm.	South side, commencing 40 metres west of its intersection with Hinau Street (Grid coordinates x= 1753809.9 m, y= 5442101.8 m), and extending in a westerly direction following the southern kerbline for 5 metres.

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j.	Churton Drive, Churton Park (TR12-22) P5 and P10 Time restricted parking spaces		
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Churton Drive	No Stopping, Except for Drop Off or Pick Up, Monday to Friday 8:00am - 9:00am, 2:30pm - 3:30pm, during school terms only.	East side, commencing 118 metres south of its intersection with Halswater Drive (Grid coordinates =1751586.1m, y= 5436660.1m), and extending in a southerly direction following the kerbline for 30 metres. (5 parking spaces).
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Churton Drive	P5, Monday to Friday 8:00am - 9:00am, 2:30pm - 3:30pm, during school terms only.	East side, commencing 118 metres south of its intersection with Halswater Drive (Grid coordinates =1,751,586.1m, y= 5,436,660.1m), and extending in a southerly direction following the eastern kerbline for 30 metres. (5 parking spaces).
	Churton Drive	P10, Monday to Friday 8:30am - 9:30am, 2:30pm - 3:30pm.	East side, commencing 168 metres south of its intersection with Halswater Drive (Grid coordinates =1,751,586.1m, y= 5,436,660.1m), and extending in a southerly direction following the eastern kerbline for 15.5 metres. (3 parking spaces).
k.	Salek Street, Kilbirnie (TR13-22) Mobility parking		
	<i>Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Salek Street	Mobility parking space, At All Times, Displaying an Operation Mobility Permit Only	West side, commencing 30 metres north of its intersection with Coutts Street (Grid coordinates X=1,750,734.28m Y=5,424,028.73m) and extending in a northerly direction following the western kerb line for 7 metres.

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<i>l.</i>	Wadestown Road, Wadestown (TR14-22) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Wadestown Road</i>	<i>No Stopping At All Times</i>	<i>North side, commencing 64 metres west of its intersection with Leslie St (Grid coordinates X=1,748,458.17m Y=5,430,729.40m) and extending in a westerly direction following the northern kerb line for 24 metres.</i>
	<i>Wadestown Road</i>	<i>No Stopping At All Times</i>	<i>North side, commencing 110 metres west of its intersection with Leslie St (Grid coordinates X=1,748,458.17m Y=5,430,729.40m) and extending in a westerly direction following the northern kerb line for 12.7 metres.</i>
	<i>Wadestown Road</i>	<i>No Stopping At All Times</i>	<i>North side, commencing 149 metres west of its intersection with Leslie St (Grid coordinates X=1,748,458.17m Y=5,430,729.40m) and extending in a westerly direction following the northern kerb line for 29.3 metres.</i>
	<i>Wadestown Road</i>	<i>No Stopping At All Times</i>	<i>South side, commencing 147.3 metres east of its intersection with Lytton St (Grid coordinates X=1,748,239.22m Y=5,430,686.17m) and extending in an easterly direction following the southern kerb line for 102 metres.</i>
<i>m.</i>	Broadway, Miramar (TR15-22) School bus stop restricted time		
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Broadway</i>	<i>Bus Stop, Restricted times (for school services only between 8:00am-9:00am, 3:00pm - 4:00pm, Monday-Friday during school Term only)</i>	<i>South side, commencing 82 metres west of its intersection with Strathmore Avenue (Grid coordinates X= 1,752,263.596m, Y= 5,423,578,839m) and extending in an easterly direction following the eastern kerb line for 45 metres.</i>

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	<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Broadway	<i>No Stopping (between 8:00am-9:00am, 3:00pm -4:00pm, Monday-Friday during school term only)</i>	<i>South side, commencing 73 metres west of its intersection with Strathmore Avenue (Grid coordinates X 1,752,270.740= m, Y= 5,423,581.537m) and extending in a westerly direction following the southern kerb line for 9 metres.</i>
	Broadway	<i>No Stopping, At All Times</i>	<i>South side, commencing 127 metres west of its intersection with (Grid coordinates X= 1,752,218.352 m, Y= 5,423,560.9m) and extending in a westerly direction following the southern kerb line for 9 metres.</i>
n.	Harris Street, Willeston Street, Johnston Street, Customhouse Quay and Jervois Quay (TR16-22) Removal of metered and car share parking		
	<u>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Harris Street	<i>Metered Parking -P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 7 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), and extending in a north-westerly direction following the kerbline for 22 metres. (4 parallel carparks).</i>
	Harris Street	<i>Metered Parking -P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Northeast side, commencing 19.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5 m, y= 5427730.8 m), and extending in a north-westerly direction following the kerbline for 40 metres. (7 parallel carparks).</i>
	Jervois Quay	<i>Metered Parking -P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>East side, commencing 215 metres south of its intersection with the northern kerbline of Hunter Street (Grid coordinates x= 1748897.5 m, y= 5427968.3 m), and extending in a southerly direction following the kerbline for 17 metres. (3 parallel carparks).</i>

Table of Traffic Resolutions Legal Description RPC 9 February 2022

	<i>Johnston Street</i>	<i>Metered Parking -P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, following the kerbline 41.5 metres southeast of its intersection with Featherston Street Grid coordinates x= 1748833.7 m, y= 5428307.8 m), and extending in a south-easterly direction for 22 metres. (4 parallel carparks).</i>
	<u>Delete</u> from Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	<i>Willeston Street</i>	<i>Car Share – At All Times</i>	<i>South side, commencing 6.5 metres west of its intersection with Jervois Quay (Grid coordinates x= 1748887.7 m, y= 5427848.2 m), and extending in a westerly direction following the kerbline for 9 metres. (2 parallel carparks).</i>
	<u>Delete</u> from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	<i>Harris Street</i>	<i>No Stopping At All Times</i>	<i>Northeast side, commencing 7 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658924.399296 m, Y=5989442.917998 m) and extending in a north-westerly direction following the kerbline for 12.5 metres.</i>
	<i>Harris Street</i>	<i>No Stopping At All Times</i>	<i>Southwest side, commencing 4.5 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658926.244986 m, Y=5989426.747924 m) and extending in a north-westerly direction following the kerbline for 2.5 metres.</i>
	<i>Jervois Quay</i>	<i>No Stopping At All Times</i>	<i>Southwest side, following the kerbline 151.5 metres northwest of its intersection with Wakefield Street (Grid Coordinates X=2659019.512391 m, Y=5989121.085839 m) and extending in a north-westerly direction for 173.5 metres.</i>

Table of Traffic Resolutions Legal Description RPC 9 February 2022

	Jervois Quay	<i>No Stopping At All Times</i>	<i>West side, commencing 5.5 metres north of its intersection with Harris Street (Grid Coordinates X=2658924.689833 m, Y=5989442.544267 m) and extending in a northerly direction following the kerbline for 110.5metres.</i>
	Jervois Quay	<i>No Stopping At All Times</i>	<i>East side, commencing 232 metres south of its intersection with the northern kerbline of Hunter Street (Grid Coordinates X=2658921.254964 m, Y=5989680.288987 m) and extending in a southerly direction following the kerbline for 186.5 metres to its intersection with Cable Street.</i>
	Willeston Street	<i>No Stopping At All Times</i>	<i>South side, commencing 15.5 metres west of its intersection with Jervois Quay (Grid Coordinates X=2658909.49981 m, Y=5989560.35795 m) and extending in a westerly direction following the kerbline for 9 metres.</i>
	Customhouse Quay	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Brandon Street (Grid Coordinates X=2658888.663399 m, Y=5989932.389665 m) and extending in a northerly direction following the kerbline for 61.5 metres.</i>
	Johnston Street	<i>No Stopping At All Times</i>	<i>Northeast side, following the kerbline 54 metres southeast of its intersection with Featherston Street (Grid Coordinates X=2658857.91792 m, Y=5990025.164353 m) and extending in a south-easterly direction for 8.5 metres.</i>

Table of Traffic Resolutions Legal Description RPC 9 February 2022

	<u>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Harris Street	<i>Metered Parking -P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 12 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), and extending in a north-westerly direction following the kerbline for 17 metres. (3 parallel carparks).</i>
	Harris Street	<i>Metered Parking -P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Northeast side, commencing 31.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5 m, y= 5427730.8 m), and extending in a north-westerly direction following the kerbline for 28 metres. (5 parallel carparks).</i>
	Jervois Quay	<i>Metered Parking -P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>East side, commencing 215 metres south of its intersection with the northern kerbline of Hunter Street (Grid coordinates x= 1748897.5 m, y= 5427968.3 m), and extending in a southerly direction following the kerbline for 6 metres. (1 parallel carpark).</i>
	Johnston Street	<i>Metered Parking -P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, following the kerbline 41.5 metres southeast of its intersection with Featherston Street Grid coordinates x= 1748833.7 m, y= 5428307.8 m), and extending in a south-easterly direction for 16 metres. (3 parallel carparks).</i>
	<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Harris Street	<i>No Stopping At All Times</i>	<i>Northeast side, commencing 4.5 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658924.399296 m, Y=5989442.917998 m) and extending in a north-westerly direction following the kerbline for 24.5 metres.</i>

Table of Traffic Resolutions Legal Description RPC 9 February 2022

	Harris Street	<i>No Stopping At All Times</i>	<i>Southwest side, commencing 4.5 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658926.244986 m, Y=5989426.747924 m) and extending in a north-westerly direction following the kerbline for 8.5 metres.</i>
	Jervois Quay	<i>No Stopping At All Times</i>	<i>Southwest side, following the kerbline 151.5 metres northwest of its intersection with Wakefield Street (Grid Coordinates X=2659019.512391 m, Y=5989121.085839 m) and extending in a north-westerly direction for 179.5 metres.</i>
	Jervois Quay	<i>No Stopping At All Times</i>	<i>West side, commencing 5.5 metres north of its intersection with Harris Street (Grid Coordinates X=2658924.689833 m, Y=5989442.544267 m) and extending in a northerly direction following the kerbline for 6 metres.</i>
	Jervois Quay	<i>No Stopping At All Times</i>	<i>West side, commencing 14.5 metres north of its intersection with Harris Street (Grid Coordinates X=2658924.689833 m, Y=5989442.544267 m) and extending in a northerly direction following the kerbline for 109.5metres.</i>
	Jervois Quay	<i>No Stopping At All Times</i>	<i>East side, commencing 229 metres south of its intersection with the northern kerbline of Hunter Street (Grid Coordinates X=2658921.254964 m, Y=5989680.288987 m) and extending in a southerly direction following the kerbline for 183.5 metres to its intersection with Cable Street.</i>
	Willeston Street	<i>No Stopping At All Times</i>	<i>South side, commencing 5.5 metres west of its intersection with Jervois Quay (Grid Coordinates X=2658909.49981 m, Y=5989560.35795 m) and extending in a westerly direction following the kerbline for 19 metres.</i>

Table of Traffic Resolutions Legal Description RPC 9 February 2022

	Customhouse Quay	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Brandon Street (Grid Coordinates X=2658888.663399 m, Y=5989932.389665 m) and extending in a northerly direction following the kerbline for 54.5 metres.</i>
	Johnston Street	<i>No Stopping At All Times</i>	<i>Northeast side, following the kerbline 54 metres southeast of its intersection with Featherston Street (Grid Coordinates X=2658857.91792 m, Y=5990025.164353 m) and extending in a south-easterly direction for 16.5 metres.</i>
o	Tory Street, Te Aro (TR17-22) Time limited parking restriction change P5 to P15		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule.</i>		
	Column One	Column Two	Column Three
	Tory Street	<i>P5 Monday to Saturday 8:00am - 6:00pm</i>	<i>West side, commencing 99 metres north of its intersection with Buckle Street (Grid Coordinates X=2658894.012258 m, Y=5988273.098364 m) and extending in a northerly direction following the western kerbline for 18 metres.</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Tory Street	<i>P15 Monday to Saturday, 8:00am - 6:00pm.</i>	<i>West side, commencing 99 metres north of its intersection with Buckle Street (Grid coordinates x= 1,748,877.34m, y= 5,426,553.64 m), and extending in a northerly direction following the western kerbline for 18 metres.</i>
p.	Drummond Street, Mount Cook (TR18-22) Car share parking spaces		
	<i>Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Drummond Street	<i>Car Share, At All Times</i>	<i>South side, commencing 10 metres east of its intersection with Adelaide Road (Grid coordinates X=1,748,898.96m Y=5,425,837.57m) and extending in an easterly direction following the southern kerb line for 12 metres.</i>

Table of Traffic Resolutions Legal Description RPC 9 February 2022

q.	Kensington Street, Te Aro (TR19-22) Car share parking spaces		
	<i>Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kensington Street	<i>Car Share, At All Times</i>	<i>North side, commencing 45.5 metres east of its intersection with Victoria Street (Grid coordinates X=1,748,322.49m Y=5,426,804.77) and extending in a easterly direction following the northern kerb line for 9 metres (3 car parks).</i>
	Kensington Street	<i>P5 Loading Zone, At All Times</i>	<i>South side, commencing 25 metres east of its intersection with Victoria Street (Grid coordinates X=1,748,322.49m Y=5,426,804.77) and extending in an easterly direction following the southern kerb line for 25 metres.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kensington Street	<i>No stopping At All Times</i>	<i>North side, commencing 5.5 metres east of its intersection with Victoria Street (Grid coordinates X=1,748,322.49m Y=5,426,804.77) and extending in an easterly direction following the northern kerb line for 40 metres.</i>
	Kensington Street	<i>No stopping At All Times</i>	<i>South side, commencing 5.5 metres east of its intersection with Victoria Street (Grid coordinates X=1,748,322.49m Y=5,426,804.77) and extending in an easterly direction following the southern kerb line for 12 metres.</i>
	Kensington Street	<i>No stopping At All Times</i>	<i>South side, commencing 30.5 metres east of its intersection with Victoria Street (Grid coordinates X=1,748,322.49m Y=5,426,804.77) and extending in an easterly direction following the southern kerb line for 25 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. To make a provision for the Christmas period 2021 and January holiday period 2022 we are consulting for 14 days from 29 November 2021 to 12 December 2021.

Proposal:

Reference	TR01-22 Longcroft Terrace, Newlands - No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none">• Install 40 metres of Broken Yellow Lines on Longcroft Terrace.• Resolute 22 metres of existing Broken Yellow Lines at the entrance to Longcroft Terrace on the western side of the road.• Resolute 10 metres of existing Broken Yellow Lines at the entrance to Longcroft Terrace on the eastern side of the road.
Why we are proposing the change	<ul style="list-style-type: none">• We have received accessibility and safety concerns from residents due to vehicles parking on Longcroft Terrace.• The road width is narrow at its intersection with Kenmore Street measuring 6.7 metres along the first section.• We have visited the site and ascertained that installing 40 metres of broken yellow lines on the western side of the road will improve safety, traffic flow and accessibility for utility and emergency vehicles while still maintaining some on-street parking.• In response to the feedback we received from Council initial consultation of TR25-21, we are proposing 40 metres of broken yellow lines on the western side of the road.
Location – where we propose to make the change	Longcroft Terrace, Newlands – intersection with Kenmore Street to outside no.1 Longcroft Terrace.
Impact	<ul style="list-style-type: none">• Improves accessibility for utility and emergency vehicles and safety for vehicles travelling along this narrow section of road.• Net parking impact – removal of six unrestricted parking spaces.
How this relates to the parking policy	<ul style="list-style-type: none">• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 172.• Based off feedback we received from initial consultation under traffic resolution TR25-21 this traffic resolution has been amended to propose the broken yellow lines to be installed on the western side of the road.• 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 Monday 29 November 2021 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

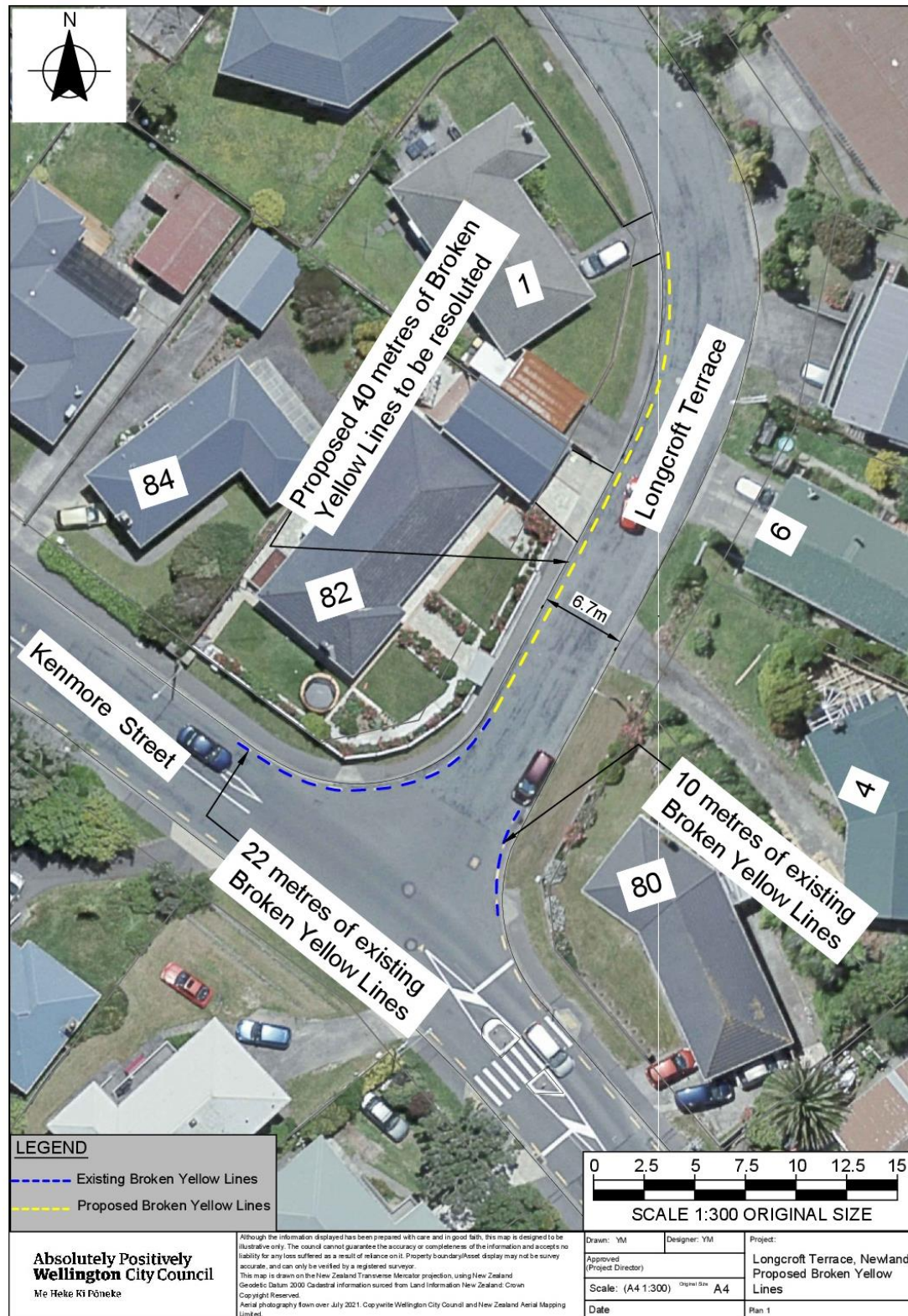
We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 29 November 2021 and finishes at 5.00 pm Sunday 12 December 2021.• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 13 December 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 9 February 2022.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

**Absolutely Positively
Wellington City Council**
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Traffic Resolution Plan: TR01-22 Longcroft Terrace, Newlands – 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 Two	Column Three
Longcroft Terrace	<i>No Stopping At All Times</i>	<i>East side, commencing from its intersection with Kenmore Street (Grid coordinates X=1,753,105.30m, Y=5,434,645.64m) and extending in a northerly direction following the eastern kerb line for 10 metres.</i>
Longcroft Terrace	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Kenmore Street (Grid coordinates X=1,753,099.15m, Y=5,434,657.09m) and extending in a northerly direction following the western kerb line for 51 metres.</i>
Kenmore Street	<i>No Stopping At All Times</i>	<i>North side, commencing 250 metres south of its intersection with Horokiwi Road West (Grid coordinates X=1,752,949.20m, Y=5,434,861.69m) and extending in a southerly direction following the northern kerb line for 11 metres.</i>

Prepared By:	Yohannes Mesfun	(Graduate Transport Engineer)
Approved By:	Zackary Moodie	(Team Leader Transport Engineering)

Feedback Received:

Name: Marianne & James Bishop

Suburb: Newlands

Agree: Yes

We totally support this proposal. It makes perfect sense. Longcroft Terrace is quite a narrow street. It is not far from Bancroft Terrace where Bellevue Primary School is, no doubt some people park in Longcroft Terrace when dropping off/ picking up children from School. The adjoining Kenmore Street is also a very busy street with lots of cars and buses going through this area.

Lets do this.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR01 -22 Longcroft Terrace, Melrose – 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. To make a provision for the Christmas period 2021 and January holiday period 2022 we are consulting for 14 days from 29 November 2021 to 12 December 2021.

Proposal:

Reference	TR03-22 Rua Street, Lyall Bay – Bus Stop #6334 road markings
What we'd like to do	<ul style="list-style-type: none">To mark the existing bus stop with bus box markings and install broken yellow lines at the entry taper and exit taper into and out from the bus stop.
Why we are proposing the change	<ul style="list-style-type: none">We have received a request for bus stop road markings.A local resident identified a problem at this bus stop with vehicles frequently parked at the unmarked bus stop. This creates a safety hazard as buses are stopping in the middle of the traffic lane (close to a busy intersection) which creates accessibility to the bus stop, patron safety alighting the bus as well as bus service efficiency problems.
Location – where we propose to make the change	Rua Street, Lyall Bay - outside no.15 to no.19, at the existing bus stop #6334
Impact	<ul style="list-style-type: none">Improves safety and accessibility for bus patrons and efficiency of bus operations. Improved safety for the traffic approaching the intersection.Bus Patron impact – positive as there is improvement for those using the bus service as they will be able to alight the bus safely onto the footpath/kerb.
How this relates to the parking policy	<ul style="list-style-type: none">Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none">Average monthly passenger number – onboard 0; Offload 736.Average daily traffic count – 1,410.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 Monday 29 November 2021 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none">If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.

We are proposing a change in your area

	<p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 29 November 2021 and finishes at 5.00 pm Sunday 12 December 2021.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 13 December 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 9 February 2022.3. If approved, the proposal will be installed within the following three months.

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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
<i>Rua Street</i>	<i>Bus Stop, At All Times</i>	<i>South side, commencing 115.5 metres south of its intersection with Lyall Bay Parade and extending in a westerly direction following the southern kerbline for 12 metres to its intersection with Queens Drive.</i>

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

Column One	Column Two	Column Three
<i>Rua Street</i>	<i>Bus Stop, At All Times</i>	<i>South side, commencing 14 metres east of its intersection with Queen Drive (grid coordinates x = 1,749,948.10m, y = 5,423,054.36m) and extending in an easterly direction following the southern kerb line for 15 metres.</i>

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

Column One	Column Two	Column Three
<i>Rua Street</i>	<i>No Stopping, At All Times</i>	<i>South side, commencing at its intersection with Queens Drive (grid coordinates x = 1,749,948.10m, y = 5,423,054.36m) and extending in an easterly direction following the southern kerb line for 14 metres.</i>
<i>Rua Street</i>	<i>No Stopping, At All Times</i>	<i>South side, commencing 29 metres east of its intersection with Queen Drive (grid coordinates x = 1,749,948.10m, y = 5,423,054.36m) and extending in an easterly direction following the southern kerb line for 12 metres.</i>

We are proposing a change in your area

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Prepared By:

Gordana Savic

**(Public Transport Infrastructure
Programme Manager)**

Approved By:

Zackary Moodie

**(Team Leader Transport
Engineering)**

Feedback Received

Feedback Received:

Name: Melissa Anderson – Greater Wellington Regional Council

Suburb: Lyall Bay

Agree: Yes

Greater Wellington Regional Council (Greater Wellington) welcomes the opportunity to provide comments on Wellington City Council's (WCC) proposed Traffic Resolution TR03-22 (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.

Greater Wellington strongly supports the Traffic Resolution. Marking out an existing bus stop with bus box markings and painting broken yellow lines at the entry and exit tapers will improve safety and bus accessibility on Rua street. The existing bus stop is frequently used as a car park. This forces buses to stop in the middle of the street, close to the intersection of Rua St and Queens Drive creating issues with safety, accessibility to and from the footpath / bus stop, and bus service efficiency issues. Passengers often have to step off the bus onto the road before walking to the footpath. This is both a safety and accessibility concern. Passengers could be hit by other moving vehicles or cyclists whilst on the road. As this is not a direct transfer, this also makes it difficult for disabled people. Furthermore, the bus stopping in the middle of the road can cause block up of traffic. Marking out a bus box and including broken yellow lines at the entry and exit tapers will address these issues. Doing so will ensure that adequate space is available for a bus to pull in and allow passengers to get on and off the vehicle safely directly from the footpath. This will also improve safety for other vehicles that use the intersection. Overall, implementing the Traffic Resolution will increase the accessibility and safety for buses stopping at this particular bus stop on Rua street and Greater Wellington strongly supports it.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR03 -22 Rua Street – New Bus Stop layouts (#6334).

Name: Ellen Blake

Suburb: Not stated

Agree: Yes

We support this resolution: for ease of passenger access to buses all stops should have similar markings. Having to step up from or down to road level because of their lack makes using buses slow and awkward, if not impossible for some users (e.g. with wheelchairs).

Feedback Received

Officer's Response:

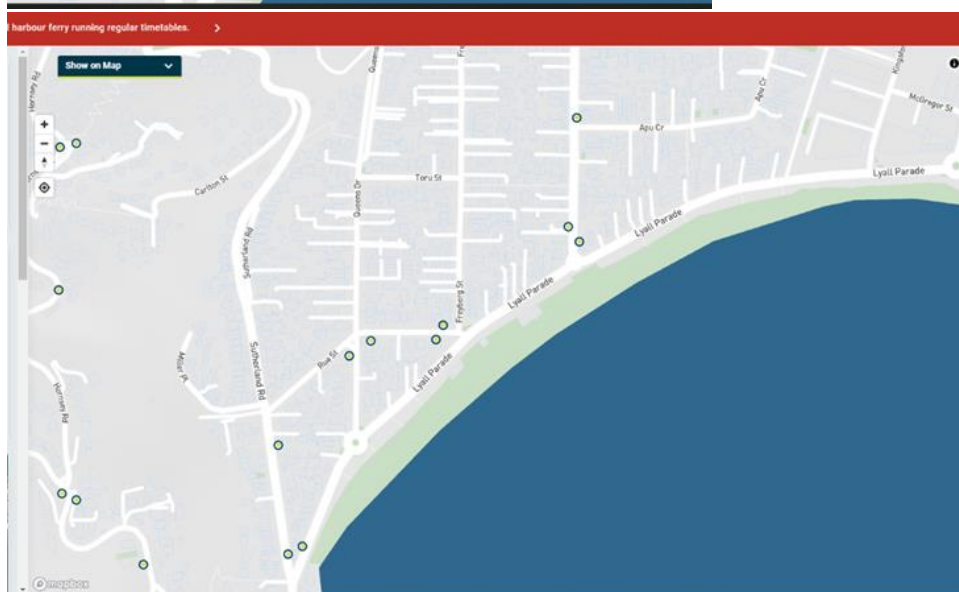
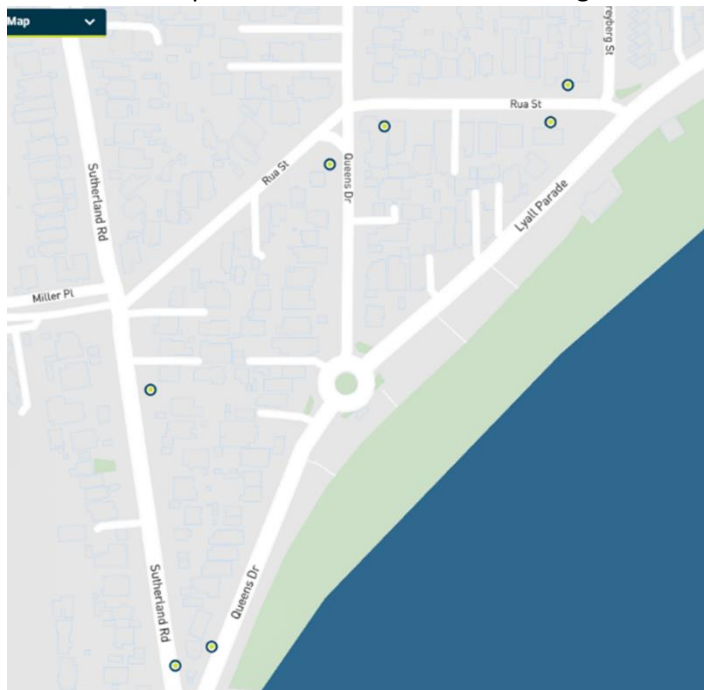
Thank you for your feedback on Traffic Resolution TR03 -22 Rua Street – New Bus Stop layouts (#6334).

Name: Anonymous

Suburb: Not stated

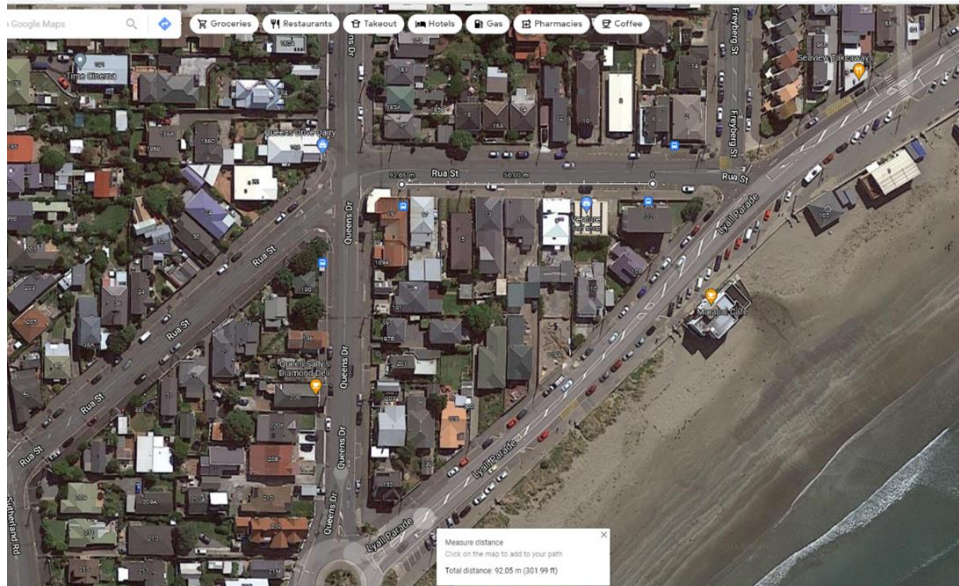
Agree: No

Current Bus stops on Rua Street and surrounding streets.



Feedback Received

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



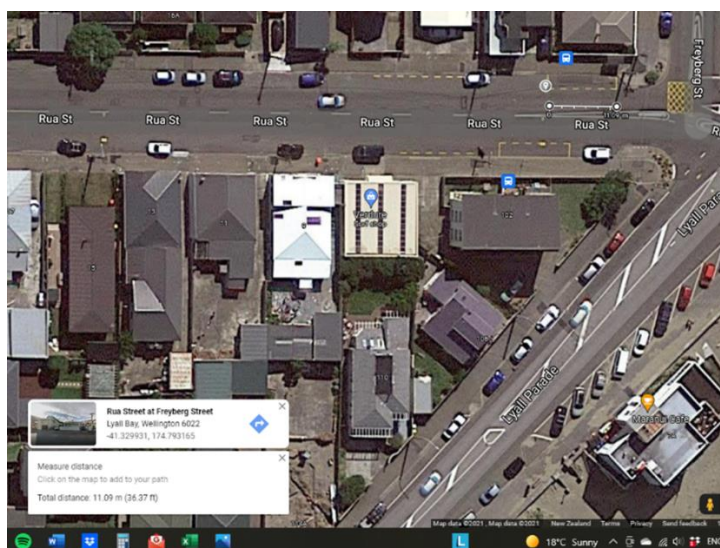
Currently 90metres between bus stop 6333 and 6334



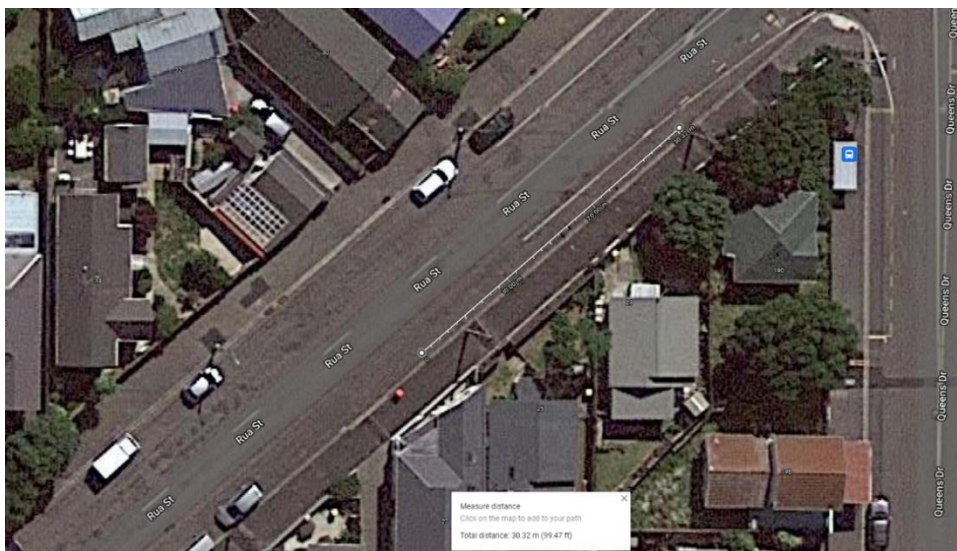
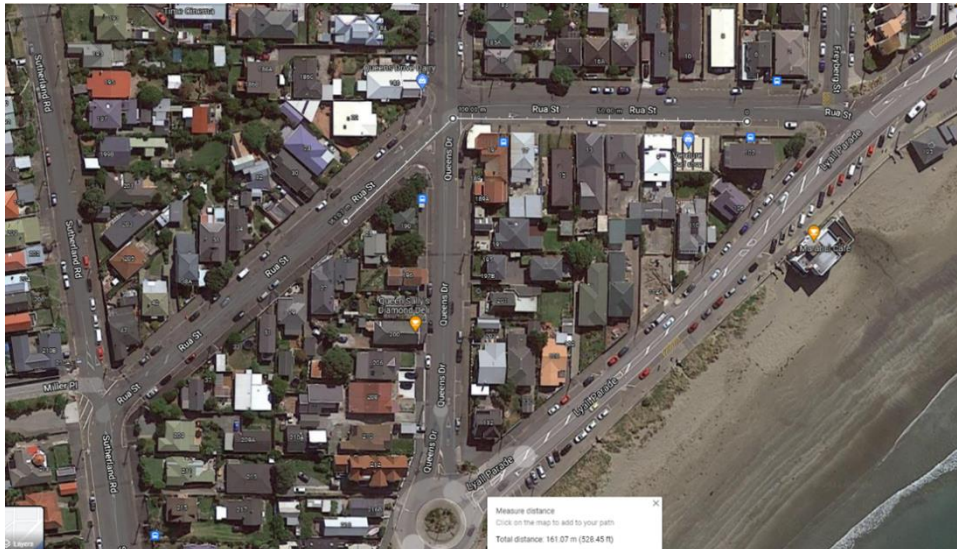
Currently 227m between bus stop 6334 and 6335

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Due to Bus stops 7333, 6333 and 6334 on Eastern Rua street residents loose 77m of on street parking. Many residents already do not have access to onsite parking and there is no allocated on street residents parking.

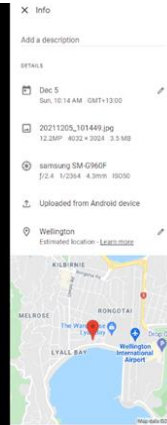


Moving bus stop 6334 to western side of Rua st outside 25-27 Rua street would provide more equal walking distance between bus stops 6333, 6334 and 6335, roughly 160m and 150m between these stops and would ease traffic congestion currently experienced on the eastern Rua Street.

Lyall bay is a destination location. With many popular cafes such as Queen Sally's Diamond Deli, Maranui and the Botanist all within a few minutes walk of the eastern end of Rua street. Lyall Bay surf club hosts many surf lifesaving events throughout the year which attract many people to the area further limiting access for local residents to on street parking. This makes the vulnerable residents of Rua street even more disadvantaged as it means they often must park up to 200metres away from their house during peak times

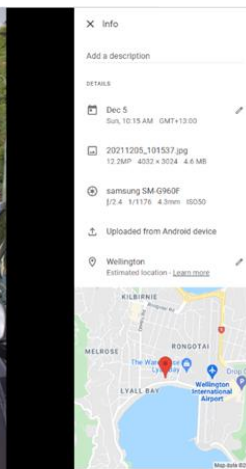
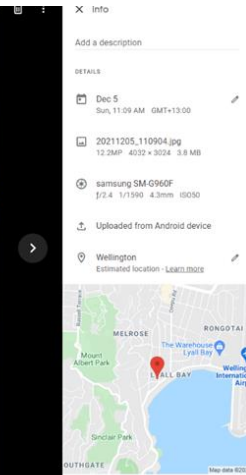
Feedback Received

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

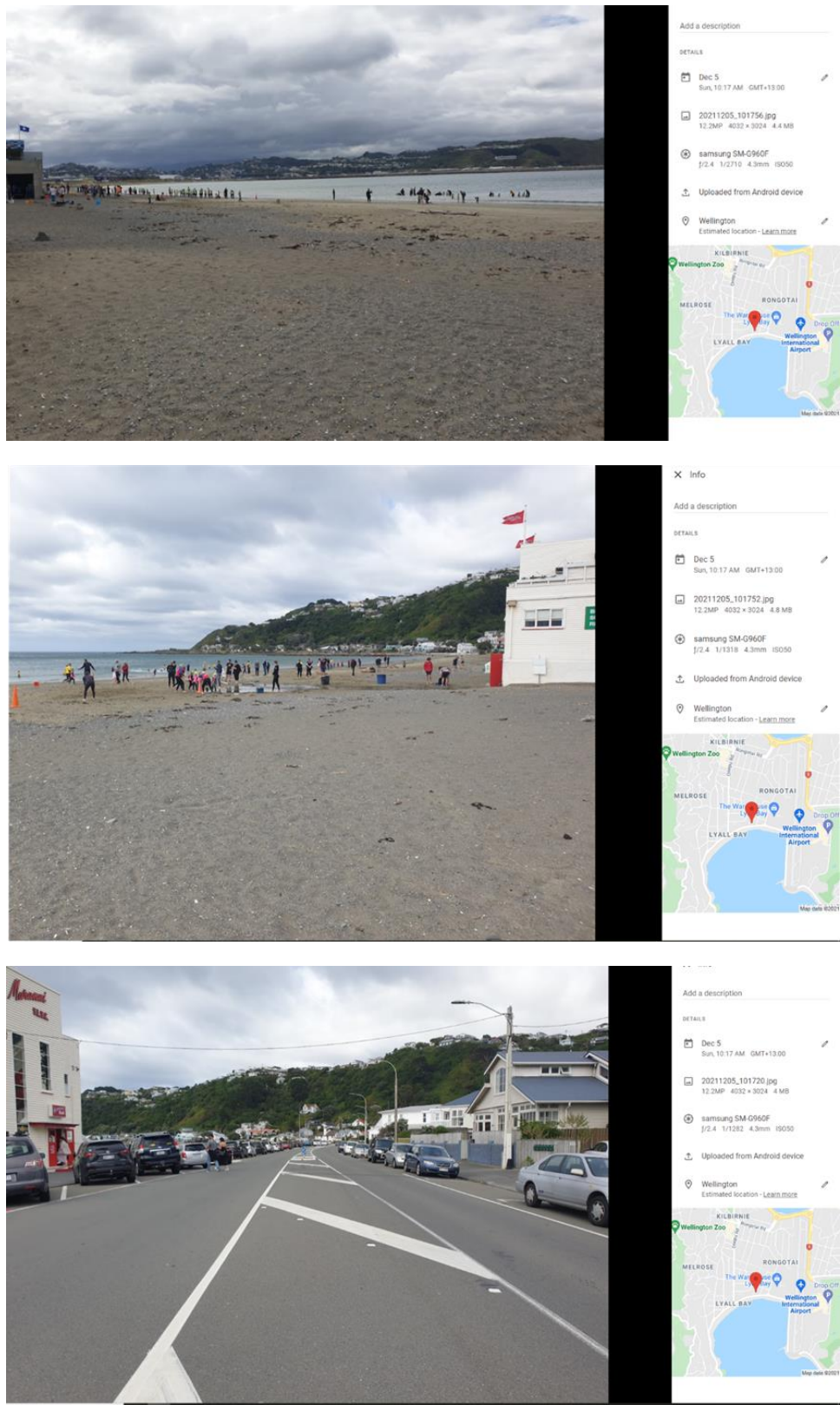


Below are photos from December 5th 2021 where the Lyall Bay surf club had an event on. As you can see cars are parked in bus stop 6334 and one car is partially over bus stop 6333. The Lyall Bay parade parking is at full capacity therefore visitors to the area park down Rua Street. This occurs during most weekends and when

events are happening at the beach. This is not due to residents parking here but visitors to Lyall Bay.

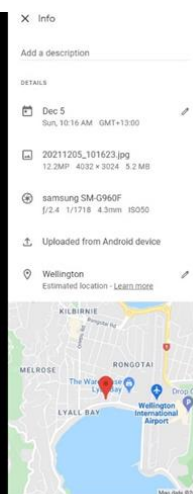
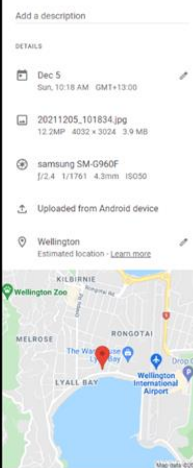
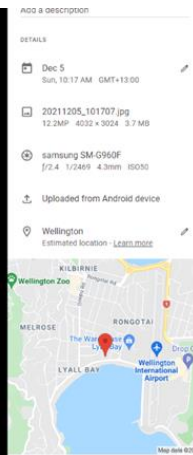


Feedback Received



Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Feedback Received



I strongly oppose this proposal. Keeping bus stop 6334 and/or further reducing parking availability by adding broken yellow lines is unviable for the residents of eastern end Rua street. With currently 3 bus stops on eastern end Rua St (two being only 90metres apart) this results in an unfair provision of available on street parking for residents.

The issue of congestion on Rua street can be eliminated by moving bus stop 6334 to the western side of Rua street outside 25-27 Rua street, this would also improve accessibility for bus patrons and provide optimal distance between bus stops for bus patrons.

Alternatively, Rua street is wide enough for angled parking which would increase capacity for weekend visitors to the area and reduce the likelihood of parking over bus stops.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR03 -22 Rua Street – New Bus Stop layouts (#6334).

We will forward your feedback to Greater Wellington Regional Council.

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. To make a provision for the Christmas period 2021 and January holiday period 2022 we are consulting for 14 days from 29 November 2021 to 12 December 2021.

Proposal:

Reference	TR04-22 Bannister Avenue, Johnsonville - No Stopping At All Times; removal of restricted parking; new mobility parking
What we'd like to do	<ul style="list-style-type: none">• Remove 'No parking Sat-Sun and public holidays' to unrestricted parking on the western side of Bannister Avenue.• Install a total of 81 metres of broken yellow lines on the eastern side of Bannister Avenue.• Install a mobility parking space on the eastern side of Bannister Avenue.• Remove one unrestricted carpark to allow room for a hatched walkway on the eastern side of Bannister Avenue.
Why we are proposing the change	<ul style="list-style-type: none">• We have received a request from the new operator at the Waiora Sports and Community Hub at Alex Moore Park which opened on the 27th March 2021 to remove the current parking restriction 'No parking Sat-Sun and public holidays' on Bannister Avenue to unrestricted parking and install an additional mobility parking space to service the new facility.• The parking time restriction was originally implemented due to vehicles parking on both sides of the road during busy periods which restricted access for vehicles to get through. We propose to remove the current parking restriction and install broken yellow lines on the eastern side of the road. This will also stop vehicles from parking on the footpath and allow enough room for vehicles to get through as the road width isn't wide enough for parking on both sides and there is currently no kerb and channel on the eastern side.• As part of the consent process for the new Waiora Hub and in compliance with AS/NZS2890.6:2009, off-street parking for people with disabilities is required. An accessibility report has found the new Waiora Hub facility is required to provide four accessible car parks "as near as reasonably practical."• Two accessible car parks are located in the car park area adjacent to the sports field, to the north of the new facility. The third mobility park is located directly to the west of the new building on the eastern side of Bannister Avenue.• We are proposing the fourth mobility park to be located on the eastern side of Bannister Avenue adjacent to the existing mobility park.
Location – where we propose to make the change	Bannister Avenue, Johnsonville – between no.4 to no.32

We are proposing a change in your area

Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles, pedestrians as well as accessibility for mobility park users. Net parking impact – removal of restricted parking “No parking Sat-Sun and public holidays” on the western side of the road to unrestricted parking spaces for 19 vehicles, removing 12 unrestricted parking spaces on the eastern side of the road and converting 2 unrestricted parking spaces to 1 mobility parking spaces also on the eastern side of the road. Pedestrian impact- positive impact by ensuring accessibility of footpath and giving mobility park uses better accessibility to the new Waiaora Sports and Community Hub.
How this relates to the parking policy	<ul style="list-style-type: none"> 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. 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.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 3,252. 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 Monday 29 November 2021 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 29 November 2021 and finishes at 5.00 pm Sunday 12 December 2021.</p> <ul style="list-style-type: none"> What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 13 December 2021. The proposal will go to the Regulatory Processes Committee on Wednesday 9 February 2022. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

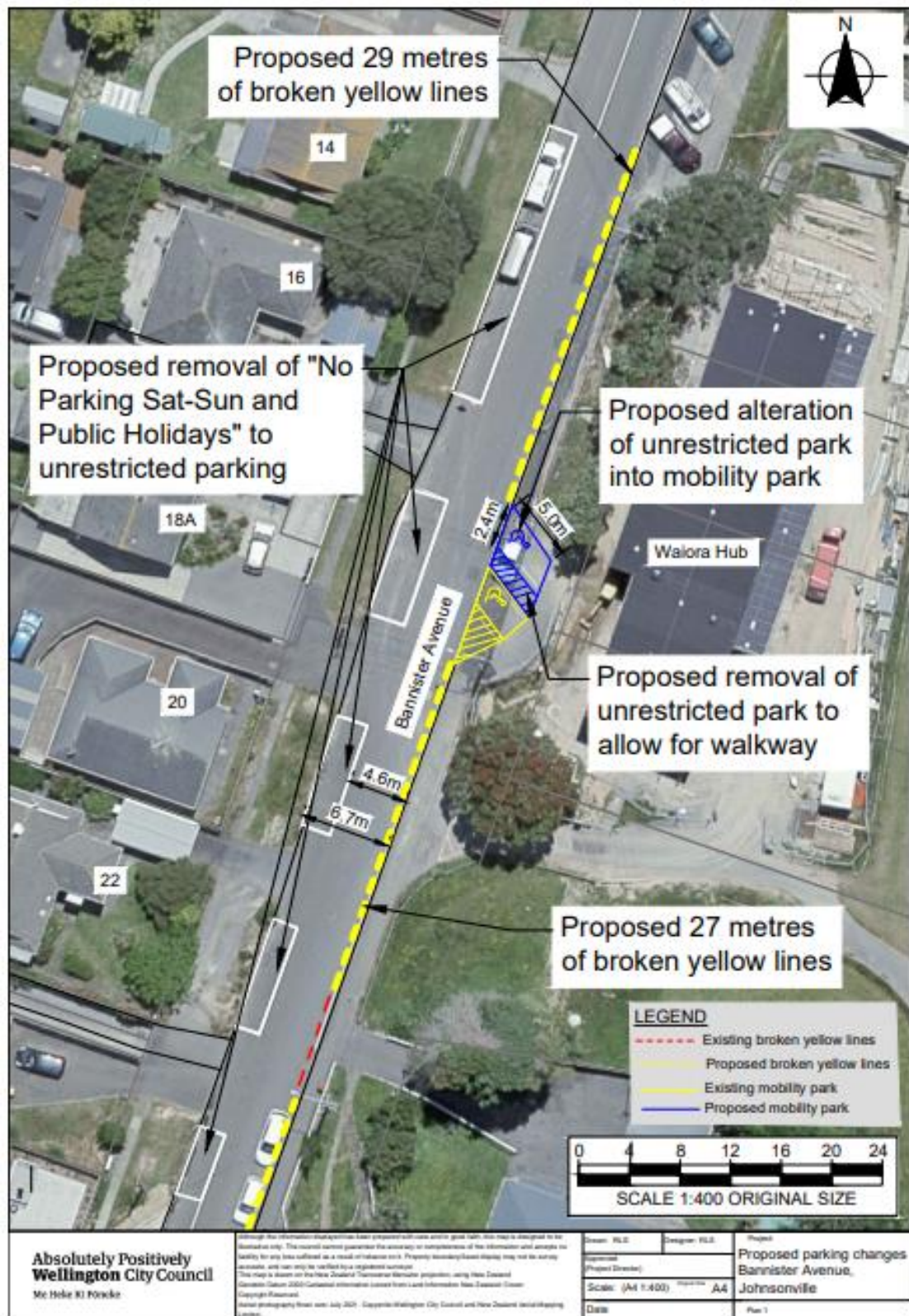
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR04-22 Bannister Avenue - No Stopping At All Times; removal of restricted parking; new mobility parking



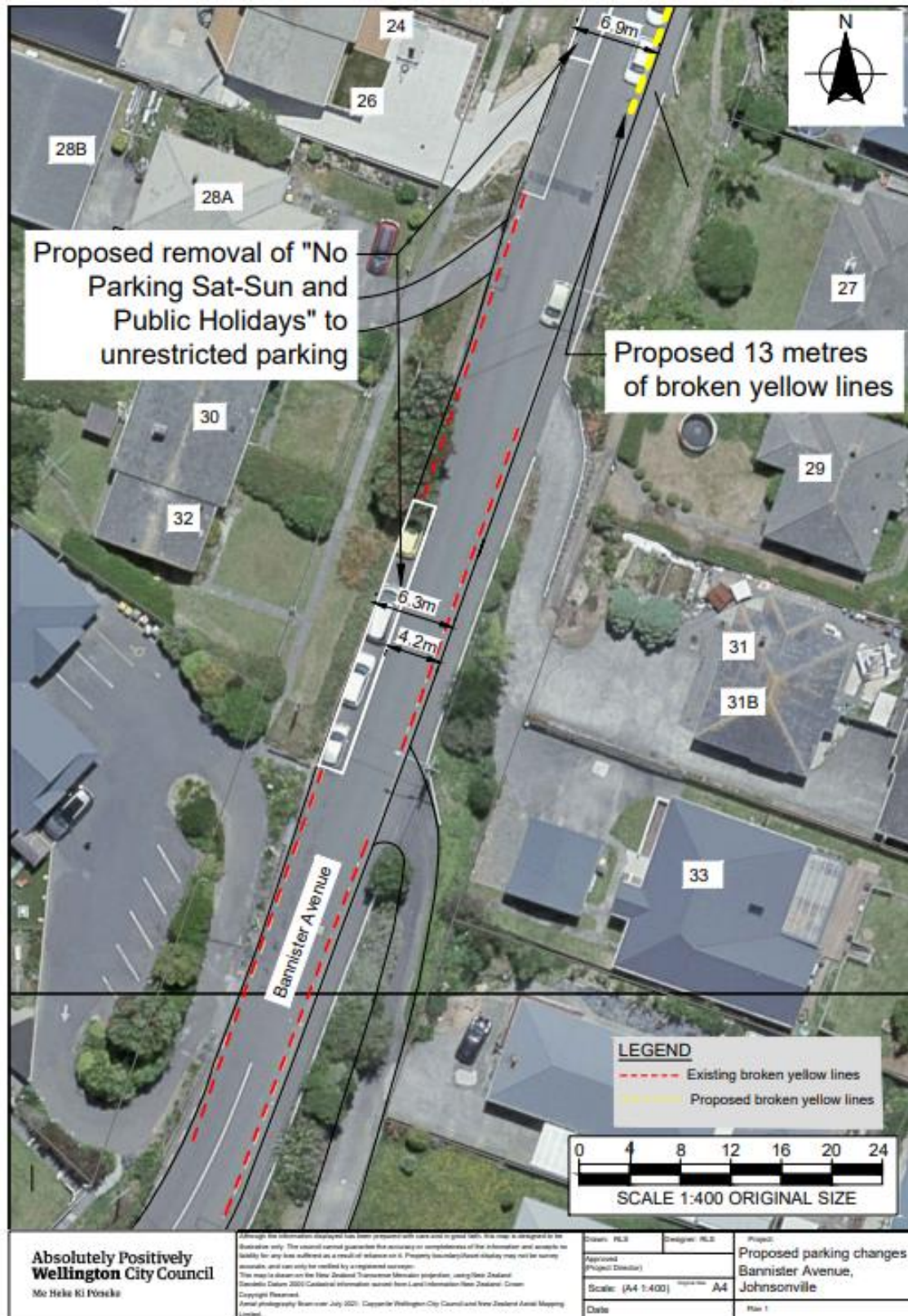
We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



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
Bannister Avenue	<i>No Stopping - Saturday, Sunday and Public Holidays At All Times</i>	<i>West side, commencing 179 metres south of its intersection with Kipling Street and extending in a southerly direction following the western kerbline for 89 metres to its intersection with Atua Street.</i>
Bannister Avenue	<i>No Stopping - Saturday, Sunday and Public Holidays At All Times</i>	<i>West side, commencing 133 metres south of its intersection with Kipling Street and extending in a southerly direction following the western kerbline for 25 metres.</i>
Bannister Avenue	<i>No Stopping - Saturday, Sunday and Public Holidays At All Times</i>	<i>West side, commencing 158 metres south of its intersection with Kipling Street and extending in a southerly direction following the western kerbline for 21 metres.</i>
Bannister Avenue	<i>No Stopping - Saturday, Sunday and Public Holidays At All Times</i>	<i>West side, commencing 33 metres south of its intersection with Kipling Street and extending in a southerly direction following the western kerbline for 100 metres.</i>
Bannister Avenue	<i>No Stopping - Saturday, Sunday and Public Holidays At All Times</i>	<i>West side, following the western kerbline 78 metres north from its intersection with Kipling Street and extending in a northerly direction for 24.5 metres.</i>
Bannister Avenue	<i>No Stopping - Saturday, Sunday and Public Holidays At All Times</i>	<i>West side, following the western kerbline 45 metres north from its intersection with Kipling Street and extending in a northerly direction for 20.5 metres.</i>
Bannister Avenue	<i>No Stopping - Saturday, Sunday and Public Holidays At All Times</i>	<i>West side, following the western kerbline 22 metres north of its intersection with Kipling Street and extending in a northerly direction for 14 metres.</i>

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
Bannister Avenue	<i>No Stopping At All Times</i>	<i>East side, commencing 74.2 metres south of its intersection with Broderick Road (Grid Coordinates X=1,750,928.04 m, Y=5,434,765.70 m) and extending in a southerly direction following the eastern kerbline for 21 metres.</i>
Bannister Avenue	<i>No Stopping At All Times</i>	<i>East side, commencing 178 metres south of its intersection with Broderick Road (Grid Coordinates X=1,750,928.04 m, Y=5,434,765.70 m) and extending in a southerly direction following the eastern kerbline for 29 metres.</i>
Bannister Avenue	<i>No Stopping At All Times</i>	<i>East side, commencing 216.1 metres south of its intersection with Broderick Road (Grid Coordinates X=1,750,928.04 m, Y=5,434,765.70 m) and extending in a southerly direction following the eastern kerbline for 49 metres.</i>

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

Bannister Avenue	<i>Mobility Parking - displaying an operation mobility permit only, At All Times</i>	<i>East side, commencing 206 metres south of its intersection with Broderick Road (Grid Coordinates X=1,750,928.04 m, Y=5,434,765.70 m) and extending in a southerly direction following the eastern kerbline for 2.4 metres.</i>
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Prepared By:

Kate Gourdie

Transport Engineer Assistant

Approved By:

Zackary Moodie

**(Team Leader Transport
Engineering)**

Feedback Received:

Name: Carlie Taufale

Suburb: Johnsonville

Agree: No

Ki Ora. I'm a resident on Bannister Ave and have been for 18 years. I live at [REDACTED] Bannister and have asked for years to have residence parking. Now you are asking the people with no off-street parking to loose what we have left so others can use the park? I thought that was the idea of the car park next to it? So that's a no from me as it will restrict even more on the 4-5 parks up top that we sometimes struggle to get now. Please let me know how I can take this further and help the ones on the street with no driveways.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR04 -22 Bannister Avenue, Johnsonville – No Stopping At All Times; removal of restricted parking; new mobility parking.

Council Officers must consider any request for parking changes in-line with:

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

The new Parking Policy requires any residents parking assessments be based on an area wide approach rather than a single street approach – in this case, it would be an assessment of the Johnsonville suburb.

This assessment will involve, but is 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.

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

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.

Due to road width measuring less than 6.9 metres wide, there is insufficient space for vehicles to park on both sides of the road. Therefore, we are required to remove parking on one side of Bannister Avenue to allow room for emergency vehicles to travel through.

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

Name: Johnsonville Community Association

Suburb: Johnsonville

Agree: Yes

The Johnsonville Community Association has reviewed this traffic resolution and supports this change.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR04 -22 Bannister Avenue, Johnsonville – No Stopping At All Times; removal of restricted parking; new 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. To make a provision for the Christmas period 2021 and January holiday period 2022 we are consulting for 14 days from 29 November 2021 to 12 December 2021.

Proposal:

Reference	TR05-22 Bay Road, Kilbirnie - Relocation of mobility parking; new loading zone
What we'd like to do	<ul style="list-style-type: none">• Relocate the existing mobility parking space outside no.19 Bay Road to the other side of the kerb build out outside no.23 Bay Road.• Replace existing mobility park with a P5 Loading Zone parking space.
Why we are proposing the change	<ul style="list-style-type: none">• Accessibility and safety concerns about the existing mobility park have been raised by business owners on Bay Road. The current layout does not meet Wellington City Council mobility parking guidelines as its access ramp is located at the front of the park, making it difficult for users to access the footpath.• Relocating the mobility park to the south side of the kerb build out, allows for easier access to the ramp, improving accessibility for mobility park users.• There are additional concerns by the internal design team and business owners, of which service vehicles are parking on the kerb build out, restricting access to mobility users and access to a private driveway.• The loading zone will assist deliveries to the adjacent businesses providing a short term pick up and drop off facility, effectively clearing the footpath.
Location – where we propose to make the change	Bay Road, Kilbirnie – Loading zone outside no.19; mobility park outside no.23
Impact	<ul style="list-style-type: none">• Improves safety and accessibility for mobility users and easier access for delivery services.• Pedestrian impact – positive due to improved facilities for mobility park users.
How this relates to the parking policy	<ul style="list-style-type: none">• Mobility park users are one of the highest priorities under the parking policy therefore this change will better facilitate safer manoeuvrability for mobility carpark space users.• Support access for all – ensure mobility impaired 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.• Support safe movement – facilitate the safe and efficient movement of people and goods.

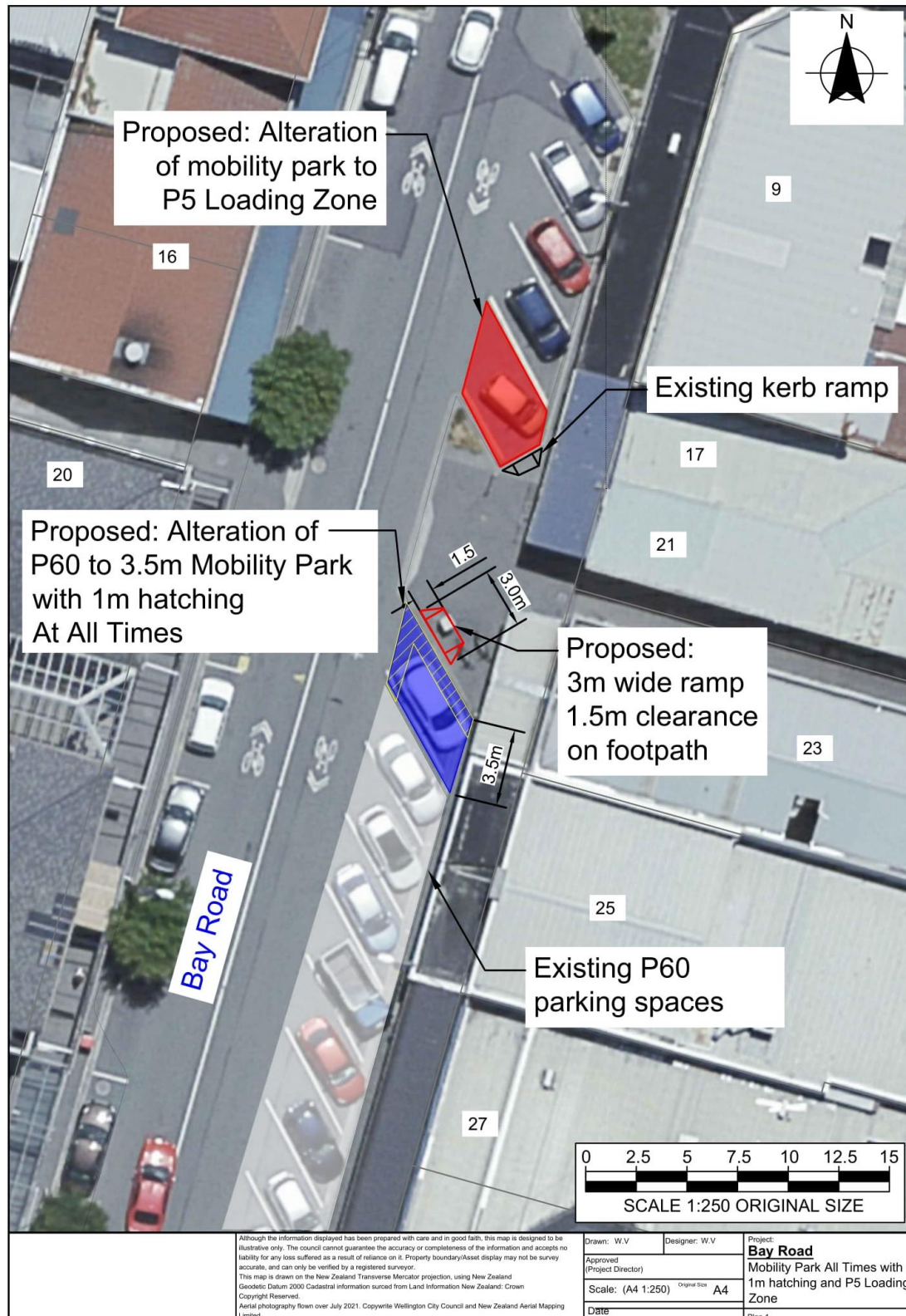
We are proposing a change in your area

Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 3,308.• 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 Monday 29 November 2021 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 29 November 2021 and finishes at 5.00 pm Sunday 12 December 2021.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 13 December 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 9 February 2022.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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

Traffic Resolution Plan: TR05-22 Bay Road, Kilbirnie – Relocation of mobility parking; new loading zone



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
Bay Road	<i>Mobility Parking, Except for vehicles displaying an operation mobility permit only, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 185.5 metres north of its intersection with Coutts Street and extending in a northerly direction following the eastern kerbline for 5 metres</i>

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

Column One	Column Two	Column Three
Bay Road	<i>P60 angled parking</i>	<i>East side, commencing 145 metres north of its intersection with Coutts Street (Grid coordinates, x = 1,750,175.8m, y = 5,424,180.1m), and extending in a northerly direction following the eastern kerbline for 26 metres (9 angled parking spaces).</i>

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

Column One	Column Two	Column Three
Bay Road	<i>Mobility Parking - displaying an operation mobility permit only, At All Times</i>	<i>East side, commencing 52.5 metres south of its intersection with Rongotai Road (Grid Coordinates X=1,750,240.82 m, Y=5,424,388.85 m) and extending in a southerly direction following the eastern kerbline for 3.5 metres</i>
Bay Road	<i>Loading Zone – P5 Loading Zone, At All times</i>	<i>East side, commencing 27 metres south of its intersection with Rongotai Road (Grid Coordinates X=1,750,240.82 m, Y=5,424,388.85 m) and extending in a southerly direction following the eastern kerbline for 4.3 metres</i>

We are proposing a change in your area

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

Column One	Column Two	Column Three
Bay Road	<i>P60 angled parking</i>	<i>East side, commencing 56 metres south of its intersection with Rongotai Road (Grid Coordinates X=1,750,240.82 m, Y=5,424,388.85 m) and extending in a southerly direction following the eastern kerbline for 31.2 metres (8 angled parking spaces)</i>

Prepared By:

Wilhelm Vaeluaga

(Transport Engineer Intern)

Approved By:

Zackary Moodie

**(Team Leader Transport
Engineering)**

Feedback Received:

Name: Cim Lang
Suburb: Kilbirnie
Agree: Yes/No

As a local retail manager I would like to give the following feedback on above proposal. We have no problem with relocation of the existing mobility park if it makes life easier for these users. However we do object to changing the park left (at 19 Bay road) into a P5 Loading zone. If we are giving up a P60 park we should be replacing with same, as there are already not enough parks in Kilbirnie and our customers complain all the time- often driving off rather than fight for a park. Whilst delivery vans do visit regularly they are only here such a short time the park would be wasted most of the day. As you know at this time of Covid we a fighting for every single customer, taking away yet another 60 min park would be yet another loss for Kilbirnie Bay road retailers.

Officer's Response:

Thank you for your feedback. Unfortunately, the length of the entire kerbside for the proposed loading zone is not long enough to retain a P60 park. There is still P60 parking available on adjacent streets to accommodate the loss.

As part of the Build Back Better initiative, there exists an opportunity to increase pedestrian safety by minimising the vehicle speeds that enter and exit the driveway due to service vehicles. This loading zone will help prioritise pedestrians on the footpath.

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. To make a provision for the Christmas period 2021 and January holiday period 2022 we are consulting for 14 days from 29 November 2021 to 12 December 2021.

Proposal:

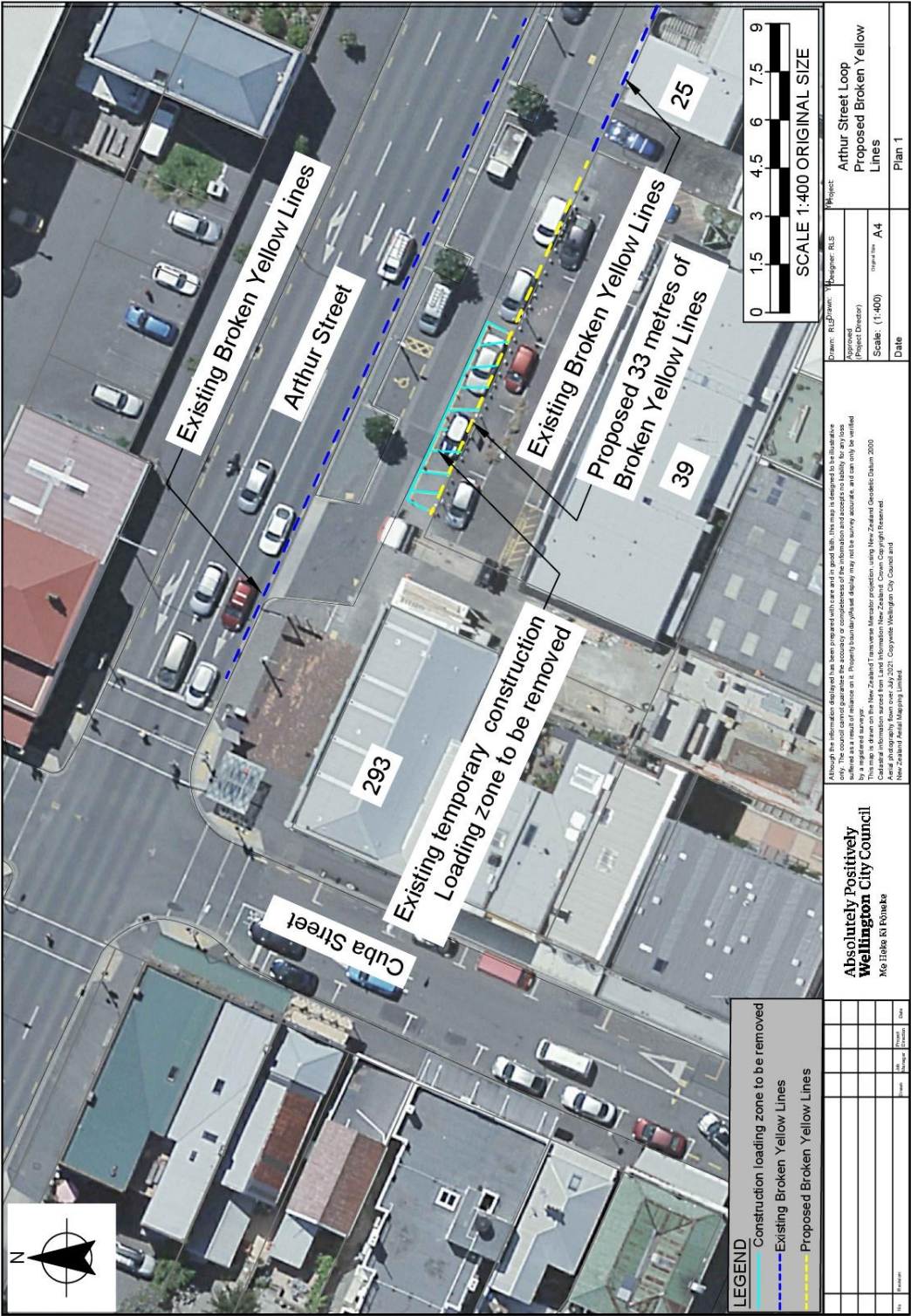
Reference	TR06-22 Arthur Street loop, Te Aro - No Stopping At All Times; remove loading zone parking
What we'd like to do	<ul style="list-style-type: none">• Install 33 metres of broken yellow lines along the southern side of the Arthur Street loop.• Remove three existing temporary construction loading zone parking spaces as building site is completed.
Why we are proposing the change	<ul style="list-style-type: none">• We have received safety concerns from a local resident about vehicles parking on the southern side of Arthur Street loop obstructing the shared zone making it unsafe for pedestrians and cyclists.• We are proposing to install 33 metres of broken yellow lines along the southern side of the Arthur Street loop.• The original design and intention for Arthur Street loop was a shared zone for pedestrians and cyclists.
Location – where we propose to make the change	Arthur Street loop, Te Aro
Impact	<ul style="list-style-type: none">• Improves safety and accessibility for pedestrians, cyclists and vehicles.• Net parking impact – loss of five unmarked parking spaces to ensure safety in the shared zone for pedestrians and cyclists.• Pedestrian and cyclist Impact – positive as this will prevent cars parking on the south side of the shared zone and obstructing pedestrian and cyclist movements.
How this relates to the parking policy	<ul style="list-style-type: none">• Safe and efficient movement of people and goods is the highest priority in the parking policy, loading zones are also high priority in the CBD. We are removing unrestricted “spaces” used by residents and commuters for higher priorities in the parking policy.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 500.• 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 Monday 29 November 2021 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 29 November 2021 and finishes at 5.00 pm Sunday 12 December 2021.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 13 December 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 9 February 2022.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Traffic Resolution Plan: TR06-22 Arthur Street, Te Aro – 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
Arthur Street	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Arthur Street (Grid coordinates X= 1,748,514.64m, Y= 5,426,719.85m) and extending in an easterly direction following the southern kerb line for 33 metres.</i>

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

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

Feedback Received:

Name: Sally Faisandier

Suburb: Mount Victoria

Agree: Yes

Currently a busy and scary area to navigate. Actually, I am usually only walking through that space, so I want straight-through walking on the northern side of the loop road, rather than having to take a detour along the business frontages on the southern side. Most people will either be walking through or parking their cars and walking to the business of interest. I would strongly recommend enhancing walking access on the northern side of that loop - and put the car parks closer to the buildings. Makes much better sense. There needs to be clear separation between cars, cyclists and pedestrians along this area.

Officer's Response:

Thank you for your feedback on TR06-22 Arthur Street, Te Aro— No Stopping At All Times.

Name: Ellen Blake (LSA)

Suburb: Not stated

Agree: Yes

We support this resolution which will install more broken yellow lines in the shared zone area of Arthur Street. However this must be enforced as there are frequently vehicles parked on the existing broken yellow lines (as can be seen in the photo).

Dedicated footpath should be considered for this inner urban area as these shared zones are not sufficient for pedestrian safety or amenity, particularly as this route has a high number of school children using it.

Officer's Response:

Thank you for your feedback on TR06-22 Arthur Street, Te Aro— No Stopping At All Times.

The Parking Wardens will start enforcement once this Traffic Resolution is approved. Regarding change to the existing shared zone to dedicated footpath, this cannot change as one exists on the northern side of the road.

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. To make a provision for the Christmas period 2021 and January holiday period 2022 we are consulting for 14 days from 29 November 2021 to 12 December 2021.

Proposal:

Reference	TR09-22 Fitzherbert Terrace, Thorndon - Time Limited restriction changes
What we'd like to do	<ul style="list-style-type: none">Amend time restrictions outside Queen Margaret College<ul style="list-style-type: none">- change six P2 to P10 from 8:00-9:00am and 2:30-3:30 pm Mon-Fri and P120 At All Other Times,- Change one P120 At All Times to P10 from 8:00-9:00am and 2:30-3:30 pm Mon-Fri and P120 At All Other Times.
Why we are proposing the change	<ul style="list-style-type: none">We have received accessibility concerns from Queen Margaret College, parents and Council parking services about parking issues along Fitzherbert Terrace. Currently there are: one P120 At All Times parking space, six P2 parking spaces and eight P10 parking spaces between 8:00-8:45am and 2:45-4:00pm Mon-Fri and P120 At All Other Times. The P2 parking spaces are inadequate for parents to drop off and pick up their young children from the kindergarten and pre-school.Changes to the time restrictions will increase the time to assist parents to drop off and pick up their children. As this is a private school and without a catchment area most students are dropped off and picked up via a private vehicle from all over Wellington. The addition of one P10 would assist parents during these drop off and pick up times.
Location – where we propose to make the change	Fitzherbert Terrace, Thorndon - outside Queen Margaret College-
Impact	<ul style="list-style-type: none">Improves safety and accessibility for vehicles, parents and children dropping off and picking up their children.Net parking impact- time restriction changes to seven parking spaces.
How this relates to the parking policy	<ul style="list-style-type: none">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.
Additional Information	<ul style="list-style-type: none">Average daily traffic count - 885To 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 Monday 29 November 2021 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Feedback	<ul style="list-style-type: none">If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 29 November 2021 and finishes at 5.00 pm Sunday 12 December 2021. What we do with your personal information:</p> <ul style="list-style-type: none">All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">Feedback collated by Monday 13 December 2021.The proposal will go to the Regulatory Processes Committee on Wednesday 9 February 2022.If approved, the proposal will be installed within the following three months.

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

[illegible]

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
Fitzherbert Terrace	<i>P2 Monday to Friday, 8:00am-8:45am, 2:45pm-4:00pm, School Days</i>	<i>South side, commencing 13.5 metres from the intersection of Hobson Street (Grid coordinates x= 1,749,101.36 m, y= 5,429,576.58 m), and extending in a westerly direction following the southern kerbline for 35 metres (6 parallel parks).</i>
Fitzherbert Terrace	<i>P10 Monday to Friday, 8:00am-8:45am, 2:45pm-4:00pm, School Days</i>	<i>South side, commencing 48.5 metres from the intersection of Hobson Street (Grid coordinates x= 1,749,101.36 m, y= 5,429,576.58 m), and extending in a westerly direction following the southern kerbline for 41 metres. (7 parallel parks).</i>
Fitzherbert Terrace	<i>P120 Monday to Sunday 8:00am-6:00pm.</i>	<i>South side, commencing 94 metres from the intersection of Hobson Street (Grid coordinates x= 1749101.7 m, y= 5429578.4 m), and extending in a westerly direction following the southern kerbline for 5.5 metres.</i>

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

Column One	Column Two	Column Three
Fitzherbert Terrace	<i>P10 Monday to Friday, 8:00am-9:00am, 2:30-3:30pm School Days, P120 At All Other Times</i>	<i>South Side, commencing 13.5 metres from the intersection of Hobson Street (Grid coordinates x=1,749,101.36 m, y= 5,429,576.58 m), and extending in a westerly direction following the southern kerbline for 76 metres (13 parallel parks).</i>
Fitzherbert Terrace	<i>P10 Monday to Friday, 8:00am-9:00am, 2:30-3:30pm School Days, P120 At All Other Times</i>	<i>South side, commencing 94 metres from the intersection of Hobson Street (Grid coordinates x= 1749101.7 m, y= 5429578.4 m), and extending in a westerly direction following the southern kerbline for 5.5 metres.</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By:

Corey Pugh

(Transport Engineer Assistant)

Approved By:

Zackary Moodie

**(Team Leader Transport
Engineering)**

Feedback Received

Feedback Received:

Name: Anonymous

Suburb: Thorndon

Agree: No

Fitzherbert St is a very narrow road that sits between a children's playground and school. Temporary parking restrictions encourages multiple cars using this road., Fitzherbert St is currently an official driver training route. This also encourages more traffic down a heavily congested, narrow road. Also, the playground access is directly from the road with no barriers or footpath. With both preschoolers and school children able to step directly out onto the road with no barriers, it is an accident waiting to happen. In order to fix this problem, Queen Margaret College should not be using the Fitzherbert St gate as their entry and exit point for drop offs and pick ups to the school. Buses should not be encouraged to drive up Hobson St, with all buses using Mulgrave St to drop off QMC students. The current bus stops can be converted into drop off and pick up parking spaces. There is not enough room in Hobson Street for buses. To summarise: 1) Change the driver licensing and training route away from Fitzherbert St 2) Buses should use Mulgrave St for QMC students 3) Bus stops on Hobson St should be converted to short term parking 4) QMC to stop using Fitzherbert St entrance to discourage congestion on Fitzherbert St as it's too dangerous with the playground and park across the road.

Officer's Response:

Thank you for your feedback. Changes to bus routes on Hobson Street or Mulgrave Street are out of scope for this traffic resolution. The proposed time change restriction has come from liaising with the school, parents and parking wardens about what their concerns are and how we can help with the current congestion issues. This area has been decided as the best option for school collection/drop-off. The proposed time changes should help give parents enough time to sign their children out. To mitigate the longer wait time for carparks, we have added one new P10 park and changed the six P2 carparks to P10, increasing the amount of available carparks.

In regard to safety on Fitzherbert Terrace, we have recently ordered new speed counts for the area, with no speeds over 40km/hr recorded and an average 85th percentile speed of 30km/hr. The crash data reflects no crashes involving students from the school.

Name: Brendan

Suburb: Thorndon

Agree: Yes

Hi there

I just wanted to submit some feedback on the above changes.

I am a resident of 2 Katherine Ave which runs off Fitzherbert Tce. I have lived there for 6 years and have to say the biggest downfall of living at this address is the idiotic parking behaviour of Queen Margaret parents during school pick-up/drop off times.

I spent 16 years as a front line police officer stationed in & around Wellington the entire time. I have witnessed some stupid driving incidents over that period but I am frequently flabbergasted at some of the parking antics and lack of intelligence shown by these presumably intelligent, successful

private school fee paying parents. There are always people double parked, parked on yellow lines, parked across my driveway so I can't get in or out, and sometimes even parked in my own private driveway. They park right on the corner of my street so then nobody can enter or exit the street which just causes general chaos.

I think its a brilliant idea that the council is going to make the proposed changes and is taking a proactive stance to attempt to sort it out.

However one thing I'd also like to see is more enforcement action. There are always parking wardens in attendance during these times, but all I ever see is them talking to drivers and not issuing infringement notices. I agree that some level of 'education' is needed for these retards, however 'educating' and issuing warnings just doesn't work.

There seems to be a lot of turnover with your parking wardens & there are always different wardens present who all continually 'warn' the same offenders every time.

Warnings don't work. Issue more infringement notices please. Then we all might see some sort of improvement!

Officer's Response:

Thank you for your feedback. As a part of this traffic resolution, parking services have been asked to do more monitored checks in the area during school pick-up and drop-off times. The school has advised parents in their school newsletter to make sure they are parking legally when collecting and dropping off their children.

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. To make a provision for the Christmas period 2021 and January holiday period 2022 we are consulting for 14 days from 29 November 2021 to 12 December 2021.

Proposal:

Reference	TR10-22 Highbury Road, Highbury – No Stopping At All Times; Bus stop markings
What we'd like to do	<ul style="list-style-type: none">• Install 40 meters of 'No Stopping At All Times' restriction on the eastern side of Highbury Road within the bus turning area.• Mark out the existing bus stop extending 16 metres on the northern side of Highbury Road within the bus turning area.• Install 5 metres of 'No Stopping At All Times' restriction on the northern side of Highbury Road within the bus turning area.
Why we are proposing the change	<ul style="list-style-type: none">• We have received safety and accessibility concerns from Greater Wellington Regional Council and NZ Bus about buses being unable to safely turn around within the Highbury Road bus turning area.• The current vehicle parking arrangement restricts the buses from being able to safely make this manoeuvre without obstruction or risk of hitting a parked vehicle.• Council officers propose to install 5 metres on the northern side and 40 meters of broken yellow lines around the eastern side of the bus turning area, alongside marking out the existing bus stop to ensure that buses have safe access to turn.
Location – where we propose to make the change	Highbury Road, Highbury – outside no.47
Impact	<ul style="list-style-type: none">• Improves safety and accessibility for buses.• Net parking impact – removal of four unrestricted parking spaces• Bus patron impact – positive as for those using the bus service, they will be able to board the bus from the footpath.
How this relates to the parking policy	<ul style="list-style-type: none">• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none">• Average monthly passenger number – 738.• Average daily traffic count – 508.• 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 Monday 29 November 2021 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

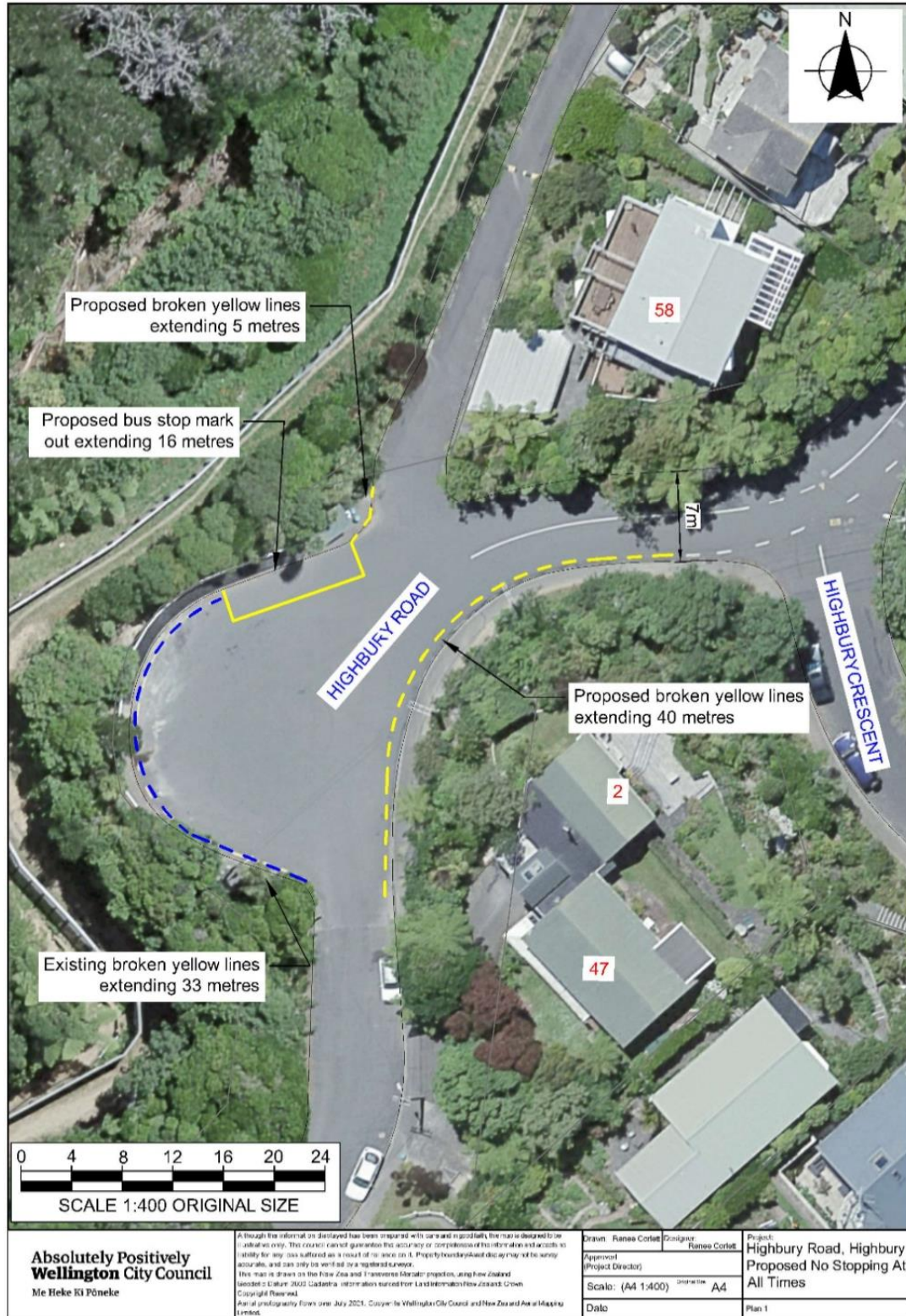
We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 29 November 2021 and finishes at 5.00 pm Sunday 12 December 2021.• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 13 December 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 9 February 2022.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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

Traffic Resolution Plan: TR10-22 Highbury Road, Highbury– 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
Highbury Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 6 metres west of its intersection with Highbury Crescent (Grid coordinates X=1,746,835.39m Y=5,427,127.14m) and extending in a southerly direction following the eastern kerb line for 40 metres.</i>
Highbury Road	<i>No Stopping, At All Times</i>	<i>North Side, commencing 249 metres west of its intersection with Disley Street (Grid coordinates X=1,746,946.51 Y=5,427,300.18m) and extending in a southerly direction following the western kerb line for 5 metres.</i>

Prepared By:

Renee Corlett

(Transport Engineering)

Approved By:

Zackary Moodie

(Team Leader Transport Engineering)

Feedback Received:

Name: Fiona Abbot – Greater Wellington Regional Council

Suburb: Highbury

Agree: Yes

Greater Wellington Regional Council (Greater Wellington) welcomes the opportunity to provide comments on Wellington City Council's (WCC) proposed Traffic Resolution TR10-22 (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. Greater Wellington always supports initiatives that ensure accessibility and safety is 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.

Greater Wellington strongly supports the Traffic Resolution. Extending the broken yellow lines will allow bus drivers to turn around their buses without having to navigate parked private vehicles. There have been a number of incidents where bus drivers have damaged private vehicles and the bus when turning around their bus at the Highbury Terminus because the remaining road width available to traverse was not sufficient. Extending the broken yellow lines will significantly reduce the amount of damage that has occurred to both private vehicles and buses. Extending the broken yellow lines will help with the general provision of public transport for the route 25. There are three buses per hour using the turnaround during peak time, and two buses an hour during off-peak. When there are private vehicles parked at the turnaround spot bus drivers have to do an approximately 10-point turn to navigate the parked vehicles. This causes a hazard as some drivers get stuck or cannot align their bus to sit inside the bus box at the stop at Highbury Terminus. With no parked private vehicles bus drivers will be able to turnaround and align their bus in the bus box safely with plenty of time before the start of the next service. Overall, implementing the Traffic Resolution will increase the accessibility and safety for buses using the Highbury Terminus turnaround point and Greater Wellington strongly supports it.

Officer's Response:

Thank you for taking the time to give feedback on this Traffic resolution.

Feedback Received

Name: Highbury Resident

Suburb: Highbury

Agree: Yes

I was asked earlier by MetLink to comment on the same proposal so you may have my feedback already. In addition to agreeing with the proposal, I suggest that this creates an ideal opportunity to improve customer service by creating an additional bus stop within the proposed 'no stopping' restriction on the eastern side of the Highbury bus turning area. Effectively this new bus stop would be for Highbury passengers to leave the bus - while the existing bus stop would be used for passengers boarding the bus for the city. This would be welcomed by bus passengers as they would not have to remain seated while the driver carries out the turning procedure and has aligned the bus on the western side of the turning area - which can sometimes involve much backing and forwarding.

Officer's response:

Thank you for taking the time to give feedback on this Traffic resolution.

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. To make a provision for the Christmas period 2021 and January holiday period 2022 we are consulting for 14 days from 29 November 2021 to 12 December 2021.

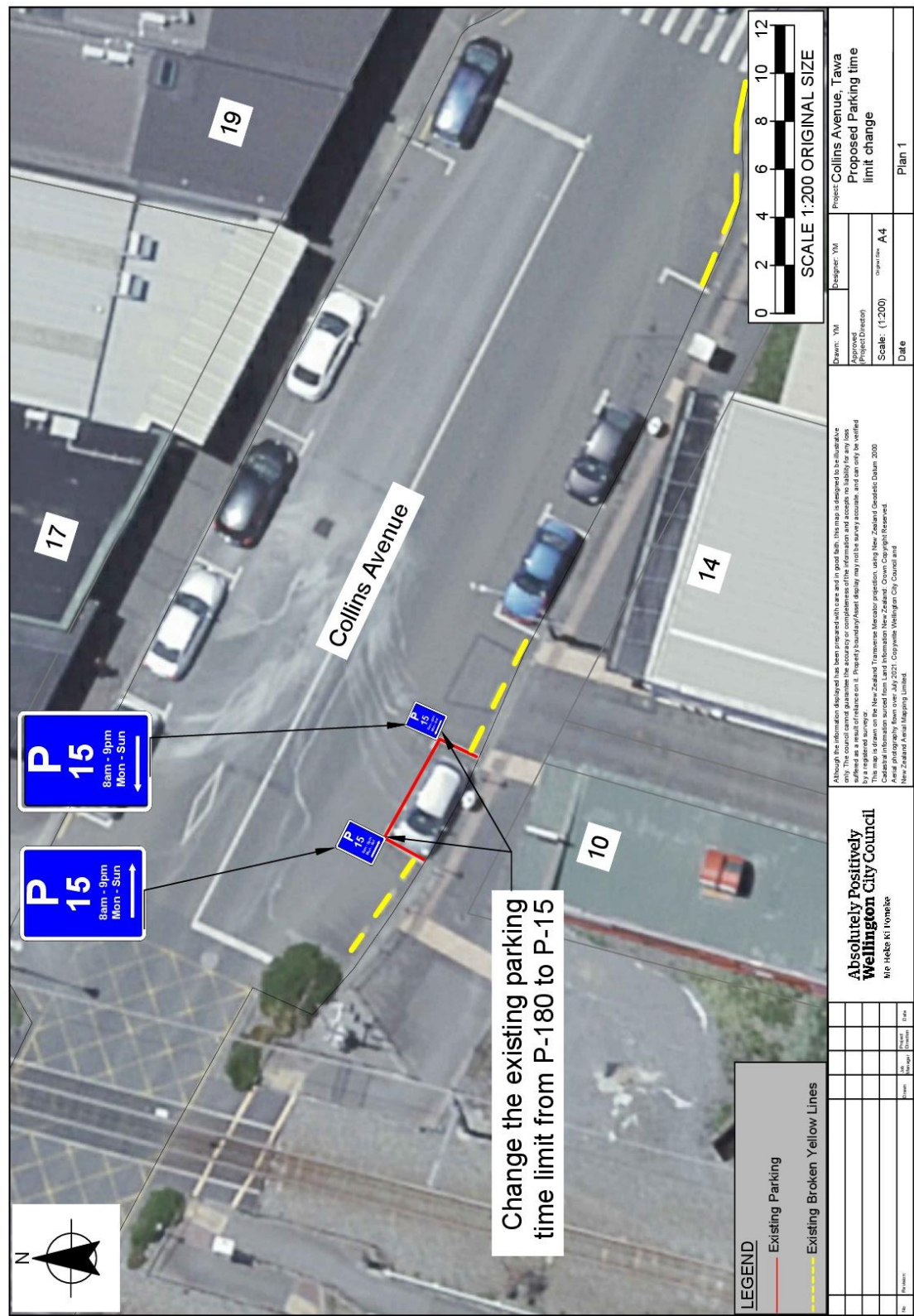
Proposal:

Reference	TR11-22 Collins Avenue, Tawa - Time limited parking restriction changes
What we'd like to do	<ul style="list-style-type: none">• Reduce the existing on street parking time restriction from P180 to P15
Why we are proposing the change	<ul style="list-style-type: none">• We have received a request from the owner of 'Fish'n'Chips' at no.10 Collins Avenue to change the parking time limit outside his shop from P180 time limited parking to P15 time limited parking.• The owner is concerned that vehicles are continuously parking in the P180 outside their shop all day. The three-hour time limit reduces the availability and turnover of parking for their customers as these parking spaces are always occupied.
Location – where we propose to make the change	Collins Avenue, Tawa – outside no.10
Impact	<ul style="list-style-type: none">• Improved accessibility for customers to businesses.• Net parking impact – time restriction changes only.
How this relates to the parking policy	<ul style="list-style-type: none">• Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 6,494.• 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 Monday 29 November 2021 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 29 November 2021 and finishes at 5.00 pm Sunday 12 December 2021.• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 13 December 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 9 February 2022.3. If approved, the proposal will be installed within the following three months.

Traffic Resolution Plan: TR11-22 Collins Avenue, Tawa - Time limited parking restriction changes



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
Collins Avenue	<i>P-180 existing time limit Monday to Saturday, 8:00am - 6:00pm.</i>	<i>South side, commencing 40 metres west of its intersection with Hinau Street (Grid coordinates x= 1753809.9 m, y= 5442101.8 m), and extending in a westerly direction following the southern kerbline for 5 metres.</i>

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

Column One	Column Two	Column Three
Collins Avenue	<i>Change time limit from P-180 to P-15 Monday to Sunday, 8:00am - 9:00pm.</i>	<i>South side, commencing 40 metres west of its intersection with Hinau Street (Grid coordinates x= 1753809.9 m, y= 5442101.8 m), and extending in a westerly direction following the southern kerbline for 5 metres.</i>

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

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

Feedback Received:

Name: GH

Suburb: No stated

Agree: No

I oppose the change. There are 9 parking spaces in Collins Avenue and more than this on the other side of the railway line in Linden Avenue. Making one of the nine different from the other risks causing confusion to motorists. What analysis of the request have WCC (Wellington City Council) undertaken? Did you find cars parking there for more than 180 minutes?

Officers' Response:

Thank you for your feedback on TR11-22 Collins Avenue, Tawa – Time limited parking restriction change.

Drivers must check the parking restrictions before they park to mitigate confusion. This parking is outside the business which creates difficulty for customers to get parking as some people park their cars there for 3 hours. In addition, there is adequate parking in this area, so this change will not cause significant difference.

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. To make a provision for the Christmas period 2021 and January holiday period 2022 we are consulting for 14 days from 29 November 2021 to 12 December 2021.

Proposal:

Reference	TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces
What we'd like to do	<ul style="list-style-type: none">Proposed alteration of existing pick up and drop off parking spaces on the eastern side of Churton Drive to P5 pick up and drop off Monday to Friday 8am-9am and 2:30pm-3:30pm during school term only.Propose 15.5 metres of P10 pick up and drop off parking spaces on the eastern side of Churton Drive, Monday to Friday 8:30am-9:30am and 2:30pm-3:30pm.
Why we are proposing the change	<ul style="list-style-type: none">We have received safety and accessibility concerns from Churton Park School and Kindergarten and parents regarding the safe pick up and drop off their tamariki (children).There is currently no time restriction on the existing pick up and drop off spaces outside the school, resulting in these spaces being occupied longer and unenforceable.There is currently no pick up and drop off parking spaces outside the kindergarten resulting in unsafe parking practices.We propose to alter the existing pick up off and drop off outside the school to a P5 time restriction and installing P10 pick up and drop off parking spaces outside the kindergarten ensuring safe and accessible access to these education centres.
Location – where we propose to make the change	Churton Drive, Churton Park – outside no.90 and no.84 to no.82
Impact	<ul style="list-style-type: none">Improves safety and accessibility for tamariki (children) attending Churton Park School and Kindergarten.Net parking impact – alteration of five unrestricted pickup and drop off spaces to P5 time restriction. Alteration of three unrestricted parking spaces to P10 time restriction.Pedestrian impact – positive as there is safer access to the school and kindergarten entrances by minimising unsafe parking practices.
How this relates to the parking policy	<ul style="list-style-type: none">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.

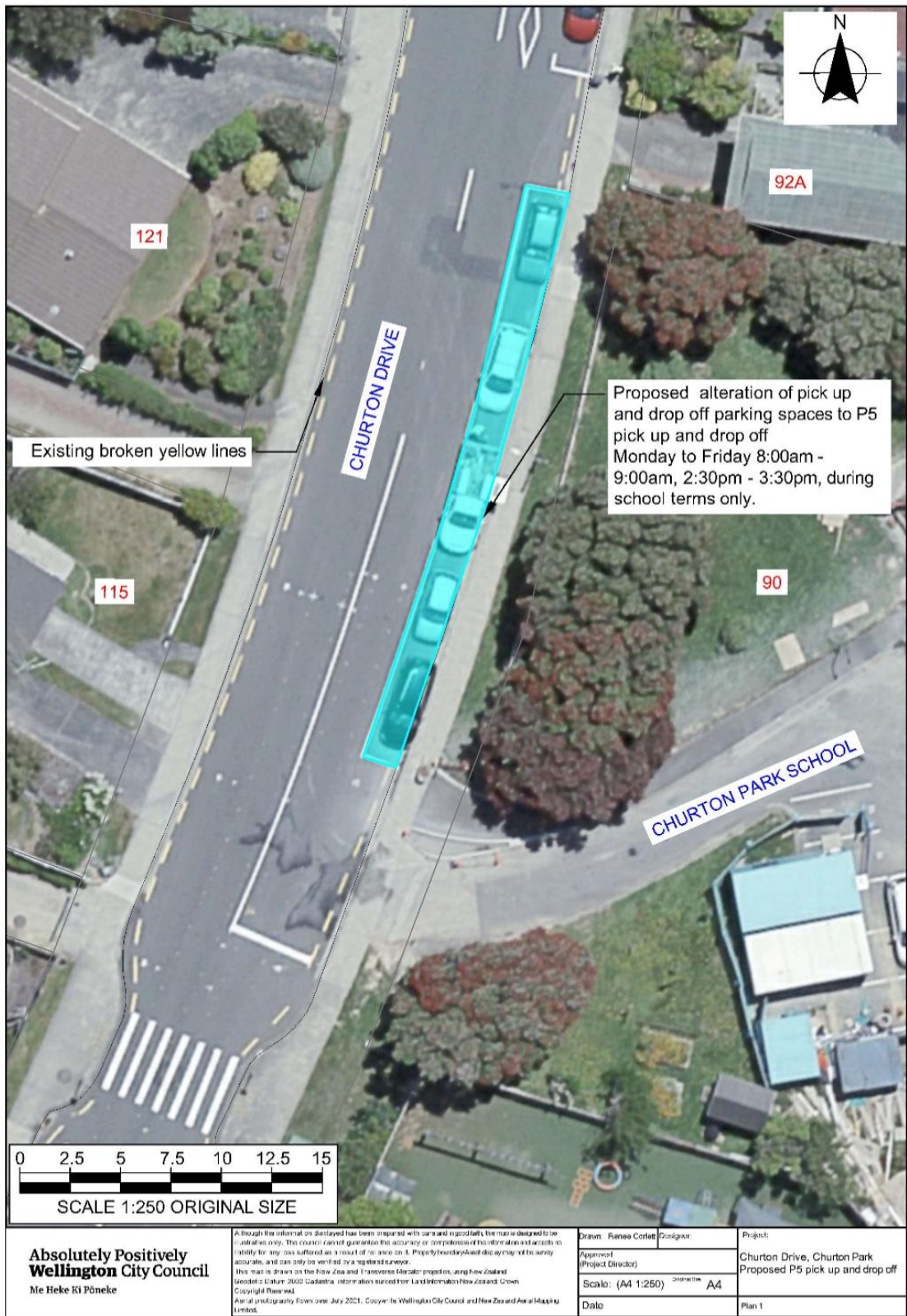
We are proposing a change in your area

Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 1,195.• 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 Monday 29 November 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 29 November 2021 and finishes at 5.00 pm Sunday 12 December 2021.• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 13 December 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 9 February 2022.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

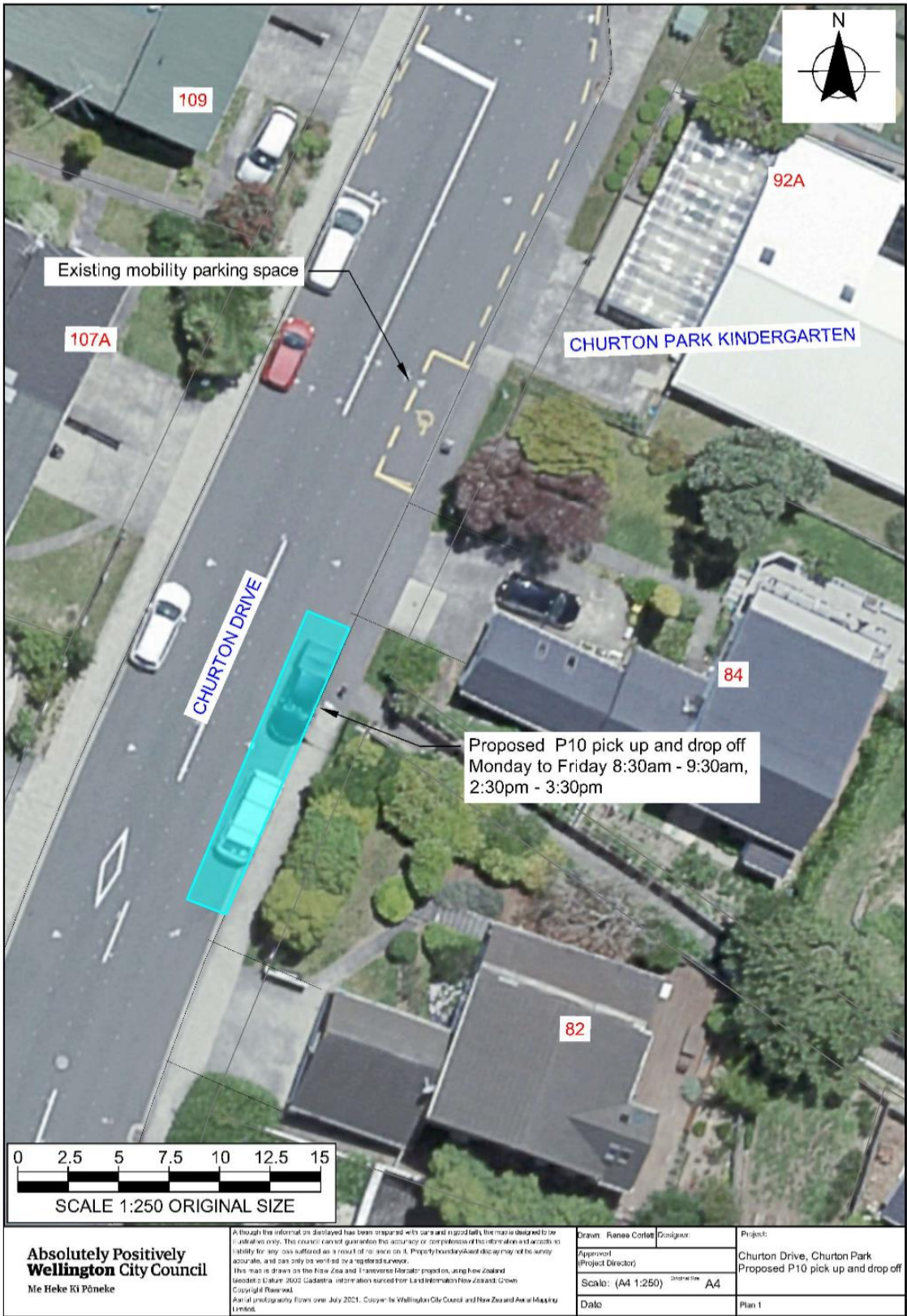
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



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
Churton Drive	<i>No Stopping, Except for Drop Off or Pick Up, Monday to Friday 8:00am - 9:00am, 2:30pm - 3:30pm, during school terms only.</i>	<i>East side, commencing 118 metres south of its intersection with Halswater Drive (Grid coordinates =1751586.1m, y= 5436660.1m), and extending in a southerly direction following the kerbline for 30 metres. (5 parking spaces)</i>

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

Column One	Column Two	Column Three
Churton Drive	<i>P5, Monday to Friday 8:00am - 9:00am, 2:30pm - 3:30pm, during school terms only.</i>	<i>East side, commencing 118 metres south of its intersection with Halswater Drive (Grid coordinates =1,751,586.1m, y= 5,436,660.1m), and extending in a southerly direction following the eastern kerbline for 30 metres. (5 parking spaces)</i>
Churton Drive	<i>P10, Monday to Friday 8:30am - 9:30am, 2:30pm - 3:30pm.</i>	<i>East side, commencing 168 metres south of its intersection with Halswater Drive (Grid coordinates =1,751,586.1m, y= 5,436,660.1m), and extending in a southerly direction following the eastern kerbline for 15.5 metres. (3 parking spaces)</i>

Prepared By:

Renee Corlett

(Transport Engineer)

Approved By:

Zackary Moodie

(Team Leader Transport Engineering)

Feedback Received

Feedback Received:

Name: Psykke
Suburb: Churton Park
Agree: Yes

Good start. I expect a proper crackdown on people who park for longer than 5/10 mins.

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces. The carparking spaces will now be enforced and fines issued is vehicles are parking over this time.

Name: Toto
Suburb: Churton Park
Agree: Yes

These parking spaces should work well if used properly, and this resolution will help that. Motorists (generally school parents) should also be reminded that they can not stop randomly in the middle of the road waiting for a space to become available, and that if there are no short term spaces they should continue driving up the road until they find an available carpark.

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces.

Name: Sambamboom
Suburb: Churton Park
Agree: Yes

There is lots of frustration at school pick up and drop off so anything to do that will help would be great.

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces.

Feedback Received

Name: Petru
Suburb: Churton Park
Agree: Yes

Hope it helps with traffic around pickup and drop off times

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces.

Name: CT
Suburb: Churton Park
Agree: Yes

Nil to add

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces.

Name: Andrea Wilson
Suburb: Glenside
Agree: Yes

Traffic congestion is an ongoing problem on Churton Drive. We have a drop-off zone for the school, however there has never been a zone for the kindergarten. Kindergarten parents are required to leave their vehicles and sign in their child, and are discouraged from using the school zone. The specified parks in this proposal are often filled with cars that don't move all day. For the 40 families who attend kindergarten daily, there is nowhere safe near the kindergarten to drop off their child. As a result, I see parents parking on dotted yellow lines (blocking school road patrol view), across driveways (with resulting complaints from residents to the school and kindy), and across the school and kindy driveway. I am so glad that finally kindergarten families will be able to use the 3 carparks outside the building for drop-offs. This change is much needed and well overdue. Regarding the P5 outside the school, I have been involved in many arguments with parents about what constitutes a "drop-off". The School have worked hard with regular newsletter notices, police and WCC warden presence to try and enforce the flow needed to prevent congestion and keep our kids safe. Parents have a habit of leaving their vehicles in the dropoff zone, causing frustration and congestion. Regular reminders by the school don't seem to be working, and without a time limit, WCC warden enforcement is restricted. This zone is regularly full from 2.40pm until 3pm with parents sitting in their cars on their phones hogging the space. Time limiting the school zone to P5 makes it very clear that parents cannot park there and sit waiting, or leave their vehicles to chat with teachers, drop into kindy etc. This behaviour causes cars to back up down the length of Churton Drive, resulting in other parents letting out or picking up their children in the traffic thoroughfare. This is not safe for children. I strongly support both aspects of this proposal and can see it will support both the kindergarten and the school to manage traffic behaviour on Churton Drive better.

Feedback Received

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces.

Name: Leonie T

Suburb: Churton Park

Agree: Yes

The need for carparks to drop off and pick up kindergarten is a priority.

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces.

Name: Jacqueline T

Suburb: Churton Park

Agree: Yes

Nil to add.

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces.

Name: Kitty M

Suburb: Churton Park

Agree: Yes

We would really support this initiative as it will reduce stress/anxiety for our families who find it difficult to find close parking. They are required to sign their children in & out so need to have a park.

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces.

Feedback Received

Name: Lourens VDW
Suburb: Glenside
Agree: Yes

Nil to add.

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces.

Name: Sarah R
Suburb: Tawa
Agree: Yes

Parking outside kinder is really difficult.

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces.

Name: Ann W
Suburb: Churton Park
Agree: Yes

The changes will improve parking for whanau and make it safer for all whanau and avoid the frustration of not being able to find a park.

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces.

Name: Emma Cuttle
Suburb: Churton Park
Agree: Yes

Nil to add.

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces.

Feedback Received

Name: Oscars H
Suburb: Churton Park
Agree: No

I am not sure that the times suggested are exactly right but I leave that up to the school and kindergarten staff & parents to get these to their liking. Plus shouldn't the P10 also be "during school terms only"

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted. parking spaces. The time restrictions best reflect pick up and drop off times for the school. The P10 is for the times included in the traffic resolution 8:30-9:30am and 2:30-3:30pm.

Name: A Shao-Hee
Suburb: Churton Park
Agree: Yes

Nil to add.

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted. parking spaces.

Name: Qiang Liu
Suburb: Churton Park
Agree: Yes

More carparks please!

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted. parking spaces.

Name: Esther Kiernan
Suburb: Glenside
Agree: Yes

It makes sense to have time-limited parks outside the school and kindy. I assume the pick-up for school is meant to say 2:30-3:30? In non covid times kids don't usually come out the gate till 3.

Feedback Received

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted. parking spaces. The time restrictions are for 2:30-3:30pm. Yes you are correct, the P5 pick-up and drop-off parks are 2:30-3:30pm.

Name: Harsha Vijay

Suburb: Glenside

Agree: Yes

Nil to add.

Officer's Response:

Thank you for your feedback on TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted. parking spaces.

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. To make a provision for the Christmas period 2021 and January holiday period 2022 we are consulting for 14 days from 29 November 2021 to 12 December 2021.

Proposal:

Reference	TR13-22 Salek Street, Kilbirnie - Mobility parking
What we'd like to do	<ul style="list-style-type: none">• Install one mobility parking space.
Why we are proposing the change	<ul style="list-style-type: none">• We have received accessibility concerns from a resident on Salek Street who has medical conditions. The resident has requested a mobility parking space outside their property to ensure safe access to their property.• We have received a written request for action form signed by the adjacent neighbours that will be directly affected confirming they have no objection to the mobility space being installed.
Location – where we propose to make the change	Salek Street, Kilbirnie - outside no.36
Impact	<ul style="list-style-type: none">• Improves safety and accessibility for those requiring mobility parking.• Net parking impact – Alteration of one unrestricted parking space to a mobility parking space.
How this relates to the parking policy	<ul style="list-style-type: none">• 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.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 6,846.• 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 Monday 29 November 2021 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 29 November 2021 and finishes at 5.00 pm Sunday 12 December 2021.• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 13 December 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 9 February 2022.3. If approved, the proposal will be installed within the following three months.

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

Proposed installation of mobility car parking space.

7 metres

SALEK STREET

33 153 157 36 38 40 42

0 2.5 5 7.5 10 12.5 15

SCALE 1:250 ORIGINAL SIZE

Absolutely Positively
Wellington City Council
Me Heke Ki Poneke

Although the information displayed has been prepared with care and in good faith, this map is designed to be illustrative only. The council cannot guarantee the accuracy or completeness of the information and accepts no liability for any loss or damage caused by its use. Property boundaries and other information may not be survey accurate, and can only be verified by a registered surveyor.

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Drawn	Approved	Project Director	Scale	Date
C. Pugh	C. Pugh	(Project Director)	A4	
		(1:250)		

Project: Salek Street-Proposed mobility space installation.

Plan 1

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
Salek Street	<i>Mobility parking space, At All Times, Displaying an Operation Mobility Permit Only</i>	<i>West side, commencing 30 metres north of its intersection with Coutts Street (Grid coordinates X=1,750,734.28m Y=5,424,028.73m) and extending in a northerly direction following the western kerb line for 7 metres.</i>

Prepared By:	Corey Pugh	(Transport Engineering Assistant)
Approved By:	Zackary Moodie	(Team Leader Transport Engineering)

Feedback Received:

Name: Salli

Suburb: Kilbirnie

Agree: Yes

I fully support the Salek Street resident's request for a dedicated mobility parking space to be installed outside their property at no 36 Salek Street in Kilbirnie. As a person who also has disabilities, I know it is often difficult to find a parking space near to my house in Salek Street. Having a dedicated mobility parking space would hopefully make it easier and safer to access the property concerned. I will also request the installation of a mobility parking space outside my house under a separate application. In the meantime, I wish the resident at no 36 well in getting approval for their submission. Thank you for the chance to comment on this matter.

Officer's Response:

Thank you for taking the time to give feedback on this traffic resolution.

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. To make a provision for the Christmas period 2021 and January holiday period 2022 we are consulting for 14 days from 29 November 2021 to 12 December 2021.

Proposal:

Reference	TR14-22 Wadestown Road, Wadestown - No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none">• Install a combined length of 168 metres of 'No Stopping At All Times' restriction along Wadestown Road.• Remove 16metres of 'No Stopping At All Times' restriction East of no.134 Wadestown Road, to allow for more kerbside parking on the straight section of road.
Why we are proposing the change	<ul style="list-style-type: none">• We have received safety and accessibility concerns from local residents regarding vehicles parking along winding sections of a busy road.• The road carriageway narrows at these winding sections and when vehicles are parked at these locations, it is unsafe and difficult for vehicle movements, especially for buses to manoeuvre around these parked vehicles.• Wadestown Road is a collector road. The average road width along these winding sections is approximately 7.4 metres. A two-lane thoroughfare is restricted when a vehicle is parked on the carriageway, forcing vehicles into the opposing traffic lane, prior to a blind bend which is a safety hazard to oncoming traffic.• Officers have visited the site and determined that vehicles parking at these sections of Wadestown Road are impeding safe and efficient vehicle movements along this carriageway.
Location – where we propose to make the change	Wadestown Road, Wadestown – between properties no.131 and no.145
Impact	<ul style="list-style-type: none">• Improves safety and accessibility for vehicles, especially heavy vehicles such as buses travelling through these sections of Wadestown Road.• Net impact- Officers investigated this site and determined 168 metres of broken yellow lines are necessary to ensure parked vehicles don't restrict access and visibility for large services/bus/emergency vehicles. This will formalise the transport corridor for safe access through this collector road.• Pedestrian impact - no change.
How this relates to the parking policy	<ul style="list-style-type: none">• 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.

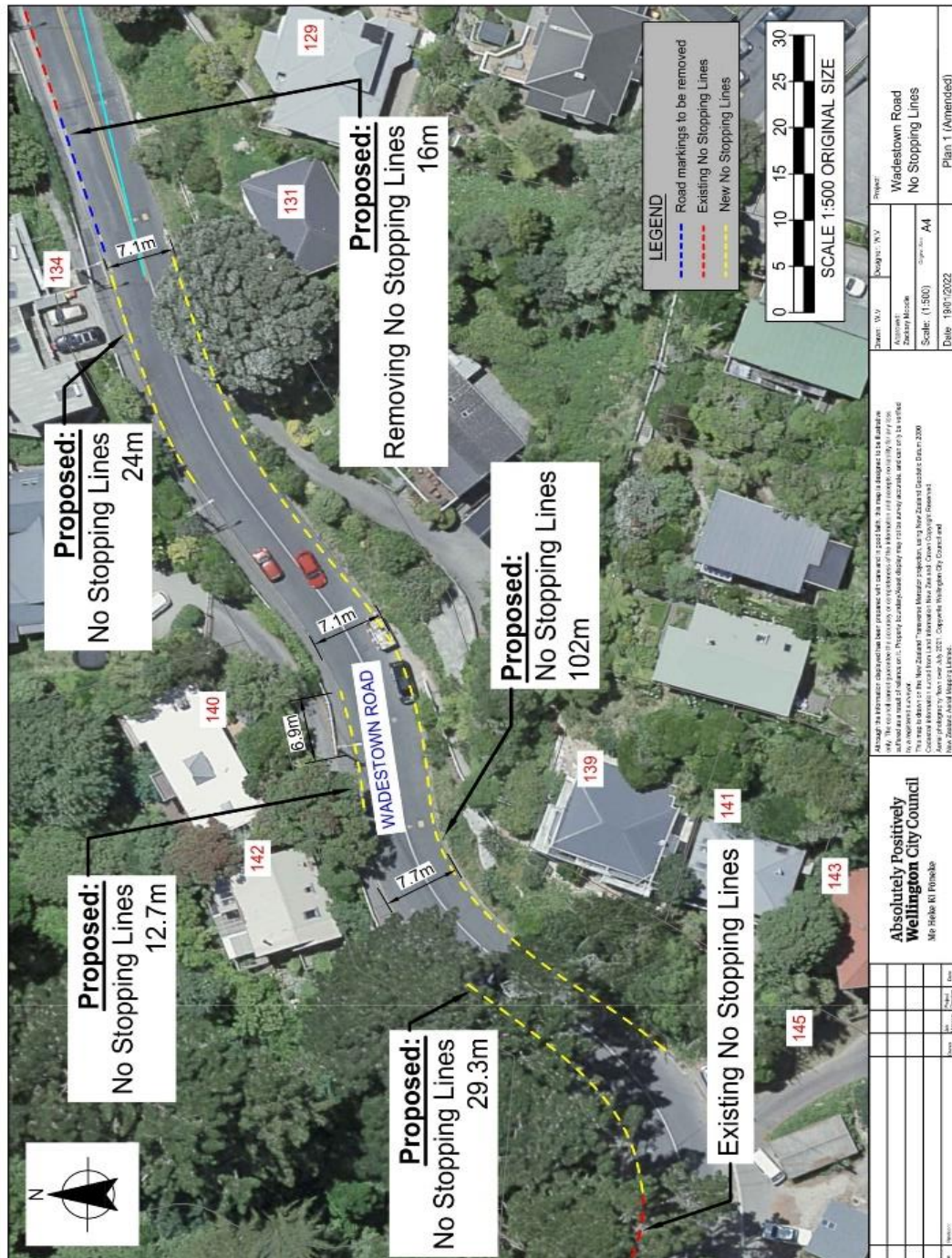
We are proposing a change in your area

Additional Information	<ul style="list-style-type: none">• Average daily traffic count - 4,017.• 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 Monday 29 November 2021 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 29 November 2021 and finishes at 5.00 pm Sunday 12 December 2021.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 13 December 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 9 February 2022.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

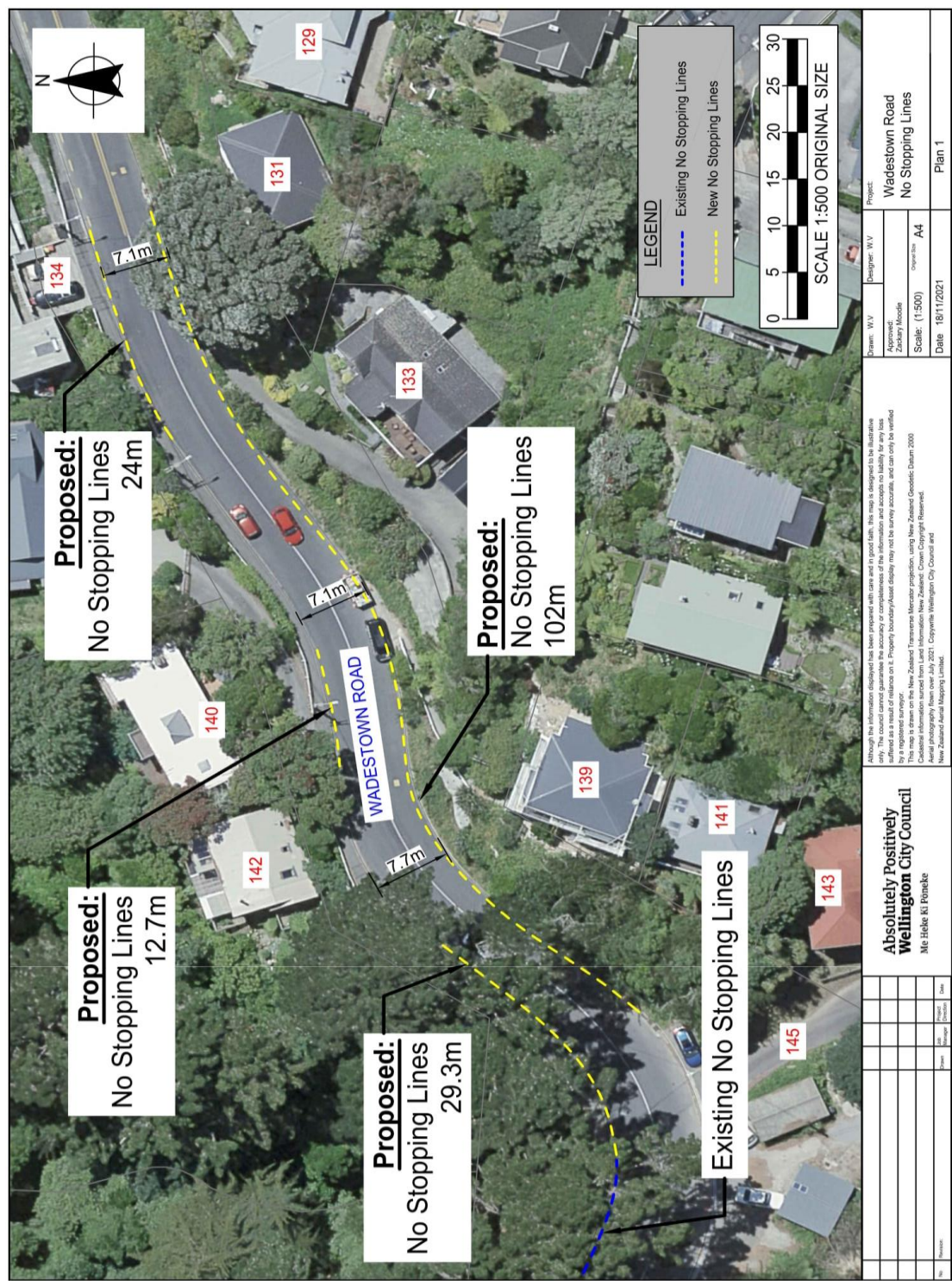
**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

Amended Plan- Post Consultation: Traffic Resolution Plan: TR14-22 Wadestown Road, Wadestown – No Stopping At All Times



We are proposing a change in your area

Traffic Resolution Plan: TR14-22 Wadestown Road, 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
Wadestown Road	<i>No Stopping At All Times</i>	<i>North side, commencing 64 metres west of its intersection with Leslie St (Grid coordinates X=1,748,458.17m Y=5,430,729.40m) and extending in a westerly direction following the northern kerb line for 24 metres.</i>
Wadestown Road	<i>No Stopping At All Times</i>	<i>North side, commencing 110 metres west of its intersection with Leslie St (Grid coordinates X=1,748,458.17m Y=5,430,729.40m) and extending in a westerly direction following the northern kerb line for 12.7 metres.</i>
Wadestown Road	<i>No Stopping At All Times</i>	<i>North side, commencing 149 metres west of its intersection with Leslie St (Grid coordinates X=1,748,458.17m Y=5,430,729.40m) and extending in a westerly direction following the northern kerb line for 29.3 metres.</i>
Wadestown Road	<i>No Stopping At All Times</i>	<i>South side, commencing 147.3 metres east of its intersection with Lytton St (Grid coordinates X=1,748,239.22m Y=5,430,686.17m) and extending in an easterly direction following the southern kerb line for 102 metres.</i>

Prepared By:

Wilhelm Vaeluaga

(Transport Engineer Assistant)

Approved By:

Zackary Moodie

(Team Leader Transport
Engineering)

Feedback Received

Feedback Received:

Name: Francis W and Katie HS

Suburb: Wadestown

Agree: Yes

Thankyou for the opportunity to comment and provide feedback.

Our household fully endorsed the proposed change but we would like the Council to consider two additional steps.

1 - extend the 30kph zone which currently ends at 120 Wadestown Rd, Wadestown to the bottom of the no parking zone at 145 Wadestown Road

2 - install sped bumps to give drivers a physical reminder they are in a limited speed zone

Officer's Response:

Thank you for your feedback. Unfortunately, changes to the posted speed limit and the installation of speed bumps are outside the scope of this Traffic Resolution.

Name: GS

Suburb: Wadestown

Agree: No

I'm a local resident and regularly drive the section of road in question. I believe the entire section in question should be marked as no stopping - the areas that have been left for parking still pose a serious issue for several reasons: 1. The speed at which vehicles travel up (and particularly down towards Wilton/Crofton downs) - 50kph doesn't give enough time for people trying to travel around vehicles. 2. If there are larger vehicles parked such as vans, trucks, utes, people movers, bigger cars etc, it fully obscures the view of the traffic coming down the hill. 3. Because of the tight nature of the road it often means bus drivers need to swing wide over the white centerline (even without vehicles parked there) causing a hazard.

Officer's Response:

Thank you for your feedback. While parked vehicles may reduce the traffic flow to a single lane, this serves as an effective tool for maintaining acceptable speeds in the street. Parked vehicles discourage drivers from speeding, as cars parked on either side of the street give drivers the impression of a narrow road, encouraging greater care when driving.

The proposed No Stopping Lines allows for uphill traffic to have full view of the downhill traffic when advancing around the blind bend. This will provide sufficient sightline and enough reaction time to safely cross the centre line and manoeuvre past oncoming vehicles.

Name: Anonymous

Suburb: Wadestown

Agree: Yes/No

This proposal does impact me & as a resident I would like to share my thoughts.

Why Road Traffic Has Increased through Wadestown Road:

Over the last few years the Wadestown 'bus route' has become busier – due to buses being rerouted (?), the Council approved housing development off Heke Street in Crofton Downs, plus the nearby Retirement Village Development etc.

Why Demand for Street Parking has Increased in our Area:

- No. 132 was given building permission by Council for a second downstairs dwelling (despite there being no off street parking accommodation) - No. 132 is now 132A & B (with off street parking for one car only)
- Nos. 131, 138 & 139 all had extensive & lengthy renovations with trades vehicles taking up much of the parking spaces in 2021, including at the bottom of the walkway access to No. 139
- Nos. 131, 132A & B, 139 are now all multi tenanted having previously been single family dwellings – so even more cars

Impact on Residents under Proposed Plan:

- There are insufficient parking spaces proposed in the plan for residents especially if 'competing' with non-residents for parking
- There is no nearby alternative parking. Impacted residents will have to walk up to several hundred meters to secure parking elsewhere. Parking uphill in Wadestown Road is extremely restricted already & won't be an option.
- If parking availability in our area is reduced cars will park elsewhere, most likely downhill Wadestown Road as it's the nearest. Here the road is significantly more narrow & winding. **This will create an even more unsafe carriageway especially with the buses. This proposal merely transfers & escalates the problems cited in the plan to another part of Wadestown Road.**

Counter Proposal:

- Install the yellow lines permitting '**No Parking**' on the side of the road with odd numbers ie Nos. 131 – 141 (as per the proposed plan)
- As well as the parking allowance beside Nos. 138/140 reinstate an additional 2 parking spaces on the straight upside part of the road between Nos. 134 – 132. This would not
- impact on the safe carriageway of opposing traffic navigating round the blind bend & would provide sufficient vehicle maneuverability

- Extend the 30km speed limit (which currently ends immediately before the downhill blind bend)
- Put up road signs cautioning traffic
- Make parking **'Residents Only'** between Nos. 132 – 142

I realize that the Council might have to work in collaboration with other workplaces who manage speed limits & road signs etc. I hope that consultation with these other stakeholders is also occurring to effect a resolution.

Thank you for your considerations. I am nearing retirement & my husband & I require a vehicle each for work (& not just for getting to work otherwise we would use public transport). And so this proposed plan would impact us as it currently stands. I therefore would encourage a resolution that supports vehicle & pedestrian safety & a commonsense approach to resident parking.

Officer's response:

Thank you for your feedback. The proposed plan removes one park outside 138/140 Wadestown Road to allow for a temporary passing bay for uphill traffic, thus downhill traffic can manoeuvre past if necessary.

After reviewing the proposed plan, it has been determined that 16metres of No Stopping Lines East of no.134 Wadestown Road can be removed to allow for more kerbside parking on the straight section of road.

Unfortunately, residents parking and changes to the posted speed limit are outside the scope of this Traffic Resolution and will not be considered.

Name: Emily DuBois

Suburb: Wadestown

Agree: Yes/No

I am writing about TR14-22 Wadestown Road, Wadestown - No Stopping At All Times. My partner and I moved into a rental property on a segment of the road with proposed "No Stopping Lines." My partner uses a vehicle to get to and from hospitals in the area for work. Our rental property does not have a driveway or garage, so we use street parking.

Currently, several other neighbors, some with multiple vehicles, also rely on street parking. We want to ensure the proposed changes do not interfere with our ability to park safely near our home. My partner has to travel into the hospital during the night when he is on-call, and we need to ensure he can get to his vehicle quickly and have adequate parking when he returns.

While we are empathetic to issues outlined in the leaflet, we hope Wellington City Council gives equal consideration to where residents along this stretch of road who don't have private drives may also safely park vehicles near our homes.

Officer's Response:

Thank you for your feedback. After further review of the proposed No Stopping Lines, it has been determined that 16metres of No Stopping Lines East of 134 can be removed to allow for more kerbside parking on the straight section of road. Please see the amended plan above.

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. To make a provision for the Christmas period 2021 and January holiday period 2022 we are consulting for 14 days from 29 November 2021 to 12 December 2021.

Proposal:

Reference	TR15-22 Broadway, Miramar – School bus stop restricted time
What we'd like to do	<ul style="list-style-type: none">• Install a bus stop to be used by school services for Scots College, between the hours of 8:00 am - 9:00 am, and 3:00 pm - 4:00 pm during the school term. The school bus stop will be associated with existing stop #7035, however, the proposed stop will be separate from the public stop to allow continuous access to public services during the active time of the school bus stop.
Why we are proposing the change	<ul style="list-style-type: none">• We are proposing to install the bus stop to facilitate Metlink School Services (R14/R784/R791). At present, school services enter Scots College grounds and cause significant congestion along Monorgan Road with increased safety concerns for pedestrians, students and vehicles within the school premises. By relocating the Metlink services out of the school grounds, the school bus stop proposal will alleviate congestion and improve public safety and accessibility to school bus services.
Location – where we propose to make the change	<ul style="list-style-type: none">• Broadway, Miramar – opposite no.457 to no.463, adjacent to current Metlink Bus Stop #7035 – Broadway at Monorgan Road.
Impact	<ul style="list-style-type: none">• Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport and use of school bus services.• Net parking impact – shared use of approximately 10 unrestricted parking spaces.• Pedestrian/Cyclist impact – positive, vehicle congestion is reduced by allowing pedestrians and cyclists safer movements within the school grounds and safer movement for pedestrians along the footpath.
How this relates to the parking policy	<ul style="list-style-type: none">• 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.
Additional Information	<ul style="list-style-type: none">• This proposal was previously consulted on in an earlier Traffic Resolution TR100-21 and was amended to include an additional hour from 8am-9am for school bus stop.• Average daily traffic count – 7,000.• 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 Monday 29 November 2021 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

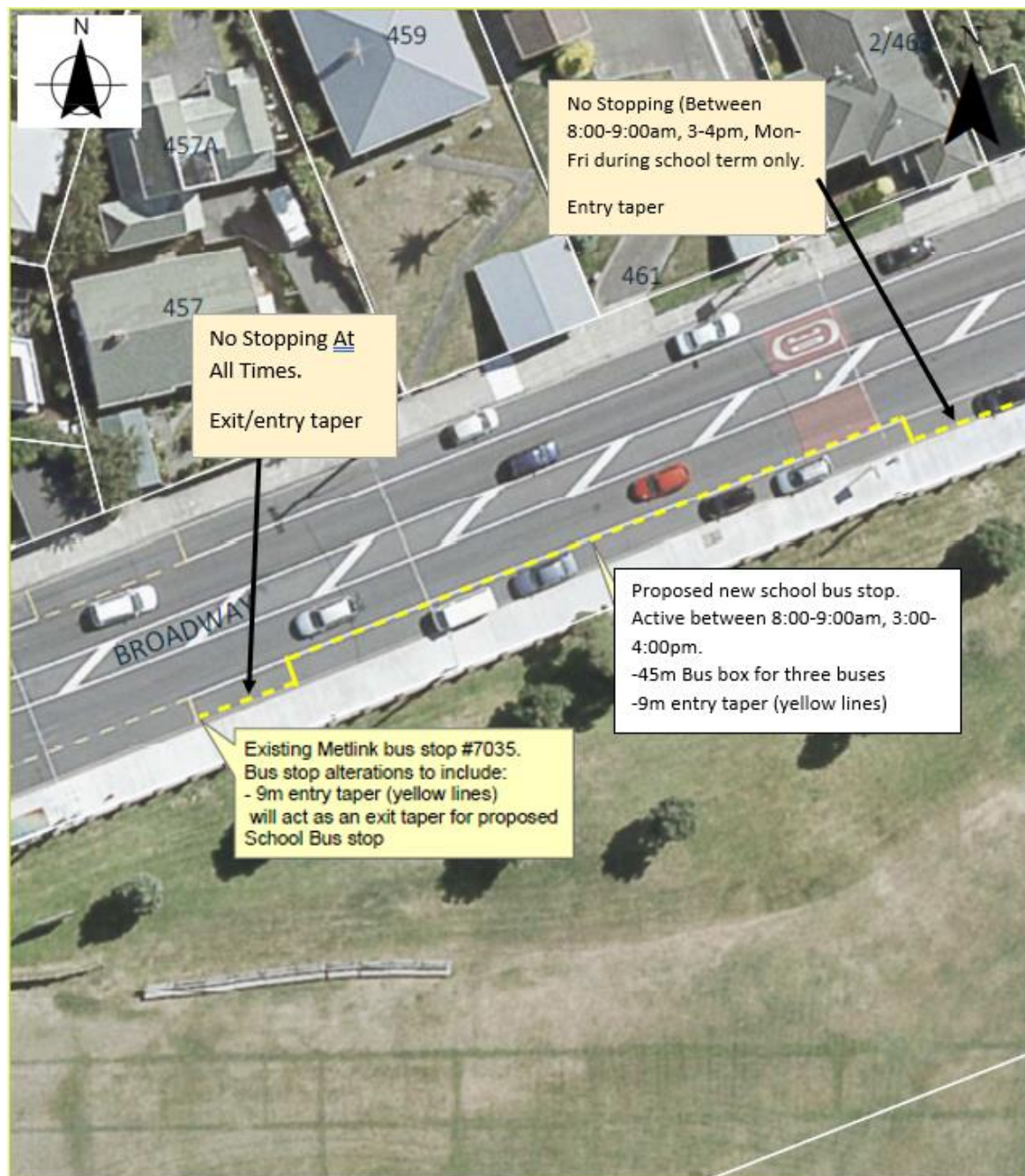
We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz . Please note if you are giving feedback the consultation period opens at 9.00 am Monday 29 November 2021 and finishes at 5.00 pm Sunday 12 December 2021.• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 13 December 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 9 February 2022.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR15-22 Broadway, Miramar – School bus stop restricted time



BROADWAY AT #7035 PROPOSED NEW SCHOOL BUS STOP

SCALE: 1:400
DRAWN BY: YKHAN
DATE DRAWN: 10/06/2021

Regional Orthophotography Copyright: © WRC 1/10/2019

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

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
Broadway	<i>Bus Stop, Restricted times (for school services only between 8:00am-9:00am, 3:00pm - 4:00pm, Monday-Friday during school Term only)</i>	<i>South side, commencing 82 metres west of its intersection with Strathmore Avenue (Grid coordinates X= 1,752,263.596m, Y= 5,423,578,839m) and extending in an easterly direction following the eastern kerb line for 45 metres.</i>

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

Column One	Column Two	Column Three
Broadway	<i>No Stopping (between 8:00am-9:00am, 3:00pm -4:00pm, Monday-Friday during school term only)</i>	<i>South side, commencing 73 metres west of its intersection with Strathmore Avenue (Grid coordinates X 1,752,270.740= m, Y= 5,423,581.537m) and extending in a westerly direction following the southern kerb line for 9 metres.</i>
Broadway	<i>No Stopping, At All Times</i>	<i>South side, commencing 127 metres west of its intersection with (Grid coordinates X= 1,752,218.352 m, Y= 5,423,560.9m) and extending in a westerly direction following the southern kerb line for 9 metres.</i>

Prepared By:

Gordana Savic

(Public Transport Infrastructure
Programme Manager)

Approved By:

Zackary Moodie

(Team Leader Transport
Engineering)

Feedback Received:

Name: Melissa Anderson- Greater Wellington Regional Council

Suburb: Not stated

Agree: Yes

Greater Wellington Regional Council (Greater Wellington) welcomes the opportunity to provide comments on Wellington City Council's (WCC) proposed Traffic Resolution TR15-22 (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.

Greater Wellington strongly supports the Traffic Resolution. Installation of another bus stop for Scots College school bus services would improve accessibility, safety and traffic flow in the area along Broadway and Monorgan Road. Often the buses get caught at the tight and busy intersection from Monorgan Road onto Broadway causing buildup of traffic along both sides of the road. Monorgan Road is a tight street with trees that can obscure clear view of the footpath. Pedestrians and students of the school frequently cross this road to get to school. Lessening the number of buses travelling down this road will decrease the risk of a safety incident occurring on this road. Lessening the number of buses within the schoolgrounds also decreases the risk of buses hitting students within the schoolgrounds. Buses entering the school grounds cause congestion and create safety issues for pedestrians, students, and vehicles within the area. This can be addressed by the addition of another bus stop which is dedicated to school bus services running through this area. This will prevent buses needing to turn into Monorgan road and in turn decrease congestion in the area. Overall, implementing the Traffic Resolution will increase the accessibility, safety and traffic flow for all traffic within the area and Greater Wellington strongly supports it.

Officer's Response:

Thank you for taking the time to give feedback on this Traffic resolution.

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. This will be considered by Committee in February but to allow for the Christmas period 2021 and January holiday period 2022 we are consulting for 14 days from 29 November 2021 to 12 December 2021.

Proposal:

Reference	TR16-22 – Harris Street and Willeston Street at their intersections with Jervois Quay, and Johnston Street at its intersection with Customhouse Quay, Wellington Central - Removal of metered and car share parking spaces
What we'd like to do	<ul style="list-style-type: none">Remove six metered car parks and two car share parks.
Why we are proposing the change	<ul style="list-style-type: none">We propose to remove the car parks on Harris Street, Willeston Street, Johnston Street and Jervois Quay along the waterfront route where improvements are made for walking as part of the Let's Get Wellington Moving – CBD Pedestrian Improvement programme.Removing the existing car parks will create space to construct build out on footpaths to improve pedestrian safety and accessibility, making it easier for people to walk and get around.The existing car parks will be replaced by kerb build outs and no parking restrictions, indicated by broken yellow lines.
Location – where we propose to make the change	<ul style="list-style-type: none">Harris Street at its intersection with Jervois Quay, Wellington CentralWilleston Street at its intersection with Jervois Quay, Wellington CentralJohnston Street at its intersection with Customhouse Quay, Wellington Central
Impact	<ul style="list-style-type: none">Improves safety and accessibility for pedestrians.More efficient movement of people with new pedestrian crossing opportunities.Net parking impact – removal of six metered parks and two car share parks.Pedestrian impact – positive as it is easier and more attractive for pedestrians to walk around the city.
How this relates to the parking policy	<ul style="list-style-type: none">Supports mode shift – facilitates a shift to using a more active mode of transport and supports the objective of moving more people with fewer vehicles.Supports 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.Supports 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.
Additional Information	<ul style="list-style-type: none">Average daily traffic count: Harris Street 2,573, Willeston Street 2,978, Johnston Street 1,902, Customhouse Quay 33,964, Jervois Quay 26,404.Annual parking revenue impact – approximate loss \$103,504.64.

We are proposing a change in your area

	<ul style="list-style-type: none">To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 29 November 2021 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none">If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 29 November 2021 and finishes at 5.00 pm Sunday 12 December 2021.What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">Feedback collated by Monday 13 December 2021.The proposal will go to the Regulatory Processes Committee on Wednesday 9 February 2022.If approved, the proposal will be installed within the following three months.

LEGEND

- NEW KERB**: NEW RASBED PEDESTRIAN CROSSING WITH APPROVED COLOUR TREATMENT; NEW WHITE ROADMARKING; ROADMARKING REMOVE; EXISTING KERB REMOVE; NEW TACTILE PAVERS; NEW DIRECTIONAL PAVERS; EXISTING PAVERS TO REMAIN; EX PRAM / PAVERS TO BE REMOVED; NEW ADVANCED CYCLE BOXES; NEW PRAM CROSSING; SIGNAL POLE LOCATION; POSSIBLE PEDESTRIAN SHELTER; NEW STREET LIGHT.
- EXISTING BROKEN YELLOW LINE**; **PROPOSED BROKEN YELLOW LINE**.

GENERAL NOTES

- SERVICE LOCATIONS ARE INDICATIVE ONLY. ALL SERVICE LOCATIONS TO BE CONFIRMED DURING TOPOGRAPHICAL SURVEY.
- ALL POLES AND SIGN LOCATIONS ARE INDICATIVE ONLY. THESE ARE TO BE CONFIRMED DURING DETAILED DESIGN PHASE.
- ALL ROAD MARKINGS TO COMPLY WITH MOTTSAM SPECIFICATIONS ON WHERE SUPERSEDED BY TRAFFIC CONTROL DEVICES (TCD) MANUAL.
- NO STOPS ARE SHOWN ON PRELIM DESIGN. DRAINAGE ISSUES TO BE ADDRESSED DURING DETAILED DESIGN STAGE.
- SHELTER LOCATIONS AND DESIGN TO BE CONFIRMED DURING DETAILED DESIGN PHASE.
- TRAFFIC SIGNAL EQUIPMENT AND INSTALLATION SHALL COMPLY WITH THE NATIONAL SPECIFICATION.

EXISTING SERVICES LEGEND

- EX SEWER; EX STORMWATER; EX WATER; EX SERVER VEHICLE; EX STORMWATER MANHOLE; EX HYDRANT; EX VALVE.

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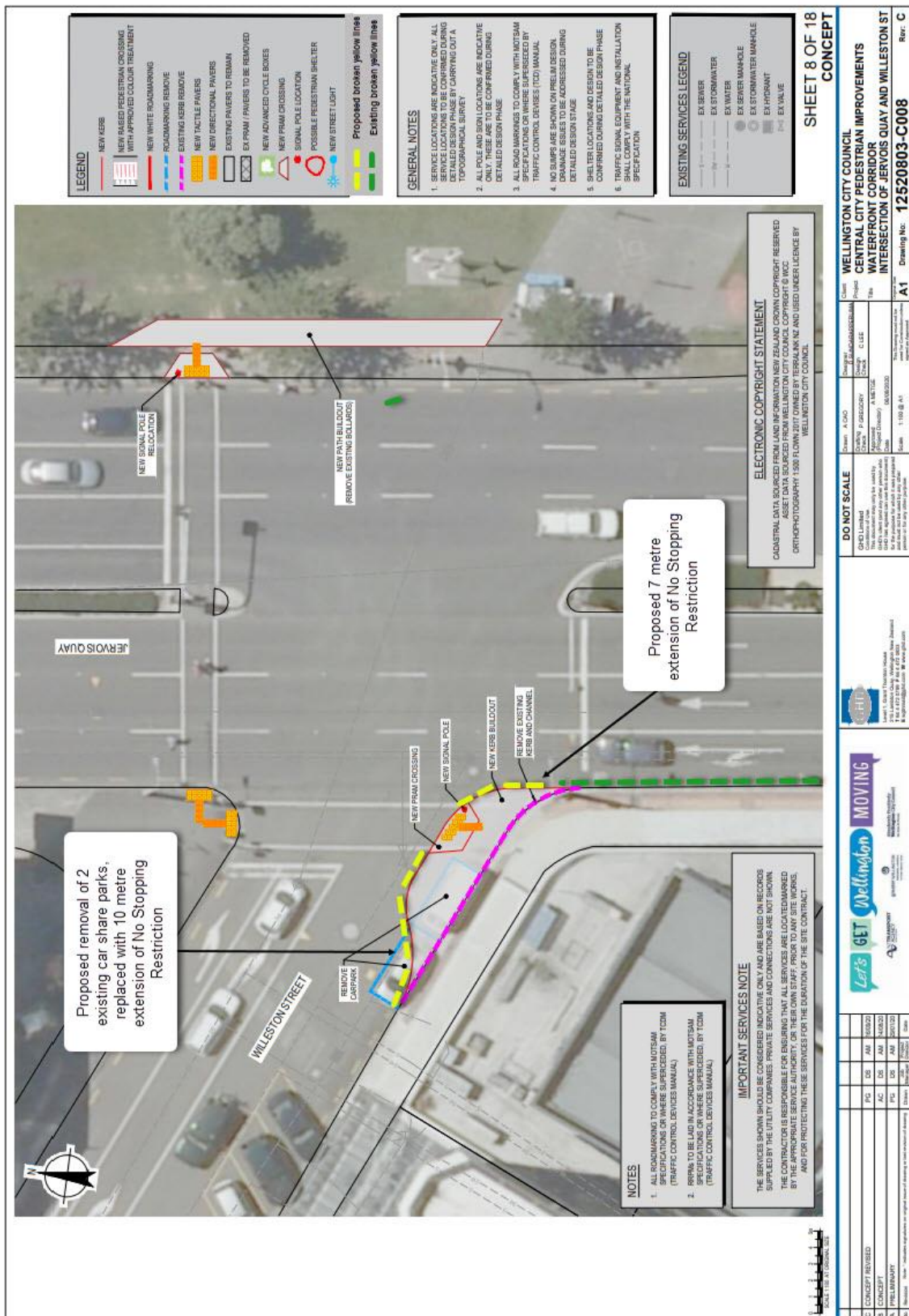
IMPORTANT SERVICES NOTE

THE SERVICES SHOWN SHOULD BE CONSIDERED INDICATIVE ONLY AND ARE BASED ON RECORDS SUPPLIED BY THE UTILITY COMPANIES. PRIVATE SERVICES AND CONNECTIONS ARE NOT SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL SERVICES ARE LOCATED/MARKED BY THE APPROPRIATE SERVICE AUTHORITY, OR THEIR OWN STAFF, PRIOR TO ANY SITE WORKS, AND FOR PROTECTING THESE SERVICES FOR THE DURATION OF THE SITE CONTRACT.

NOTES

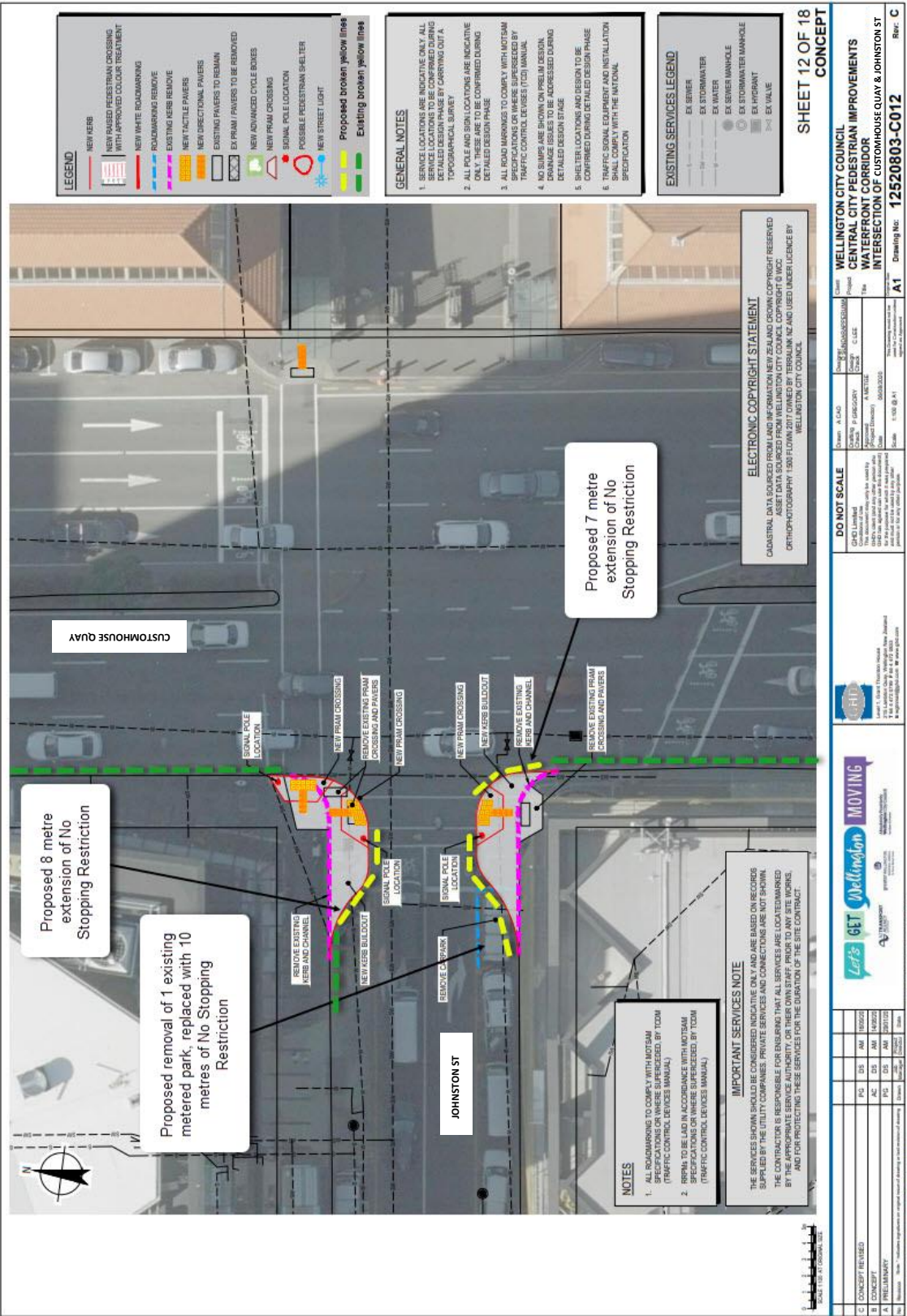
- ALL ROADMARKINGS TO COMPLY WITH MOTTSAM SPECIFICATIONS ON WHERE SUPERSEDED BY TCDM (TRAFFIC CONTROL DEVICES MANUAL).
- PRAMS TO BE LAG IN ACCORDANCE WITH MOTTSAM (TRAFFIC CONTROL DEVICES MANUAL).

WELLINGTON CITY COUNCIL
CENTRAL CITY CORRIDOR IMPROVEMENTS
WATERFRONT PERIPHERAL INTERSECTION OF JERVOIS QUAY AND HARRIS ST
Drawing: A1
Project: 12520803-C007
Rev: C
SHEET 7 OF 18
CONCEPT



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



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
Harris Street	Metered Parking - P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, commencing 7 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), and extending in a north-westerly direction following the kerbline for 22 metres. (4 parallel carparks)
Harris Street	Metered Parking - P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Northeast side, commencing 19.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5 m, y= 5427730.8 m), and extending in a north-westerly direction following the kerbline for 40 metres. (7 parallel carparks)
Jervois Quay	Metered Parking - P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	East side, commencing 215 metres south of its intersection with the northern kerbline of Hunter Street (Grid coordinates x= 1748897.5 m, y= 5427968.3 m), and extending in a southerly direction following the kerbline for 17 metres. (3 parallel carparks)
Johnston Street	Metered Parking - P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, following the kerbline 41.5 metres southeast of its intersection with Featherston Street Grid coordinates x= 1748833.7 m, y= 5428307.8 m), and extending in a south-easterly direction for 22 metres. (4 parallel carparks)

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

Willeston Street	Car Share- At All Times	South side, commencing 6.5 metres west of its intersection with Jervois Quay (Grid coordinates x= 1748887.7 m, y= 5427848.2 m), and extending in a westerly direction following the kerbline for 9 metres. (2 parallel carparks)
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We are proposing a change in your area

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

Column One	Column Two	Column Three
Harris Street	<i>No Stopping At All Times</i>	<i>Northeast side, commencing 7 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658924.399296 m, Y=5989442.917998 m) and extending in a north-westerly direction following the kerbline for 12.5 metres.</i>
Harris Street	<i>No Stopping At All Times</i>	<i>Southwest side, commencing 4.5 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658926.244986 m, Y=5989426.747924 m) and extending in a north-westerly direction following the kerbline for 2.5 metres.</i>
Jervois Quay	<i>No Stopping At All Times</i>	<i>Southwest side, following the kerbline 151.5 metres northwest of its intersection with Wakefield Street (Grid Coordinates X=2659019.512391 m, Y=5989121.085839 m) and extending in a north-westerly direction for 173.5 metres.</i>
Jervois Quay	<i>No Stopping At All Times</i>	<i>West side, commencing 5.5 metres north of its intersection with Harris Street (Grid Coordinates X=2658924.689833 m, Y=5989442.544267 m) and extending in a northerly direction following the kerbline for 110.5metres.</i>
Jervois Quay	<i>No Stopping At All Times</i>	<i>East side, commencing 232 metres south of its intersection with the northern kerbline of Hunter Street (Grid Coordinates X=2658921.254964 m, Y=5989680.288987 m) and extending in a southerly direction following the kerbline for 186.5 metres to its intersection with Cable Street.</i>
Willeston Street	<i>No Stopping At All Times</i>	<i>South side, commencing 15.5 metres west of its intersection with Jervois Quay (Grid Coordinates X=2658909.49981 m, Y=5989560.35795 m) and extending in a westerly direction following the kerbline for 9 metres.</i>

We are proposing a change in your area

Customhouse Quay	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Brandon Street (Grid Coordinates X=2658888.663399 m, Y=5989932.389665 m) and extending in a northerly direction following the kerbline for 61.5 metres.</i>
Johnston Street	<i>No Stopping At All Times</i>	<i>Northeast side, following the kerbline 54 metres southeast of its intersection with Featherston Street (Grid Coordinates X=2658857.91792 m, Y=5990025.164353 m) and extending in a south-easterly direction for 8.5 metres.</i>

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

Column One	Column Two	Column Three
Harris Street	<i>Metered Parking - P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 12 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), and extending in a north-westerly direction following the kerbline for 17 metres. (3 parallel carparks)</i>
Harris Street	<i>Metered Parking - P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Northeast side, commencing 31.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748902.5 m, y= 5427730.8 m), and extending in a north-westerly direction following the kerbline for 28 metres. (5 parallel carparks)</i>
Jervois Quay	<i>Metered Parking - P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>East side, commencing 215 metres south of its intersection with the northern kerbline of Hunter Street (Grid coordinates x= 1748897.5 m, y= 5427968.3 m), and extending in a southerly direction following the kerbline for 6 metres. (1 parallel carpark)</i>
Johnston Street	<i>Metered Parking - P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, following the kerbline 41.5 metres southeast of its intersection with Featherston Street Grid coordinates x= 1748833.7 m, y= 5428307.8 m), and extending in a south-easterly direction for 16 metres. (3 parallel carparks)</i>

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
Harris Street	<i>No Stopping At All Times</i>	<i>Northeast side, commencing 4.5 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658924.399296 m, Y=5989442.917998 m) and extending in a north-westerly direction following the kerbline for 24.5 metres.</i>
Harris Street	<i>No Stopping At All Times</i>	<i>Southwest side, commencing 4.5 metres northwest of its intersection with Jervois Quay (Grid Coordinates X=2658926.244986 m, Y=5989426.747924 m) and extending in a north-westerly direction following the kerbline for 8.5 metres.</i>
Jervois Quay	<i>No Stopping At All Times</i>	<i>Southwest side, following the kerbline 151.5 metres northwest of its intersection with Wakefield Street (Grid Coordinates X=2659019.512391 m, Y=5989121.085839 m) and extending in a north-westerly direction for 179.5 metres.</i>
Jervois Quay	<i>No Stopping At All Times</i>	<i>West side, commencing 5.5 metres north of its intersection with Harris Street (Grid Coordinates X=2658924.689833 m, Y=5989442.544267 m) and extending in a northerly direction following the kerbline for 6 metres.</i>
Jervois Quay	<i>No Stopping At All Times</i>	<i>West side, commencing 14.5 metres north of its intersection with Harris Street (Grid Coordinates X=2658924.689833 m, Y=5989442.544267 m) and extending in a northerly direction following the kerbline for 109.5metres.</i>

We are proposing a change in your area

Jervois Quay	<i>No Stopping At All Times</i>	<i>East side, commencing 229 metres south of its intersection with the northern kerbline of Hunter Street (Grid Coordinates X=2658921.254964 m, Y=5989680.288987 m) and extending in a southerly direction following the kerbline for 183.5 metres to its intersection with Cable Street.</i>
Willeston Street	<i>No Stopping At All Times</i>	<i>South side, commencing 5.5 metres west of its intersection with Jervois Quay (Grid Coordinates X=2658909.49981 m, Y=5989560.35795 m) and extending in a westerly direction following the kerbline for 19 metres.</i>
Customhouse Quay	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Brandon Street (Grid Coordinates X=2658888.663399 m, Y=5989932.389665 m) and extending in a northerly direction following the kerbline for 54.5 metres.</i>
Johnston Street	<i>No Stopping At All Times</i>	<i>Northeast side, following the kerbline 54 metres southeast of its intersection with Featherston Street (Grid Coordinates X=2658857.91792 m, Y=5990025.164353 m) and extending in a south-easterly direction for 16.5 metres.</i>

Prepared By:

Kate Gourdie

Transport Engineer Assistant

Approved By:

Zackary Moodie

**(Team Leader Transport
Engineering)**

Feedback Received

Feedback Received:

Name: Sally Faisandier

Suburb: Mount Victoria

Agree: Yes

Strongly agree that this will dissuade cars in these areas, and promote safer walking for pedestrians.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR16-22 – Harris Street and Willeston Street at their intersections with Jervois Quay, and Johnston Street at its intersection with Customhouse Quay, Wellington Central - Removal of metered and car share parking spaces.

Name: Ellen Blake

Suburb: Not Stated

Agree: Yes

We support this resolution, which will result in improved conditions for people on the footpath.

We suggest one improvement at each of the three intersections: replacing the kerb dropdown pram crossings - particularly on the side streets - with crossings on platforms at footpath level. Pram crossings can be difficult and slow to negotiate (particularly if they have a "steep incline", as the one on the north side of Harris St is described in the relevant drawing), with the clogged and obstructed gutters that are a common feature of many round the city providing a further hindrance. Platform crossings are becoming the default standard for good pedestrian access, and it would be unfortunate if this opportunity were to be missed.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR16-22 – Harris Street and Willeston Street at their intersections with Jervois Quay, and Johnston Street at its intersection with Customhouse Quay, Wellington Central - Removal of metered and car share parking spaces.

Unfortunately, this is out of scope for the traffic resolution, however we will pass your feedback through to the Let's Get Wellington Moving team.

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. To make a provision for the Christmas period 2021 and January holiday period 2022 we are consulting for 14 days from 29 November 2021 to 12 December 2021.

Proposal:

Reference	TR17-22 Tory Street, Te Aro - Time limited parking restriction change P5 to P15
What we'd like to do	<ul style="list-style-type: none">• To extend the existing time limited parking restrictions outside school from P5 parking to P15 parking.
Why we are proposing the change	<ul style="list-style-type: none">• We have received requests from Mount Cook School Principal to change the time limited parking restrictions outside the school from P5 to P15.• The existing P5 parking restriction is too short to allow adequate time for parents to drop off and pick up children.• Parents are required to enter the school and to sign-in and sign-out their children.
Location – where we propose to make the change	Tory Street, Te Aro – outside no.160
Impact	<ul style="list-style-type: none">• Improved accessibility and efficiency for school pickup and drop-off requirements.• Net parking impact – time limited parking restriction change only.
How this relates to the parking policy	<ul style="list-style-type: none">• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 6,304.• 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 Monday 29 November 2021 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

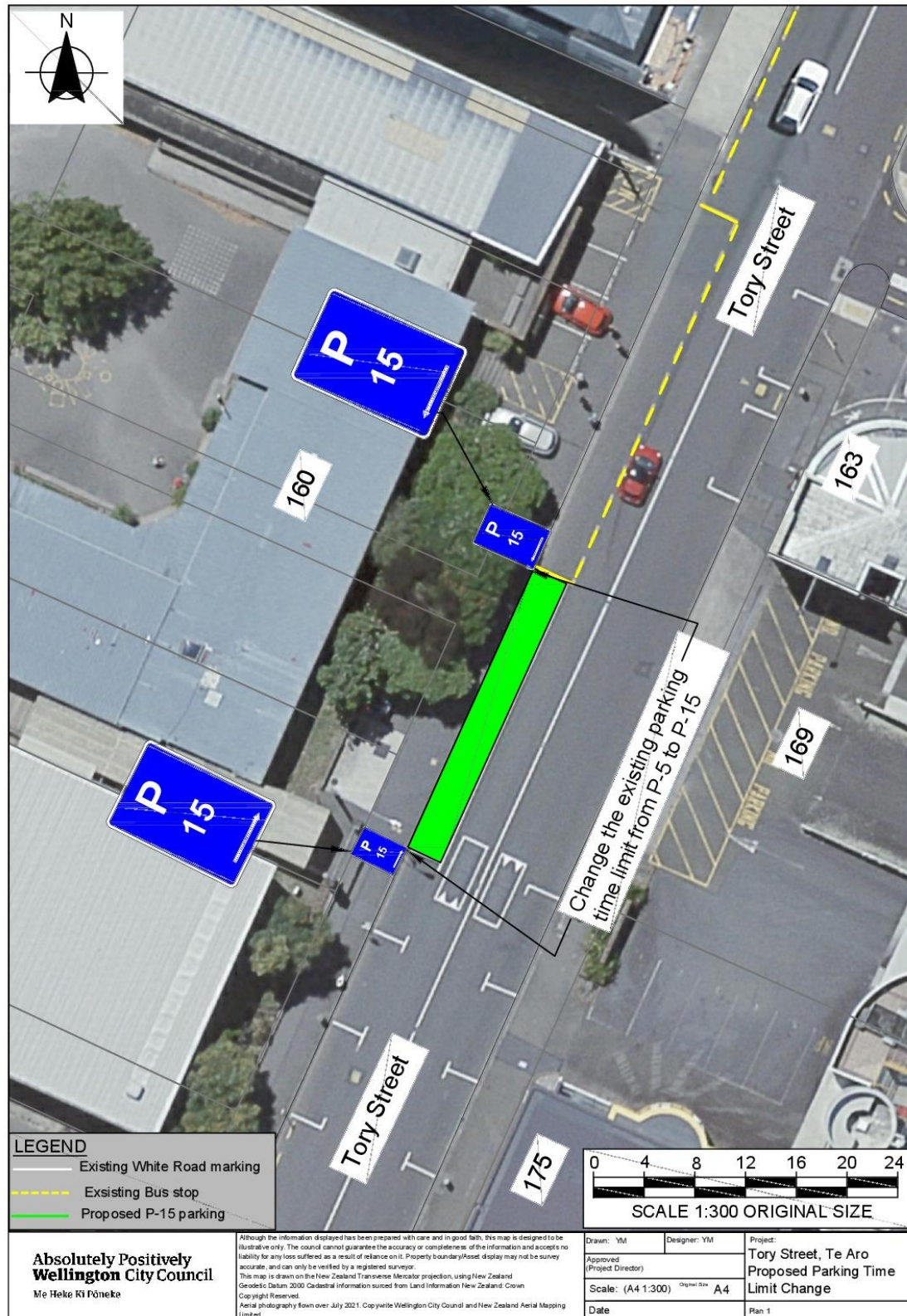
We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 29 November 2021 and finishes at 5.00 pm Sunday 12 December 2021.• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 13 December 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 9 February 2022.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR17-22 Tory Street, Te Aro - Time limited parking restriction change P5 to P15



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
Tory Street	<i>P5 Monday to Saturday 8:00am - 6:00pm</i>	<i>West side, commencing 99 metres north of its intersection with Buckle Street (Grid Coordinates X=2658894.012258 m, Y=5988273.098364 m) and extending in a northerly direction following the western kerbline for 18 metres.</i>

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

Column One	Column Two	Column Three
Tory Street	<i>P15 Monday to Saturday, 8:00am - 6:00pm.</i>	<i>West side, commencing 99 metres north of its intersection with Buckle Street (Grid coordinates x= 1,748,877.34m, y= 5,426,553.64 m), and extending in a northerly direction following the western kerbline for 18 metres.</i>

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

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

Feedback Received:

Name: Sally Faisandier

Suburb: Mount Victoria

Agree: No

While this makes good sense to better reflect what is already happening, I wonder how the backup of cars at a busy time of dropping off and picking up will affect other parents in cars who want to do the same thing. Why do parents feel the need to pick their children up from school? What are the school transport options for this school? Could the council and the school promote more car-sharing, where one parent picks up a car-ful of kids?

Officer's Response:

Thank you for your feedback on TR17-22 Tory Street, Te Aro – Time limited restriction changes.

1. Why do parents feel the need to pick their children up from the school?

In a research survey conducted in partnership with a student at the Victoria University of Wellington, parents overwhelmingly cite convenience (fastest, that the school is too far, their children have activities after school, I pick them up en route work to home) to be the biggest factor as to why they prefer picking their children up through their car. Over 60% of respondents cite that Convenience is a barrier to non-car travelling methods. Traffic, road safety was also of concern, as 36% of respondents cite road safety as a barrier to alternate travel arrangements.

At Wellington City Council, we are currently investigating programmes that can encourage active travelling, and we're always open to ideas. If you have any suggestions in ways to make active travelling more convenient, we are always happy to listen.

2. What are the school transport options for this school?

Providing school transport is generally in the realm of Ministry of Education. School transport is seen as a way to provide equitable access to education. As the Ministry deems Wellington City to have sufficient public transport, publicly funded school transport options do not currently exist. At Wellington City Council, we are currently investigating Bike Trains/biking school buses to school. At the moment, this project is very early stage and is only planned to run in school(s) where there are sufficient biking infrastructures in place. Other schools have also set up their own walking school buses.

3. Could the council and school promote more car-sharing, where one parent picks up a car full of kids?

This is a good suggestion and is noted.

Name: Ellen Blake (LSA)

Suburb: Not Stated

Agree: Not stated

We would like to see a more thorough assessment of car parking outside this school. Cars frequently park across part of this footpath as can be seen in the photo. There is ample car parking off road at this school and the continued prioritising of car parking impacts not only primary school children walking to school but other pedestrians on this busy footpath (there is no data given on pedestrian numbers).

Officer's Response:

Thank you for your feedback on TR107-21 Fox Street, Ngaio - No Stopping At All Times.

We will raise those issues with the school principal and try to mitigate vehicles overhanging on the footpath.

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. To make a provision for the Christmas period 2021 and January holiday period 2022 we are consulting for 14 days from 29 November 2021 to 12 December 2021.

Proposal:

Reference	TR18-22 Drummond Street, Mount Cook – Car share parking
What we'd like to do	<ul style="list-style-type: none">• Install 2 car share parking spaces on the northern side of Drummond Street.
Why we are proposing the change	<ul style="list-style-type: none">• Wellington City Council is proposing the provision of car share spaces around the city for travel demand management. Car sharing has proven to remove as many as 11 private vehicles in each location through sale or deferred purchase. Car share spaces lower carbon emissions and increase parking availability as residents join a provider and make use of the flexible services available to car sharing members.• As Wellington looks towards a growing future with 50,000 to 80,000 new residents over the next 30 years, it is necessary for us to make better use of the limited space available for parking, and the inclusion of 'shared' cars offers an option to address this.• This location was selected in conjunction with the car sharing provider Cityhop, by using maps of their memberships, potential demand and networks of vehicle positioning to best enable the growth of car sharing usage across the city.• This change is in accordance with the Council's <i>Te Atakura Implementation Plan, Car Sharing Guidelines and Parking Policy</i>.
Location – where we propose to make the change	Drummond Street, Mount Cook – outside no.11
Impact	<ul style="list-style-type: none">• Improved efficiency and sustainability – strategically putting the vehicles in place will enhance the availability and convenience of multimodal lifestyles as well as treating mobility as a service. In the long term it may enhance parking availability as more people change to car sharing instead of owning their own vehicle (or a second vehicle).• Net parking impact – alteration of two coupon parking spaces to two car share spaces.• Pedestrian impact – positive as pedestrians may benefit from an unobstructed footpath on the road network.• Annual parking revenue loss – \$10,992.
How this relates to the parking policy	<ul style="list-style-type: none">• Support becoming an eco-city – facilitate the uptake of car sharing, electric vehicles, and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to reduced carbon emissions, better air quality, water quality, stormwater management and biodiversity outcomes.

We are proposing a change in your area

Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 565• Find out more about Council's Zero Carbon plans at: http://www.zerocarboncapital.nz• Read more about car sharing at: https://wellington.govt.nz/services/parking-and-roads/smart-transport/car-share-schemes• 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 Monday 29 November 2021 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9:00 am Monday 29 November 2021 and finishes at 5:00 pm Sunday 12 December 2021.• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 13 December 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 9 February 2022.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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Wellington City Council**
Me Heke Ki Pōneke

Traffic Resolution Plan: TR18-22 Drummond Street, Mount Cook – Car share 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
<i>Drummond Street</i>	<i>Car Share, At All Times</i>	<i>South side, commencing 10 metres east of its intersection with Adelaide Road (Grid coordinates X=1,748,898.96m Y=5,425,837.57m) and extending in an easterly direction following the southern kerb line for 12 metres.</i>

Prepared By:	Renee Corlett	(Transport Engineer)
Approved By:	Zackary Moodie	(Team Leader Transport Engineering)
Date:	18/11/2021	

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. To make a provision for the Christmas period 2021 and January holiday period 2022 we are consulting for 14 days from 29 November 2021 to 12 December 2021.

Proposal:

Reference	TR19-22 Kensington Street, Te Aro – Car share parking spaces
What we'd like to do	<ul style="list-style-type: none">• Install 3 car share parking spaces in the Kensington Street parking area on the southern side of Karo Drive.• Resolve existing Broken Yellow Lines.• Resolve existing Loading Zone.
Why we are proposing the change	<ul style="list-style-type: none">• Wellington City Council is proposing the provision of car share spaces around the city for travel demand management. Historically Wellington car sharing has proven to remove as many as 11 cars in each location through sale or deferred purchase. There have been lower carbon emissions, and increased parking availability as residents join up and make use of the flexible services available to car sharing members. As Wellington looks towards a growing future with 50,000 to 80,000 new residents over the next 30 years, it is necessary for Wellington to make better use of the limited space available for parking, and the inclusion of 'shared' cars offers an option in addressing this.• This location was selected in conjunction with the provider (Mevo) due to the proximity to local car-free developments and analysis of networks of vehicle positioning to best enable the growth of car sharing usage across the city.• This accords with the <i>Te Atakura Implementation Plan, Car Sharing Policy 2016, Parking Policy</i>.
Location – where we propose to make the change	Kensington Street, Te Aro, south of Karo Drive, adjoining #251 Victoria Street
Impact	<ul style="list-style-type: none">• Improved efficiency and sustainability – strategically putting the car share vehicles in place will enhance the availability and convenience of multimodal lifestyles as well as treating mobility as a service. In the long term it may enhance parking availability as more people take up car sharing instead of owning their own vehicle (or a second vehicle).• Net parking impact – alteration of three coupon parking spaces to three car share spaces.• Pedestrian impact – positive impact as pedestrians may benefit from unobstructed footpaths along the road network.

We are proposing a change in your area

How this relates to the parking policy	<ul style="list-style-type: none"> Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes
Additional Information	<ul style="list-style-type: none"> Find out more about Council's Zero Carbon plans at: Climate change - Wellington City Council Read more about car sharing at: Sustainable living - Car share schemes - Wellington City Council 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 Monday 29 November 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 29 November 2021 and finishes at 5.00 pm Sunday 12 December 2021. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 13 December 2021. The proposal will go to the Regulatory Processes Committee on Wednesday 9 February 2022. If approved, the proposal will be installed within the following three months.

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Proposed Car Share Spaces

LOADING ZONE

Willson Car Park

KARODRIVE (SH1)

KENSINGTON ST

VICTORIA ST

Sunset West

251

88

LEGEND

- New White Roadmarking
- Existing white Roadmarking
- New Restrictions
- Existing Restrictions
- Existing Yellow Roadmarking
- Existing Broken Yellow Lines
- Car Share marking
- New Sign and Pole

SCALE 1:250 ORIGINAL SIZE

Project: TR19-22
Design: Z. Mould
Approved: S. T. King
Scale: (1:250)
Date: 16-Nov-21

Absolutely Positively Wellington City Council
 Me Hele Ki Ponake

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
Kensington Street	<i>Car Share, At All Times</i>	<i>North side, commencing 45.5 metres east of its intersection with Victoria Street (Grid coordinates X=1,748,322.49m Y=5,426,804.77) and extending in a easterly direction following the northern kerb line for 9 metres (3 car parks).</i>
Kensington Street	<i>P5 Loading Zone, At All Times</i>	<i>South side, commencing 25 metres east of its intersection with Victoria Street (Grid coordinates X=1,748,322.49m Y=5,426,804.77) and extending in an easterly direction following the southern kerb line for 25 metres.</i>

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

Column One	Column Two	Column Three
Kensington Street	<i>No stopping At All Times</i>	<i>North side, commencing 5.5 metres east of its intersection with Victoria Street (Grid coordinates X=1,748,322.49m Y=5,426,804.77) and extending in a easterly direction following the northern kerb line for 40 metres.</i>
Kensington Street	<i>No stopping At All Times</i>	<i>South side, commencing 5.5 metres east of its intersection with Victoria Street (Grid coordinates X=1,748,322.49m Y=5,426,804.77) and extending in an easterly direction following the southern kerb line for 12 metres.</i>
Kensington Street	<i>No stopping At All Times</i>	<i>South side, commencing 30.5 metres east of its intersection with Victoria Street (Grid coordinates X=1,748,322.49m Y=5,426,804.77) and extending in an easterly direction following the southern kerb line for 25 metres.</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By:

Renee Corlett

(Transport Engineer)

Approved By:

Zackary Moodie

**(Team Leader Transport
Engineering)**

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Name: Gloriana Q
Suburb: No stated
Agree: No

Proposed Car Share Spaces

P
CAR SHARE
At All Times

251

Sunset West

Kensington St

Car Share

Turn area

Bins Loading Zone

Why not setting them up here?

LEGEND

Ne
Ea
Ex
En
Ca
Co

0 25 5

SCALE 1:250

North Arrow

Project Details

Project Name: **Car Share**

Project Number: **12345**

Scale: **1:250**

Date: **10-Nov-21**

Absolute Wellbeing

For Street Use

I understand the initiatives for having less cars, but not all of us want car sharing systems, we want better and more affordable public transport. You can't expect parents travelling with their children on bikes, shared cars and unreliable transport. One size does not fit all, not right now, so please don't remove some of the few coupon parking spots left in the vicinity.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR019 -22 Kensington Street, Te Aro – Car Share Parking Spaces.

Unfortunately, the area you have proposed is private property and is still under construction. Parking on the grass area under the pōhutukawa Tree is prohibited. These parks were originally advertised as Car Share Parks as part of the concept of Sunset West.

There is plenty of other parking in the area and a large Wilson car park next to the site. Car share ranks higher on Council's transport prioritisation hierarchy over private use vehicles.

There is also a Loading Zone for the picking up and dropping off of passengers and furniture.

Name: Areid71
Suburb: Te Aro
Agree: Yes

As a resident of Sunset West (which was promoted as having Mevo carshare onsite), I absolutely support this proposal. I intentionally moved to a car free development to support the reduction of private cars in the city centre. Having access to Mevo cars nearby for infrequent use is key to support my ongoing car free life in the city centre.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR019 -22 Kensington Street, Te Aro – Car Share Parking Spaces.

Name: Liamd
Suburb: Te Aro
Agree: Yes

Kia ora, I am a resident of 251 Victoria Street which borders these carparks - they were advertised as being Mevo parks by the developer when I purchased my unit in the building. I am in full support of the proposed changes, however they need to happen immediately after the resolution is passed (I note that the consultation says it could be up to 3 months before the parks are repainted). This is unacceptable as by this time most residents would have lived in the building for more than six months without this service. As somebody who has lived car-free in Wellington for a few years, I have to admit it is getting easier.

Now I am living in a building where no resident has private car parking I recognise how important it is that this continues to be the norm going forward. Since moving in these three carparks have been treated as de facto "visitor parking" for our building. This has been nothing short of chaotic - there are multiple people who have parked/continue to park here long term - and because there are only 3 parks servicing 64 units there is never enough parking available. Many people have taken to parking on the yellow lines as well as the pōhutukawa tree which is protected on WCC'S notable trees list. This illegal parking is becoming a serious issue and has been hazardous on multiple occasions - it would be good to see council address this. It would be inappropriate for council to continue to provide this de facto service to private residents, and 3 car share parks can provide for many more car free residents (as councils own numbers suggest, one mevo replaces 11 private vehicles) than 3 visitor parks can provide for 64 unit owners and their visitors. As yet, I have not been able to park a car-share vehicle in these spaces because they are always full. This makes it very stressful and difficult during the very odd time I need a car to perform an activity. There is ample private parking in the Wilson carpark a mere few metres from these council parks, so any visitors or long-term car users can pay a fare for taking up valuable public space with their vehicles. There is no reason they should need council parking in this area. In summary: - I support the proposed changes. This should be done as soon as possible after the resolution has passed - by this time some unit owners will have lived here for nearly 6 months without access to this service. - the current arrangements have caused hazardous behaviour that has not yet been remedied. Many people are parking illegally on council land - and even damaging a protected tree. More needs to be done to remedy this e.g. strategic use of planter boxes to block access around the tree. - it is inappropriate for council to be supplying de facto visitor parking to private residents on council land. There is also a massive Wilson parking spot right next door which at least allows people to pay for this privilege, so there is no reason to dedicate council land to anything but car-share vehicles in this space.

Officer's response:

Thank you for your feedback on Traffic Resolution TR019 -22 Kensington Street, Te Aro – Car Share Parking Spaces.

We intend to install these parks as soon as the TR is approved.

Name: Andrew L
Suburb: Te Aro
Agree: Yes

Kia ora, I live at Sunset West (251 Victoria Street) which is next to this location. We expected that they would be Mevo parks before we moved into the building, based on the

Developer's claims. I strongly support this change, but the timeframe to implement it is unreasonable. We have been waiting for over three months already, and if it takes 3 months after the resolution is passed, this will make it nearly 9 months of delay. We live car-free and so having easy access to occasional carshare is very important for us. All the residents of the apartment building know that there were no carparks in the building, and so there should be no disagreement about the Mevo parks being introduced. In the current state, there are three coupon parks --- which are "snatched up" by day parkers (especially in weekends) and thus unavailable for Mevo parking. There are also a few residents (and perhaps members of the public) who are continuing to abuse the council land to park illegally, including on the protected Pōhutukawa tree (even directly on its exposed roots) and on broken yellow lines. The area around the Pōhutukawa is full of broken concrete and rubbish, despite being on Council land (Kensington St). It would be good to see this addressed by enhancing this green space with benches, raised gardens, planting, etc.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR019 -22 Kensington Street, Te Aro – Car Share Parking Spaces. We intend to install these parks as soon as the TR is approved. We will pass on your concerns in regards to the pōhutukawa Tree.

PROPOSED ROAD CLOSURE

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:

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

Significance

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

Financial considerations

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

- 2.

Risk

- ☒ Low ☐ Medium ☐ High ☐ Extreme

- 3.

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:

Cuba Street Market (3 Sundays in month of March)
Sunday 6th 13th, and 20th March 2022, 5.00 am to 9.00 pm
Cuba Street (Between Vivian Street and Ghuznee Street)
Garrett Street (off Cuba Street)
- 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 amended is not likely to cause unreasonable impact on traffic.

Whakarāpopoto

Executive Summary

4. Proposed Road Closures

Cuba Street Market (3 Sundays in month of March)
Sunday 6th 13th 20th March 2022, 5.00am to 9.00pm
Cuba Street (Between Vivian Street and Ghuznee Street)
Garrett Street (Off Cuba 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

The proposed road Closure for Cuba Street Market is a one off new event at the moment.

Kōrerorero

Discussion

- 7. The proposed road Closure for Cuba Street Market is a new event proposed by Urban Regeneration Team

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 event relying on the road closure 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 same proposed event supports 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>.

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 Report
- 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 the 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 advertisement in the dominion Post, Facebook, Twitter, have Your Say. These advertisements invited the public to make submission on the propose 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, 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 this event.

Legal considerations

21. Nil

Risks and mitigations

22. Nil

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

Disability and accessibility impact

23. Council along with event organiser do look across the event with an accessibility lens to ensure all can participate. All disability car parks within the road closure are establish as close as practical to the road closure, these changes are implemented 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 essential 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.

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Attachments

- Attachment 1. Cuba Street Market Impact
Attachment 2. Cuba St Advert
Attachment 3. cuba Street Map

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

CUBA STREET MARKET ***SUNDAY 6TH, 13TH AND 20TH MARCH 2022, 5.00 AM TO 9.00 PM***

1. Description of Event

Cuba Street, between Ghuznee and Vivian Street, offers a unique, diverse, independent and iconic retail and hospitality experiences. The colourful gently sloping streetscape moves through art galleries, artisan ice cream, espresso cafes, barbers, bubble tea, LP's, dumplings, vintage clothing, specialty restaurants, and more in between.

The Cuba Street Market invites businesses and retailers to take over the footpaths in front of their shops to create their own street stalls and activities. The Market will attract people into the Cuba precinct and enable social interactions/activity in line with public health guidelines around COVID-19. Testing a pedestrianised zone within the heart of the CBD is a core vision for future city planning.

It is proposed that the market would operate from 10am to 8pm on each Sunday, allowing businesses to benefit from breakfast, lunch, and dinner trade.

The proposed road closures to vehicles and cyclists, are as follows: Cuba Street Market: Sunday 6th, 13th and 20 March 2022, 5.00am to 9.00pm.

- **Cuba Street (between Vivian Street and Ghuznee Street)**
- **Garrett Street (off Cuba 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

Creative Capital Arts Trust is committed to improving and promoting sustainable practice in NZ festivals. We've worked closely with some of Wellington's best waste managers to create sustainability guidelines for this event, and high engagement with all store providers along Cuba Street. We are aiming to make this a zero-waste event with suppliers using reusable or compostable options.

Events Directorate Support

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

This is a new Event to the Calendar

2. Proposal Notice and Consultation

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

- Dominion Post, 15 January 2022
- Social Media, 18 January 2022
- Twitter, 18 January 2022
- Facebook, 18 January 2022
- Have your say, 17 January 2022

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

3. Objections

There have been no objections to this road closure request.

4. 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 5.00am to 9.00pm on Sunday 6th, 13th and 20th 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.

REGULATORY PROCESSES COMMITTEE

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Me Heke Ki Pōneke

- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Cuba Street Market, Sunday 6th, 13th and 20th March 2022 subject to an Alcohol Licence being obtained.
- This proposed road closure is subject to the government covid-19 guideline announcements on the day regarding events of this nature. Government guidelines of the day, 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

M Taumaa

Prepared By
Maria Taumaa
Street Activities Coordinator



Jacqui Austin
Team Leader Street Activities and Audit Coordination

Proposal to Close Roads - Wellington City

The Regulatory Processes Committee will meet on Wednesday 9 February 2022 to consider the following temporary road closure for Events.

Cuba Street Market

Proposed Road Closure

Cuba Street (between Vivian Street and Ghuznee Street)

Garrett Street (Off Cuba Street)

Sunday 6th March 2022, Sunday 13th March 2022, and
Sunday 20th March 2022, 5.00am to 9.00pm

Parking Restrictions will start from 4am on the Sunday mornings.

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 25 January 2022. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email street.activities@wcc.govt.nz.

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

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

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

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Event Name: Cuba Street Market

From: 6/03/2022 5:00:00 am Until: 20/03/2022 9:00:00 pm

Event Type: Road Closure

Event Details: Event is only on Sundays between the aforementioned Dates 5am until 9pm, Parking Restrictions will start from 4am.

NEW LICENCE FOR NORTHERN COMMUNITY GARDENS INCORPORATED AT JAY STREET RESERVE, PAPARANGI

Kōrero taunaki Summary of considerations

Purpose

This report to Pūroro Hātepe - Regulatory Processes Committee recommends the approval of a new licence for an existing licensee, subject to public consultation.

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

Regulatory Processes Committee approved a licence for the licensee in October 2011.

Significance

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

Financial considerations

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Nil | <input type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|---|--|---|

Risk

- | | | | |
|---|---------------------------------|-------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> Extreme |
|---|---------------------------------|-------------------------------|----------------------------------|

Author	Annelise Bos, Community Recreation Leases Advisor
Authoriser	Sarah Murray, Community Partnerships Manager Paul Andrews, Manager Parks, Sports & Rec Kym Fell, Chief Customer and Community Officer

Taunakitanga

Officers' Recommendations

That Pūroro Hātepe - Regulatory Processes Committee:

- 1) Receive the information
- 2) Approve a new licence for five years with one right of renewal of five years for Northern Community Gardens Incorporated at Jay Street Reserve, Paparangi.
- 3) Note that Northern Community Gardens Incorporated will be the licence holder, although other groups operate at the reserve in an informal collaborative relationship, being the native plant nursery volunteers and Ngā Hau e Whā o Paparāangi.
- 4) Note that the approval of new licences on reserve land are conditional on:
 - a. Public notification as required by the Leases Policy for Community and Recreation Groups, and
 - b. No sustained objections resulting from the above notification.

Whakarāpopoto

Executive Summary

2. In 2011, Northern Community Gardens Incorporated ("NCG") was granted a licence for 10 years at Jay Street Reserve ("the Reserve") for a community garden and plant nursery. In October 2021 the licence expired, and NCG has requested a new licence.
3. NCG is an incorporated society and the "umbrella" licence holder for an additional two gardening groups at the Reserve. Representatives from each group hold positions on the committee of NCG.
4. The proposed licenced area measures approximately 1,750m² on the land legally described as Lot 7 DP 28942, WN39C/273. Rental will be charged at a peppercorn rate and Council will pay the first \$500 of water rates, as set out in the Community Garden Guidelines. The deed of licence terms will be informed by the Leases Policy for Community and Recreation Groups (Leases Policy).

Takenga mai

Background

5. There are three groups that garden at the Reserve: NCG, Ngā Hau e Whā o Paparāangi, and the native plant nursery volunteers. The "umbrella" approach with NCG as licence holder was adopted in the expired licence, and all gardening groups have consented to continue this approach. The relationship between the groups is recorded in a document that sets out each group's respective asset ownership and responsibilities at the Reserve.
6. The activities and achievements of the gardening groups over recent years are summarised below:

Northern Community Gardens

- Fruit and vegetables are grown in raised beds and are maintained during working bees held every Sunday
- Harvested crops are shared between members, and any surplus is donated to the Newlands Community Centre foodbank
- The group was recently successful in Council's "Stone Soup" funding round in October 2021 and were allocated \$1,710 to upgrade their raised beds.

Ngā Hau e Whā o Paparāangi Society Incorporated

- Ngā Hau e Whā o Paparāangi Society (“NHEWOP”) is a community organisation with a marae in Newlands. NHEWOP is connected to the garden as part of their “20 Year Planting Project” to restore the native bush around Horokiwi and Newlands
- NHEWOP has received funding from the Department of Conservation for a shade-house for the Reserve, which is now used by the nursery volunteers to propagate plants. In turn some of these plants are used for the 20 Year Planting Project.
- NHEWOP further supports the nursery volunteers and NCG by offering mātauranga when necessary, attending monthly hui and participating in community planting days.

Native Nursery Volunteers

- The nursery volunteers propagate plants in the shade-house. This group has a strong working relationship with Council’s Berhampore Nursery.
- The nursery volunteers supply harakeke for Newlands Primary School graduating students, as well as providing seedlings for planting days at Waiwhetu and Porirua Streams, the Glenside historic Halfway House, and the Tawa Community nursery.
- In addition to propagating plants, the nursery volunteers support the other gardening groups by clearing gorse and pines from the bank behind the garden and replanting with natives. The nursery volunteers have also recently received funding from Greater Wellington Regional Council for a mulcher to repurpose this plant waste.

Kōrerorero

Discussion

7. The Leases Policy sets out the criteria to consider when assessing a new licence application:
- a. The group’s purpose and activities must be consistent with the Council’s strategic direction to promote healthy lifestyles and build strong communities.*

The garden builds connection between three community groups and the land and offers the opportunity for recreational gardening for people of varying ages and abilities. The produce from the garden is distributed to local schools, churches, and community centre. The production of native plants contributes to enhancing the city’s biodiversity.

- b. The group must be an incorporated society or trust*

NCG is an incorporated society.

- c. The group must be sustainable in terms of membership and/or users of the service for the term of the lease*

The NCG committee has 6 members from all three groups supporting the work of 14 regular gardeners at the reserve.

- d. The group must be in a financial position to fulfil its lease obligations for the term of the lease, including but not exclusive to rent, insurance and building and grounds maintenance*

The licence fee will be a “peppercorn” sum and Council will pay for the first \$500 of metered water. NCG’s financial position is appropriate to service their activities at the Reserve, the group is further supported by Council’s “Stone Soup” grant funding for community gardens.

- e. The land and/or buildings must be utilised to the fullest extent practicable*

Volunteers are present throughout the week taking care of the gardens.

- f. The activity cannot have the potential to adversely affect open space values or other legitimate activities*

Gardening and a plant nursery are low impact activities on the land and attracts a variety of people from the local community to use and enjoy the Reserve.

- g. *There must be demonstrated support and need within the community for the activity*

The garden is supported by a stable number of active volunteers. The garden benefits the needs of the wider community networks of schools, churches, and the local community centre.

Kōwhiringa

Options

8. Grant a new licence for NCG at the Reserve for a term of five years with one renewal term of five years (recommended).
9. Decline a new licence for NCG at the Reserve.

Whai whakaaro ki ngā whakataunga

Considerations for decision-making

Alignment with Council's strategies and policies

10. A new licence for NCG is consistent with the Leases Policy (see criteria discussion above), the Northern Reserves Management Plan (2008), and Council's Guidelines for Community Gardens, beehives and composting systems.

Engagement and Consultation

11. Following the decision of Pūroro Hātepe - Regulatory Processes Committee, officers will publicly consult on the new licence pursuant to the Leases Policy.
 - Letters will be sent to mana whenua and the relevant resident's association
 - A "Have Your Say" notice will be published on the Council website
 - A notice will be published in the Dominion Post.

12. The period for public consultation will be 30 days. Following the receipt of feedback officers will meet with submitters to discuss any matters raised.

Implications for Māori

13. One of the gardening groups is Ngā Hau e Whā o Paparāangi marae. The activities at the Reserve support NHEWOP's planting project for the local area. Mana whenua will be consulted on the new licence pursuant to the Leases Policy.

Financial implications

14. There are no significant financial implications.

Legal considerations

15. The activity of community gardening and the terms of any deed of licence shall meet the requirements of recreation reserve land under the Reserves Act 1977.

Risks and mitigations

16. This proposal is rated as low risk on the Council's risk framework.

Disability and accessibility impact

17. There are no known impacts on people with disabilities or accessibility needs from the decision to grant a new licence.

Climate Change impact and considerations

18. There are no significant climate change impacts from the decision to grant a new licence. Community gardening contributes to Wellington's zero carbon goal by promoting locally grown produce and the nursery activity contributes to enhancing biodiversity and greening of the City.

Communications Plan

19. Not applicable.

Health and Safety Impact considered

20. NCG are working with the officers to update a health and safety plan for their use of the Reserve.

Ngā mahinga e whai ake nei

Next actions

21. Public consultation of the proposed licence as required under the Leases Policy
22. Deed of licence to be drafted, negotiated, and signed.

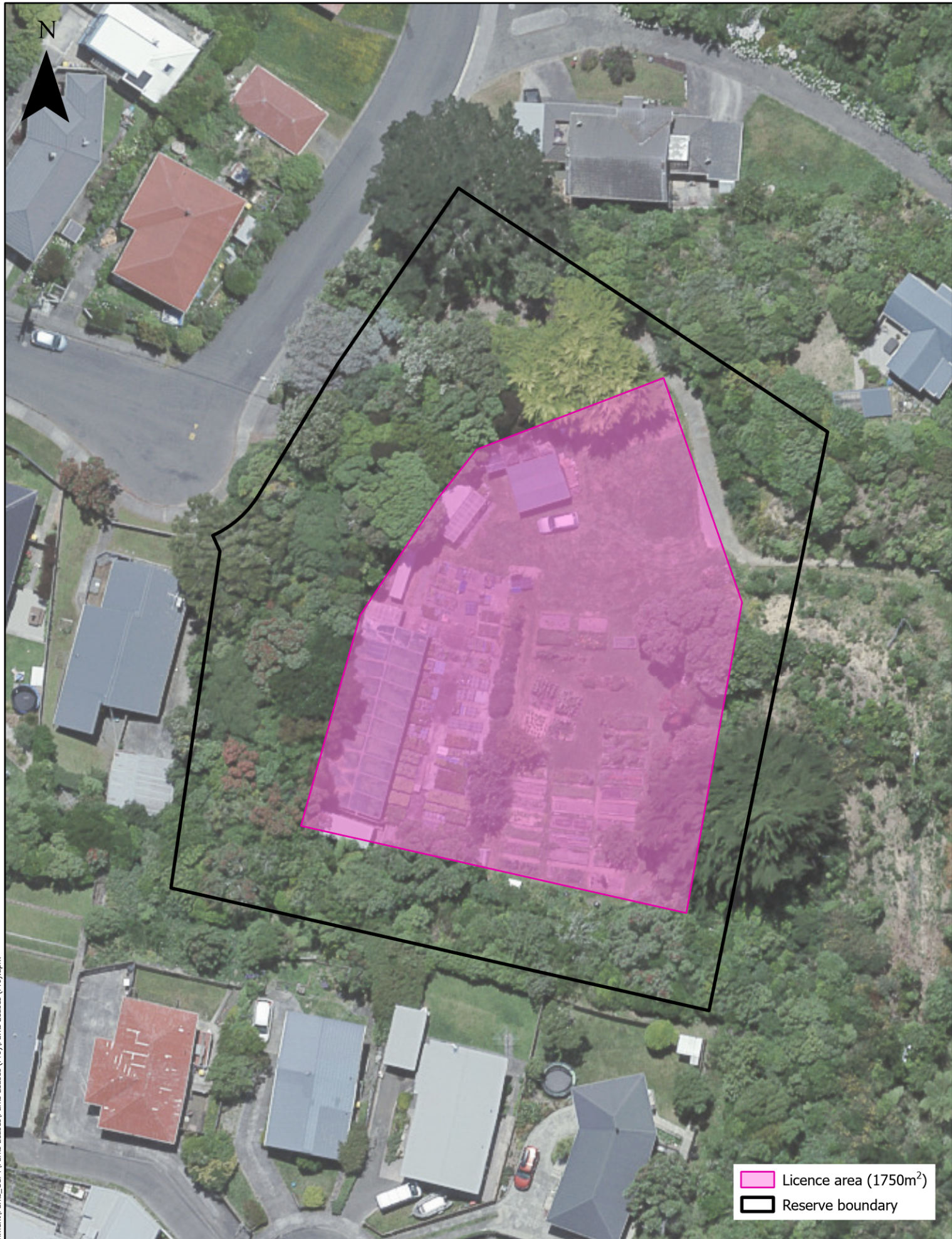
Attachments



- Attachment 1. Photos of community garden at Jay Street Reserve
Attachment 2. Map of licensed area at Jay Street Reserve

Community Garden at Jay Street Reserve, Paparangi

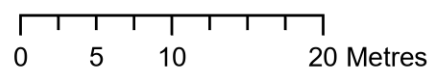






 Licence area (1750m²)
 Reserve boundary

Northern Community Gardens at Jay Street Reserve



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

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

ORIGINAL MAP SIZE: A4
AUTHOR: presto2j
DATE: 11/01/2022

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

NAME FOR NEW PRIVATE RIGHT-OF-WAY IN TAWA

Kōrero taunaki

Summary of considerations

Purpose

1. This report to Pūroro Hātepe - Regulatory Processes Committee - proposes a name for a new private right-of-way to be developed off William Earp Place in Tawa.

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

No relevant previous decisions have been identified.

Significance

The decision is rated medium significance in accordance with schedule 1 of the Council's Significance and Engagement Policy. The criteria that apply as set out in the Council's Significance and Engagement Policy (June 2018) are:

Importance to Wellington City: Legislative requirements in relation to addressing for wayfinding are met by the recommendation here. The recommended name will contribute to the wellbeing of the local community and the visibility of te reo Māori in Wellington. It will also contribute to stories about places in Wellington.

Community interest: Targeted engagement with pertinent stakeholders was undertaken.

Consistency with existing policy: The recommendation is consistent with the provisions of the Naming Policy: Te Māpihi Maurea.

Impact on Council's capacity and capability: This has been assessed as minor.

Financial considerations

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

2. There are no financial implications of note.

Risk

☒ Low ☐ Medium ☐ High ☐ Extreme

3. The risk from naming this new private right-of-way is nil. In contrast, not naming the right-of-way will increase the risk that an adverse event may cause harm to people and/or property.

Authors	Carline Thomas, Land & Customer Information Advisor Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Nadia Webster, Manager Data & Insights Liam Hodgetts, Chief Planning Officer

Taunakitanga

Officers' Recommendations

Officers recommend the following motion:

That Pūroro Hātepe - Regulatory Processes Committee:

- 1) Receive the information
- 2) Agree to name the new private right-of-way being developed off William Earp Place in Tawa, **Ara Paiwhenua**, as shown on F Plan 3123.

Whakarāpopoto

Executive Summary

4. This report recommends the name **Ara Paiwhenua** for a new private right-of-way to be developed off William Earp Place in Tawa (F Plan 3123 refers).
5. This name was proposed by Ngāti Toa. The Tawa Community Board, Tawa Residents' Association, and Tawa Historical Society have all advised their support for **Ara Paiwhenua**. The developer has advised a neutral stance.
6. Naming the right-of-way will allow addresses to be assigned in accord with relevant policies, standards, and legislation. Crucially, it will enable wayfinding.

Takenga mai

Background

7. The area where this new private right-of-way (ROW) is located has been progressively developed during the last ten years. Accessed from William Earp Place, this ROW is one of three new private right-of-ways either about to be, or recently, developed in this area. One of these ROWs was named **Ara Patukawenga** late last year in reference to a chief who is said to have noted the area's potential for food-gathering. An upcoming new private ROW giving access to commercial units is expected to require a name later this year.

Kōrerorero

Discussion

8. A new private right-of-way (ROW) is to be formed leading off William Earp Place in Tawa. Since the ROW will give access to more than five lots, it needs to be named in accord with the Australia/New Zealand Addressing Standard AS/NZS 4819:2011 and the Council's Naming Policy: Te Māpihi Maurea (the Policy).
9. Ngāti Toa have suggested the name **Paiwhenua**. They note that the site receives afternoon sun and is likely to have been used for gathering food, including berries. This name can be translated to mean 'good land'. Consultation with mana whenua was facilitated by Regulatory Processes Committee member, Liz Kelly.
10. The name, **Paiwhenua**, is particularly pertinent since an adjacent private right-of-way was recently named after the chief 'Patukawenga', who is said to have proclaimed the area suitable as a food-gathering site.

11. The road name type of 'Ara' is proposed for use with the recommended name. This road name type is sanctioned by Land Information New Zealand where names in te reo Māori are to be allocated to right-of-ways.
12. The Tawa Community Board, Tawa Residents' Association, and Tawa Historical Society have advised their support for the name **Ara Paiwhenua** for this new ROW, as shown on F Plan 3123.
13. The developer's agent has advised they will accept a name recommended by the Council.
14. **Ara Paiwhenua** meets the criteria in the Naming Policy: Te Māpihi Maurea that gives the name first priority for consideration, namely that it is "an appropriate te reo name where the site is important to mana whenua" (p. 8). It also meets the criteria of "telling stories" and "aligns with adjacent street...names" that give it both second and third priority.
15. **Ara Paiwhenua** also satisfies guidelines outlined on page nine of the Policy. Specific guidelines that are most pertinent here are that the proposed name is "rerekē / unique in Wellington city and...the greater Wellington region" and "whakaute / respectful – [being] unlikely to cause offence".
16. Provisions of the Council's Te Tauihu: Te Reo Māori Policy met by **Ara Paiwhenua** include the "aspirational goals" 1A and 1E (p. 12), and 2C and 2E (p. 13). Specific aspects of these goals that it meets are –
 - **1A: Te Reo Māori for Wellington: 'Critical Awareness'**
 - *Making te reo visible in our city landscape and places we meet;*
 - **1E: Te Reo Māori for Wellington: 'Corpus'**
 - *Using kupu provided by "iwi mana whenua...that are unique and meaningful for this place";*
 - **2C: Te Reo Māori for Wellington City Council: 'Use'**
 - *"Grow[ing] a culture of te reo Māori language use as a normal and expected part of our day";*
 - **2E: Te Reo Māori for Wellington City Council: 'Corpus'**
 - *A range of formal and informal te reo Māori is needed to create a store that can be heard, seen and felt across Wellington.*

Kōwhiringa

Options

17. The recommended name meets the provisions of Section 10(1) and (2) of the Local Government Act 2002. The Tawa Community Board, Tawa Residents' Association, and Tawa Historical Society have been consulted. They have all endorsed the name **Ara Paiwhenua** on behalf of the local community (S10(1)). This name promotes the cultural well-being of the community in the present and for the future (S10(2)), whilst also acknowledging past use of the site.
18. The following options have been identified:
 - a. The Committee can agree to name the new private right-of-way shown on F Plan 3123, **Ara Paiwhenua**;

- b. Alternatively, the Committee can reject the recommendation. This will have the effect of restarting the consultation process in respect of proposals for names.

Whai whakaaro ki ngā whakataunga

Considerations for decision-making

Alignment with Council's strategies and policies

19. Paras. 14, 15, and 16 above outline the alignment of the recommended name with relevant Council strategies and policies.

Engagement and Consultation

20. This matter sits within the middle of the International Association of Public Participation (IAP2) Spectrum as shown in the Council's Significance and Engagement Policy. This means that stakeholders should be involved "throughout the process to ensure that public concerns and aspirations are consistently understood and considered" (p. 171). The engagement undertaken has sought to ensure that the decision to recommend the name **Ara Paiwhenua** has had "regard to the views of the community and those affected by the decision" (p. 171).
21. Stakeholders consulted in this matter include Ngāti Toa, the Tawa Community Board, the Tawa Residents' Association, the Tawa Historical Society, and the developer's agent. The 'Principles of Consultation', 6(a) to 6(e) as outlined on page 172 of the Significance and Engagement Policy, were followed during this consultation. Principle 6(f) will be followed post-decision.

Implications for Māori

22. Ngāti Toa have suggested the name **Paiwhenua** for this site. This name references historical use of the site. Features of the local landscape mean the area is likely to have supported sources of food, such as berries, in the past. The intent of Te Tauihu, Council's te reo Māori Policy will be furthered through the adoption of this name since it will contribute to the "revitalisation" (p. 6) of te reo Māori in Wellington.

Financial implications

23. No financial implications have been identified that are pertinent here.

Legal considerations

24. Allocation of street names is a statutory function of Council under Section 319A of the Local Government Act 1974. Naming roads permits the allocation of addresses according to the Local Government Act 1974 (s319(b)) and the Addressing Standard AS/NZS 4819:2011. Addresses facilitate way-finding for visitors to an area. To the extent that this enables the well-being of communities by reducing the possibility of a fatal delay in attending an emergency event, the timely naming of roads meets the provisions of Section 10(1)(b) of the Local Government Act 2002.

Risks and mitigations

This proposal is rated as low risk on the Council's risk framework. There is low possibility that a high-risk event could occur should naming be delayed or depart from the guidelines in the Policy. For example, emergency services may struggle to quickly locate the site in

the absence of addresses should an accident involving site construction workers or builders occur.

Disability and accessibility impact

26. No impacts for accessibility have been identified, other than that naming this right-of-way will enable wayfinding for visitors to the area. This will assist caregivers and emergency services to readily locate the homes of people with disabilities living in this ROW.

Climate Change impact and considerations

27. No impacts or considerations in respect of climate change have been identified.

Communications Plan

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

Health and Safety Impact considered

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

Ngā mahinga e whai ake nei

Next actions

30. Should the recommendations of this report be endorsed, addresses will be allocated to the proposed new lots. This will facilitate completion of the subdivision and the building of housing on the new lots. The developer will be asked to display the appropriate signage showing the name of this private right-of-way. Relevant parties to whom the name will be notified include Land Information New Zealand, Fire and Emergency New Zealand, and New Zealand Post.
31. Should the Committee reject the recommendation, then consultation will recommence as appropriate.

Attachments

Attachment 1. F Plan 3123 Ara Paiwhenua

F Plan 3123
Ara Paiwhenua
9 February 2022

**Countdown
Supermarket**

**William Earp Pl
(To Main Rd, Tawa)**

Ara Paiwhenua

State Highway One



NAME FOR NEW PRIVATE RIGHT-OF-WAY IN KARORI

Kōrero taunaki

Summary of considerations

Purpose

1. This report to Pūroro Hātepe - Regulatory Processes Committee - proposes a name for a new private right-of-way to be developed off Chamberlain Road in Karori.

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 | <input type="checkbox"/> Sustainable, natural eco city
<input checked="" type="checkbox"/> People friendly, compact, safe and accessible capital city
<input checked="" type="checkbox"/> Innovative, inclusive and creative city
<input checked="" type="checkbox"/> Dynamic and sustainable economy

<input type="checkbox"/> Functioning, resilient and reliable three waters infrastructure
<input checked="" type="checkbox"/> Affordable, resilient and safe place to live
<input checked="" type="checkbox"/> Safe, resilient and reliable core transport infrastructure network
<input type="checkbox"/> Fit-for-purpose community, creative and cultural spaces
<input type="checkbox"/> Accelerating zero-carbon and waste-free transition
<input checked="" type="checkbox"/> Strong partnerships with mana whenua |
|--|---|

Relevant Previous decisions

No relevant previous decisions have been identified.

Significance

The decision is rated medium significance in accordance with schedule 1 of the Council's Significance and Engagement Policy. The criteria that apply as set out in the Council's Significance and Engagement Policy (June 2018) are:

Importance to Wellington City: Legislative requirements in relation to addressing for wayfinding are met by the recommendation here. The recommended name will contribute to the wellbeing of the local community and the visibility of te reo Māori in Wellington. It will also contribute to stories about native fauna in Wellington.

Community interest: Targeted engagement with pertinent stakeholders was undertaken.

Consistency with existing policy: The recommendation is consistent with the provisions of the Naming Policy: Te Māpihi Maurea (the Policy).

Impact on Council's capacity and capability: This has been assessed as minor.

Financial considerations

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

2. There are no financial implications of note.

Risk

☒ Low ☐ Medium ☐ High ☐ Extreme

3. The risk from naming this new private right-of-way is nil. In contrast, not naming the right-of-way will increase the risk that an adverse event may cause harm to people and/or property.

Authors	Carline Thomas, Land & Customer Information Advisor Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Nadia Webster, Manager Data & Insights Liam Hodgetts, Chief Planning Officer

Taunakitanga

Officers' Recommendations

Officers recommend the following motion

That Pūroro Hātepe - Regulatory Processes Committee:

- 1) Receive the information
- 2) Agree to name the new private right-of-way being developed off Chamberlain Road in Karori, **Ara Toutouwai**, as shown on F Plan 3122.

Whakarāpopoto

Executive Summary

4. This report recommends the name **Ara Toutouwai** for a new private right-of-way to be developed off Chamberlain Road in Karori (F Plan 3122 refers).
5. Ngāti Toa's guideline in respect of this name was that referencing native flora or fauna would be appropriate here.
6. The Karori Residents' Association supports the name **Ara Toutouwai** for this right-of-way, as does the developer. The Karori Historical Society is unopposed to the use of **Ara Toutouwai** in this location.
7. Naming the right-of-way will allow addresses to be assigned in accord with relevant policies, standards, and legislation. Crucially, it will enable wayfinding.

Takenga mai

Background

8. Not applicable.

Kōrerorero

Discussion

9. A new private right-of-way (ROW) is to be formed leading off Chamberlain Road in Karori. Since the ROW will give access to more than five lots, it needs to be named in accord with the Australia/New Zealand Addressing Standard AS/NZS 4819:2011 and the Council's Naming Policy: Te Māpihi Maurea.
10. Ngāti Toa have suggested the names of native flora and fauna to be appropriate for use in this site. Consultation with mana whenua was facilitated by Regulatory Processes Committee member, Liz Kelly.
11. *Toutouwai* is the te reo Māori name for New Zealand's endemic robin. There is a North Island robin and a South Island robin, as well as the Chatham Island's black robin. Once found throughout New Zealand in forest and tall scrub, the robin is now mostly confined to central areas of the North Island, parts of the South Island, and Chatham Island. It seems likely it would have been found in the Karori area in pre-European times, prior to the clearance of the native bush that would have been found in that area. Similar to a tomtit, the robin is now critically endangered. Some birds have been more recently introduced to Kapiti Island and Zealandia in an attempt to establish new breeding populations and help to protect its numbers from further decline. There is further

information about the toutouwai at the following webpage:

<https://nzbirdsonline.org.nz/species/north-island-robin>

12. The road name type of 'Ara' is proposed for use with the recommended name. This road name type is sanctioned by Land Information New Zealand where names in te reo Māori are to be allocated to right-of-ways.
13. The Karori Residents' Association have advised their support for the name **Ara Toutouwai** for this new ROW, as shown on F Plan 3122. The Karori Historical Association is unopposed to this name.
14. The developer's agent has advised the developers' support for **Ara Toutouwai**.
15. **Ara Toutouwai** meets the criteria in the Naming Policy: Te Māpihi Maurea that gives the name third priority for consideration. The relevant criteria is that it is "an appropriate te reo name" that "reflects the local...fauna" (p. 8). This name also references the introduction of these little birds to Zealandia and the Wellington region (Kapiti Island). This latter further supports the notion that the toutouwai would have been found in Karori in pre-European times.
16. Despite a Toutouwai Lane in Porirua, the Greater Wellington Regional Council (who provides advice in respect of the differentiation of road names in the Wellington region) has advised that **Ara Toutouwai** is sufficiently unique for use in Wellington. This means **Ara Toutouwai** satisfies guidelines outlined on page nine of the Policy. Specific guidelines that are most pertinent here are that the proposed name is relatively "rerekē / unique in Wellington city and...the greater Wellington region" and "ngāwari / simple – ideally easy to spell and pronounce, and...spelled correctly". It also conforms with the Australia/New Zealand Addressing Standard AS/NZS 4819:2011 as per the Policy guidelines.
17. Provisions of the Council's Te Tauihu: Te Reo Māori Policy met by **Ara Paiwhenua** include the "aspirational goals" 1A and 1E (p. 12), and 2C and 2E (p. 13). Specific aspects of these goals that it meets are –
 - **1A: Te Reo Māori for Wellington: 'Critical Awareness'**
 - *Making te reo visible in our city landscape and places we meet;*
 - **1E: Te Reo Māori for Wellington: 'Corpus'**
 - *Using kupu provided by "iwi mana whenua...that are unique and meaningful for this place";*
 - **2C: Te Reo Māori for Wellington City Council: 'Use'**
 - *"Grow[ing] a culture of te reo Māori language use as a normal and expected part of our day";*
 - **2E: Te Reo Māori for Wellington City Council: 'Corpus'**
 - *A range of formal and informal te reo Māori is needed to create a store that can be heard, seen and felt across Wellington.*

Kōwhiringa

Options

18. The recommended name meets the provisions of Section 10(1) and (2) of the Local Government Act 2002. The Karori Residents' Association and Karori Historical

Association have been consulted. The Karori Residents' Association has endorsed the name **Ara Toutouwai** on behalf of the local community, while the Karori Historical Association are unopposed to this name (S10(1)). This name promotes the cultural well-being of the community in the present and for the future (S10(2)), whilst also acknowledging a probable historical feature of the site with respect to native fauna and flora.

19. The following options have been identified:

- a. The Committee can agree to name the new private right-of-way shown on F Plan 3122, **Ara Toutouwai**;
- b. Alternatively, the Committee can reject the recommendation. This will have the effect of restarting the consultation process in respect of proposals for names.

Whai whakaaro ki ngā whakataunga

Considerations for decision-making

Alignment with Council's strategies and policies

20. Paras. 15, 16, and 17 above outline the alignment of the recommended name with relevant Council strategies and policies.

Engagement and Consultation

21. This matter sits within the middle of the International Association of Public Participation (IAP2) Spectrum as shown in the Council's Significance and Engagement Policy. This means that stakeholders should be involved "throughout the process to ensure that public concerns and aspirations are consistently understood and considered" (p. 171). The engagement undertaken has sought to ensure that the decision to recommend the name **Ara Toutouwai** has had "regard to the views of the community and those affected by the decision" (p. 171).
22. Stakeholders consulted in this matter include Ngāti Toa, the Karori Residents' Association, the Karori Historical Association, and the developer's agent. The 'Principles of Consultation', 6(a) to 6(e) as outlined on page 172 of the Significance and Engagement Policy, were followed during this consultation. Principle 6(f) will be followed post-decision.

Implications for Māori

23. Ngāti Toa have suggested a name referencing native flora or fauna for this location. **Ara Toutouwai** references an endemic bird that is likely to have been historically found in this site. The intent of Te Tauihu, Council's te reo Māori Policy will be furthered through the adoption of this name since it will contribute to the "revitalisation" (p. 6) of te reo Māori in Wellington.

Financial implications

24. No financial implications have been identified that are pertinent here.

Legal considerations

25. Allocation of street names is a statutory function of Council under Section 319A of the Local Government Act 1974. Naming roads permits the allocation of addresses

according to the Local Government Act 1974 (s319(b)) and the Addressing Standard AS/NZS 4819:2011. Addresses facilitate way-finding for visitors to an area. To the extent that this enables the well-being of communities by reducing the possibility of a fatal delay in attending an emergency event, the timely naming of roads meets the provisions of Section 10(1)(b) of the Local Government Act 2002.

Risks and mitigations

This proposal is rated as low risk on the Council's risk framework. There is low possibility that a high-risk event could occur should naming be delayed or depart from the guidelines in the Policy. For example, emergency services may struggle to quickly locate the site in the absence of addresses should an accident involving site construction workers or builders occur.

Disability and accessibility impact

27. No impacts for accessibility have been identified, other than that naming this right-of-way will enable wayfinding for visitors to the area. This will assist caregivers and emergency services to readily locate the homes of people with disabilities living in this ROW.

Climate Change impact and considerations

28. No impacts or considerations in respect of climate change have been identified.

Communications Plan

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

Health and Safety Impact considered

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

Ngā mahinga e whai ake nei

Next actions

31. Should the recommendations of this report be endorsed, addresses will be allocated to the proposed new lots. This will facilitate completion of the subdivision and the building of housing on the new lots. The developer will be asked to display the appropriate signage showing the name of this private right-of-way. Relevant parties to whom the name will be notified include Land Information New Zealand, Fire and Emergency New Zealand, and New Zealand Post.

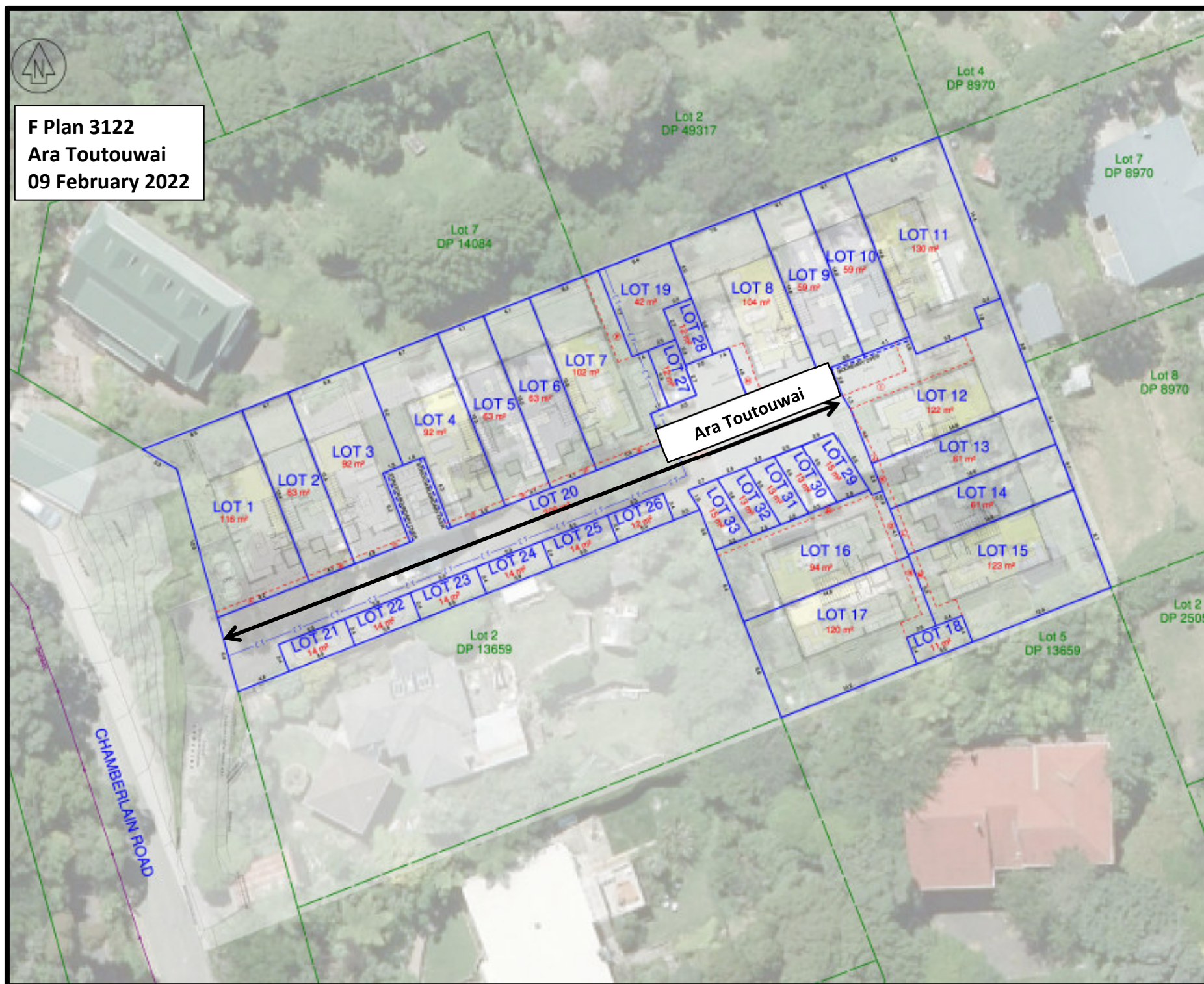
32. Should the Committee reject the recommendation, then consultation will recommence as appropriate.

Attachments

Attachment 1. F Plan 3122 Ara Toutouwai



F Plan 3122
Ara Toutouwai
09 February 2022



ACTIONS TRACKING

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

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Nil | <input type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|---|--|---|

Risk

- | | | | |
|---|---------------------------------|-------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> 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.

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 25 resolutions of the Pūroro Hātepe - Regulatory Processes Committee in December 2021:

 - 5 require no action from staff
 - 13 are in progress
 - 7 are complete
9. 46 in progress actions were carried forward from the last action tracking report. Of these:
 - 22 are still in progress
 - 24 have been completed
10. Further detail is provided in Attachment One.

Attachments

Attachment 1. Actions Tracking - Feb

	Meeting	Item	Clause	Status	Comments
08 June 2021	Pūrora 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	
08 June 2021	Pūrora 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	Pūrora 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	Pūrora 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	
11 August 2021	Pūroro Hātepe Regulatory Processes Committee	2.3 Traffic Resolutions	c. TR79-21 Lookout Road, Hataitai - No Stopping At All Times	In progress	Sent to contractors
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	Complete	Deferred to the Nov 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	Sent to contractors
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	
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	d) TR92-21 Lyall Parade, Lyall Bay – new mobility parking space	Complete	
11 August 2021	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	e) TR93-21 Wadestown Road, Wadestown - No Stopping At All Times	Complete	
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	Sent to contractors, meeting onsite with contractors 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.	Complete	
11 August 2021	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Closure	a. Spring into Tawa Saturday 30 October 2021 5am to 5pm i. Main Road (between Lyndhurst Road roundabout and Surrey Street intersection)	Complete	
11 August 2021	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Closure	b. Thorndon Fair Sunday 5 December 2021 6am to 6pm i. Tinakori Road (between Bowen Street and Harriett Street) ii. Hill Street (between Tinakori Road and Selwyn Terrace)	Complete	

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)	Complete
11 August 2021	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Closure	d. A Very Welly Christmas Friday 26th November 2021 Midnight to Sunday 28th November 2021 10pm i. Lambton Quay (Whitmore Street to Willis Street) ii. Ballance Street Lambton (Old Bailey side entrance to Lambton Quay) iii. Stout Street (Ballance Street to Lambton Quay) iv. Waring Taylor Street (intersection Maginnity and Waring Taylor to Lambton Quay) v. Johnson Street (Wilson carpark to Lambton Quay) vi. Brandon Street (Halfway on Brandon Street to Lambton Quay)	Complete
11 August 2021	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Closure	e. Johnsonville Christmas Parade Saturday 4 December 2021 6am to 4pm i. Wanaka Street (6am to 4pm) ii. Dr Taylor Terrace (6am to 1.30pm) iii. Moorefield Road (between Haumia Street and Johnsonville Road roundabout (10.45am to 12pm) iv. Moorefield Road (between Johnsonville Road and Middleton Road roundabouts (11am to 12.30pm) v. Rotoiti Street (closed to through traffic 11am to 12.30pm) vi. Broderick Road (Phillip Street to Johnsonville Road 11am to 12.30pm)	Complete

08 September 2021	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Closure	<p>f. Gazley Volkswagen Wellington Marathon Sunday 10 October 2021 6am to 1.00pm</p> <p>i. Seaward lane Closures, 2 Lanes Westpac Stadium traffic lights, south along Waterloo Quay custom House Quay, Jervois Quay to start of Cable Street.</p> <p>ii. Two lanes to be closed between 6.00am to 10.00am reducing to one lane until 1.00pm.</p> <p>iii. This is for the outward section of all races, using two of the three lanes until Jervois Quay where it would gradually funnel down to one lane by Cable Street.</p> <p>iv. Seaward Lane Closure, Waterloo Quay, from Westpac Stadium traffic lights south along Waterloo Quay to intersection with Whitmore Street.</p> <p>v. Lane closure to be in place between 6.00am to 1.00pm</p>	Complete
08 September 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	<p>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.</p>	Complete
08 September 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	<p>a. Kilbirnie Christmas Parade Sunday 5 December 2021 6.00am to 1.00pm</p> <p>i. Bay Road (between Rongotai Road and Coutts Street)</p> <p>ii. Rolling Lane Closure Parade starts 10.30am</p> <p>iii. Mahora Street to Rongotai Road, to Bay Road</p> <p>iv. Parking restrictions will apply on Coutts Street</p>	Complete
08 September 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	<p>b. Beers at the Basin Tuesday 7 December 2021 to Tuesday 14 December 2021 6.00am to 5.00pm Daily</p> <p>i. Slip Lane (between Cambridge Terrace and Ellice Street</p>	Complete

08 September 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	<p>c. Anzac Day Pukeahu Park Monday 25 April 2022</p> <p>i. Tory Street (Vivian Street to Pukeahu Memorial Park)</p> <p>ii. Tasman Street (Pukeahu Memorial Park to Rugby Street)</p> <p>iii. Frederick Street (No through Traffic)</p> <p>iv. Martin Square (south to North)</p> <p>v. Parking restrictions will be in place</p>	In progress
08 September 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	<p>d. New Zealand Cycle Classic Saturday 8 January 2022 to Sunday 9 January 2022 11.59pm to 5.00pm</p> <p>i. Lambton Quay (Whitmore Street to Willis Street)</p> <p>ii. Willis Street (Mercer Street to Hunter Street including Lambton/Willeston intersection)</p> <p>iii. Ballance Street (Lambton Quay to Stout Street)</p> <p>iv. Stout Street (Ballance Street to Lambton Quay)</p> <p>v. Maring Taylor Street (Maginnity Street to Lambton Quay)</p> <p>vi. Dohnston Street (Featherston Street to Lambton quay)</p> <p>vii. Brandon Street (Featherston Street to Lambton Quay)</p> <p>viii. Panama Street (Featherston Street to Hunter Street)</p>	Complete

08 September 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	<p>e. Bound the Bays Sunday 20 February 2022 6.00am to 1.00pm</p> <p>i. Customhouse Quay (Southbound lanes from Whitmore Street to Jervois Quay) from 6.30am to 11.00am</p> <p>ii. Jervois Quay (Southbound lanes from Customhouse Quay to Cable Street) 6.30am to 11.00am</p> <p>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</p> <p>iv. Oriental Parade (all of Oriental Parade from 7.15am to 11.00am)</p> <p>v. Evans Bay Parade (between Cobham Drive and Kilbirnie Crescent) from 7.15am to 12noon</p> <p>vi. Wellington Road (one way east between Crawford</p>	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.	<p>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:</p> <p>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</p> <p>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”)</p> <p>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</p>	In progress	The lease won't be executed until the refurbishment is done.

13 October 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	1. Receive the information	Complete	
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	
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 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	
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	
13 October 2021	Pūroro Hātepe Regulatory Processes Committee	2.3 Forward Programme	1. Receive the information	Complete	
10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.4 Action Tracking	1. Receive the information	Complete	

10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	1. Receive the information	Complete	The information was formally received by the committee
10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	a)TR101-21 (Part of) Tawa Street, Tawa - No Right Turn	In progress	
10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	b)TR102-21 (Part of) Tanera Crescent, Brooklyn - Stop Control	In progress	
10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	c)TR103-21 (Part of) Amritsar Street, Khandallah - No Stopping At All Times	Complete	
10 November 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	
10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	e)TR107-21 (Part of) Fox Street, Ngaio - No Stopping At All Times	Complete	
10 November 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

10 November 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 h)TR110- 21 (Part of) Durham Street, Te Aro - No Stopping At All Times	Complete	
10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	i)TR111-21 (Part of) Raroa Road, Kelburn - No Stopping At All Times	Complete	
10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	j)TR112-21 (Part of) Boulcott Street, Wellington Central - Metered parking	In progress	Signs installed, waiting on road markings and sensors
10 November 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	
10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	l)TR115-21 (Part of) Chelmsford Street, Ngaio - No Stopping At All Times	In progress	Following up with contractor
10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	m)TR116-21 (Part of) Bunny Street, Pipitea - Metered mobility parking	In progress	
10 November 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	

10 November 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	
10 November 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	
10 November 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	
10 November 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	
10 November 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
10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	3. Defer TR35-21 Silverbirch Grove, Churton Park No Stopping At All Times to the December meeting of the Pūroro Hātepe Regulatory Processes Committee.	Complete	
10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	4. Note that the committee recommends that Garden Road is a high priority for an area based parking review and possible new residents parking scheme.	In progress	

10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.2 Development Contribution Remission Request for 132 Adelaide Road	1. Receive the information	Complete	The information was formally received by the committee
10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.2 Development Contribution Remission Request for 132 Adelaide Road	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	
10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.2 Development Contribution Remission Request for 132 Adelaide Road	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	
10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Stopping and Land Exchange - Adjoining 3 Short Street, Vogeltown.	1. Receive the information.	Complete	The information was formally received by the committee

10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Stopping and Land Exchange - Adjoining 3 Short Street, Vogeltown.	<p>2. Recommend to Council that it:</p> <p>a. DDeclare the approximately 40m² (subject to survey) of unformed legal road land in Short Street (the Land), adjoining 3 Short Street (being Section 47 Owhiro District held on ROT WN22D/110), is not required for a public work and is surplus to Council's operational requirements.</p> <p>b. AAgree to dispose of the Land by sale or partial exchange for approximately 3m² of the owners adjoining land currently part of 3 Short Street (Section 47 Owhiro District held on ROT WN22D/110, the Applicant's Land).</p> <p>c. AAgree to acquire the Applicant's Land.</p> <p>d. DDelegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping, the disposal of the Land, and the acquisition</p>	In progress	
10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Stopping and Land Exchange - Adjoining 3 Short Street, Vogeltown.	<p>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.</p>	In progress	
10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.4 Proposed Road Closure	1. Receive the information	Complete	The information was formally received by the committee

10 November 2021	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 Reports: a. B Island Bay Festival Sunday 13 February 2022 6am to 6.30pm b. E uba Dupa Friday 25 March 2022 11.59 to Monday 28 March 2022 3am c. D omestic Cricket Various Dates Dec 2021 to Jan 2022 8am to 9pm d. N ewtown Festival Sunday 6 March 2022 5am to 9.00pm Postponement Date Sunday 3 April 2022 5am to 9.00pm	In progress	
10 November 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	
10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.5 Actions Tracking	1. Receive the information	Complete	The information was formally received by the committee.
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.6 Forward Programme	1. Receive the information	Complete	The information was formally received by the committee.
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	1. Receive the information	Complete	

08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	b) TR104-21 Auckland Terrace, Melrose – No Stopping At All Times	In progress
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	c) TR105-21 Mersey Street, Island Bay - Time limited parking restrictions (Amended)	In progress
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	d) TR124 -21 Rakau Road, Hataitai - No Stopping At All Times	In progress
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	e) TR125-21 Alexandra Road, Hataitai - No Stopping At All Times	In progress
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	f) TR126-21 Tawa Terrace, Tawa - No Stopping At All Times	In progress
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	g) TR127-21 Helston Road, Johnsonville - No Stopping At All Times	In progress
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	h) TR128-21 Duncan Terrace, Kilbirnie – Confirm mobility parking	In progress

08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	i) TR129-21 Oriental Parade, Oriental Bay – Relocate metered mobility parking	In progress
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	j) TR130-21 Konini Road, Hataitai - No Stopping At All Times	In progress
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	k) TR131-21 Pitt Street, Wadestown - No Stopping At All Times	In progress
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	l) TR132-21 Park Road, Miramar - Bus Stop # 6236 layout improvements	In progress
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.2 Development Contributions Postponement Request for 3 Livingstone Street	1) Receive the information	Complete
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.2 Development Contributions Postponement Request for 3 Livingstone Street	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.	Complete
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.2 Development Contributions Postponement Request for 3 Livingstone Street	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.	Complete

08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.2 Development Contributions Postponement Request for 3 Livingstone Street	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	Complete
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Stopping - Land Adjoining 26 Northland Road, Northland	1) Receive the information	Complete
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Stopping - Land Adjoining 26 Northland Road, Northland	2) Recommend to the Council that it: a. Declare the approximately 136m2 (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.	Complete
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.3 Proposed Road Stopping - Land Adjoining 26 Northland Road, Northland	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
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.5 Proposed Road Closures	1) Receive the information	Complete

08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.5 Proposed 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: 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	In progress	
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.5 Proposed 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 no likely to cause unreasonable impact on traffic.	In progress	
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.6 Action Tracking	Receive the information	Complete	
08 December 2021	Pūroro Hātepe Regulatory Processes Committee	2.7 Forward Programme	Receive the information	Complete	
	Pūroro Hātepe Regulatory Processes Committee	2.4 Proposal to Stop Paper Road Adjoining 529 Takapu Road and Belmont Regional Park	Agree under Standing Order 25.2 (f) that the motion under debate at committee be referred to the next ordinary meeting of the Council on 15 December 2021.	Complete	Council resolved to stop this road, following consultation with iwi.

FORWARD PROGRAMME

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:

- | | |
|--|---|
| Strategic alignment with priority objective areas from Long-term Plan 2021–2031 | <input type="checkbox"/> Sustainable, natural eco city
<input type="checkbox"/> People friendly, compact, safe and accessible capital city
<input type="checkbox"/> Innovative, inclusive and creative city
<input type="checkbox"/> Dynamic and sustainable economy

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

Relevant Previous decisions

Not applicable.

Financial considerations

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Nil | <input type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|---|--|---|

Risk

- | | | | |
|---|---------------------------------|-------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> 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.

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 16 February 2022
 - Dog Control Objection Hearing
5. Wednesday 2 March 2022
 - Road Closures (Chief Infrastructure Officer)
 - Traffic Resolutions (Chief Infrastructure Officer)
6. Wednesday 13 April 2022
 - Road Closures (Chief Infrastructure Officer)
 - Traffic Resolutions (Chief Infrastructure Officer)
 - New premises lease – Miramar Playcentre, Crawford Green Park (Chief Customer and Community)

Attachments

Nil