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

**Time:** 9:30am  
**Date:** Wednesday, 13 April 2022  
**Venue:** Ngake (16.09)  
Level 16, Tahiwi  
113 The Terrace  
Wellington

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**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, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8337, emailing [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz) or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.*

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## **AREA OF FOCUS**

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

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

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

**Quorum:** 4 members

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## 1. Meeting Conduct

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### 1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

### 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 16 February 2022 will be put to the Pūroro Hātepe | Regulatory Processes Committee for confirmation.

### 1.5 Items not on the Agenda

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

***Matters Requiring Urgent Attention as Determined by Resolution of the Pūroro Hātepe | Regulatory Processes Committee.***

The Chairperson shall state to the meeting:

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

The item may be allowed onto the agenda by resolution of the Pūroro Hātepe | Regulatory Processes Committee.

***Minor Matters relating to the General Business of the Pūroro Hātepe | Regulatory Processes Committee.***

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Pūroro Hātepe | Regulatory Processes Committee for further discussion.

## **1.6 Public Participation**

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz), by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

## 2. General Business

### 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:

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

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

#### Relevant Previous decisions

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

#### Significance

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

#### 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	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

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## 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 for this event (as listed below) to vehicles and cyclists only, subject to the conditions listed in the proposed Road Closure Impact Reports.

**Vosseler Shield Saturday 28 May 2022 10.00am to 5.00pm.**

Alexandra Road (Northside of SPCA entrance way to the intersection of Lookout and Alexandra Road)

**Gazley Volkswagen Wellington Marathon Sunday 19<sup>th</sup> June 2022 6.00am to 1.00pm**

Seaward Lane Closures: 2 Lanes – Westpac stadium traffic lights, south along Waterloo Quay, Custom House Quay, Jervois Quay to start of Cable Street.

Two lanes will be closed between 6.00 am to 10.00 am, reducing to one lane until 1.00 pm. 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.

(Residents, business owners, Te Papa and market goers will have controlled access).

Seaward Lane Closures: Waterloo Quay, from Westpac Stadium traffic lights south along Waterloo Quay to intersection with Whitmore Street. Lane closure would be in place between 6.00 am to 1.00 pm.

Seaward Lane Closure: Cable Street to Oriental Parade, Lane closure would be in place between 6.00 am to 10.00 am.

Road closure: Oriental Parade and Evans Bay Parade, between Cable Street and Cobham Drive. Full road closure would be in place between 6.00 am to 12 noon. Landward lane for normal westbound traffic would be open by approx. 11.00 am.

(Residents and business owners will have controlled access).

Road Closure: Shelly Bay Road, between Miramar Avenue and Scorching Bay 7.00 am to 11.30 am

Controlled Waterfront Access from Herd Street through Chaffers Marina, Frank Kitts Park, Queens Wharf to Blue bridge Ferry Terminal between 9.00 am to 1.00 pm (This is for the return journey only)

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

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.

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## Whakarāpopoto

### Executive Summary

#### 4. Proposed Road Closures

##### **Vosseler Shield** Saturday 28 May 2022 10.00am to 5.00pm

Alexandra Road (North side of SPCA entrance way to the intersection of Lookout Road and Alexandra Road)

##### **Gazley Volkswagen Wellington Marathon** Sunday 19 June 2022 6.00am to 1.00pm

Seaward Lane Closures: 2 Lanes – Westpac stadium traffic lights, south along Waterloo Quay, Customhouse Quay, Jervois Quay to start of Cable Street.

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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

## Takenga mai

### Background

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

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

- a) An event organiser applies for a road closure when proposed events require one
  - b) Council officers receive the proposal and assess the merits and need for a road closure
  - c) The council advertised its intention to close the road in the public notice column of the local newspaper and on social media
  - d) Together with the event organiser, Council officers ensure consultation with affected stakeholders are carried out and a communication plan is formulated
  - e) Any objections are followed up and resolved as far as practical
  - f) The event organiser works together with Council officers who modify any plan in response to public submission and prepare an impact report for Committee
  - g) Council officers recommend any conditions that should apply to the approval
  - h) The Committee deliberates on the proposed road closure
  - i) A Council officer notifies the event organiser of the committee's decision
7. The proposed road closures for Vosseler Shield is usually held using Stop Go traffic management, to ensure the safety of the increased participation and road closure is a lot safer.

## **Kōrerorero**

### **Discussion**

8. There are ongoing discussions with all parties concerned up to and during the event.

## **Kōwhiringa**

### **Options**

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

## **Whai whakaaro ki ngā whakataunga**

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

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

11. The City Events Team has assessed the proposed events regarding their contribution towards Council's strategies and policies. The proposed events support the Council's strategy of being the "Events Capital" and will contribute to the economic success of the city.

### **Engagement and Consultation**

12. Members of the public have been advised of the road closures and informed of their right to object.
13. 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 Say

These details are part of the Impact Reports

14. Members of the public will 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
15. Event organisers are working with resident groups where applicable, community groups local retailers and businesses and have advised them of their intention to close the road.
16. 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.
17. Council intention to consider and propose temporary road closure was notified through an advertisement in the Dominion Post, Facebook, Twitter, have Your Say. These adverts invited the public to make submission on the proposed road closures.
18. If approved, event organisers have also consulted the following government agencies and associate organisations:
  - a) New Zealand Police
  - b) Waka Kotahi (NZTA)
  - c) Fire and Emergency New Zealand
  - d) Wellington Free Ambulance
  - e) Public Transport Operators
  - f) Relevant Council Business units, e.g. Roading, Wredera & Communications
19. Any correspondence received in response to the proposed closure has been included in the attached Impact report

### **Implications for Māori**

20. There are no Te Tiriti o Waitangi implications.

### **Financial implications**

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

### **Legal considerations**

22. Nil

### **Risks and mitigations**

23. All safety risks are managed by way of the Traffic Management Plan.

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### **Disability and accessibility impact**

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

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

25. See Impact Reports for event organiser consideration of climate change impacts.

### **Communications Plan**

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

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

27. Health and Safety is covered by the event management plan submitted to Council for approval prior to the event. This is assessed together with the traffic management plan to ensure the event and associated road closures are managed safely.

### **Ngā mahinga e whai ake nei**

#### **Next actions**

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

#### **Attachments**

- |               |                               |
|---------------|-------------------------------|
| Attachment 1. | Vosseler Shield Impact Report |
| Attachment 2. | Vosseler Shield Advert        |
| Attachment 3. | Vosseler Shield Pic           |
| Attachment 4. | Gazley Marathon Impact Report |
| Attachment 5. | Gazley Marathon Advert        |
| Attachment 6. | Gazley Marathon Map           |



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## PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

### **VOSSELER SHIELD SATURDAY 28 MAY 2022 10.00AM TO 5.00PM**

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#### **1. Description of Event**

The Vosseler Shield is a cross-country running event around Mt Victoria with races ranging from 1.6km to 10km for various age groups. The Wellington Harrier Athletic Club has been running the event since 1923 making this the oldest inter-club race in Wellington and is regarded as one of the toughest courses in New Zealand.

Tracks will remain open to the public and all road crossings will be marshalled. The first race starts at 12.40pm and the final race should be finished by 4.00pm with parking will be restricted in some areas.

**The proposed road closure to vehicles and cyclists, is as follows: Vosseler Shield: Saturday 28 May 2022 10.00am to 5.00pm**

- **Alexandra Road (North side of SPCA entrance way to the intersection of Lookout Road and Alexandra Road)**

Please refer to the map attachment for further detail.

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

#### **Climate Change**

The Vosseler Shield will have no effect that we can see on Climate Change. We have no stalls. Whatever rubbish it produces is removed by runners. We supply our own tape, cones and track markers, which are reused and recycled each year.

#### **1. 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, Saturday 12 March 2022
- Social Media, Friday 18 March 2022
- Twitter, Friday 18 March 2022
- Facebook, Friday 18 March 2022

- Have your say, Friday 18 March 2022

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

### 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, clause 11\(e\)](#)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

#### 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 10.00am to 5.00pm Saturday 28 May 2022.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- 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.

# REGULATORY PROCESSES COMMITTEE

**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke

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

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

## Attachments

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

Maria Taumaa

Prepared By .....

Maria Taumaa

Street Activities Coordinator

Approved By

Jacqui Austin

Team Leader Street Activities and Audit Coordination



## **Proposal to Close Roads - Wellington City**

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The Regulatory Processes Committee will meet on Wednesday 13 April 2022 to consider the following temporary road closure for Events.

**Vosseler Shield 28 May 2022 10.00am to 5.00pm**

**Alexander Road** (North side of SPCA entrance way to the intersection of Lookout Road and Alexandra Road)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 25 March 2022. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email [street.activities@wcc.govt.nz](mailto:street.activities@wcc.govt.nz).

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

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

**Wellington City Council**  
PO Box 2199, Wellington 6140  
[Wellington.govt.nz](http://Wellington.govt.nz)

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





Event Name: Vosseler Shield (Wellington Harrier Athletic Club)

From: 28/03/2022 10:00:00 am Until: 28/03/2022 4:00:00 pm

Event Type: Road Closure

Event Details:



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## PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

### **GAZLEY VOLKSWAGEN WELLINGTON MARATHON SUNDAY 19 JUNE 2022 6.00 AM TO 1.00 PM**

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#### **1. Description of Event**

This event has been a part of the Wellington City events calendar for many years and has been run over this route since 2003 when the event shifted to the current Sky Stadium venue. The Wellington Marathon has grown to more than 4000 participants. It is now a member of New Zealand's "Big Five" marathon events, alongside the Auckland, Queenstown, Rotorua and Christchurch.

The event attracts more than 2000 visitors every year, while locally it is the Wellington region's major winter festival. Due to covid 19 this event was not held in 2020 or 2021.

In 2022, the event will follow the same route with the same controls as in previous events, the full application for all roading controls, including course description, course planning and event's background and benefits to Wellington.

The event will once again feature a full marathon (42.2k) Half Marathon (21.1k) a 10K and the kids Magic Mile.

**The proposed road closures to vehicles and cyclists, are as follows: Gazley Volkswagen Wellington Marathon: Sunday 19 June 2022 6.00 am to 1.00 pm.**

Seaward Lane Closures: 2 Lanes – Westpac stadium traffic lights, south along Waterloo Quay, Customhouse Quay, Jervois Quay to start of Cable Street.

Two lanes will be closed between 6.00 am to 10.00 am, reducing to one lane until 1.00 pm. 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.

(Residents, business owners, Te Papa and market goers will have controlled access).

Seaward Lane Closures: Waterloo Quay, from Westpac Stadium traffic lights south along Waterloo Quay to intersection with Whitmore Street. Lane closure would be in place between 6.00 am to 1.00 pm.

Seaward Lane Closure: Cable Street to Oriental Parade, Lane closure would be in place between 6.00 am to 10.00 am.

Road closure: Oriental Parade and Evans Bay Parade, between Cable Street and Cobham Drive. Full road closure would be in place between 6.00 am to 12 noon. Landward lane for normal westbound traffic would be open by approx. 11.00 am.

(Residents and business owners will have controlled access).

Road Closure: Shelly Bay Road, between Miramar Avenue and Scorching Bay 7.00 am to 11.30 am

Controlled Waterfront Access from Herd Street through Chaffers Marina, Frank Kitts Park, Queens Wharf to Blue bridge Ferry Terminal between 9.00 am to 1.00 pm (This is for the return journey only)

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

As an event that promotes human-powered endeavour the Wellington Marathon is a very relevant community occasion, meeting increasingly important social objectives such as health and well-being, community goodwill and climate change.

Organisationally the event involves the wider community in such ways as utilising local service providers as much as possible and donating more than \$20,000 to local community groups and charities in exchange for the 200-plus volunteers required.

We meet climate-change objections by the promotion of human-powered endeavour and initiatives such as, the use of recyclable and compostable consumables, by following the Greater Wellington event waste minimisation guidelines, by staging the event close to regional public transport networks, by promoting those transport networks, by not providing waste-heavy participant goodie bags, by providing clean-up crews to leave the course “as we found it”.

## 2. Events Directorate Support

This annual sporting event is supported by the City Events team. Although 2020 and 2021 were cancelled due to covid.

## 3. Proposal Notice and Consultation

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

- Dominion Post, 3 April 2022
- Social Media, 4 April 2022
- Twitter, 4 April 2022
- Facebook, 4 April 2022
- Have your say, 4 April 2022

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

## 4. Objections

There have been no objections to this road closure request.

## 5. Traffic Impact Assessment

### Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: [Local Government Act 1974, Section 342, Schedule 10](#), clause 11e

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

## Traffic Impact

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

## Conditions:

- The road closure is valid from 6.00 am to 1.00 pm on Sunday 19 June 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 were road closures transition from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all of their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required 10 days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must work with Coastguard Emergency services at Evans Bay Marina to ensure in an emergency, coastguards are able to enter the first driveway from State Highway 1 within the road closure.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

## Attachments

- Map of proposed closure



# REGULATORY PROCESSES COMMITTEE

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

- Copy of Dom Post Public notice

Maria Taumaa

Prepared By .....

Maria Taumaa

Street Activities Coordinator

Approved By

Jacqui Austin

Team Leader Street Activities and Audit Coordination



## **Proposal to Close Roads - Wellington City**

The Regulatory Processes Committee will meet on Wednesday 13 April 2022 to consider the following temporary road closure for Events.

**Cazley Volkswagen Wellington Marathon Sunday 19 June 2022  
6.00am to 1.00pm.**

**Seaward Lane closures 2 Lanes 6.00am to 10.00am  
Sky Stadium Traffic Lights along Waterloo Quay.**

**Customhouse Quay: (Jervois Quay to Cable Street)  
Two Lanes will be closed between 6.00am to 10.00am, reducing to one lane until 1.00pm.**

**NB: This is for outward section of all races using two of the three lanes on Jervois Quay, when it will gradually funnel down to one lane at Cable street.**

**(Residents, Business owners, To papa visitors and market goers will have controlled access.)**

**Seward Lane Closures Waterloo Quay from Westpac Stadium traffic lights south along Waterloo Quay to intersection with Whitmore Street. Lane closure would be in place between 6.00am to 1.00pm.**

**Cable Street to Oriental Parade 6.00am to 10.00am.  
Oriental Parade to Evans Bay Parade (between Cable Street and Cobham) full road closure would be in place between 6.00am to 12.00 noon.**

**Landward lane for normal westbound traffic would be open from approx. 6.00am to 11.00am.  
(Residents and business owners will have controlled access.)**

**Shelly Bay Road between Miramar Avenue and Scorching Bay 7.00am to 11.30am.  
(Residents and Business Owners will have controlled access.)**

**Road closure ends North of Scorching Bay so public access to Café, playground and car parking are unaffected. Marshals will help residents access Herd Street from 7.30am to 11.30am.**

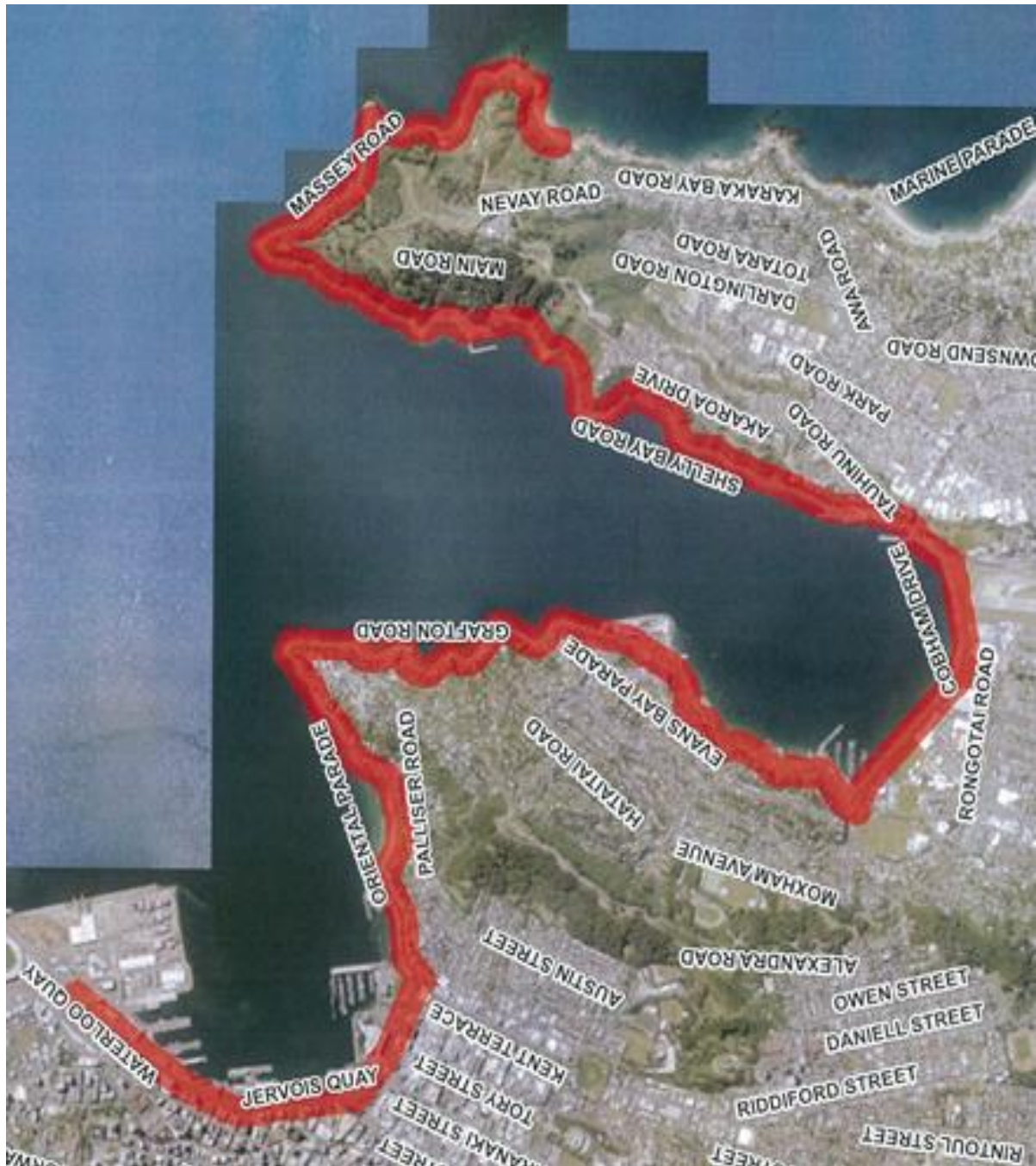
**Controlled Waterfront Access from Herd Street through Chaffers marina, Frank Kitts, Queens Wharf to Bluebridge Ferry Terminal, between 9.00am to 1.00pm. Traffic Management will manage any variations required. (This is for the Return Journey Only.)**

**Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 15 April 2022. Please send correspondence to Street Activities at mailing address PO Box 2799 Wellington or by email [Street.activities@wcc.govt.nz](mailto:Street.activities@wcc.govt.nz)**

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

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

# Gazley Marathon Map



From: 19/06/2022 6:00 am

Until: 19/06/2022 1:00 pm



## TRAFFIC RESOLUTIONS

### 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

#### Relevant Previous decisions

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

#### Significance

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

#### Financial considerations

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

2.

#### Risk

☐ Low      ☒ Medium      ☐ High      ☐ Extreme

3.

Authors	Johan Brounts, Project Coordinator Zackary Moodie, T/L Transport Engineering Soon Teck Kong, Transport Engineering and Operations Manager
Authoriser	Brad Singh, Transport and Infrastructure Manager Siobhan Procter, Chief Infrastructure Officer



## **Taunakitanga**

### **Officers' Recommendations**

Officers recommend the following motion

That Pūroro Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021:
  - a) TR22-22 Russell and Edinburgh Terrace, Berhampore – Stop controlled intersection
  - b) TR23-22 Rai Kai Way and Ohiro Road, Brooklyn – No Stopping At All Times
  - c) TR24-22 Court Road, Tawa – No Stopping At All Times
  - d) TR25-22 Highbury Road, Highbury – No Stopping At All Times
  - e) TR26-22 Nether Green Crescent, Johnsonville – No Stopping At All Times
  - f) TR27-22 Tasman Street, Mount Cook – Parking Time Limit Change
  - g) TR30-22 Evesham Place, Newlands – No Stopping At All Times
  - h) TR32-22 Bowen Street, Wellington Central – Convert P10 park to P180 Mobility Park
  - i) TR33-22 Helston Road, Johnsonville – No Stopping At All Times
  - j) TR34-22 Grass Street, Oriental Bay – New Resident Parking area
  - k) TR35-22 Mein Street, Newtown – Time Restricted P180 Parking
  - l) TR36-22 Kaikoura Street, Maupuia – No Stopping At All Times
  - m) TR37-22 Adelaide Road Berhampore Bus stop 6418 relocation GS to review again
  - n) TR38-22 Medway Street Island Bay Bus stop 6960 extension
  - o) TR39-22 Middleton Road Johnsonville Bus Stop 3200 relocation
  - p) TR40-22 Onepu Road Lyall Bay Relocation of Bus Stop 6330
  - q) TR41-22 Quebec Street Kingston Extension and confirmation of Bus Stop 6730 6733 7730
  - r) TR43-22 Willis Street, Te Aro – Clearway
  - s) TR45-22 Waiapu Road, Kelburn – Resident's Parking Spaces
  - t) TR46-22 Ohariu Road, Johnsonville – No Stopping At All Times
  - u) TR47-22 Rintoul Street, Newtown – P60 Mobility parking
  - v) TR48-22 Robieson Street, Roseneath – No Stopping At All Times
  - w) TR49-22 Thane Road, Roseneath – No Stopping At All Times

## **Whakarāpopoto**

### **Executive Summary**

3. A total of twenty-eight proposed traffic resolutions were issued for consultation between Monday 28 February 2022 and Sunday 13 March 2022. 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, twenty three traffic resolutions are being recommended for approval (refer to recommendations).

Four traffic resolutions were withdrawn for the following reasons:

- TR21-22 Clermont Terrace, Kelburn – Change residents parking restriction  
Withdrawn as there was no support by the residents and the issue raised was temporary.
- TR28-22 Coromandel Street, Newtown – Parking Time Limit Change  
Withdrawn as there was no support for removing parking for residents where residents are having difficulties to find parking.
- TR31-22 Cecil Road, Tawa – No Stopping At All Times  
Withdrawn due to no resident support. The original requestor noted that there were no safety risks and the proposed broken yellow lines are not required as the request originated on a day where parking demand was high due to a funeral gathering.
- TR42-22 Carlton Street, Melrose – No Stopping At All Times  
Officers received overwhelming negative feedback on the extent of the proposed No Stopping lines. The street has been operating without safety issues noted in Freshservice and there is no crash data on this street. The extent of broken yellow lines were applied to the street as a part of the "build back better" initiative by reviewing the entire street and not only the localised area with the identified hazard. The residents who sent in feedback were advised if there are future issues with parking in the street then we can review the plan and reconsult with the residents.

One traffic resolution has been deferred for further consultation:

- TR29-22 Kinghorne Street, Strathmore Park – No Stopping At All Times  
Officers received an overwhelmingly negative response from residents about the proposed changes, but there is an ongoing issue with parking over the footpath and on both sides along this narrow street. The team has deferred these changes to work with residents to develop a parking plan that reflects the public safety requirements and parking needs of the residents.

### **Takenga mai | Background**

4. Twenty-eight proposed traffic resolutions were publicly advertised in the Dominion Post on Monday 28 February 2022. 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.

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## **Kōrerorero**

### **Discussion**

5. 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**

6. The attached 'Traffic Resolutions Summary Table RPC 13 April 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**

7. 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**

8. Twenty-eight proposed traffic resolutions were publicly advertised in the Dominion Post on Monday 28 February 2022. 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**

9. Not applicable.

### **Financial implications**

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

### **Legal considerations**

11. 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**

12. None identified.

### **Disability and accessibility impact**

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

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

14. 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**

15. Not required.

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

16. 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**

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

### **Attachments**

- |                |   |
|----------------|---|
| Attachment 1.  | Traffic Resolutions Summary Table RPC 13 April 2022                               |
| Attachment 2.  | Table of Traffic Resolutions Legal Description RPC 13 April 2022                  |
| Attachment 3.  | TR22-22 Russell and Edinburgh Terrace, Berhampore – Stop controlled intersection  |
| Attachment 4.  | TR23-22 Rai Kai Way and Ohiro Road, Brooklyn – No Stopping At All Times           |
| Attachment 5.  | TR24-22 Court Road, Tawa – No Stopping At All Times                               |
| Attachment 6.  | TR25-22 Highbury Road, Highbury – No Stopping At All Times                        |
| Attachment 7.  | TR26-22 Nether Green Crescent, Johnsonville – No Stopping At All Times            |
| Attachment 8.  | TR27-22 Tasman Street, Mount Cook – Parking Time Limit Change                     |
| Attachment 9.  | TR30-22 Evesham Place, Newlands – No Stopping At All Times                        |
| Attachment 10. | TR32-22 Bowen Street, Wellington Central – Convert P10 park to P180 Mobility Park |
| Attachment 11. | TR33-22 Helston Road, Johnsonville – No Stopping At All Times                     |

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- Attachment 12. TR34-22 Grass Street, Oriental Bay – New Resident Parking area
- Attachment 13. TR35-22 Mein Street, Newtown – Time Restricted P180 Parking
- Attachment 14. TR36-22 Kaikoura Street, Maupuia – No Stopping At All Times
- Attachment 15. TR37-22 Adelaide Road Berhampore Bus stop 6418 relocation
- Attachment 16. TR38-22 Medway Street Island Bay Bus stop 6960 extension
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- Attachment 18. TR40-22 Onepu Road Lyall Bay Relocation of Bus Stop 6330
- Attachment 19. TR41-22 Quebec Street Kingston Extension and confirmation of Bus Stop 6730 6733 7730
- Attachment 20. TR43-22 Willis Street, Te Aro – Clearway
- Attachment 21. TR45-22 Waiapu Road, Kelburn – Resident's Parking Spaces
- Attachment 22. TR46-22 Ohariu Road, Johnsonville – No Stopping At All Times
- Attachment 23. TR47-22 Rintoul Street, Newtown – P60 Mobility parking
- Attachment 24. TR48-22 Robieson Street, Roseneath – No Stopping At All Times
- Attachment 25. TR49-22 Thane Road, Roseneath – No Stopping At All Times

# Traffic Resolutions Summary Table RPC 13 April 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	Feedback
								Daily Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR22-22	(part of) Russell and Edinburgh Terrace, Berhampore – Stop controlled intersection	No current control at this intersection	Stop Control	Safety	Residents	N/A	N/A	3,067	N/A	<p>Improves safety for pedestrian and road users.</p> <p>Pedestrian impact – positive, improved safety for pedestrians crossing at this intersection.</p>	<p>This proposal is to install a stop control at the intersection of Edinburgh Terrace and Russell Terrace in Berhampore.</p> <p>We have received safety concerns from residents about vehicles not stopping or giving way at this intersection.</p> <p>Installing a stop sign on Edinburgh Terrace will discourage drivers from entering the one-way street at this point.</p> <p>We have also received concerns about vehicles travelling fast along Russell Terrace and stopping traffic at this intersection will ensure drivers look out for other vehicles prior to turning onto Russell Terrace. The stop control will ensure that drivers also look out for pedestrians crossing Russell Terrace over to Newtown Park.</p> <p>We identified this intersection as warranting a stop control due to the restricted visibility at the intersection not being sufficient and Russell Terrace is also a high volume road.</p> <p>NZTA Crash Analysis System shows that there was one reported crash at this intersection in the last 5 years, involving two vehicles. The vehicle on Edinburgh Terrace did not give way to a vehicle travelling northbound on Russell Terrace causing a collision.</p> <p>The proposed stop-control intersection will improve the safety at this intersection.</p>	No = 3 Yes = 2 Yes/No = 1
TR23-22	(part of) Rau Kai Way and Ohiro Road, Brooklyn– No Stopping At All Times	Unrestricted parking	No Stopping	Visibility, Safety	Residents	Loss = 3 unrestricted parking spaces	N/A	7,936	N/A	<p>Improves safety for vehicles exiting Rau Kai Way and traffic travelling along Ohiro Road.</p>	<p>This proposal is to install broken yellow lines to the entrance of Rua Kai Way in Brooklyn.</p> <p>We have received access concerns from Rau Kai Way residents regarding parked vehicles near the intersection with Ohiro Road obstructing visibility.</p> <p>The installation of broken yellow lines will ensure there is sufficient visibility in both directions at the intersection.</p>	No = 1 Yes = 5

# Traffic Resolutions Summary Table RPC 13 April 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	Feedback
								Daily Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR24-22	(part of) Court Road, Tawa - No Stopping At All Times	Unrestricted parking	No Stopping	Visibility, Safety Accessibility	Residents	Loss = 24 unrestricted parking spaces	N/A	N/A	N/A	Improves safety and accessibility for vehicles travelling along Court Road.	<p>This proposal is to install 38 metres of broken yellow lines on the southern end of Court Road and 85 metres of broken yellow lines on the northwestern side of Court Road.</p> <p>We have received safety and accessibility concerns from local residents about vehicles parking on both sides of the road blocking traffic and local access to their properties at the end of Court Road.</p> <p>The road width measures approximately 6.2 metres at the widest section, which is insufficient for moving vehicles to pass when vehicles are parked on both sides of the road.</p> <p>To ensure there is adequate space for a vehicle to safely travel through the road and provide unhindered access for emergency service vehicles and large vehicles such as rubbish/recycling trucks, we propose the broken yellow lines along these sections of Court Road.</p>	No = 1 Yes = 0
TR25-22	(part of) Highbury Road, Highbury - No Stopping At All Times	Unrestricted parking	No Stopping	Accessibility	Residents	Loss = 18 unrestricted parking spaces	N/A	N/A	N/A	Improves safety and accessibility for vehicles travelling along Highbury Road.	<p>This proposal is to Install 54 Metres of broken yellow lines on the northern side of Highbury Road between no.12-15.</p> <p>We have received safety and accessibility concerns from local residents that the road width at these locations are too narrow to allow vehicles to park on both sides of the road.</p> <p>The road width measures approximately 6.6 metres with the narrowest section being 5.3 metres on a bend. There is insufficient room for moving vehicles to pass when vehicles are parked on both sides of the road.</p> <p>To ensure there is adequate space for a vehicle to safely travel through and provide unhindered access for emergency service vehicles and large vehicles such as rubbish/recycling trucks, we propose the installation of broken yellow lines along these sections for Highbury Road.</p>	No = 6 Yes = 0

## Traffic Resolutions Summary Table RPC 13 April 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	Feedback
								Daily Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR26-22	(part of) Nether Green Crescent, Johnsonville - No Stopping At All Times	Unrestricted parking	No Stopping	Accessibility	Residents	Loss = 18 unrestricted parking spaces	N/A	N/A	N/A	<p>Improves safety and accessibility for vehicles travelling on Nether Green Crescent.</p> <p>Improves visibility when exiting Nether Green Crescent.</p>	<p>This proposal is to install a total of 122 metres of broken yellow lines along various sections of Nether Green Crescent.</p> <p>We have received safety and accessibility concerns from local residents about vehicles parking on both sides of the road blocking local access to their properties on Nether Green Crescent.</p> <p>The road width measures approximately 6.5 metres with the narrowest section being 5.9 metres. There is insufficient room for moving vehicles to pass when vehicles are parked on both sides of the road.</p> <p>To ensure there is adequate space for a vehicle to safely travel through and provide unhindered access for emergency service vehicles and large vehicles such as rubbish/recycling trucks, we propose the installation of broken yellow lines along sections of Nether Green Crescent.</p> <p>Extending the broken yellow lines at the intersection of Nether Green Crescent and Erris Street will improve visibility when drivers are exiting Nether Green Crescent.</p>	No = 0 Yes = 7
TR27-22	(part of) Tasman Street, Mount Cook - Time Restricted change to Coupon Parking	P15 time restricted parking	Coupon Parking	Aligns with the parking policy as it prioritises parking provision for the area	Residents	Change = 2 X P15 into 2 X Coupon carparking spaces	N/A	3,531	N/A	Improve public parking availability in the area.	<p>This proposal is to convert the existing P15 time restricted parking outside no.23 – no.25 to coupon parking.</p> <p>We have received request from resident to change the existing parking time limit outside no.23 and no.25 as the vet clinic has now closed, so the P-15 customer parking is not needed.</p>	No = 0 Yes = 0

# Traffic Resolutions Summary Table RPC 13 April 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	Feedback
								Daily Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR30-22	(part of) Evesham Place, Newlands - No Stopping At All Times	Unrestricted parking	No Stopping	Safety, Accessibility	Residents	Loss = 12 unrestricted parking spaces	N/A	165	N/A	<p>Improves safety and accessibility for pedestrians and large emergency vehicles.</p> <p>Pedestrian impact – positive. Safe access along the footpath.</p>	<p>This proposal is to install 144 metres of Yellow No Stopping Lines on Evesham Place.</p> <p>We have received safety and accessibility concerns from a local resident due to vehicles parking on both sides of the road.</p> <p>Officers have visited the site and determined that the road width measuring at 6.25metres is too narrow on most of the street to allow parking on both sides.</p> <p>Vehicles are regularly parking on the footpath, and potentially obstructing pedestrians.</p> <p>To ensure there is adequate space for a vehicle to safely travel through the road and provide unhindered access for emergency service vehicles, we propose the installation of broken yellow lines along Evesham Place.</p>	No = 0 Yes = 2
TR32-22	(part of) Bowen Street, Wellington Central- Convert P10 park to P180 Mobility Park	P10 time restricted parking	P180 Mobility parking space	Support safe movement – facilitate the safe and efficient movement of people and goods. 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.	Members of the public	Change = 1 X P10 into 1 X P180 Mobility parking space	N/A	8,552	N/A	<p>Improves accessibility for mobility park users.</p> <p>Pedestrian impact – positive due to improved facilities for mobility park users.</p>	<p>This proposal is to convert one P10 park to a P180 Mobility Park on the southern side of Bowen Street, Wellington Central.</p> <p>Accessibility concerns have been raised by members of the public regarding the lack of mobility parking in the area.</p> <p>In addition to the lack of mobility parks an accessibility lift is set to be installed in April 2022 outside the Ministry of Education to provide easy access into the building.</p> <p>Installing a mobility park near the accessibility lift will decrease the distance of travel for mobility users.</p>	No = Yes = 2

# Traffic Resolutions Summary Table RPC 13 April 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	Feedback
								Daily Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR33-22	(part of) Helston Road, Johnsonville – No Stopping At All Times	Unrestricted parking	No Stopping	Safety, Visibility	Residents	Loss = 6 X unrestricted parking spaces	N/A	4,015	N/A	Improves safety and visibility for drivers travelling along Helston Road.	<p>This proposal is to install 29 metres of No Stopping At All Times along Helston Road.</p> <p>We have received visibility and safety concerns from residents on Helston Road and Brydon Way regarding parked vehicles on the corner between no.109 and no.125 obstructing visibility.</p> <p>The proposed broken yellow lines will improve visibility and address the residents’ concerns at this bend.</p>	No = 0 Yes = 0
TR34-22	(part of) Grass Street, Oriental Bay – Residents Parking	Coupon parking	Residents parking	Improve residents parking availability	Residents	Change = 5 X coupon parking spaces into 5 X residents parking spaces	N/A	460	N/A	Improves parking availability for residents along the road.	<p>This proposal is to alter five existing Coupon Parking spaces to Residents Parking spaces (at all times).</p> <p>WCC received a request from the public to change the current Coupon Parking restrictions on the road. The issue brought to our attention was the lack of parking available for residents who have Residents parking permits.</p> <p>Grass Street has high parking demand especially during business hours and on weekends. With the high demand, residents of the area have difficulties finding a space to park, particularly elderly people living in this street. Without residents’ parking, they have to walk long distances.</p> <p>Further investigations have been carried out by our Transport Engineering team and we are proposing to implement Residents Parking spaces in some sections of Grass Street to mitigate the parking demand issues associated with Coupon Parking and commuters.</p>	No = 0 Yes = 0

## Traffic Resolutions Summary Table RPC 13 April 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	Feedback
								Daily Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR35-22	(part of) Mein Street, Newtown – Time Restricted P180 Parking	Unrestricted parking	P180	Support business wellbeing  Support city place-making, amenity and safety	Ngā Tai Oranga (formerly Regional Personality Disorder Services)	Change = 3 X unrestricted parking spaces into 3 X P180 time restricted parks	N/A	4,946	N/A	Improves accessibility for patients and visitors accessing the facility by parking turn over.	<p>This proposal is to alter three unrestricted parking spaces to P180 Monday to Friday, 8am to 5pm on the northern side of Mein Street, Newtown.</p> <p>We have received a request from Ngā Tai Oranga (formerly Regional Personality Disorder Services) to install P180 parking outside their facility at no. 31 Mein Street, Newtown.</p> <p>Patients who attend workshops at this facility are finding it difficult to find parking spaces as Mein Street is occupied by commuters because there is currently no time restriction.</p> <p>Therefore, converting 3 unrestricted parking to P180 will improve parking availability for short stay patients and visitors to this facility.</p>	No = 0 Yes = 0
TR36-22	(part of) Kaikoura Street, Maupuia – No Stopping At All Times	Unrestricted parking	No Stopping	Support safe movement, Accessibility, safety	Residents	Loss = 4 unrestricted parking spaces	N/A	879	N/A	Improves safety and accessibility for vehicles travelling on Kaikoura Street including buses.	<p>This proposal is to install 24 metres of broken yellow lines along the western side of Kaikoura Street.</p> <p>We have received safety and accessibility concerns from residents regarding poor visibility when travelling around the bend outside no.17 to no.23 Kaikoura Street.</p> <p>As a bus route, the parked vehicles are causing congestion around the bend, where parked vehicles are blocking visibility for opposing traffic.</p> <p>After conducting our site visits, officers are proposing to install broken yellow lines to improve visibility to allow safe and efficient movement along this corridor.</p>	No = Yes = 3 No stated = 1



## Traffic Resolutions Summary Table RPC 13 April 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	Feedback
								Daily Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR37-22	(part of) Adelaide Road, Berhampore – Bus Stop	Unrestricted parking	Bus stop, No Stopping	Facilitate a shift to using active (e.g., walking and cycling) and public transport, Accessibility, Safety	GWRC Metlink	Loss = 5 X unrestricted parking spaces	N/A	22,593	247	<p>Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport and use of school bus services.</p> <p>Pedestrian/Cyclist impact – positive, vehicle congestion is reduced by allowing pedestrians and cyclists safer movements on the roadway.</p> <p>Bus patrons are provided with a level and safe place to wait for bus services away from vehicle crossings at the new location.</p>	<p>This proposal is to relocate Bus Stop #6418 on Adelaide Road, Berhampore.</p> <p>Metlink have received complaints regarding the safety of this bus stop from residents, customers and bus operators. At present, the bus stop is located adjacent to an old dairy at no.343 Adelaide Road. The existing building canopy and location of the bus stop means that the canopy is often struck, causing damage to both building and bus. This also endangers passengers and pedestrians at the bus stop. Due to the heritage protections placed on the building canopy, Metlink are proposing to relocate the bus stop 31m southward, to an unobstructed area which will provide safe and accessible use of bus services.</p>	No = 1 Yes = 2

## Traffic Resolutions Summary Table RPC 13 April 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	Feedback
								Daily Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR38-22	(part of) Medway Street, Island Bay – Bus stop #6960 extension	P60, Bus Stop	Bus Stop extention, Extend No Stopping area	Support shift in mode of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport	GWRC Metlink	Loss = 1 X P60 carparking space	N/A	4,183	173	<p>Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport and use of school bus services.</p> <p>Pedestrian/Cyclist impact – positive, vehicle congestion is reduced by allowing pedestrians and cyclists safer movements on the roadway.</p> <p>Patrons are provided with a level and safe place to wait for bus services away from vehicle crossings at the new location.</p>	<p>This proposal is to extend the current bus stop #6960 on Medway Street, Island Bay.</p> <p>Metlink have received safety concern regarding the location of the bus stop #6960 at Medway Street, Island Bay. The existing canopy extending along the bus stop has caused difficulties for bus services to safely access the stop, hindering safe and accessible boarding and alighting of services at the stop.</p> <p>The proposed extension to this bus stop will allow Metlink services to enter and manoeuvre adjacent to the stop safely and pull alongside the kerbline to allow safer and easier access for patrons to the buses. Incorporating this proposal with the completed kerb extension will create a safe Metlink service for all passengers using this stop.</p>	No = Yes =
TR39-22	(part of) Middleton Road, Johnsonville – Bus Stop #3200 relocation	Unrestricted parking	Bus Stop	Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport	GWRC Metlink	Loss = 6 X unrestricted parking spaces	N/A	3,709	106	<p>Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport and use of school bus services.</p> <p>Pedestrian/Cyclist impact – positive, vehicle congestion is reduced by allowing pedestrians and cyclists safer movements on the roadway.</p> <p>Patrons are provided with a level and safe place to wait for bus services away from vehicle crossings at the new location.</p>	<p>This proposal is to relocate bus stop #3200 on Middleton Road, Johnsonville.</p> <p>We have received complaints regarding the safety of the location of the bus stop #3200 at no.25 Middleton Road. There is insufficient footpath space for bus patrons to safely wait for the bus and affects accessibility of the bus stop and services.</p> <p>The current location of the bus stop is positioned across a driveway and the construction at no.23 Middleton Rd have caused a safety incident, which prompted Greater Wellington Regional Council/Metlink to review the existing bus stop and propose the relocation of the bus stop.</p>	No = 0 Yes = 4

# Traffic Resolutions Summary Table RPC 13 April 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	Feedback
								Daily Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR40-22	(part of) Onepu Road, Lyall Bay – Relocation of Bus Stop #6330	Unrestricted parking	Bus Stop	Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport	GWRC Metlink	Loss = 3 X unrestricted parking spaces	N/A	7,907	535	<p>Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport and use of school bus services.</p> <p>Pedestrian/Cyclist impact – positive, vehicle congestion is reduced by allowing pedestrians and cyclists safer movements on the roadway.</p> <p>Pedestrians are provided with a level and safe place to wait for bus services at the proposed location.</p>	<p>This proposal is to relocate Bus Stop #6330 on Onepu Road, Lyall Bay.</p> <p>We are proposing this relocation to provide a safer, more accessible public transport service in this neighbourhood. In its current location, bus services have difficulties accessing the stop by pulling up alongside the kerbline, as there is inadequate entry or exit tapers. This impediment would often cause buses to strike the canopy at the stop.</p> <p>To ensure buses can pull up alongside the kerbline, allowing a safe and level access for passengers to board and alight services, we are proposing to relocate the bus stop 11 metres south.</p>	No = 0 Yes = 2

## Traffic Resolutions Summary Table RPC 13 April 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	Feedback
								Daily Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR41-22	(part of) Quebec Street, Kingston – Extension and confirmation of Bus Stops #6730, #6733 and #7730	Unrestricted parking	Bus Stop	Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport	GWRC Metlink	Loss = 4 X unrestricted parking spaces	N/A	Quebec Street = 1,653 Halifax Street = 1,772	1000+	<p>Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport and use of school bus services.</p> <p>Pedestrian/Cyclist impact – positive, vehicle congestion is reduced by allowing pedestrians and cyclists safer movements on the roadway.</p> <p>Pedestrians are provided with a level and safe place to wait for bus services at the proposed location.</p>	<p>This proposal is to Extend and Formalise of Bus Stop #6730, #6733, #7730 and add a bus layover.</p> <p>GWRC/Metlink are proposing this change to provide a safer, more accessible public transport service in this neighbourhood. Given this area is used as a terminus location, where buses start and finish routes, there is a need for layover space for buses to use before or at the end of the drivers' shift. There are facilities nearby that the drivers utilise, and this proposal gives them safe and accessible spaces for buses to layover, with minimal impact to traffic flows and pedestrian movements.</p> <p>The changes at Stop #7730 have been proposed to create a formalised bus stop, and to ensure vehicles do not park in the turning bay, impeding access for bus services.</p> <p>We propose to install No Stopping lines on both sides of the bus stop bay.</p>	No = 0 Yes =2 Yes/No =1
TR43-22	(part of) Willis Street, Te Aro – Clearway	Metered Parking and P10	Clearway	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.	Public and Fire and Emergency NZ (FENZ)	Loss = 3 X metered parking, 2 X P10	\$1,380	10,514	N/A	<p>Improves the efficiency of traffic flow by utilising 2 lanes for vehicle throughput onto State Highway 1.</p> <p>Pedestrian impact - no change.</p>	<p>Install a Clearway between 4pm and 6pm, Monday to Friday on the eastern side of Willis Street between Aro Street and Abel Smith Street.</p> <p>Council has received concerns from the public and Fire Emergency Services New Zealand, that parked vehicles on this section of Willis Street, reduce the efficiency of traffic flow during peak periods from the City Principal Road onto State Highway network, northbound.</p> <p>Officers have investigated and are proposing that a clearway during the peak traffic periods will reduce vehicle congestion through the traffic signal at this strategic intersection including, reducing vehicle queuing obstructing Willis Street, Aro Street and Brooklyn Road which is a PT route.</p>	No = 0 Yes = 0

# Traffic Resolutions Summary Table RPC 13 April 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	Feedback
								Daily Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR45-22	(part of) Waiapu Road, Kelburn – Resident's Parking Spaces	Unrestricted parking	Resident parking	Improve residents parking availability	Resident	Change = 2 X Unrestricted into 2 X Residents		370			<p>Officers received a request from the public to consider changes to the current parking on Waiapu Road due to the lack of parking available for residents, in particular at Nos. 9,11,15 and 17. Waiapu Road is within the existing Kelburn Resident parking zone. Waiapu Road has medium to high parking demand during weekends and on school holidays due to locals and visitors to Zealandia, which has its entrance via Waiapu Road. During weekdays, the parking spaces are occupied by commuters.</p> <p>Currently, there is no presence of international visitors, however, once NZ borders reopen, parking demand is expected to be an issue at all times, including weekdays. Although the parking changes will benefit residents living in the area, the parking limitations may lead to an increase in illegal parking for visitors of Zealandia. To mitigate this issue, our WCC parking enforcement team will undertake site visits regularly to reduce the likelihood of illegal parking behaviour</p>	No = 0 Yes = 0
TR46-22	(part of) Ohariu Road, Johnsonville – No Stopping At All Times		No Stopping	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.	Residents and Parking Wardens	Loss = 10 X Unrestricted		246			<p>We have received safety and accessibility concerns from residents and parking wardens about vehicles parking on narrow sections of Ohariu Road impeding accessibility and obstruction to drive through.</p> <p>The width of Ohariu Road is inconsistent, measuring under 4 metres in sections with an average of 5 metres which is insufficient for moving vehicles to pass when vehicles are parked on both sides of the road.</p> <p>After our site visits, officers are proposing to install broken yellow lines to improve forward visibility and ensure safe and efficient movement along this corridor.</p>	No = 1 Yes = 3

## Traffic Resolutions Summary Table RPC 13 April 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	Feedback
								Daily Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR47-22	(part of) Rintoul Street, Newtown – P60 Mobility parking	Unrestricted P60	P60 Mobility Park	Support safe movement – facilitate the safe and efficient movement of people and goods. 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.	Newtown Medical Centre	Change = 1 X Unrestricted P60 to Mobility P60		1,338		Improves safety and accessibility for mobility park users accessing the Medical Centre.	Safety and accessibility concerns have been raised by the Newtown Medical Centre about the lack of mobility parking in the area for their patients to access the facility.  We propose to install a mobility carpark directly in front of the Medical Centre to improve the accessibility to this facility.	No = 0 Yes = 1
TR48-22	(part of) Robieson Street, Roseneath – No Stopping At All Times	Unrestricted parking	No Stopping	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.	Residents	Loss = 12 X Unrestricted		289		Pedestrian impact – Improves safety and accessibility of footpath for pedestrians.	We have received safety concerns from residents and drivers travelling along this section of Robieson Street.  The road width in this section measures 4.5 metres. The current parking arrangement allows vehicles to park on one side of the road causing accessibility difficulties for residents and drivers.  Vehicles are also parking over the footpath which is a pedestrian safety risk.  To ensure there is adequate space for a vehicle to safely travel through this section of road and provide unhindered access for emergency service vehicles including an unobstructed footpath for pedestrians, we propose the installation of broken yellow lines.	No = 3 Yes = 2 Yes / No = 1



# Traffic Resolutions Summary Table RPC 13 April 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	Feedback
								Daily Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR49-22	(part of) Thane Road, Roseneath – No Stopping At All Times	126m of kerbside spaces which are unsuitable for parking on both sides of the road due to the inadequate carriage width to allow safe access	No Stopping	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.	Residents and NZBUS	Loss = 126m of kerbside spaces which are unsuitable for parking on both sides of the road due to the inadequate carriage width to allow safe access		1,710			<p>We have received concerns from residents and NZBUS that scheduled bus services are regularly obstructed on Thane Road due to cars parking on both sides of the road and through the S-bend of the road. The existing road width on the straight section is 6.3m wide which is below the recommended minimum of 6.9m to allow parking on both sides of the road.</p> <p>Officers are proposing Broken yellow lines on one side of the road to ensure scheduled bus accessibility at all times, including emergency service vehicles thoroughfare.</p> <p>Following prior consultation with residents, the original proposal as per TR80-21 has been amended to accommodate local residents’ feedback to retain parking on the footpath side of the road.</p>	No = 1 Yes = 2

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<b>a.</b>	<b>TR22-22 Russell and Edinburgh Terrace, Berhampore - Stop controlled intersection</b>		
	<i>Add to Schedule G (Give way &amp; Stop) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Edinburgh Terrace</b>	<i>Stop control</i>	<i>Edinburgh Terrace at its east bound approach to its intersection with Russell Street (Grid coordinates X= 1,749,000.63m Y= 5,424,006.19m)</i>
	<b>Edinburgh Terrace</b>	<i>Stop control</i>	<i>Newtown Park Entrance at its west bound approach to its intersection with Russell Terrace (Grid coordinates X= 1,749,007.65m Y= 5,424,002.74m)</i>
<b>b.</b>	<b>TR23-22 Rau Kai Way and Ohiro Road, Brooklyn – No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Ohiro Road</b>	<i>No stopping At All Times</i>	<i>East side, commencing from its intersection with Rau Kai Way (Grid coordinates x= 1,747,402.53m, y= 5,424,657.39 m) and extending in a northerly direction following the Eastern kerbline for 10 metres.</i>
	<b>Ohiro Road</b>	<i>No stopping At All Times</i>	<i>East side, commencing from its intersection with Rau Kai Way (Grid coordinates x= 1,747,402.62 m, y= 5,424,623.20 m) and extending in a southerly direction following the Eastern kerbline for 5 metres.</i>

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<b>c.</b>	<b>TR24-22 Court Road, Tawa – No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Court Road</b>	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Tawa Terrace (Grid coordinates X=1,753,389.39m Y=5,440,524.28m) and extending in an easterly direction following the southern kerb line for 80 metres.</i>
	<b>Court Road</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 84 metres from its intersection with Tawa Terrace (Grid coordinates X=1,753,389.39m Y=5,440,524.28m) and extending in an easterly direction following the southern kerb line for 5 metres.</i>
	<b>Court Road</b>	<i>No Stopping At All Times</i>	<i>North western side, commencing 133 metres from its intersection with Tawa Terrace (Grid coordinates X=1,753,374.02m Y=5,440,565.08m) and extending in an northerly direction following the western kerb line for 38 metres.</i>
<b>d.</b>	<b>TR25-22 Highbury Road, Highbury –No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Highbury Road</b>	<i>No Stopping At All Times</i>	<i>North side, commencing 50 metres west of its intersection with Moana Road (Grid coordinates X=1,747,140.44m Y=5,427,360.27m) and extending in a westerly direction following the northern kerbline for 54 metres.</i>

## Table of Traffic Resolutions Legal Description RPC 13 April 2021

e.	<b>TR26-22 Nether Green Crescent, Johnsonville - No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Nether Green Crescent</b>	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Erris Street (Grid coordinates X=1,750,604.54m Y=5,435,562.56m) and extending in a northerly direction following the western kerb line for 7 metres.</i>
	<b>Erris Street</b>	<i>No Stopping At All Times</i>	<i>North side, commencing at its intersection with Nether Green Crescent (Grid coordinates X=1,750,604.54m Y=5,435,562.56m) and extending in a Westerly direction following the northern kerb line for 10 metres.</i>
	<b>Nether Green Crescent</b>	<i>No Stopping At All Times</i>	<i>East side, commencing at its intersection with Erris Street (Grid coordinates X=1,750,612.94m Y=5,435,557.92m) and extending in a northerly direction following the eastern kerb line for 25 metres.</i>
	<b>Erris Street</b>	<i>No Stopping At All Times</i>	<i>North side, commencing at its intersection with Nether Green Crescent (Grid coordinates X=1,750,612.94m Y=5,435,557.92m) and extending in a easterly direction following the northern kerb line for 4 metres.</i>
	<b>Nether Green Crescent</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 37 metres from its intersection with Erris Street (Grid coordinates X=1,750,604.54m Y=5,435,562.56m) and extending in a northerly direction following the western kerb line for 9 metres.</i>
	<b>Nether Green Crescent</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 52 metres from its intersection with Erris Street (Grid coordinates X=1,750,604.54m Y=5,435,562.56m) and extending in a northerly direction following the western kerb line for 9 metres.</i>

## Table of Traffic Resolutions Legal Description RPC 13 April 2021

	<b>Nether Green Crescent</b>	No Stopping At All Times	East side, commencing 65 metres from its intersection with Erris Street (Grid coordinates X=1,750,612.94m Y=5,435,557.92m) and extending in a northerly direction following the eastern kerb line for 7 metres.
	<b>Nether Green Crescent</b>	No Stopping At All Times	East side, commencing 74 metres from its intersection with Erris Street (Grid coordinates X=1,750,612.94m Y=5,435,557.92m) and extending in a northerly direction following the eastern kerb line for 3 metres.
	<b>Nether Green Crescent</b>	No Stopping At All Times	West side, commencing 88 metres from its intersection with Erris Street (Grid coordinates X=1,750,604.54m Y=5,435,562.56m) and extending in a northerly direction following the western kerb line for 13 metres.
	<b>Nether Green Crescent</b>	No Stopping At All Times	West side, commencing 108 metres from its intersection with Erris Street (Grid coordinates X=1,750,604.54m Y=5,435,562.56m) and extending in a northerly direction following the western kerb line for 3 metres.
	<b>Nether Green Crescent</b>	No Stopping At All Times	West side, commencing 156 metres from its intersection with Erris Street (Grid coordinates X=1,750,604.54m Y=5,435,562.56m) and extending in a northerly direction following the western kerb line for 23 metres.
	<b>Nether Green Crescent</b>	No Stopping At All Times	East side, commencing 145 metres from its intersection with Erris Street (Grid coordinates X=1,750,612.94m Y=5,435,557.92m) and extending in a northerly direction following the eastern kerb line for 9 metres.
<b>f.</b>	<b>TR27-22 Tasman Street, Mount Cook – Time Restricted Change to Coupon Parking</b>		
	<i>Delete from Schedule A (Time limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Tasman Street</b>	<b>P15 Monday to Saturday, 8:00am - 6:00pm</b>	East side, commencing 79 metres east of its intersection with Rugby Street and extending in a northerly direction following the eastern kerbline for 12 metres.

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	<i>Add to Schedule A (Time limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Tasman Street</b>	<i>Coupon parking, Monday – Friday, 8:00am-6:00pm</i>	<i>East side, commencing 79 metres east of its intersection with Rugby Street ( x=1,748,842.25m, y=5,426,364.01m), and extending in a northerly direction following the eastern kerbline for 12 metres.</i>
<b>g.</b>	<b>TR30-22 Evesham Place, Newlands – No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Evesham Place</b>	<i>No Stopping At All Times</i>	<i>North side, commencing 24.1 metres west of its intersection with Cheltenham Terrace (Grid coordinates X= 1,752,016.75m Y= 5,434,185.95m) and extending in a westerly direction following the northern kerb line for 63 metres.</i>
	<b>Evesham Place</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 83.2 metres west of its intersection with Cheltenham Terrace (Grid coordinates X= 1,752,021.31m Y= 5,434,180.98m) and extending in a westerly direction following the southern kerb line for 81 metres.</i>
<b>h.</b>	<b>TR32-22 Bowen Street, Wellington Central – Convert P10 park to P180 Mobility park</b>		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Bowen Street</b>	<i>P10 Monday to Sunday 8am-6pm</i>	<i>South side, commencing 29 metres west of its intersection with The Terrace (Grid coordinates x= 1748696.9 m, y= 5428766.8 m), and extending in a westerly direction following the kerbline for 17 metres. (3 parallel parking spaces)</i>



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	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b><i>Bowen Street</i></b>	<i>Mobility Parking At All Times, P180 Mon – Sun 8am-6pm Displaying an operational Mobility Permit Only</i>	<i>South side, commencing 41 metres west of its intersection with The Terrace (Grid coordinates x= 1748696.9 m, y= 5428766.8 m) and extending in a westerly direction following the Southern kerb line for 7 metres.</i>
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b><i>Bowen Street</i></b>	<i>P10 Monday to Sunday 8am-6pm</i>	<i>South side, commencing 29 metres west of its intersection with The Terrace (Grid coordinates x= 1748696.9 m, y= 5428766.8 m), and extending in a westerly direction following the kerbline for 11 metres. (2 parallel parking spaces)</i>
<b><i>i.</i></b>	<b>TR33-22 Helston Road, Paparangi – No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b><i>Helston Road</i></b>	<i>No stopping, At All Times</i>	<i>North side, commencing 22 metres east of its intersection with Mc Mahon Way (Grid coordinates X=1,752,032.49 m Y=5,435,559.33m) and extending in an easterly direction following the northern kerb line for 29 metres.</i>

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<b>j.</b>	<b>TR34-22 Grass Street, Oriental Bay – Proposed Resident`s Parking area</b>		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Grass Street</b>	<i>Coupon Parking (existing)</i>	<i>Northern side: commencing 31 metres east of its intersection with Oriental Parade (Grid coordinates x= 1,750,430,97m, y=5,427,394,97m) and extending in an easterly direction following the northern kerb line for 11 metres.</i>
	<b>Grass Street</b>	<i>Coupon Parking (existing)</i>	<i>Southern side: commencing 56 metres east of its intersection with Oriental Parade (Grid coordinates x= 1,750,422,38m, y=5,427,388,41m) and extending in an easterly direction following the southern kerb line for 17 metres.</i>
	<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Grass Street</b>	<i>Resident`s Parking</i>	<i>Northern side: commencing 31 metres east of its intersection with Oriental Parade (Grid coordinates x= 1,750,430,97m, y=5,427,394,97m) and extending in an easterly direction following the northern kerb line for 11 metres.</i>
	<b>Grass Street</b>	<i>Resident`s Parking</i>	<i>Northern side: commencing 31 metres east of its intersection with Oriental Parade (Grid coordinates x= 1,750,430,97m, y=5,427,394,97m) and extending in an easterly direction following the northern kerb line for 11 metres.</i>

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<b>k.</b>	<b>TR35-22 Mein Street, Newtown – Time Restricted P180 Parking</b>		
	<i>Add to Schedule A (Time Limited) of the Traffic Resolutions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Mein Street</b>	<i>P180, Monday to Friday, 8am to 5pm</i>	<i>North side, commencing 135 metres east of its intersection with Riddiford Street (Grid coordinates X=1,748,930.11m Y=5,425,207.43m) and extending in an easterly direction following the northern kerb line for 17 metres.</i>
<b>l.</b>	<b>TR36-22 Kaikoura Street, Maupuia –No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Kaikoura Street</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 136 metres north of its intersection with Akaroa Drive (Grid coordinates X=1,752,173.79m Y=5,425,510.82m) and extending in a northerly direction following the western kerb line for 11 metres.</i>
	<b>Kaikoura Street</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 152 metres north of its intersection with Akaroa Drive (Grid coordinates X=1,752,173.79m Y=5,425,510.82m) and extending in a northerly direction following the western kerb line for 13 metres.</i>

## Table of Traffic Resolutions Legal Description RPC 13 April 2021

<b>m.</b>	<b>TR37-22 Adelaide Road – Relocation of Bus Stop #6418</b>		
	<i>Delete From Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Adelaide Road</b>	<i>Bus Stop</i>	<i>East side, commencing 13.5 metres south of its intersection with Stoke Street (Grid coordinates X= 1748643.7319, Y=5424842.9889) and extending in a southerly direction following the eastern kerbline for 12 metres.</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Adelaide Road</b>	<i>Bus Stop, Monday to Friday (3:00pm to 7:00pm)</i>	<i>East side, commencing 34 metres south of its intersection with Stoke Street (Grid Coordinates X= 1748636.1119, Y=5424812.747) and extending in a southerly direction along the eastern kerbline for 15 metres.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Adelaide Road</b>	<i>Bus Stop, Monday to Friday (3:00pm to 7:00pm)</i>	<i>East side, commencing 19 metres south of its intersection with Stoke Street (Grid Coordinates X=1748643.620868, 5424842.502816) and extending in a southerly direction along the eastern kerbline for 15 metres.</i>

## Table of Traffic Resolutions Legal Description RPC 13 April 2021

<b>n.</b>	<b>TR38-22 Medway Street, Island Bay – Bus stop 6960 extension</b>		
	<i>Delete From Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Medway Street</b>	<i>P60</i>	<i>North side, commencing 65 metres west of its intersection with The Parade (Grid coordinates x=1748381.4 m, y=5422559.7m), and extending in a westerly direction following the northern kerb line for 6 metres.</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Medway Street</b>	<i>Bus Stop</i>	<i>North side, commencing 36 metres east of its intersection with Derwent Street (Grid coordinates X=1748336.2525, Y=5422565.3778) and extending in an easterly direction following the northern kerbline for 15 metres.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Medway Street</b>	<i>No Stopping at All Times</i>	<i>North side, commencing 27 metres east of its intersection with Derwent Street (Grid coordinates X=1748313.059273, Y=5422567.606703) and extending in an easterly direction following the northern kerbline for 9 metres.</i>
	<b>Medway Street</b>	<i>No Stopping at All Times</i>	<i>North side, commencing 51 metres east of its intersection with Derwent Street (Grid coordinates X= 1748337.414406, Y= 5422565.254569) and extending in an easterly direction following the northern kerbline for 9 metres.</i>

## Table of Traffic Resolutions Legal Description RPC 13 April 2021

<b>o.</b>	<b>TR39-22 Middleton Road, Johnsonville – Bus Stop 3200 relocation</b>		
	<i>Delete From Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Middleton Road</b>	<i>Bus Stop</i>	<i>West side, commencing 156.5 metres west of its intersection with Bassett Road (Grid coordinates X=1751594.54, Y=5435333.05) and extending in a northerly direction following the western kerbline for 11 metres.</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Middleton Road</b>	<i>Bus Stop</i>	<i>West side, commencing 117.32 metres north of its intersection with Bassett Road (Grid coordinates X=1751582.92m, Y=5435307.84) and extending in a northerly direction following the western kerb line for 15 metres.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Middleton Road</b>	<i>No Stopping At All Times</i>	<i>West Side, commencing 102.32 metres north of its intersection with Bassett Road (Grid coordinates X=1751579.90, Y=5435286.02m) and extending in a northerly direction following the western kerbline for 15 metres.</i>
	<b>Middleton Road</b>	<i>No Stopping At All Times</i>	<i>West Side, commencing 132.32 metres north of its intersection with Bassett Road, (Grid coordinates X=1751583.11m, Y=5435308.44) and extending in a northerly direction following the western kerbline for 9 metres.</i>



## Table of Traffic Resolutions Legal Description RPC 13 April 2021

<b>p.</b>	<b>TR40-22 Onepu Road, Lyall Bay – Relocation of Bus Stop 6330</b>		
	<i>Delete From Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Onepu Road</b>	<i>Bus Stop</i>	<i>East side, commencing 9 metres south of its intersection with Wha Street (Grid coordinates X= 1750257.1755m, Y= 5423497.4282m) and extending in a southerly direction following the Eastern kerbline for 17 metres.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Onepu Road</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 57 metres north of its intersection with Apu Crescent (Grid coordinates X=1750257.507956m, Y= 5423511.967683m) and extending in a southerly direction following the eastern kerb line for 15 metres.</i>
	<b>Onepu Road</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 27 metres north of its intersection with Apu Crescent (Grid coordinates X= 1750256.977m, Y= 5423485.1353m) and extending in a southerly direction following the eastern kerb line for 9 metres.</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Onepu Road</b>	<i>Bus Stop</i>	<i>East side, commencing metres 42 north of its intersection with Apu Crescent (Grid coordinates X= 1750256.977m, Y= 5423485.1353m) and extending in a southerly direction following the eastern kerb line for 15 metres.</i>

## Table of Traffic Resolutions Legal Description RPC 13 April 2021

<b>q.</b>	<b>TR41-22 – Quebec Street, Kingston – Extension and confirmation of Bus Stop 6730, 6733, 7730</b>		
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Quebec Street</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 306 metres South of its intersection with Kingston Heights Road (Grid Coordinates x= 1747613.131, y= 5424103.816) and extending in a Southerly direction following the Eastern kerbline for 6 metres.</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Quebec Street</b>	<i>Bus Stop, Stop ID: 7730</i>	<i>West Side, commencing 19 metres west of its intersection with Halifax Street (Grid coordinates, X= 1747590.6548 y= 5423818.7078) following the western kerbline in a southerly direction for 15 metres.</i>
	<b>Quebec Street</b>	<i>Bus stop (Layover)</i>	<i>East side, commencing 298 metres South of its intersection with Kingston Heights Road (Grid Coordinates x= 1747613.131, y= 5424103.816) and extending in a Southerly direction following the Eastern kerbline for 15 metres.</i>

## Table of Traffic Resolutions Legal Description RPC 13 April 2021

	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Quebec Street</b>	No Stopping At All Times	West Side, commencing 23 metres west of its intersection with Halifax Street (Grid coordinates, X= 1747590.6548, Y= 5423818.7078) following the western kerbline in a southerly direction for 9 metres.
	<b>Quebec Street</b>	No Stopping At All Times	West Side, commencing 17 metres west of its intersection with Halifax Street (Grid coordinates, X= 1747590.6548m Y= 5423818.7078m) following the western kerbline in a southerly direction for 6 metres.
	<b>Quebec Street</b>	No Stopping At All Times	East side, commencing 283 metres South of its intersection with Kingston Heights Road (Grid Coordinates x= 1747613.131, y= 5424103.816) and extending in a Southerly direction following the Eastern kerbline for 14 metres.
<b>r.</b>	<b>TR43-22 Willis Street, Te Aro – Clearway</b>		
	<i>Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Willis Street</b>	P10, At All Other Times	West side, commencing 5.5 metres north of its intersection with Palmer Street (Grid Coordinates X=2,658,296.29m, Y=5,988,614.67m) and extending in a northerly direction following the western kerb line for 11 metres.

## Table of Traffic Resolutions Legal Description RPC 13 April 2021

<i>Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Willis Street</b>	Clearway Monday to Friday 7:00am – 9:00am	West side, commencing 5.5 metres north of its intersection with Palmer Street (Grid Coordinates X=2,658,296.29m, Y=5,988,614.67m) and extending in a northerly direction following the kerb line for 11 metres.
	<b>Willis Street</b>	Clearway Monday to Friday 7:00am – 9:00am	West side, commencing 21 metres north of its intersection with Aro Street (Grid Coordinates X=2,658,272.33m, Y=5,988,561.49m) and extending in a northerly direction following the kerb line for 22 metres.
<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Willis Street</b>	P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	West side, commencing 37.5 metres north of its intersection with Aro Street (Grid Coordinates X=2,658,272.33m, Y=5,988,561.49m) and extending in a northerly direction following the kerb line for 5.5 metres. (1 parallel carpark)
	<b>Willis Street</b>	P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	West side, commencing 21 metres north of its intersection with Aro Street (Grid Coordinates X=2,658,272.33m, Y=5988561.492655 m) and extending in a northerly direction following the kerb line for 11 metres. (2 parallel carparks)
<i>Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Willis Street</b>	P10, At All Other Times	West side, commencing 5.5 metres north of its intersection with Palmer Street (Grid Coordinates X=2,658,296.29m, Y=5,988,614.67m) and extending in a northerly direction following the western kerb line for 11 metres.

## Table of Traffic Resolutions Legal Description RPC 13 April 2021

	<u>Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</u>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Willis Street</b>	Clearway Monday to Friday 7:00am – 9:00am 4:00pm – 6:00pm	West side, commencing 5.5 metres north of its intersection with Palmer Street (Grid Coordinates X=2,658,296.29m, Y=5,988,614.67m) and extending in a northerly direction following the kerb line for 11 metres.
	<b>Willis Street</b>	Clearway Monday to Friday 7:00am – 9:00am 4:00pm – 6:00pm	West side, commencing 21 metres north of its intersection with Aro Street (Grid Coordinates X=2,658,272.33m, Y=5,988,561.49m) and extending in a northerly direction following the kerb line for 22 metres.
	<u>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Willis Street</b>	P120 Maximum, Monday to Thursday 9:00am - 4:00pm, Friday 9:00am - 4:00pm 6:00pm – 8:00pm, Saturday and Sunday 8:00am - 6:00pm	West side, commencing 37.5 metres north of its intersection with Aro Street (Grid Coordinates X=2,658,272.33m, Y=5,988,561.49m) and extending in a northerly direction following the kerb line for 5.5 metres. (1 parallel carpark)
	<b>Willis Street</b>	P120 Maximum, Monday to Thursday 9:00am - 4:00pm, Friday 9:00am - 4:00pm 6:00pm – 8:00pm, Saturday and Sunday 8:00am - 6:00pm	West side, commencing 21 metres north of its intersection with Aro Street (Grid Coordinates X=2,658,272.33m, Y=5988561.492655 m) and extending in a northerly direction following the kerb line for 11 metres. (2 parallel carparks)
<b>s.</b>	<b>TR45-22 Waiapu Road, Kelburn – Resident's Parking Spaces</b>		
	<u>Add to Schedule E (Resident Parking) of the Traffic Restrictions Schedule</u>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Waiapu Road</b>	Resident Parking, At All Times	North side, commencing with Chaytor Street (Grid-coordinates x= 1,746,926,52m, y=5,427,863,56m) and extending in a southerly direction following the northern kerb line for 11 metres.

## Table of Traffic Resolutions Legal Description RPC 13 April 2021

<b>t.</b>	<b>TR46-22 Ohariu Road, Johnsonville – No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Ohariu Road</b>	No Stopping At All Times	North side, commencing 78 metres east from its intersection with Ironside Road (Grid coordinates X=1,750,678.07m Y=5,435,772.35m) and extending in an easterly direction following the northern kerb line for 144 metres.
	<b>Ohariu Road</b>	No Stopping At All Times	North side, commencing 490 metres east of its intersection with Ironside Road (Grid coordinates X=1,750,678.07m Y=5,435,772.35m) and extending in an easterly direction following the northern kerb line for 52 metres.
	<b>Ohariu Road</b>	No Stopping At All Times	South side, commencing 490 metres east of its intersection with Ironside Road (Grid coordinates X=1,750,684.34m Y=5,435,748.28m) and extending in an easterly direction following the southern kerb line for 8 metres.
	<b>Ohariu Road</b>	No Stopping At All Times	South side, commencing 513 metres east of its intersection with Ironside Road (Grid coordinates X=1,750,684.34m Y=5,435,748.28m) and extending in an easterly direction following the southern kerb line for 37 metres.
	<b>Ohariu Road</b>	No Stopping At All Times	South side, commencing 400 metres north east from its intersection with Ironside Road (Grid coordinates X=1,750,684.34m Y=5,435,748.28m) and extending in a north easterly direction following the southern kerb line for 116 metres.



## Table of Traffic Resolutions Legal Description RPC 13 April 2021

<b>u.</b>	<b>TR47-22 Rintoul Street, Newtown – P60 Mobility parking</b>		
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Rintoul Street</b>	P60 Mobility Parking displaying an operational mobility permit, Monday to Friday, 8:00am-5:00pm	East side, commencing 167 metres south of its intersection with Riddiford Street (Grid coordinates X=1,748,926.05m Y=5,425,089.29m) and extending in a southerly direction following the eastern kerb line for 7 metres.
	<b>Rintoul Street</b>	P60, Monday to Friday, 8:00am-5:00pm	East side, commencing 174 metres south of its intersection with Riddiford Street (Grid coordinates X=1,748,926.05m Y=5,425,089.29m) and extending in a southerly direction following the eastern kerb line for 17 metres.
<b>v.</b>	<b>TR 48-22 – Robieson Street, Roseneath – No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Robieson Street</b>	No Stopping At All Times	East side, commencing from its intersection with Thane Road (Grid coordinates X= 1,750,626,50m Y= 5,426,945,77m) and extending in a northerly direction following the eastern kerbline for 79 metres.
	<b>Robieson Street</b>	No Stopping At All Times	West side, commencing from its intersection with Thane Road (Grid coordinates X= 1,750,634,66m Y= 5,426,927,53m) and extending in a northerly direction following the western kerbline for 137 metres.

## Table of Traffic Resolutions Legal Description RPC 13 April 2021

<b>w.</b>	<b>TR49-22 Thane Road, Roseneath – No Stopping At All Times.</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Thane Road</b>	<b>No Stopping At All Times</b>	West side commencing 9.5 metres north of its intersection with Robieson Street (Grid coordinates X=1750627.41m, Y=5426946.04m) and extending in a northerly direction and following the western kerb line for 43 metres.
	<b>Thane Road</b>	<b>No Stopping At All Times</b>	Eastern side commencing 35 metres north of its intersection with Robieson Street (Grid coordinates X=1750627.41m, Y=5426946.04m) and extending in a northerly direction and following the eastern kerb line for 38 metres.
	<b>Thane Road</b>	<b>No Stopping At All Times</b>	West side commencing 135 metres north of its intersection with Robieson Street (Grid coordinates X=1750627.41m, Y=5426946.04m) and extending in a northerly direction and following the western kerb line for 45 metres.

# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR22-22 – Russell Terrace and Edinburgh Terrace, Berhampore - Stop Control intersection
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Install stop control on Edinburgh Terrace at its intersection with Russell Terrace.</li><li>• Install stop control on entrance to Newtown Park with its intersection with Russell Terrace.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• We have received safety concerns from residents about vehicles not stopping or giving way at this intersection.</li><li>• Installing a stop sign on Edinburgh Terrace will discourage drivers from entering the one-way street at this point.</li><li>• We have also received concerns about vehicles travelling fast along Russell Terrace and stopping traffic at this intersection will ensure drivers look out for other vehicles prior to turning onto Russell Terrace. The stop control will ensure that drivers also look out for pedestrians crossing Russell Terrace over to Newtown Park.</li><li>• We identified this intersection as warranting a stop control due to the restricted visibility at the intersection not being sufficient and Russell Terrace is also a high volume road.</li><li>• NZTA Crash Analysis System shows that there was one reported crash at this intersection in the last 5 years, involving two vehicles. The vehicle on Edinburgh Terrace did not give way to a vehicle travelling northbound on Russell Terrace causing a collision.</li><li>• The proposed stop-control intersection will improve the safety at this intersection.</li></ul>
<b>Location – where we propose to make the change</b>	Edinburgh Terrace at its intersection with Russell Terrace, Berhampore. Newtown Park Entrance at its intersection with Russell Terrace, Berhampore.
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves safety for pedestrian and road users.</li><li>• Pedestrian impact – positive, improved safety for pedestrians crossing at this intersection.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count – 3,067</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

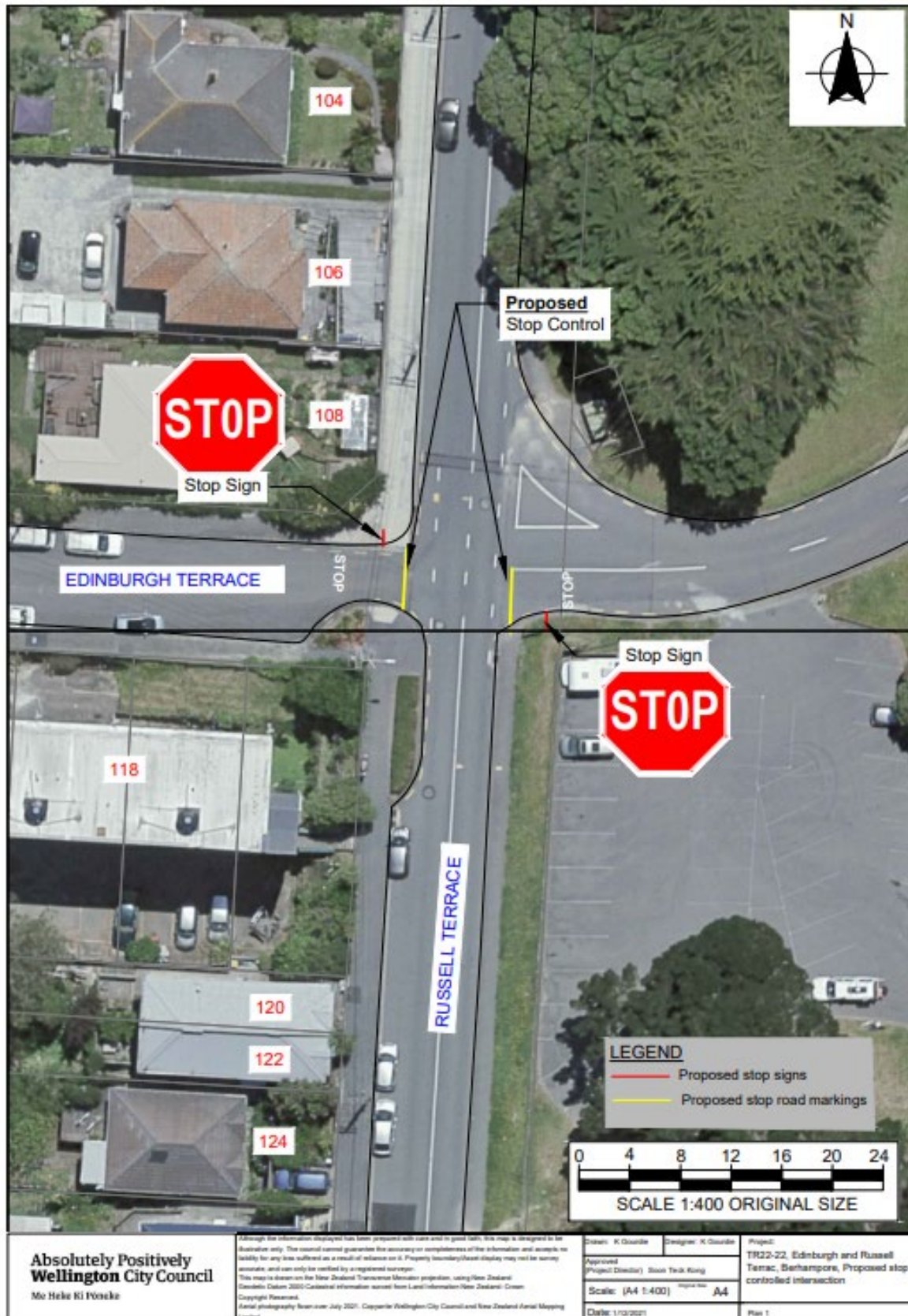
# We are proposing a change in your area

<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a> . <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

# We are proposing a change in your area

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

## Traffic Resolution Plan: TR22-22 Russell and Edinburgh Terrace, Berhampore - Stop controlled intersection



# We are proposing a change in your area

## Legal Description:

*Add to Schedule G (Give way & Stop) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Edinburgh Terrace</b>	<i>Stop control</i>	<i>Edinburgh Terrace at its east bound approach to its intersection with Russell Street (Grid coordinates X= 1,749,000.63m Y= 5,424,006.19m)</i>
<b>Russell Terrace</b>	<i>Stop control</i>	<i>Newtown Park Entrance at its west bound approach to its intersection with Russell Terrace (Grid coordinates X= 1,749,007.65m Y= 5,424,002.74m)</i>

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

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

**Date:** 17/02/2022

## Feedback Received:

**Name:** Zoe

**Suburb:** Berhampore

**Agree:** No

I live at ■ Edinburgh Terrace and wanted to write to you about the proposed Stop signs being put in at the end of the street.

The problem with traffic pulling out of Edinburgh Terrace onto Russell Terrace will not be resolved by merely introducing Stop signs. The problem with the intersection is that because Edinburgh Terrace is on a slope, and cars are parked along Russell Terrace to the right of the exit, it is hard to tell when traffic is coming down Russell Terrace.

I believe you will find that most people already Stop as they are exiting Edinburgh Terrace but the parked cars mean it is very hard to tell when cars are coming. Especially in lower cars.

I believe a far better resolution would be to place one of those mirrors on the other side of Russell Terrace that faces south, so that when we are exiting Edinburgh Terrace we can see the North bound traffic.

I hope that this all makes sense, I am happy to meet with someone and explain better as I do believe it is an accident waiting to happen.

## Officer's Response:

Thank you for your feedback on Traffic Resolution TR22 -22 Russell and Edinburgh Terrace, Berhampore – Stop controlled intersection.

The stop-control is a minor change which we can do to improve this intersection. Converting this into a stop-controlled intersection, ensures people stop to check vehicles travelling along Russell Terrace before turning safely, as visibility issues have been raised and concerns of vehicles not giving way to traffic on Russell Terrace.

The Council does not install or maintain traffic mirrors or allow them to be installed on public roads only an encroachment can be applied for regarding private driveway visibility concerns. Please find more information: <https://wellington.govt.nz/parking-roads-and-transport/how-can-i/traffic-mirror>

This is because:

- They provide limited visibility when raining, at dawn or at dusk
- They have image distortion
- A driver can misjudge speed and distances of approaching vehicles because of the mirror's curvature
- Glare or reflections can dazzle or disorientate driver



- They get easily broken and vandalised.

Therefore, due to safety reasons we are unable to approve the installation of a mirror at this intersection.

We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

**Name:** Lucy  
**Suburb:** Berhampore  
**Agree:** Yes/No

Kia ora, Yes I agree with stop signs, but they are only part of the solution - please read on: I have lived on Edinburgh Tce for 13 years and am aware of the problem of safety as one turns out of Edinburgh Tce. The main issue is speeding cars coming down the hill on Russell Tce in both a southward and northward direction (cars speeding northward the biggest problem). Stop signs on Edinburgh Tce and Newtown Park may be helpful, but they will not have any impact on the speeding traffic which is a key part of the risk. The other key issue is the visibility as one turns out of Edinburgh Tce onto Russell Tce. There has been a bush immediately next to this intersection which has obstructed the view looking southward down Russell Tce - a major safety hazard. Recently someone has chopped it right back which is great! It may even have been removed, I haven't looked closely enough to tell. THE ISSUES 1. Regular speeding cars on Russell Tce 2. Bush obstructing view down Russell Tce RECOMMENDATIONS 1. Put speed sensor screens for both directions on Russell Tce and signs urging drivers to reduce speed now. 2. Remove the bush and garden on the corner of this intersection and either plant very low lying ground cover or pave/seal over. Consider removing one of the car parking spaces on Russell Tce to increase the view and visibility here also. Please note I have had a car crash myself when pulling out of Herald St, the next street along, onto Russell Tce, turning left onto Russell Tce, which was caused by lack of visibility looking down Russell Tce from one too many parked cars obscuring the view and by a speeding driver on Russell Tce. I have been lucky so far coming out of my own street. Thank you for taking action on this. Good stuff! Happy to discuss with anyone on the project if you have any questions or want any more user info.

### **Officer's Response:**

Thank you for your feedback on Traffic Resolution TR22 -22 Russell and Edinburgh Terrace, Berhampore – Stop controlled intersection.

We appreciate your feedback and recommendations on the proposed changes. The stop-control is a minor change which we can do to improve this intersection. Converting this into a stop-controlled intersection, ensures people stop to check vehicles travelling along Russell Terrace before turning safely, as visibility issues have been raised and concerns of vehicles not giving way to traffic on Russell Terrace.



We will continue to monitor the intersection and investigate if extending the broken yellow lines on Russell Terrace are warranted. We are however aiming to ensure sufficient visibility at the intersection while balancing the idea that parked vehicles discourage drivers from speeding as cars parked on either side of the road give drivers the impression of a narrow road, encouraging greater care when driving.

As a result, we believe that on street parking on Russell Terrace serves as an effective tool for maintaining acceptable speeds on the street.

To address your speeding concerns on Russell Terrace, it requires further investigation and is out of scope for this traffic resolution. As part of this investigation, we have to order new speed counts due to the current data for this road being out of date. These results will be gathered as part of a seven-day survey where 'tubes' are laid across the road and count both vehicle volumes and speeds. Once the data is recorded, we will be able to determine if speed calming measures are warranted in this location.

If you do notice the vegetation at this intersection is overgrown and starting to reduce visibility once again, we encourage you to report this through to our 24/7 contact centre so we can ensure this get cut back as soon as possible. You can do this by emailing [info@wcc.govt.nz](mailto:info@wcc.govt.nz), by phone on 04 499 4444 or through our fix-it application.

We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

**Name: Steve**  
**Suburb: Berhampore**  
**Agree: No**

The real problem with the Edinburgh Terrace exit is the lack of visibility of Russell Terrace northbound traffic. Visibility is even worse when high sided vehicles park to the south of Edinburgh Terrace exits close to the garden, resulting in cars not being visible until they pass the last vehicle. Cars often speed down Russell Terrace making this even more dangerous. Where the yellow line is positioned will result in the driver's window in most cars being about where the stop sign is. I recommend that you stand in this position and see how late it is that northbound cars become visible. The stop line needs to be up to the edge of the garden to give drivers more opportunity to see northbound vehicles before deciding to enter Russell Terrace. The safest solution is to add a road mirror (with or without the stop sign) that allows people exiting Edinburgh Terrace to see northbound vehicles and bikes. While you are there painting the stop signs, please add yellow no stopping lines on the southbound side of Russell Terrace from the Newtown Park exit down to yellow lines where the road widens, just before the entry for the #3 hockey ground. Believe it or not people park here on occasion with their car blocking the whole southbound lane.

## Officer's Response:

Thank you for your feedback on Traffic Resolution TR22 -22 Russell and Edinburgh Terrace, Berhampore – Stop controlled intersection.

The stop-control is a minor change which we can do to improve this intersection. Converting this into a stop-controlled intersection, ensures people stop to check vehicles travelling along Russell Terrace before turning safely, as visibility issues have been raised and concerns of vehicles not giving way to traffic on Russell Terrace.

Although the stop yellow line matches up with the footpath and kerb line on one side, you are still able to move slightly forward and stop where the white dashed continuity lines are located if visibility is still an issue, however we will ensure the yellow line is as far forward as possible.

We will continue to monitor the intersection and investigate if installing extra broken yellow lines are warranted. We are however aiming to ensure sufficient visibility at the intersection while balancing the idea that parked vehicles discourage drivers from speeding as cars parked on either side of the road give drivers the impression of a narrow road, encouraging greater care when driving.

As a result, we believe that on street parking serves as an effective tool for maintaining acceptable speeds on the street. However, will continue to monitor and install additional broken yellow lines if required.

Unfortunately, the Council does not install or maintain traffic mirrors or allow them to be installed on public roads only an encroachment can be applied for regarding private driveway visibility concerns. Please find more information: <https://wellington.govt.nz/parking-roads-and-transport/how-can-i/traffic-mirror>

This is because:

- They provide limited visibility when raining, at dawn or at dusk
- They have image distortion
- A driver can misjudge speed and distances of approaching vehicles because of the mirror's curvature
- Glare or reflections can dazzle or disorientate driver
- They get easily broken and vandalised.

Therefore, due to safety reasons we are unable to approve the installation of a mirror at this intersection.

We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

## FEEDBACK RECEIVED

**Name:** Ginger Welly

**Suburb:** Kelburn

**Agree:** Yes

o comment

**Officer's Response:**

Thank you for your feedback on Traffic Resolution TR22 -22 Russell and Edinburgh Terrace, Berhampore – Stop controlled intersection.

**Name:** Miriam

**Suburb:** Berhampore

**Agree:** No

Adding stop signs is only the start ( observed accident last year further north on Russell terrace when lady didn't even pause to check & ended up in a 3+ car pile up....) I request a mirror opposite the doctor to Edinburgh terrace so drivers are better able to see cars, bikes etc coming north. Also to have the planted area on Russell made similar to that in herald/rintoul with low plants & stones. Broken yellow lines to be added along Russell from stop sign to prevent cars etc parking as this adds another hazard, especially with buses now using this route. Can the stop line be closer to Russell terrace so cars have half a change of looking to see cars etc coming as when cars parked along the road in the parking bay it's really hard to see

**Officer's Response:**

Thank you for your feedback on Traffic Resolution TR22 -22 Russell and Edinburgh Terrace, Berhampore – Stop controlled intersection.

The stop-control is a minor change which we can do to improve this intersection. Converting this into a stop-controlled intersection, ensures people stop to check vehicles travelling along Russell Terrace before turning safely, as visibility issues have been raised and concerns of vehicles not giving way to traffic on Russell Terrace.

Although the stop yellow line matches up with the footpath and kerb line on one side, you are still able to move slightly forward and stop where the white dashed continuity lines are located if visibility is still an issue, however we will make sure the yellow line is as far forward as possible.

We will continue to monitor the intersection and investigate if installing extra broken yellow lines are warranted or changes to the vegetation is required. We are however aiming to ensure sufficient visibility at the intersection while balancing the idea that parked vehicles discourage drivers from speeding as cars parked on either side of the road give drivers the impression of a narrow road, encouraging greater care when driving.

As a result, we believe that on street parking serves as an effective tool for maintaining acceptable speeds in the streets however will continue to monitor and install additional broken yellow lines if required.

Unfortunately, the Council does not install or maintain traffic mirrors or allow them to be installed on public roads only an encroachment can be applied for regarding private driveway visibility concerns. Please find more information: <https://wellington.govt.nz/parking-roads-and-transport/how-can-i/traffic-mirror>

This is because:

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- Glare or reflections can dazzle or disorientate driver
- They get easily broken and vandalised.

Therefore, due to safety reasons we are unable to approve the installation of a mirror at this intersection.

We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

**Name: Living Streets Aotearoa**

**Suburb: Not stated**

**Agree: Yes**

We support many of the Traffic Resolutions online at <https://www.letstalk.wellington.govt.nz/traffic-resolutions-april22>, assisting pedestrians (including people with disabilities) and helping access and use of public transport, with attributes such as the prohibition of parking to discourage parking on the footpath; better marking and positioning of bus stops to facilitate boarding and alighting; provision of mobility parking; and better marking of intersections to facilitate pedestrians crossing.

Therefore we support the following resolutions, because of footpath parking (other TRs may have this effect, too, but this does not feature in the relevant writ-ups):

TR23-22, noting that the aerial shows footpath parking on the proposed for NSAT lines, and also that the edge line being close to the kerb appears to encourage parking on the footpath (a common problem on Ohiro Rd, a pedestrian's nightmare that needs fixing);

TR26-22, noting that the aerial shows parking on the footpath;

## FEEDBACK RECEIVED

TR29-22, noting that the aerial shows parking on the footpath on a stretch not proposed for NSAT lines;

TR30-22, noting that the aerial shows parking on the footpath;TR31-22;

TR36-22, noting that the aerial shows illegal parking on the berm in the stretch proposed for NSAT lines;

TR42-22, noting that the aerial shows parking on the footpath;

TR48-22, noting that the aerial shows parking on the footpath;

and the following to improve bus accessibility and operation:

TR37-22 to TR41-22;

TR49-22, though a bus lane would be better than a clearway;

and the following conversions of general parking to mobility parking:TR32-22;TR47-22;

and the following intersection improvement:TR22-22.

We encourage WCC to continue with addressing these issues through traffic resolutions, and other means such as parking enforcement of the footpath and berm parking provisions, and improvement of road markings that appear to encourage footpath parking, as on Ohiro Rd noted above.

### **Officer's Response:**

Thank you for your feedback on Traffic Resolution TR22 -22 Russell and Edinburgh Terrace, Berhampore – Stop controlled intersection.

# We are proposing a change in your area

Kia ora,

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

## Proposal:

Reference	TR23-22 Rau Kai Way and Ohiro Road, Brooklyn– No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"><li>Install 10 metres and 5 metres of No Stopping At All Times on the eastern side of Ohiro Road adjacent to the intersection of Rau Kai Way and Ohiro Road.</li></ul>
Why we are proposing the change	<ul style="list-style-type: none"><li>We have received access concerns from Rau Kai Way residents regarding parked vehicles near the intersection with Ohiro Road obstructing visibility.</li><li>The installation of broken yellow lines will ensure there is sufficient visibility in both directions at the intersection.</li></ul>
Location – where we propose to make the change	Rau Kai Way and Ohiro Road – adjacent to the intersection
Impact	<ul style="list-style-type: none"><li>Improves safety for vehicles exiting Rau Kai Way and traffic travelling along Ohiro Road.</li><li>Net parking impact - removal of three unrestricted parking spaces.</li></ul>
How this relates to the parking policy	<ul style="list-style-type: none"><li>Support safe movement – Facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li></ul>
Additional Information	<ul style="list-style-type: none"><li>Average daily traffic count – 7,936</li><li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
Feedback	<ul style="list-style-type: none"><li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>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 on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>

# We are proposing a change in your area

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

## Next Steps

1. Feedback collated by Monday 14 March 2022.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 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: TR23-22 Rau Kai Way and Ohiro Road, Brooklyn – No Stopping At All Times





# We are proposing a change in your area

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

## Legal Description:

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

Column One	Column Two	Column Three
<b>Ohiro Road</b>	<i>No stopping, At All Times</i>	<i>East side, commencing from its intersection with Rau Kai Way (Grid coordinates x= 1,747,402.53m, y= 5,424,657.39 m) and extending in a northerly direction following the Eastern kerbline for 10 metres.</i>
<b>Ohiro Road</b>	<i>No stopping, At All Times</i>	<i>East side, commencing from its intersection with Rau Kai Way (Grid coordinates x= 1,747,402.62 m, y= 5,424,623.20 m) and extending in a southerly direction following the Eastern kerbline for 5 metres.</i>

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

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

**Date:** 17/02/2022

## **Feedback Received:**

**Name:** Calista  
**Suburb:** Brooklyn  
**Agree:** No

Unfortunately, enacting this proposal would merely contribute to the community's lack of adequate parking and contribute to the overall inaccessibility of Wellington.

While you have cited the theoretical benefits of this proposal, I would be interested in the actual statistics of accidents occurring at this site over the past year.

This issue could be easily remedied by the council installing mirrors, etc., to ensure visibility.

As a resident of this area, I do not support this proposal nor any proposal that creates accessibility issues for Wellington residents.

## **Officer's Response:**

TR23-22 Rau Kai Way and Ohiro Road, Brooklyn– No Stopping At All Times.

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

Regarding installing mirrors to mitigate these issues:

The Council does not install or maintain traffic mirrors or allow them to be installed on public roads only an encroachment can be applied for regarding private driveway visibility concerns. Please find more information: <https://wellington.govt.nz/parking-roads-and-transport/how-can-i/traffic-mirror>

This is because:

- They provide limited visibility when raining, at dawn or at dusk
- They have image distortion
- A driver can misjudge speed and distances of approaching vehicles because of the mirror's curvature
- Glare or reflections can dazzle or disorientate driver
- They get easily broken and vandalised.

Therefore, due to safety reasons we are unable to approve the installation of a mirror at this intersection.

## FEEDBACK RECEIVED

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

**Name:** Elliot  
**Suburb:** Brooklyn  
**Agree:** Yes

I wanted to confirm my support for installing no stopping lines both sides of the Rua Kai Way driveway, on Ohiro Rd.

I also suggest that 10m of lines be installed both sides of the driveway entrance. There is very limited visibility when trying to pull out onto Ohiro Rd in both directions, and I don't think the proposed 5m on the South side of the entrance will be enough. For the sake of removing ~1.5 extra car parks, I suggest 10m be installed on the South side also.

### **Officer's Response:**

TR23-22 Rau Kai Way and Ohiro Road, Brooklyn– No Stopping At All Times.

The proposed 5 metres of broken yellow lines on the south side will be enough to be able see vehicles travelling northbound without any issue.

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

**Name:** Wolf  
**Suburb:** Brooklyn  
**Agree:** Yes

Presently, exiting Rua Kai Way constitutes a significant hazard given the very poor visibility due to parked cars. Moving ahead with the proposal would increase the safety of residents and visitors to Rua Kai Way

### **Officer's Response:**

TR23-22 Rau Kai Way and Ohiro Road, Brooklyn– No Stopping At All Times.

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

**Name:** Casey  
**Suburb:** Brooklyn  
**Agree:** Yes

However, I would like to see 10 meters of parking removed on both sides.

**Officer's Response:**

TR23-22 Rau Kai Way and Ohiro Road, Brooklyn– No Stopping At All Times.

The proposed 5 metres of broken yellow lines on the south side will be enough to be able see vehicles travelling northbound without any issue.

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

**Name: Brooklyn Terraces Body Corporate Committee**

**Suburb: Brooklyn**

**Agree: Yes**

We are the Brooklyn Terraces Body Corporate Committee (registration number 552321) at 383 Ohiro road, Brooklyn, Wellington 6021. We represent the residents and owners within Rua Kai Way. The Brooklyn Terraces Body Corporate Committee is supportive of the Wellington City Council (WCC) proposal. However, we also have a number of suggestions that will support the outcomes of the proposed traffic resolution. Action 1: We request that WCC extend the No Stopping at All Times to 10 metres each side of the intersection to allow greater visibility for drivers. Action 2: We request the WCC develop car parking on the clear land across the road from the Rua Kai Way and Ohiro Road intersection. There is a great need for on-street parking all down Ohiro Road, especially in light of the recent WCC withdrawal of the provision allowing parking on footpaths. The many trucks that drive down Ohiro road is a health and safety risk for drivers who park on the road due to limited space and in-sufficient parking for the number of rate payers in the area. We note that not all residents work in the city and require car parking due to employment in Porirua, Hutt Valley, and these locations do not have accessible public transport. Action 3: As another safety initiative, we ask the WCC to explore the installation of a mirror to further enhance the visibility for drivers exiting Rua Kai Way. Action 4: We request WCC improve public transport frequency in peak periods for the number 29 bus. The service is not fit for purpose for residents resulting in a greater need for personal vehicles and car parking. Action 5: We also request investment in a bus shelter for residents at the bus stop, located near the intersection of Rua Kai Way and Ohiro Road.

**Officer's Response:**

TR23-22 Rau Kai Way and Ohiro Road, Brooklyn– No Stopping At All Times.

**Action 1:**

The proposed 5 metres of broken yellow lines on south side will be enough to be able see vehicles travelling northbound without any issue.

## **Action 2:**

This is out of scope for this traffic resolution, we will log a separate job with WCC for you, to be investigated.

Here's the log job's number #SR-355939

## **Action 3:**

The Council does not install or maintain traffic mirrors or allow them to be installed on public roads only an encroachment can be applied for regarding private driveway visibility concerns. Please find more information: <https://wellington.govt.nz/parking-roads-and-transport/how-can-i/traffic-mirror>

This is because:

- They provide limited visibility when raining, at dawn or at dusk
- They have image distortion
- A driver can misjudge speed and distances of approaching vehicles because of the mirror's curvature
- Glare or reflections can dazzle or disorientate driver
- They get easily broken and vandalised.

Therefore, due to safety reasons we are unable to approve the installation of a mirror at this intersection.

## **Action 4 and Action 5:**

We have forwarded your requests to the Council PT Transport Project Team to consider and they will respond to this request.

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

**Name:** Living Streets Aotearoa

**Suburb:** Not stated

**Agree:** Yes

We support many of the Traffic Resolutions online at <https://www.letstalk.wellington.govt.nz/traffic-resolutions-april22>, assisting pedestrians (including people with disabilities) and helping access and use of public transport, with attributes such as the prohibition of parking to discourage parking on the footpath; better marking and positioning of bus stops to facilitate boarding and alighting; provision of mobility parking; and better marking of intersections to facilitate pedestrians crossing.

Therefore we support the following resolutions, because of footpath parking (other TRs may have this effect, too, but this does not feature in the relevant writ-ups):

TR23-22, noting that the aerial shows footpath parking on the proposed for NSAT lines, and also that the edge line being close to the kerb appears to encourage parking on the footpath (a common problem on Ohiro Rd, a pedestrian's nightmare that needs fixing);

TR26-22, noting that the aerial shows parking on the footpath;

TR29-22, noting that the aerial shows parking on the footpath on a stretch not proposed for NSAT lines;

TR30-22, noting that the aerial shows parking on the footpath;

TR31-22;

TR36-22, noting that the aerial shows illegal parking on the berm in the stretch proposed for NSAT lines;

TR42-22, noting that the aerial shows parking on the footpath;

TR48-22, noting that the aerial shows parking on the footpath;

and the following to improve bus accessibility and operation: TR37-22 to TR41-22;

TR49-22, though a bus lane would be better than a clearway;

and the following conversions of general parking to mobility parking: TR32-22; TR47-22;

and the following intersection improvement: TR22-22.

We encourage WCC to continue with addressing these issues through traffic resolutions, and other means such as parking enforcement of the footpath and berm parking provisions, and improvement of road markings that appear to encourage footpath parking, as on Ohiro Rd noted above.

### **Officer's Response:**

TR23-22 Rau Kai Way and Ohiro Road, Brooklyn– No Stopping At All Times.

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

# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR24-22 Court Road, Tawa - No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Install 38 metres of broken yellow lines on the southern end of Court Road and 85 metres of broken yellow lines on the north western side of Court Road.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• We have received safety and accessibility concerns from local residents about vehicles parking on both sides of the road blocking traffic and local access to their properties at the end of Court Road.</li><li>• The road width measures approximately 6.2 metres at the widest section, which is insufficient for moving vehicles to pass when vehicles are parked on both sides of the road.</li><li>• To ensure there is adequate space for a vehicle to safely travel through the road and provide unhindered access for emergency service vehicles and large vehicles such as rubbish/recycling trucks, we propose the broken yellow lines along these sections of Court Road.</li></ul>
<b>Location – where we propose to make the change</b>	Court Road, Tawa – between no.3 to no.12
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves safety and accessibility for vehicles travelling along Court Road.</li><li>• Net parking impact - removal of up to 24 unrestricted parking spaces.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

# We are proposing a change in your area

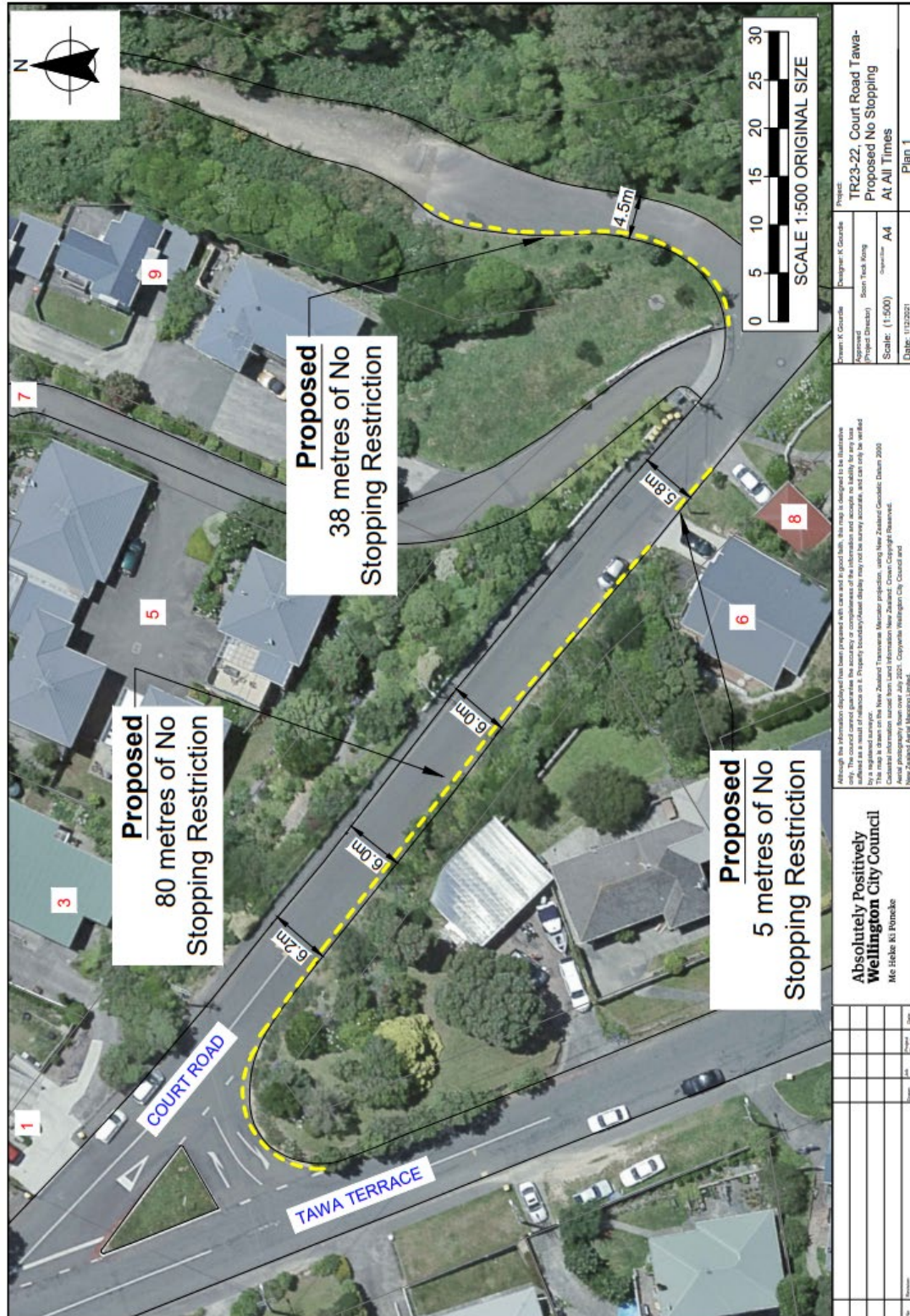
<b>Feedback</b>	<ul style="list-style-type: none"><li>• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>



# We are proposing a change in your area

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

## Traffic Resolution Plan: TR24-22 Court Road, Tawa – No Stopping At All Times



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Court Road</b>	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Tawa Terrace (Grid coordinates X=1,753,389.39m Y=5,440,524.28m) and extending in an easterly direction following the southern kerb line for 80 metres.</i>
<b>Court Road</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 84 metres from its intersection with Tawa Terrace (Grid coordinates X=1,753,389.39m Y=5,440,524.28m) and extending in an easterly direction following the southern kerb line for 5 metres.</i>
<b>Court Road</b>	<i>No Stopping At All Times</i>	<i>North western side, commencing 133 metres from its intersection with Tawa Terrace (Grid coordinates X=1,753,374.02m Y=5,440,565.08m) and extending in an northerly direction following the western kerb line for 38 metres.</i>

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

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

**Date:** 17/02/2022

## **Feedback Received:**

**Name:** Margaret

**Suburb:** Tawa

**Agree:** Yes/No

I agree to the use of yellow lines between house number 6 and 8 on the South side. This is excellent. However, I would like to see the rest of the yellow lines along the south of Court Rd moved to the North. Our driveway is on a slope meaning that if someone parks opposite us on the North side we CANT GET OUT OF OUR DRIVEWAY with the cars we have. Also on previous meetings with the neighborhood we have all agreed to park on the South Side which works best, especially for turning in to the houses below. I would be happy for someone to call me to discuss this matter, or my partner who often works from home can explain this to someone if they wish to visit.

## **Officer's Response:**

Thank you for your feedback on Traffic Resolution TR24 -22 Court Road, Tawa – No Stopping At All Times.

We have proposed to install the broken yellow lines on the southern side of Court Road to maintain vehicles parking along the footpath side of the road. Yellow lines on the bank side are to ensure pedestrians can safely enter and exit their vehicles adjacent to a formed footpath and do not have to cross the road to better improve safety.

Installing broken yellow lines on the southern side will also help when exiting and entering your driveway as there is additional room for manoeuvring on each side of the driveway. Broken yellow lines on the southern side will provide better visibility of oncoming traffic when exiting your driveway as well.

We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR25-22 Highbury Road, Highbury - No Stopping At All Times (Amended)
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Install 54 Metres of broken yellow lines on the northern side of Highbury Road between no.12-15.</li><li>• (Original Proposal: Install 91 metres of broken yellow lines on the northern side of Highbury Road between no.12-26 and Install 20 metres of broken yellow lines on the southern side of Highbury Road between no.11-15).</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• We have received safety and accessibility concerns from local residents that the road width at these locations are too narrow to allow vehicles to park on both sides of the road.</li><li>• The road width measures approximately 6.6 metres with the narrowest section being 5.3 metres on a bend. There is insufficient room for moving vehicles to pass when vehicles are parked on both sides of the road.</li><li>• To ensure there is adequate space for a vehicle to safely travel through and provide unhindered access for emergency service vehicles and large vehicles such as rubbish/recycling trucks, we propose the installation of broken yellow lines along these sections for Highbury Road.</li></ul>
<b>Location – where we propose to make the change</b>	Highbury Road, Highbury – between no.12 to no.16
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves safety and accessibility for vehicles travelling along Highbury Road.</li><li>• Net parking impact - removal of up to 18 unrestricted parking spaces.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count - 508</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

# We are proposing a change in your area

<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>



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Wellington City Council**  
Me Heke Ki Pōneke

**Proposed 20 metres of No Stopping Restriction**

**Proposed 91 metres of No Stopping Restriction**

**TR25-22 Highbury Road, Highbury Proposed No Stopping At All Times Plan 1**

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

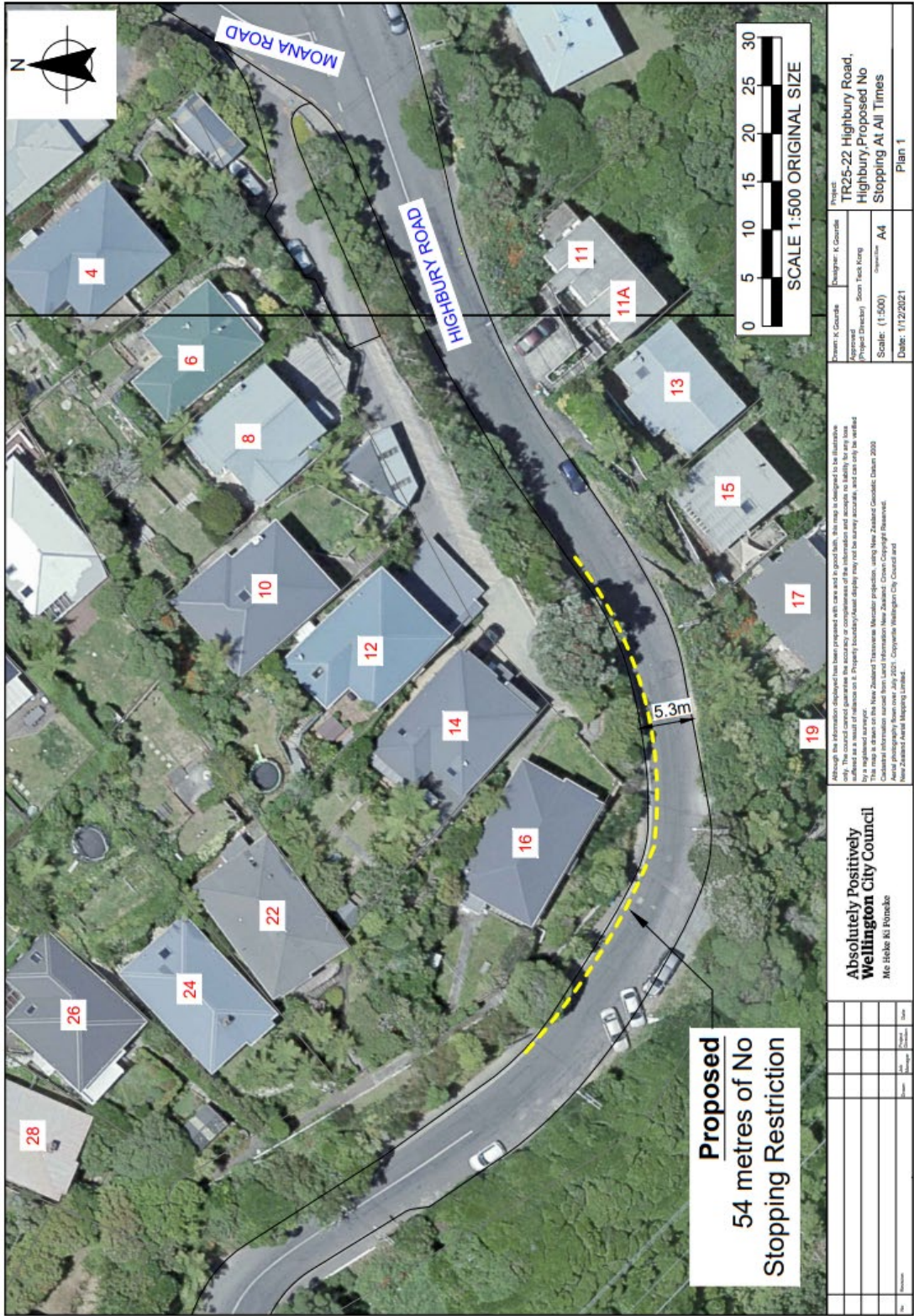
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Project: TR25-22 Highbury Road, Highbury Proposed No Stopping At All Times  
Drawing: K. Gaudin  
Author: J. King  
Scale: 1:500  
Date: 11/2/2021



We are proposing a change in your area

Amended Plan- Post Consultation: TR25-22 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
<b>Highbury Road</b>	<i>No Stopping At All Times</i>	<i>North side, commencing 50 metres west of its intersection with Moana Road (Grid coordinates X=1,747,140.44m Y=5,427,360.27m) and extending in a westerly direction following the northern kerbline for 54 metres.</i>

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

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

**Date:** 17/02/2022



## **Feedback Received:**

**Name:** Tom

**Suburb:** Highbury

**Agree:** No

I have lived on Highbury Road since 2018 (■ Highbury Road, and then ■ Highbury Road) and not once have I ever heard of any issues with the proposed stretch of road. I haven't even seen any cars parked on the 'northern side of Highbury Road between no. 12-26 (as described in the proposal leaflet), in 4 years! Residents park vehicles on the south-western side of Highbury Road between no. 16-24 where there is ample room off the road to park. These cars parked on this south-western side do in no part obstruct larger vehicles, such as emergency vehicles and rubbish/recycling trucks from safely passing through this stretch of road. Cars do park along the proposed 20m of road on 'the southern side of Highbury Road between no. 11-15' (as described in the proposal), however, cars parked in this area are also well out of the way of other vehicles trying to use the road. If broken yellow lines were installed along this stretch of road, the properties 11-19 would be forced to park further up or further down Highbury Road (where there aren't any spare parking spots), increasing parking congestion and also increasing the likelihood that a vehicle will end up parked in a way that IS obstructing larger vehicles on the road. Implementing these highly unnecessary changes would be a huge waste of both time and money, and will only impede local residents.

## **Officer's Response:**

Thank you for your feedback on Traffic Resolution TR25 -22 Highbury Road, Highbury – No Stopping At All Times.

We have reviewed your concerns and based on the general feedback we have received; we have decided to amend the original proposed no stopping restriction by reducing the extent of broken yellow lines as per the attached plan. We are now proposing only 54 metres of broken yellow lines on the northern bend of Highbury Road which will result in a loss of approximately 7 carparks.

We understand that vehicles tend not to park opposite one another on both the northern and southern sides as per the feedback we have received. However, we want to prevent people from parking on this bend for the minority that do park in this location to maintain visibility and enhance safety for vehicles travelling along the roading corridor.

We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

**Name:** Brad  
**Suburb:** Highbury  
**Agree:** No

Thank you Wellington City Council for allowing the residents to have a kōrero, we appreciate the chance to be heard on this issue. I want to challenge this proposal from the side of those with a disability. It is nothing new to say that travelling around Pōneke with impaired mobility proves to be a difficult task; especially in Highbury the hills are steep, the footpaths narrow, and close parking requires a broken wishbone. I have friends and family with disabilities who can barely make it to my front door. Restricting parking may be a win for vehicles, but it is a loss for a community too often rendered invisible when these decisions are made. Highbury is not just a suburb of able-bodied students and young families, but the elderly and the disabled. A lack of parking means a longer, more difficult walk to the houses within the lines. Highbury is also a split suburb of those who can afford large homes close to the city, and poorer renters who can't. A lack of parking therefore means a negligible payment for some, and a considerable cost for others. Do we really want to make the area even less accessible, with the effects falling hardest on the less privileged? If the benefits of installing the yellow lines outweighed these issues, I might understand. As it stands, I do not see it. It is rare to see cars parked opposite the proposed yellow lines outside 11 - 15 Highbury Rd, or along the those outside 12 - 28. Restrictions will only push vehicles into a smaller area beside the lines, creating more obstruction to traffic—not less. I urge the council to reconsider this plan; it will create an unfair division of people, and a frustrated collection of cars.

### **Officer's Response:**

Thank you for your feedback on Traffic Resolution TR25 -22 Highbury Road, Highbury – No Stopping At All Times.

We have reviewed your concerns and based on the general feedback we have received; we have decided to amend the original proposed no stopping restriction by reducing the extent of broken yellow lines as per the attached plan. We are now proposing only 54 metres of broken yellow lines on the northern bend of Highbury Road which will result in a loss of approximately 7 carparks.

We understand that vehicles tend not to park opposite one another on both the northern and southern side as per the feedback we have received. However, we want to prevent people from parking on this bend for the minority that do park in this location to maintain visibility and enhance safety for vehicles travelling along the roading corridor.

We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

**Name:** Highbury resident 2

**Suburb:** Highbury

**Agree:** No

I don't agree with the installation of broken yellow lines on the southern side of Highbury Road between numbers 11 and 15 because it would require people to park their car in an area where it is likely to be hit by downhill traffic and create safety issues for pedestrians. I agree that it is unfeasible to have cars parked on both sides of the road at that point. However, it would seem to make more sense to install the yellow lines on the northern side between numbers 11 and 15 instead. Installing yellow lines on the southern side would result in more cars parked on the northern side - which would be more unsafe than the current setup as the corner is tight to downhill traffic and parked cars would be impossible to see from around the corner (and may result in people parking on the footpath to avoid being hit by downhill traffic). On the southern side there is more of a shoulder that allows people to park out of the way of traffic but without encroaching on a footpath. I have only very rarely seen cars parked on both the north and south side of Highbury Road at that point (because it is quite clear that the northern side is an unwise parking spot). I would also note that several houses in this section of Highbury Road are rented by groups of students/workers - so have quite a few cars per household. By the evenings all of the current parking spaces on the southern side are in use - it's likely that these cars would just shift to the northern side of the road.

**Officer's Response:**

Thank you for your feedback on Traffic Resolution TR25 -22 Highbury Road, Highbury – No Stopping At All Times.

We have reviewed your concerns and based on the general feedback we have received; we have decided to amend the original proposed no stopping restriction by reducing the extent of broken yellow lines as per the attached plan. We are now proposing only 54 metres of broken yellow lines on the northern bend of Highbury Road which will result in a loss of approximately 7 carparks.

We understand that vehicles tend not to park opposite one another on both the northern and southern side as per the feedback we have received. However, we want to prevent people from parking on this bend for the minority that do park in this location to maintain visibility and enhance safety for vehicles travelling along the roading corridor.

We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

**Name:** ResnsonM

**Suburb:** Highbury

**Agree:** No

I don't agree with the installation of broken yellow lines on the southern side of Highbury Road between numbers 11 and 15 because it would require people to park their car in an area where it is likely to be hit by downhill traffic and create safety issues for pedestrians. I agree that it is unfeasible to have cars parked on both sides of the road at that point. However, it would seem to make more sense to install the yellow lines on the northern side between numbers 11 and 15 instead. Installing yellow lines on the southern side would result in more cars parked on the northern side - which would be more unsafe than the current setup as the corner is tight to downhill traffic and parked cars would be impossible to see from around the corner (and may result in people parking on the footpath to avoid being hit by downhill traffic). On the southern side there is more of a shoulder that allows people to park out of the way of traffic but without encroaching on a footpath. I have only very rarely seen cars parked on both the north and south side of Highbury Road at that point (because it is quite clear that the northern side is an unwise parking spot). I would also note that several houses in this section of Highbury Road are rented by groups of students/workers - so have quite a few cars per household. By the evenings all of the current parking spaces on the southern side are in use - it's likely that these cars would just shift to the northern side of the road.

**Officer's Response:**

Thank you for your feedback on Traffic Resolution TR25 -22 Highbury Road, Highbury – No Stopping At All Times.

We have reviewed your concerns and based on the general feedback we have received; we have decided to amend the original proposed no stopping restriction by reducing the extent of broken yellow lines as per the attached plan. We are now proposing only 54 metres of broken yellow lines on the northern bend of Highbury Road which will result in a loss of approximately 7 carparks.

We understand that vehicles tend not to park opposite one another on both the northern and southern side as per the feedback we have received. However, we want to prevent people from parking on this bend for the minority that do park in this location to maintain visibility and enhance safety for vehicles travelling along the roading corridor.

We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

**Name:** Liana  
**Suburb:** Highbury  
**Agree:** No

I strongly disagree with this proposal, for the following reasons:

- No vehicles actually park on both the northern and southern sides of the road. People are already aware there is insufficient space to park on both sides of the road at these points, and don't do so in order to allow vehicles to pass through safely.
- There are already limited existing parking spaces in the Highbury area, given almost all houses do not have car ports or garages. Removing parking spaces will simply create parking congestion on surrounding streets, which will then pose genuine issues for passing vehicles, including buses and rubbish trucks.
- The removal of parking is incredibly inconvenient for residents, who to date have been able to enjoy free parking directly outside or near to their homes.
- Implementing this proposal imposes additional implementation and enforcement costs on WCC.

**Officer's Response:**

Thank you for your feedback on Traffic Resolution TR25 -22 Highbury Road, Highbury – No Stopping At All Times.

We have reviewed your concerns and based on the general feedback we have received; we have decided to amend the original proposed no stopping restriction by reducing the extent of broken yellow lines as per the attached plan. We are now proposing only 54 metres of broken yellow lines on the northern bend of Highbury Road which will result in a loss of approximately 7 carparks.

We understand that vehicles tend not to park opposite one another on both the northern and southern side as per the feedback we have received. However, we want to prevent people from parking on this bend for the minority that do park in this location to maintain visibility and enhance safety for vehicles travelling along the roading corridor.

We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

**Name:** Grant  
**Suburb:** Highbury  
**Agree:** No

You appear to be creating a solution for a problem that doesn't exist. Our family are regular users of the bus and in our experience the residents are aware there is insufficient space to park on both sides of the road at these points, and don't do so in order to allow vehicles to pass through safely. If there is the occasional problem with visitors parking inconsiderately this could be addressed with signage.

There are already limited existing parking spaces in the Highbury area, given almost all houses do not have car ports or garages. Removing parking spaces will simply create parking congestion on surrounding streets, which will then pose genuine issues for passing vehicles, including buses and rubbish trucks.

If Wellington is to have a workable public transport system, it must be multi modal. We are happy to use the bus when it makes sense for commuting but need the convenience of a car for the weekend and longer trips. WCC should be encouraging this rather than taking away our parking when there are no other options.

I trust that the council will work with residents to produce a more pragmatic solution rather than removing all parking in this area.

## **Officer's Response:**

Thank you for your feedback on Traffic Resolution TR25 -22 Highbury Road, Highbury – No Stopping At All Times.

We have reviewed your concerns and based on the general feedback we have received; we have decided to amend the original proposed no stopping restriction by reducing the extent of broken yellow lines as per the attached plan. We are now proposing only 54 metres of broken yellow lines on the northern bend of Highbury Road which will result in a loss of approximately 7 carparks.

We understand that vehicles tend not to park opposite one another on both the northern and southern side as per the feedback we have received. However, we want to prevent people from parking on this bend for the minority that do park in this location to maintain visibility and enhance safety for vehicles travelling along the roading corridor.

We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR26-22 Nether Green Crescent, Johnsonville - No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Install a total of 122 metres of broken yellow lines along various sections of Nether Green Crescent.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• We have received safety and accessibility concerns from local residents about vehicles parking on both sides of the road blocking local access to their properties on Nether Green Crescent.</li><li>• The road width measures approximately 6.5 metres with the narrowest section being 5.9 metres. There is insufficient room for moving vehicles to pass when vehicles are parked on both sides of the road.</li><li>• To ensure there is adequate space for a vehicle to safely travel through and provide unhindered access for emergency service vehicles and large vehicles such as rubbish/recycling trucks, we propose the installation of broken yellow lines along sections of Nether Green Crescent.</li><li>• Extending the broken yellow lines at the intersection of Nether Green Crescent and Erris Street will improve visibility when drivers are exiting Nether Green Crescent.</li></ul>
<b>Location – where we propose to make the change</b>	Nether Green Crescent, Johnsonville - between no.3 to no.30 at various sections
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves safety and accessibility for vehicles travelling on Nether Green Crescent.</li><li>• Improves visibility when exiting Nether Green Crescent.</li><li>• Net parking impact - removal of upto 18 unrestricted parking spaces.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count - 258</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

# We are proposing a change in your area

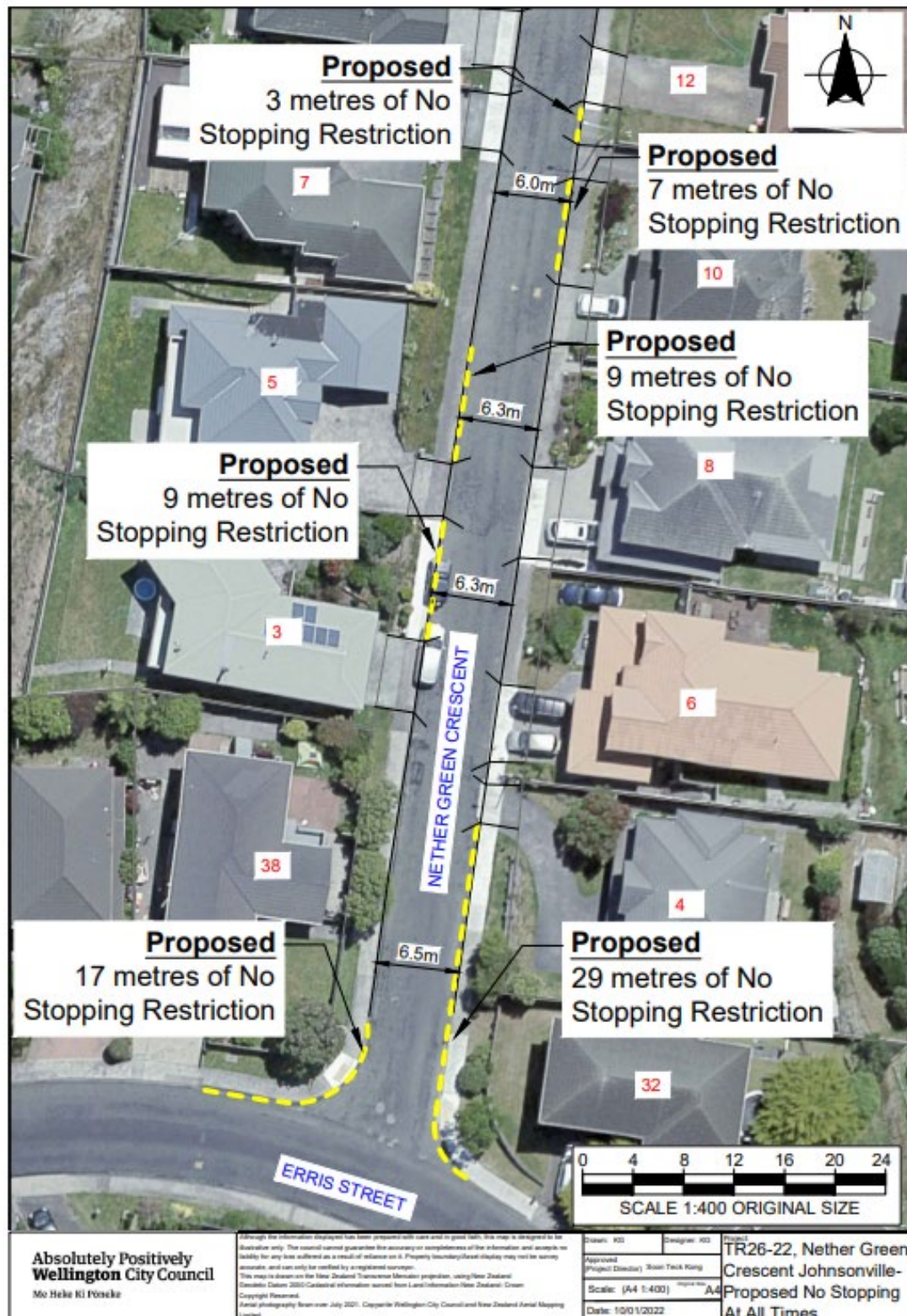
<b>Feedback</b>	<ul style="list-style-type: none"><li>• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>



# We are proposing a change in your area

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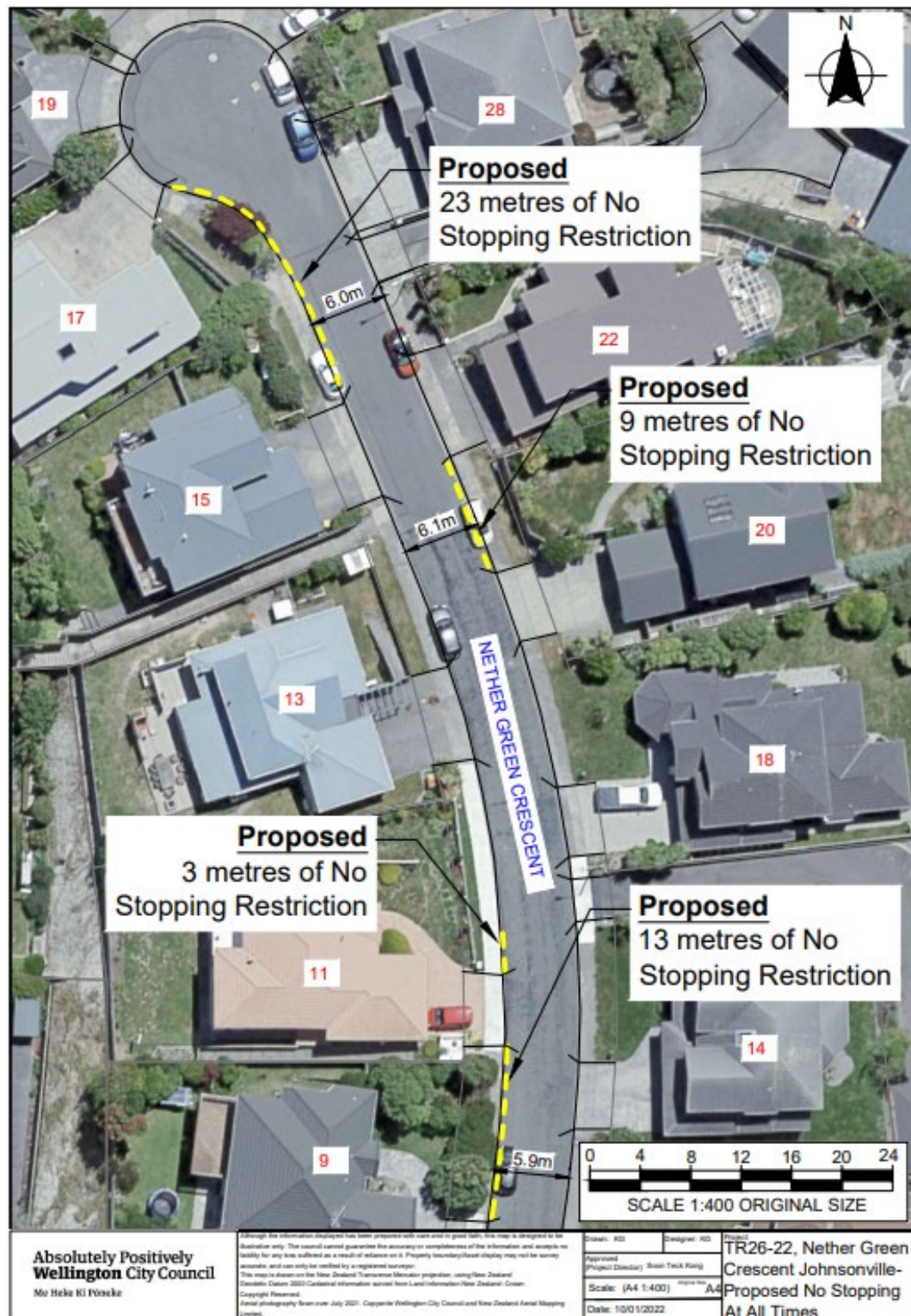
## Traffic Resolution Plan: TR26-22 Nether Green Crescent, Johnsonville - No Stopping At All Times





We are proposing a change in your area

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# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Nether Green Crescent</b>	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Erris Street (Grid coordinates X=1,750,604.54m Y=5,435,562.56m) and extending in a northerly direction following the western kerb line for 7 metres.</i>
<b>Erris Street</b>	<i>No Stopping At All Times</i>	<i>North side, commencing at its intersection with Nether Green Crescent (Grid coordinates X=1,750,604.54m Y=5,435,562.56m) and extending in a Westerly direction following the northern kerb line for 10 metres.</i>
<b>Nether Green Crescent</b>	<i>No Stopping At All Times</i>	<i>East side, commencing at its intersection with Erris Street (Grid coordinates X=1,750,612.94m Y=5,435,557.92m) and extending in a northerly direction following the eastern kerb line for 25 metres.</i>
<b>Erris Street</b>	<i>No Stopping At All Times</i>	<i>North side, commencing at its intersection with Nether Green Crescent (Grid coordinates X=1,750,612.94m Y=5,435,557.92m) and extending in a easterly direction following the northern kerb line for 4 metres.</i>
<b>Nether Green Crescent</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 37 metres from its intersection with Erris Street (Grid coordinates X=1,750,604.54m Y=5,435,562.56m) and extending in a northerly direction following the western kerb line for 9 metres.</i>
<b>Nether Green Crescent</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 52 metres from its intersection with Erris Street (Grid coordinates X=1,750,604.54m Y=5,435,562.56m) and extending in a northerly direction following the western kerb line for 9 metres.</i>

# We are proposing a change in your area

<b>Nether Green Crescent</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 65 metres from its intersection with Erris Street (Grid coordinates X=1,750,612.94m Y=5,435,557.92m) and extending in a northerly direction following the eastern kerb line for 7 metres.</i>
<b>Nether Green Crescent</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 74 metres from its intersection with Erris Street (Grid coordinates X=1,750,612.94m Y=5,435,557.92m) and extending in a northerly direction following the eastern kerb line for 3 metres.</i>
<b>Nether Green Crescent</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 88 metres from its intersection with Erris Street (Grid coordinates X=1,750,604.54m Y=5,435,562.56m) and extending in a northerly direction following the western kerb line for 13 metres.</i>
<b>Nether Green Crescent</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 108 metres from its intersection with Erris Street (Grid coordinates X=1,750,604.54m Y=5,435,562.56m) and extending in a northerly direction following the western kerb line for 3 metres.</i>
<b>Nether Green Crescent</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 156 metres from its intersection with Erris Street (Grid coordinates X=1,750,604.54m Y=5,435,562.56m) and extending in a northerly direction following the western kerb line for 23 metres.</i>
<b>Nether Green Crescent</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 145 metres from its intersection with Erris Street (Grid coordinates X=1,750,612.94m Y=5,435,557.92m) and extending in a northerly direction following the eastern kerb line for 9 metres.</i>

pared By: Kate Gourdie (Transport Engineer Assistant)

Approved By: Zackary Moodie (Team Leader Transport Engineering)

Date: 17/02/2022

## **Feedback Received:**

**Name:** WellyGirl  
**Suburb:** Johnsonville  
**Agree:** Yes

Access to Nether Green Crescent has become increasing difficult over the last 3 to 4 years. The street is very narrow, and cars are often parked at the end of the cul-de-sac, in the curved area intended for turning and on both sides of the street. Quite often, there is insufficient clearance between parked vehicles for other vehicles to get through. This has created issues for residents, service vehicles and visitors to the street. I have a small vehicle but still find that I am 'weaving' pass the vehicles to get to my house which is at the end of the cul-de-sac. On occasions, I have not been able to get access to my house. This can be extremely frustrating especially when I return from the supermarket in the evening, and I need to ask vehicle owners to move their vehicle to get through. More importantly, this can be a safety issue when residents are not able to get in and out freely, in the event of an emergency. I fully support the proposed changes as these will ensure that the street always remains accessible and thus safer for residents, service vehicles and visitors. I believe that there is reasonable parking available for residents as all the houses have their own driveways and the parking restrictions would address the current issues.

## **Officer's Response:**

Thank you for your feedback on Traffic Resolution TR26 -22 Nether Green Crescent, Johnsonville – No Stopping At All Times.

**Name:** Jville Mum  
**Suburb:** Johnsonville  
**Agree:** Yes

I whole-heartedly agree with the proposed broken yellow lines on our street. Every house on the street was built with a double garage and off-street parking and there was never a problem with parking or being able to drive down the street unobstructed until one house replaced its garage with a bedroom/bathroom. If this was consented, let it be noted that this decision essentially created the parking problem, adding more people (and cars) to the dwelling and removing spaces for cars. While this dwelling generally has four cars parked in the driveway, they have an additional 6-7 cars parked on the street - so around 10 cars for this property alone. Other residents choose to use their garages for storage rather than parking for their cars, however they do have garages and off-street parking at their disposal. Therefore, I believe there should be plenty of parking capacity in the street in spite of the installation of the yellow lines.

## **Officer's Response:**

Thank you for your feedback on Traffic Resolution TR26 -22 Nether Green Crescent, Johnsonville – No Stopping At All Times.

# Feedback Received

**Name: Andrew and Jackie**

**Suburb: Johnsonville**

**Agree: Yes**

Thank you for the opportunity to comment on the proposed change TR26-22. We are the homeowners and residents at [REDACTED] Nether Green Crescent.

We welcome all the proposed changes in TR26-22 as they will improve visibility when exiting Nether Green Crescent, and improve overall vehicle access.

(1) We have frequently experienced difficulties with getting cars off our property and onto the road safely, due to cars being parked on the street immediately opposite our driveway leaving too little room for manoeuvring.

We support the suggested no parking areas to address this.

(2) We have also experienced difficulties driving along the street, due to cars being parked on both sides.

We also support the suggested no parking areas as they will address this.

(3) Another difficulty has been lack of visibility soon after we enter the street due to the steep rise, with the brow in the vicinity of 10 Nether Green Crescent, which blocks the view of an oncoming car until you get very close to it. With cars parked even on one side of the road in this area, moving vehicles often encounter each other head on and have to brake sharply.

We suggest that an additional No Stopping Restriction on the western edge of the road opposite 10 Nether Green Crescent may alleviate this concern.

(4) Also we note there was difficulty with a car that was parked right at the entrance of Nether Green Crescent for a very long period of time (and only recently shifted), which forced drivers to shift to the other side of the road when exiting the intersection, which was unsafe.

We support the suggested no parking areas as they will address this.

## **Officer's Response:**

Thank you for your feedback on Traffic Resolution TR26 -22 Nether Green Crescent, Johnsonville – No Stopping At All Times.

We appreciate hearing such positive feedback on the proposed changes. We have investigated your concerns and suggestion to install further no stopping restriction opposite number 10 on the western side of Nether Green Crescent.



While parked vehicles may reduce the traffic flow on Nether Green Crescent to a single lane, the traffic volume is low enough that does not cause excessive delays. These same parked vehicles also discourage drivers from speeding as cars parked on either side of the road give drivers the impression of a narrow road, encouraging greater care when driving. There is also enough room to pull in at the top of the rise behind the parked vehicles to allow oncoming traffic to get through without visibility being obscured.

As a result, we believe that the remaining on street parking serves as an effective tool for maintaining acceptable speeds on the street.

We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

**Name:** Katseagull  
**Suburb:** Johnsonville  
**Agree:** Yes

It has been a nightmare and really frustrating to navigate through the narrow path left with so many cars carelessly parking on the street. It is impossible for ambulance or fire truck to come through in an emergency situation. We fully support the proposed changes on Nether Green Crescent. Thank you.

**Officer's Response:**

Thank you for your feedback on Traffic Resolution TR26 -22 Nether Green Crescent, Johnsonville – No Stopping At All Times.

**Name:** Yanto  
**Suburb:** Johnsonville  
**Agree:** Yes

There are many cars park both sides of the road, and it causes safety and accessibility problems. This also causes lots of inconvenience for the residences, such as when there is large vehicles (e.g. rubbish/recycling), or when trailer is used. agree with the proposals of TR26-22

**Officer's Response:**

Thank you for your feedback on Traffic Resolution TR26 -22 Nether Green Crescent, Johnsonville – No Stopping At All Times.

## Feedback Received

**Name:** Nandita  
**Suburb:** Johnsonville  
**Agree:** Yes

Many thanks for the proposed changes to Nether Green Crescent.

We fully support the proposed traffic resolution with one minor suggestion.

The proposed broken yellow lines at the beginning of the street (alongside #38 Erris street) should be extended further into Nether Green Crescent to prevent a car parking in front of that house close to the intersection. That extension can be compensated by reducing the length of the yellow broken lines proposed for the frontage of #3 Nether Green crescent. The need for clear space is greater as you get closer to the intersection as the visibility when turning onto Erris street is poor due to the curvature of that road. It will also prevent cars turning left into Nether Green Crescent (from Erris street), from having to drift into the oncoming lane when doing so.

### **Officer's Response:**

Thank you for your feedback on Traffic Resolution TR26 -22 Nether Green Crescent, Johnsonville – No Stopping At All Times.

It is illegal to park within 6 metres of an intersection and clearly outlined in the NZ road code. The broken yellow lines extending around this bend from Erris Street onto Nether Green Crescent outside number 38, extend further than the minimum requirement with the broken yellow lines on Nether Green Crescent extending by 7 metres. This extension still allows sufficient visibility when turning onto Nether Green Crescent to see oncoming traffic by still maintaining as much parking on the street as possible.

We would not be able to reduce the broken yellow lines between 3-5 Nether Green Crescent as the road width at this location measures at 6.3m which is insufficient room to allow parking on both sides of the road. Installing broken yellow lines on one side of the road ensures vehicles can easily pass through.

We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

**Name:** Living Streets Aotearoa  
**Suburb:** Not stated  
**Agree:** Yes

We support many of the Traffic Resolutions online at <https://www.letstalk.wellington.govt.nz/traffic-resolutions-april22>, assisting pedestrians (including people with disabilities) and helping access and use of public transport, with attributes such as the prohibition of parking to discourage parking on the footpath; better marking and positioning of bus stops to facilitate boarding and alighting; provision of mobility parking; and better marking of intersections to facilitate pedestrians crossing.



Therefore we support the following resolutions, because of footpath parking (other TRs may have this effect, too, but this does not feature in the relevant writ-ups):

TR23-22, noting that the aerial shows footpath parking on the proposed for NSAT lines, and also that the edge line being close to the kerb appears to encourage parking on the footpath (a common problem on Ohiro Rd, a pedestrian's nightmare that needs fixing);

TR26-22, noting that the aerial shows parking on the footpath;

TR29-22, noting that the aerial shows parking on the footpath on a stretch not proposed for NSAT lines;

TR30-22, noting that the aerial shows parking on the footpath;TR31-22;

TR36-22, noting that the aerial shows illegal parking on the berm in the stretch proposed for NSAT lines;

TR42-22, noting that the aerial shows parking on the footpath;

TR48-22, noting that the aerial shows parking on the footpath;

and the following to improve bus accessibility and operation:

TR37-22 to TR41-22;

TR49-22, though a bus lane would be better than a clearway;

and the following conversions of general parking to mobility parking:TR32-22;TR47-22;

and the following intersection improvement:TR22-22.

We encourage WCC to continue with addressing these issues through traffic resolutions, and other means such as parking enforcement of the footpath and berm parking provisions, and improvement of road markings that appear to encourage footpath parking, as on Ohiro Rd noted above.

### **Officer's Response:**

Thank you for your feedback on Traffic Resolution TR26 -22 Nether Green Crescent, Johnsonville – No Stopping At All Times and other Traffic Resolutions.

# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR 27-22 Tasman Street, Mount Cook - Time Restricted change to Coupon Parking
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>To convert the existing P15 time restricted parking outside no.23 – no.25 to coupon parking.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>We have received request from resident to change the existing parking time limit outside no.23 and no.25 as the vet clinic has now closed, so the P-15 customer parking is not needed.</li></ul>
<b>Location – where we propose to make the change</b>	Tasman Street, Mount Cook – outside no.23 and no.25
<b>Impact</b>	<ul style="list-style-type: none"><li>Improve public parking availability in the area.</li><li>Net parking impact – there will be no loss of parking availability except for parking time restriction change.</li><li>Pedestrian impact – no change as there are no alterations to the pedestrian facilities.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>This proposal aligns with the parking policy as it prioritises parking provision for the area.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>Average daily traffic count – 3,531</li><li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

# We are proposing a change in your area

<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a> . <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

# We are proposing a change in your area

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

## Traffic Resolution Plan: TR27-22 Tasman Street, Mount Cook – Time Restricted Change to Coupon Parking



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Tasman Street</b>	<i>P15 Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 79 metres east of its intersection with Rugby Street and extending in a northerly direction following the eastern kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
<b>Tasman Street</b>	<i>Coupon parking, Monday – Friday, 8:00am-6:00pm</i>	<i>East side, commencing 79 metres east of its intersection with Rugby Street (  x=1,748,842.25m, y=5,426,364.01m), and extending in a northerly direction following the eastern kerbline for 12 metres.</i>

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

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

**Date:** 17/02/2022

# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR30-22 Evesham Place, Newlands - No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Install 144 metres of Yellow No Stopping Lines on Evesham Place</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• We have received safety and accessibility concerns from a local resident due to vehicles parking on both sides of the road.</li><li>• Officers have visited the site and determined that the road width measuring at 6.25metres is too narrow on most of the street to allow parking on both sides.</li><li>• Vehicles are regularly parking on the footpath, and potentially obstructing pedestrians.</li><li>• To ensure there is adequate space for a vehicle to safely travel through the road and provide unhindered access for emergency service vehicles, we propose the installation of broken yellow lines along Evesham Place.</li></ul>
<b>Location – where we propose to make the change</b>	Evesham Place, Newlands – between no.2 to no.6 and no.7 to no.15
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves safety and accessibility for pedestrians and large emergency vehicles.</li><li>• Net parking impact - removal of 12 unrestricted parking spaces.</li><li>• Pedestrian impact – positive. Safe access along the footpath.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count - 165</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

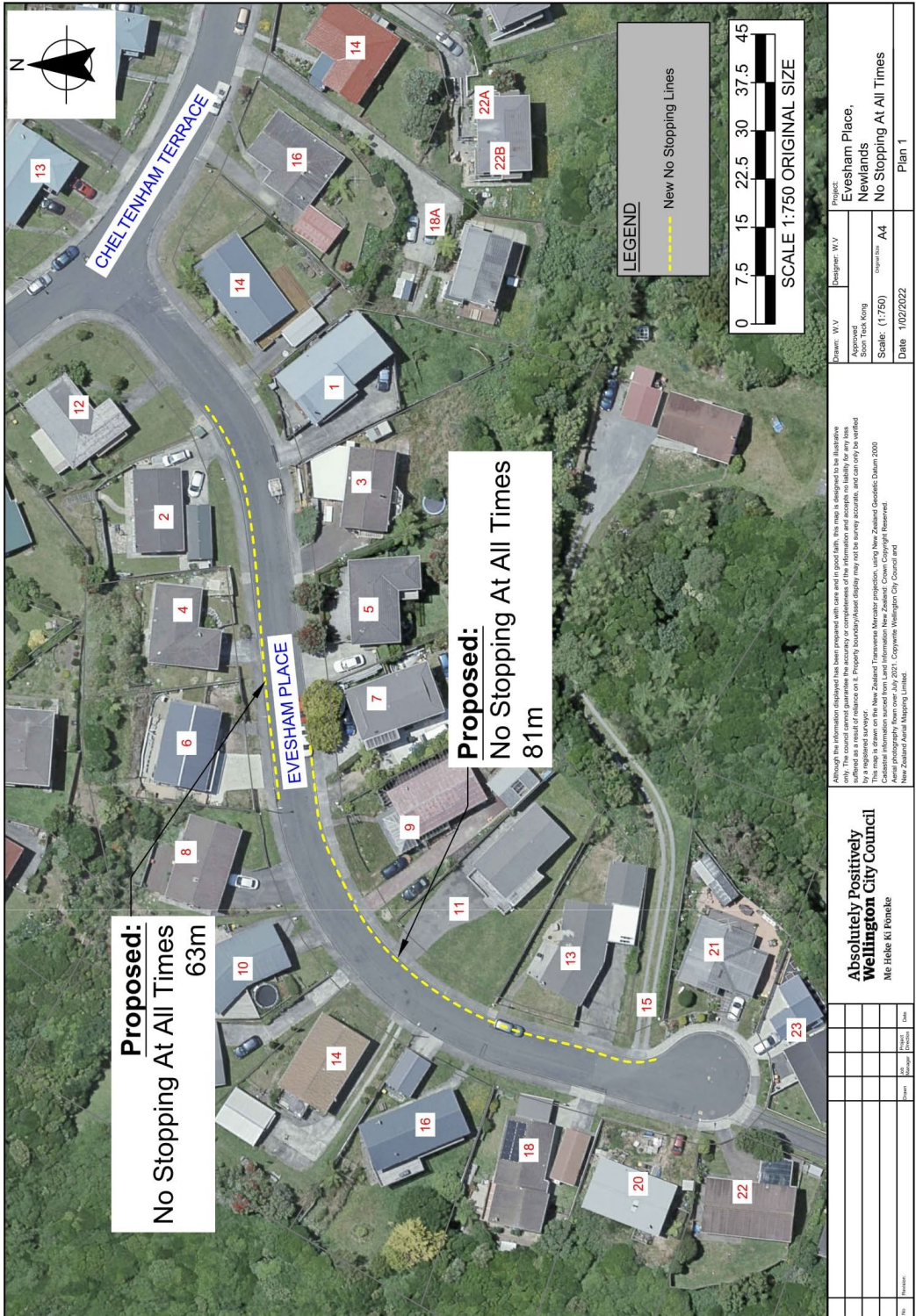


# We are proposing a change in your area

<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

We are proposing a change in your area

Traffic Resolution Plan: TR30-22 Evesham Place, 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 One	Column Two	Column Three
<b><i>Evesham Place</i></b>	<i>No Stopping At All Times</i>	<i>North side, commencing 24.1 metres west of its intersection with Cheltenham Terrace (Grid coordinates X= 1,752,016.75m Y= 5,434,185.95m) and extending in a westerly direction following the northern kerb line for 63 metres.</i>
<b><i>Evesham Place</i></b>	<i>No Stopping At All Times</i>	<i>South side, commencing 83.2 metres west of its intersection with Cheltenham Terrace (Grid coordinates X= 1,752,021.31m Y= 5,434,180.98m) and extending in a westerly direction following the southern kerb line for 81 metres.</i>

<b>Prepared By:</b>	Wilhelm Vaeluaga	<b>(Transport Engineer Assistant)</b>
<b>Approved By:</b>	Zackary Moodie	<b>(Team Leader Transport Engineering)</b>
<b>Date:</b>	17/02/2022	

# We are proposing a change in your area

## Feedback Received:

**Name:** Kamps Family

**Suburb:** Newlands

**Agree:** Yes

We fully and completely support the proposal

- As residents of the street for approx. 25 years we have noticed, over time the increased amount of traffic and movement of vehicles in the street and the large amount of vehicles now parking on the street with an ever increasing proportion of those cars parking illegally, with little regard for parking laws.

We agree that that the safety of pedestrians to have free and full access to make use of the pavement has been prevented by the ongoing parking of vehicles on the pavement. Some vehicles have parked so far onto the pavement that they have parked a portion of their vehicle on the grass easement outside properties.

Examples of these issues have included:

- Members of our family have personally been unable to walk safely on the pavement as it has been blocked by parked vehicles and have had no option but to walk around the parked vehicle by walking on the road to get around the vehicle before returning back on to the pavement.
- Residents of the street have been sighted walking their dogs and having to face the same situation of the pavement being blocked by parked vehicles and have had no option but to walk themselves and their dog around the parked vehicle by walking on the road to get around the vehicle before returning back on to the pavement.
- Recently I assisted a female walking with a small toddler on a trike and pushing a pram whose access to the pavement was blocked by parked vehicles and she had no option but to walk herself, the pram, and assist the toddler on a trike around the parked vehicle by walking on the road to get around the vehicle before returning back on to the pavement.
- We have also been made aware of a resident of the street who has off street parking, but choose to park their hybrid vehicle illegally / partially on the pavement and run a power lead from their house, across a portion of the pavement to charge their vehicle, this meant any pedestrians passing this vehicle had to step over a live power lead and negotiate around a vehicle parked partially on the pavement

Our street has become very unsafe due to the disregard of parking rules by some.

MORE IMPORTANTLY

# We are proposing a change in your area

We would like you to consider installing additional Yellow No Stopping Lines in the turning area at the bottom of Evesham Place, outside no 21, 23 and 22.

Your proposal mentions the loss of 12 unrestricted car parks and we believe that people will make the decision to park their cars in this turning area if they are unable to locate a car park in the length of the street.

This is a very small turning area and we currently notice that service vehicles, ie rubbish, and emergency service vehicles already struggle to turn with ease in this limited space.

If people commence the parking of their vehicles in this small turning area then this will cause a difficult situation and impede traffic from safely turning and exiting the street.

## **Officer's Response:**

Thank you for your support, we appreciate your feedback.

The Council parking policy aims to prioritise the access for pedestrians and emergency vehicles in preference to the storage of private cars along the transport corridors which will encourage owners to park their vehicles on private property.

The suggested broken yellow lines at the end of the cul-de-sac will be investigated in the future if any ongoing issues arise.

**Name: Laurie**

**Suburb: Newlands**

**Agree: No**

The parking issues on Evesham Place are due to the following 3 issues. Poor parking ability - A small number of residents do terrible jobs at parking. Often parking too far away from the curb (over 30cm) or parking directly opposite a vehicle solely because they want to park as close to their property as possible. Non residents parking here - We regularly have 4 or more cars from Cheltenham terrace parking on our street. With the council allowing more places to subdivide/extend their properties without worrying about the parking, this is likely to get worse. Rentals with a large number of vehicles - There are issues with tenants moving into rental properties on the street with large numbers of vehicles and insufficient parking spaces on the property. Adding these yellow lines will remove 20 car parks (see attached image). With the above issues, this will likely mean there will not be enough car parks on the street for residents, let alone any visitors. Residents would be forced to park on nearby streets or in the turning area at the bottom of Evesham Place, and all that is doing is moving the problem somewhere else. This will boil up into residents arguing over car parks and could easily ruin the friendly vibe of the street. Possible alternatives Remove the footpath from one side of the street - This will give enough room for large emergency vehicles to drive up/down the street, and residents. Due to being a dead-end street, we have a low

# We are proposing a change in your area

number of pedestrians. Add yellow lines in the turning area at the bottom of the street from south of the driveway to 15 Evesham Place to the egress of 20 Evesham Place - This will allow large vehicles or vehicles with trailers to turn around once they enter the street.

## **Officer's Response:**

Thank you for your feedback.

This proposal arranges vehicles to park on one side of the road to allow access for emergency vehicles to pass through and maintain accessibility of the footpath for pedestrians. The Council parking policy bans parking on the footpath which will be enforced.

The parking policy prioritises the accessibility for pedestrians and access for emergency vehicles over storing vehicles on the road. The No Stopping Restriction proposal will clearly define where kerbside parking is available which will not obstruct the footpath and access for emergency vehicles is maintained.

The suggested broken yellow lines at the end of the cul-de-sac will be investigated in the future if any ongoing issues arise.

**Name: Living Streets Aotearoa**

**Suburb: Not stated**

**Agree: Yes**

We support many of the Traffic Resolutions online at <https://www.letstalk.wellington.govt.nz/traffic-resolutions-april22>, assisting pedestrians (including people with disabilities) and helping access and use of public transport, with attributes such as the prohibition of parking to discourage parking on the footpath; better marking and positioning of bus stops to facilitate boarding and alighting; provision of mobility parking; and better marking of intersections to facilitate pedestrians crossing.

Therefore we support the following resolutions, because of footpath parking (other TRs may have this effect, too, but this does not feature in the relevant writ-ups):

TR23-22, noting that the aerial shows footpath parking on the proposed for NSAT lines, and also that the edge line being close to the kerb appears to encourage parking on the footpath (a common problem on Ohiro Rd, a pedestrian's nightmare that needs fixing);

TR26-22, noting that the aerial shows parking on the footpath;

TR29-22, noting that the aerial shows parking on the footpath on a stretch not proposed for NSAT lines;

TR30-22, noting that the aerial shows parking on the footpath; TR31-22;

TR36-22, noting that the aerial shows illegal parking on the berm in the stretch proposed for NSAT lines;

## We are proposing a change in your area

TR42-22, noting that the aerial shows parking on the footpath;

TR48-22, noting that the aerial shows parking on the footpath;

and the following to improve bus accessibility and operation:

TR37-22 to TR41-22;

TR49-22, though a bus lane would be better than a clearway;

and the following conversions of general parking to mobility parking:TR32-22;TR47-22;

and the following intersection improvement:TR22-22.

We encourage WCC to continue with addressing these issues through traffic resolutions, and other means such as parking enforcement of the footpath and berm parking provisions, and improvement of road markings that appear to encourage footpath parking, as on Ohiro Rd noted above.

### **Officer's Response:**

Thank you for your support, we appreciate your feedback.

# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	<ul style="list-style-type: none"><li>• TR32-22 Bowen Street, Wellington Central- Convert P10 park to P180 Mobility Park</li></ul>
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Convert one P10 park to a P180 Mobility Park on the southern side of Bowen Street, Wellington Central.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• Accessibility concerns have been raised by members of the public regarding the lack of mobility parking in the area.</li><li>• In addition to the lack of mobility parks an accessibility lift is set to be installed in April 2022 outside the Ministry of Education to provide easy access into the building.</li><li>• Installing a mobility park near the accessibility lift will decrease the distance of travel for mobility users.</li></ul>
<b>Location – where we propose to make the change</b>	Bowen Street, Wellington Central – Outside no. 33 Bowen Street
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves accessibility for mobility park users.</li><li>• Net parking impact – removal of one P10 park, converted into a P180 mobility park.</li><li>• Pedestrian impact – positive due to improved facilities for mobility park users.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Mobility park users are the highest priority under the parking policy.</li><li>• Support safe movement – facilitate the safe and efficient movement of people and goods.</li><li>• Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count – 8,552</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>



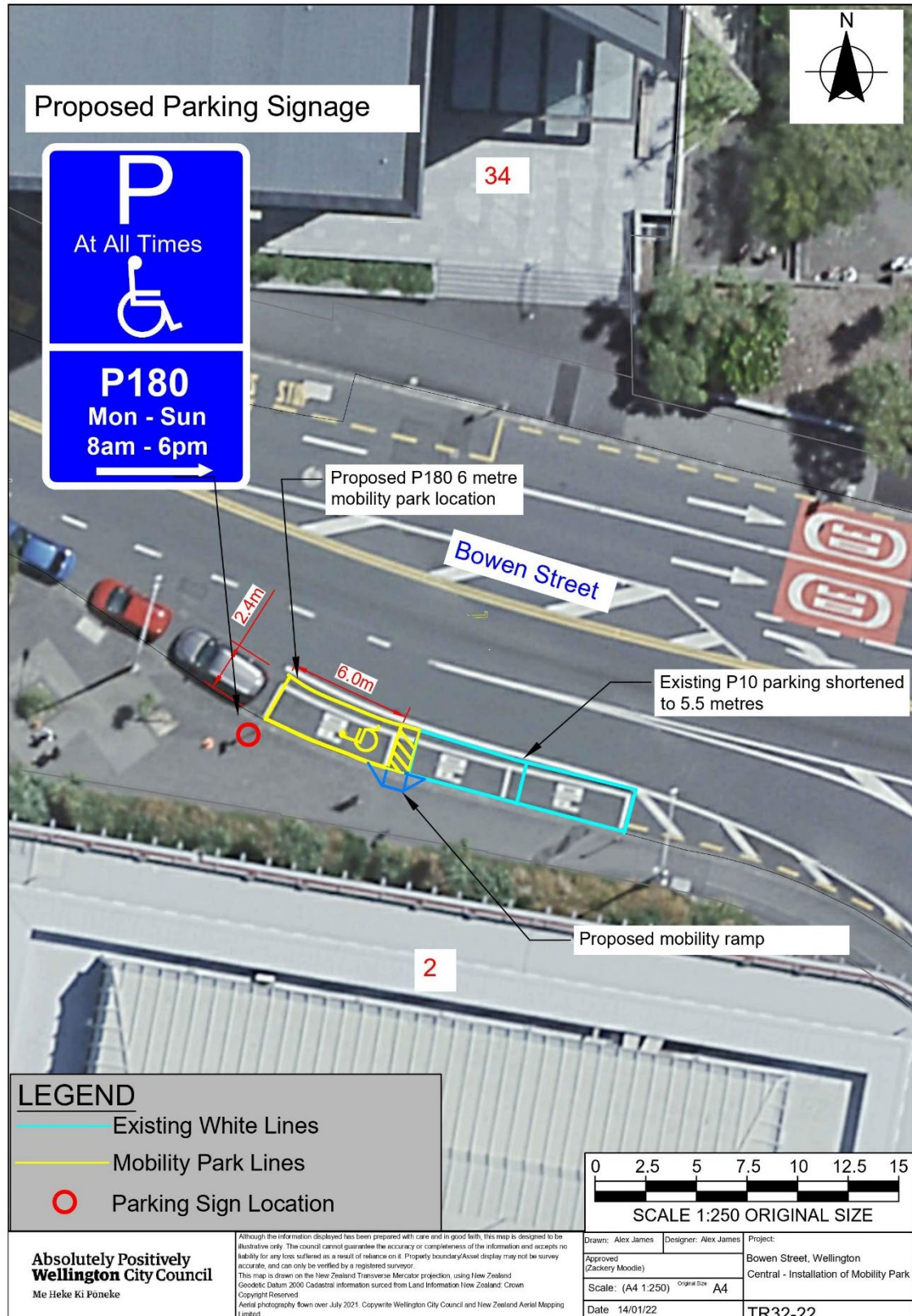
# We are proposing a change in your area

<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

# We are proposing a change in your area

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

## Traffic Resolution Plan: TR32-22 Bowen Street, Wellington Central – Convert P10 park to P180 Mobility park



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Bowen Street</b>	<i>P10 Monday to Sunday 8am-6pm</i>	<i>South side, commencing 29 metres west of its intersection with The Terrace (Grid coordinates x= 1748696.9 m, y= 5428766.8 m), and extending in a westerly direction following the kerbline for 17 metres. (3 parallel parking spaces)</i>

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

Column One	Column Two	Column Three
<b>Bowen Street</b>	<i>Mobility Parking At All Times, P180 Mon – Sun 8am-6pm Displaying an operational Mobility Permit Only</i>	<i>South side, commencing 41 metres west of its intersection with The Terrace (Grid coordinates x= 1748696.9 m, y= 5428766.8 m) and extending in a westerly direction following the Southern kerb line for 7 metres.</i>

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

Column One	Column Two	Column Three
<b>Bowen Street</b>	<i>P10 Monday to Sunday 8am-6pm</i>	<i>South side, commencing 29 metres west of its intersection with The Terrace (Grid coordinates x= 1748696.9 m, y= 5428766.8 m), and extending in a westerly direction following the kerbline for 11 metres. (2 parallel parking spaces)</i>

**Prepared By:**

Alex James & Kate  
Gourdie

**(Transport Engineering Intern/  
Transport Engineer Assistant)  
(Team Leader Transport  
Engineering)**

**Approved By:**

Zackary Moodie

**Date:**

17/02/2022

# We are proposing a change in your area

## Feedback Received:

**Name:** Lynley (On behalf of Ministry Of Education)

**Suburb:** Wellington Central

**Agree:** Yes

Thank you for the opportunity to provide feedback on the proposal to convert one P10 park on 33 Bowen Street, Wellington to a P180 Mobility park. As you know the Ministry of Education is based at 33 Bowen Street, Wellington and I have shared the consultation document with our Chief Executive's office and also the network of staff in the Ministry who form our Disability Staff network. Everyone has commented positively on this initiative and is very pleased to hear that the Council is considering the accessibility needs both in the re-design of the steps on Bowen Street with the inclusion of an accessibility lift which we are delighted about and also the proposed inclusion of a mobility park too. This will assist immensely people not only with disabilities but other people who require assistance in order to access facilities in the city. Some points for your consideration are as follows: '1) I did note that you state that "...the accessibility lift is set to be installed in AWil2022...". I was a little surprised at that timing and so I called Lindsey Hill as we have been in regular communications on that work for some time to confirm this date as I thought that could not be the case given that I knew that the project was at the detailed planning stage only. Lindsey provided me with the project timetable for the lift installation and steps re-design and I encourage you to make contact with her about that so you have that information too. The timing of the parking conversion and the steps/lift work should be ideally coordinated to ensure that in particular, wheelchair users are actually able to access our building after having parked their car. Without that, it remains more advantageous for a wheelchair user to use the existing mobility park on Bolton Street as they would have less distance to travel to the building than parking in this new mobility park on Bowen Street. However, having said that the Ministry does support the conversion of a park to a mobility park and if you are undertaking this change as part of the Bowen Street/ The Terrace intersection works changes you have advised us of, then it should proceed to coincide with those works, Phone: 04 463 8871 education.govt.nz 2) Our Chief Executive's office noted that the two projects - the accessibility life/stair redesign and the mobility park appear to be very complementary and supported the Council's proposal to convert one park to a mobility park as this will align well with the WCC's change to the current access arrangements. 3) One comment from a member of our disability staff network was that the converted mobility park would be of more practical assistance if it was at the start of the P10 carparks (i.e. closer to the intersection) as this person considered it would aid being able to drive easily into the park from the corner without requiring a reverse back into the park and would also facilitate being more easily able to leave and pull out into the traffic on Bowen Street. Although we can understand the rationale for the converted mobility park being the top P10 carpark which is closest to the lifUsteps, could some consideration be given to this option please. I trust our comments have been of assistance

# We are proposing a change in your area

## **Officer's Response:**

Thank you for your feedback on Traffic Resolution TR32 -22 Bowen Street, Wellington Central—  
Convert P10 to P180 Mobility Park.

We are pleased to hear you are in support of the proposed mobility park. Please find response to the  
follow questions raised:

- 1) We have been in discussion with Lindsey around the installation of the mobility lift. During the last communication she advised there is no exact installation date, but they were looking at April 2022 for the installation. However, we are aware that this was not an exact date and is likely to change due to delays. We still wanted to ensure the traffic resolution approved before the lift is installed and to have this park changed, not only to accommodate people visiting the Ministry of Education but the wider area as well due to the lack of mobility parking and concerns raised by the public.
- 2) It is great to hear that the Chief Executive Office is in support of these changes and work well to coincide with each other. We are wanting to increase the amount of mobility parking around Wellington to ensure we are meeting mobility needs as mobility park users are the highest priority under the Wellington City Council parking policy. With the installation of the lift, it has created a fantastic opportunity to install a new mobility park in the area to improve accessibility.
- 3) The reason we have proposed to place the mobility park at the end of the P10 parks was not only to ensure it is closest to the new lift but to also ensure it is on the flattest section of the road. When installing new mobility parks, Council is now obliged to follow design and location guidelines to ensure that mobility parks are safe to use by all mobility park users. One criterion is the park should be on a flat surface and if not, can only allow for up to a 3% slope. Bowen Street although not an extremely steep road, is still considered particularly difficult to traverse especially for people who may be using a wheelchair. Therefore, we have chosen to place the Mobility Park where the road is most flat to meet these standards. The park is also being made longer to allow better access to the park, with plenty of room to manoeuvre.

We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

**Name: Living Streets Aotearoa**

**Suburb: Not stated**

**Agree: Yes**



## We are proposing a change in your area

We support many of the Traffic Resolutions online at <https://www.letstalk.wellington.govt.nz/traffic-resolutions-april22>, assisting pedestrians (including people with disabilities) and helping access and use of public transport, with attributes such as the prohibition of parking to discourage parking on the footpath; better marking and positioning of bus stops to facilitate boarding and alighting; provision of mobility parking; and better marking of intersections to facilitate pedestrians crossing.

Therefore we support the following resolutions, because of footpath parking (other TRs may have this effect, too, but this does not feature in the relevant writ-ups):

TR23-22, noting that the aerial shows footpath parking on the proposed for NSAT lines, and also that the edge line being close to the kerb appears to encourage parking on the footpath (a common problem on Ohiro Rd, a pedestrian's nightmare that needs fixing);

TR26-22, noting that the aerial shows parking on the footpath;

TR29-22, noting that the aerial shows parking on the footpath on a stretch not proposed for NSAT lines;

TR30-22, noting that the aerial shows parking on the footpath; TR31-22;

TR36-22, noting that the aerial shows illegal parking on the berm in the stretch proposed for NSAT lines;

TR42-22, noting that the aerial shows parking on the footpath;

TR48-22, noting that the aerial shows parking on the footpath;

and the following to improve bus accessibility and operation:

TR37-22 to TR41-22;

TR49-22, though a bus lane would be better than a clearway;

and the following conversions of general parking to mobility parking: TR32-22; TR47-22;

and the following intersection improvement: TR22-22.

We encourage WCC to continue with addressing these issues through traffic resolutions, and other means such as parking enforcement of the footpath and berm parking provisions, and improvement of road markings that appear to encourage footpath parking, as on Ohiro Rd noted above.

### **Officer's Response:**

Thank you for your feedback on Traffic Resolution TR32 -22 Bowen Street, Wellington Central—  
Convert P10 to P180 Mobility Park.

# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR 33-22 Helston Road, Johnsonville – No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Install 29 metres of No Stopping At All Times along Helston Road</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• We have received visibility and safety concerns from residents on Helston Road and Brydon Way regarding parked vehicles on the corner between no.109 and no.125 obstructing visibility.</li><li>• The proposed broken yellow lines will improve visibility and address the residents' concerns at this bend.</li></ul>
<b>Location – where we propose to make the change</b>	Helston Road - between no.109 and no.125
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves safety and visibility for drivers travelling along Helston Road.</li><li>• Net parking impact - removal of six unrestricted parking spaces.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count - 4015</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>



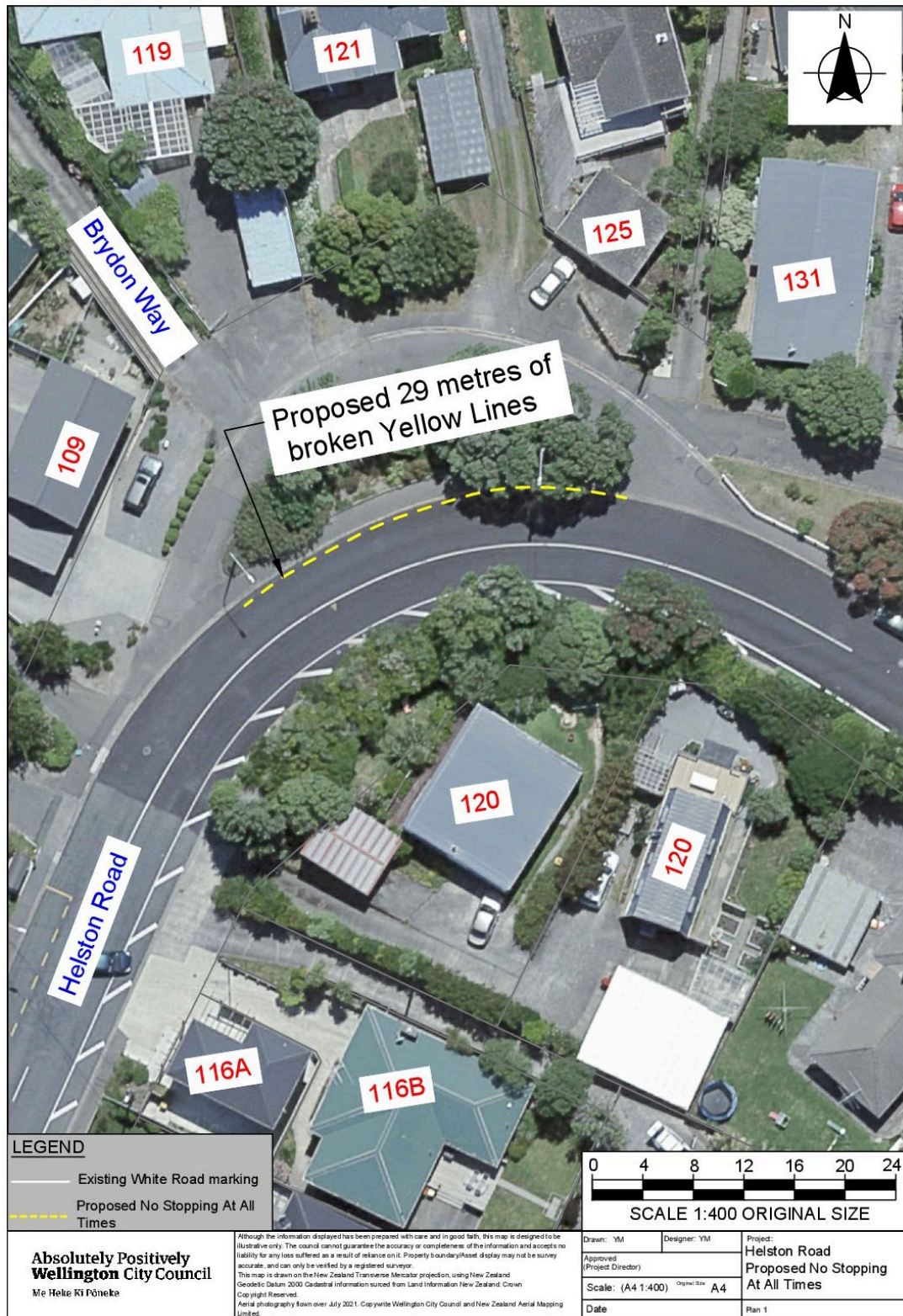
# We are proposing a change in your area

<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

# We are proposing a change in your area

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

## Traffic Resolution Plan: TR33-22 Helston Road, Paparangi – No Stopping At All Times



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Helston Road</b>	<i>No stopping, At All Times</i>	<i>North side, commencing 22 metres east of its intersection with Mc Mahon Way (Grid coordinates X=1,752,032.49 m Y=5,435,559.33m) and extending in an easterly direction following the northern kerb line for 29 metres.</i>

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

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

**Date:** 17/02/2022

# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR34-22 Grass Street, Oriental Bay – Residents Parking
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>Alter five existing Coupon Parking spaces to Residents Parking spaces (at all times)</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>WCC received a request from the public to change the current Coupon Parking restrictions on the road. The issue brought to our attention was the lack of parking available for residents who have Residents parking permits.</li><li>Grass Street has high parking demand especially during business hours and on weekends. With the high demand, residents of the area have difficulties finding a space to park, particularly elderly people living in this street. Without residents' parking, they have to walk long distances.</li><li>Further investigations have been carried out by our Transport Engineering team and we are proposing to implement Residents Parking spaces in some sections of Grass Street to mitigate the parking demand issues associated with Coupon Parking and commuters.</li></ul>
<b>Location – where we propose to make the change</b>	Grass Street, Oriental Bay outside no.5- to no.7 (northern side) and no.6 to no.8 (southern side)
<b>Impact</b>	<ul style="list-style-type: none"><li>Improves parking availability for residents along the road.</li><li>Net parking impact – alteration of five Coupon Parking spaces to Residents Parking spaces.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>Residents Parking areas allow residents to park near their homes. By converting Coupon Parking to Residents Parking we are implementing the Parking Policy.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>Estimated Average daily traffic (AADT): 460</li><li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

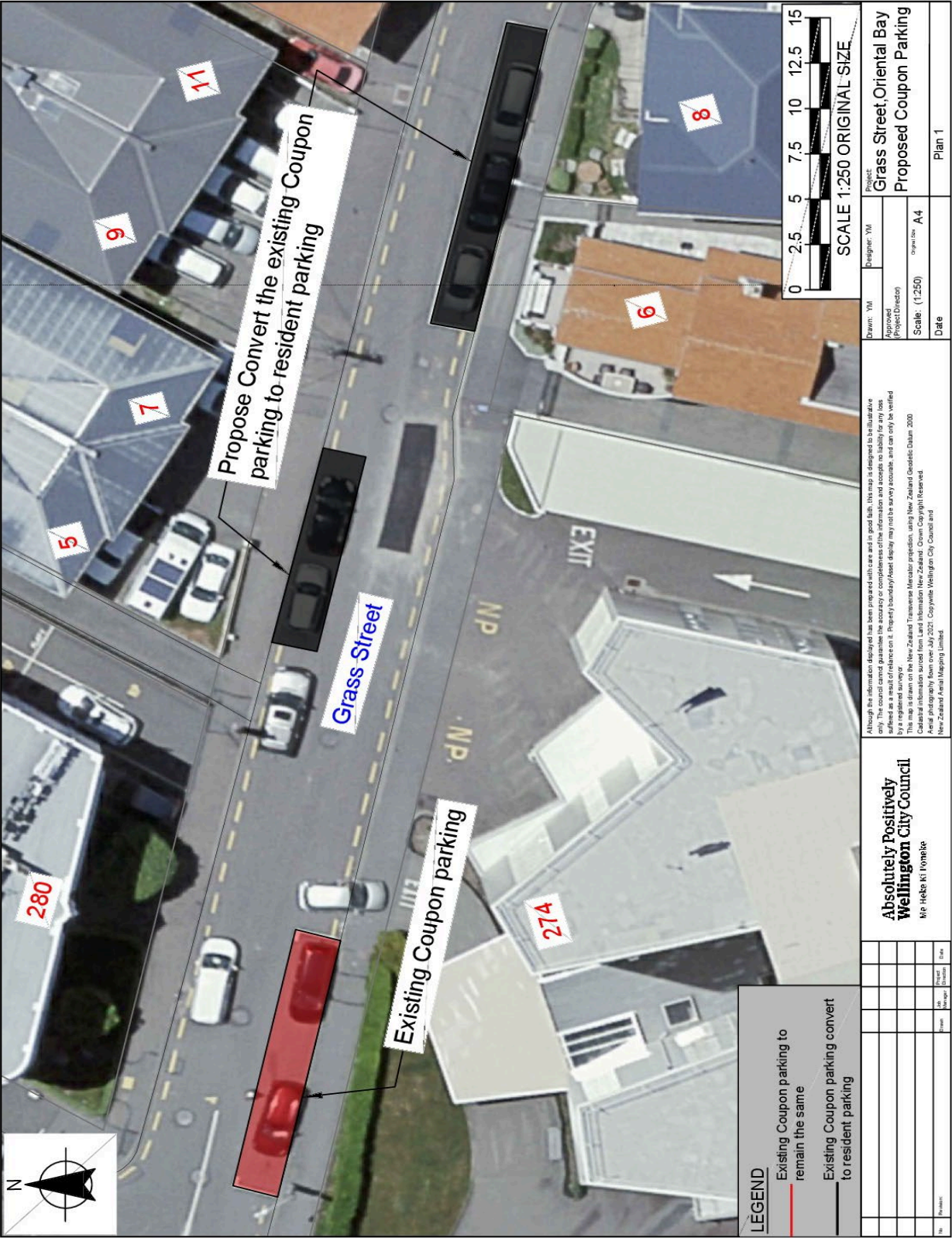
# We are proposing a change in your area

<b>Feedback</b>	<ul style="list-style-type: none"><li>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 <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>Feedback collated by Monday 14 March 2022.</li><li>The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>If approved, the proposal will be installed within the following three months.</li></ol>



We are proposing a change in your area

Traffic Resolution Plan: TR34-22 Grass Street, Oriental Bay – proposed Resident`s Parking area.





# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Grass Street</b>	<i>Coupon Parking (existing)</i>	<i>Northern side: commencing 31 metres east of its intersection with Oriental Parade (Grid coordinates x= 1,750,430,97m, y=5,427,394,97m) and extending in an easterly direction following the northern kerb line for 11 metres.</i>
<b>Grass Street</b>	<i>Coupon Parking (existing)</i>	<i>Southern side: commencing 56 metres east of its intersection with Oriental Parade (Grid coordinates x= 1,750,422,38m, y=5,427,388,41m) and extending in an easterly direction following the southern kerb line for 17 metres.</i>

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

Column One	Column Two	Column Three
<b>Grass Street</b>	<i>Resident`s Parking</i>	<i>Northern side: commencing 31 metres east of its intersection with Oriental Parade (Grid coordinates x= 1,750,430,97m, y=5,427,394,97m) and extending in an easterly direction following the northern kerb line for 11 metres.</i>
<b>Grass Street</b>	<i>Resident`s Parking</i>	<i>Southern side: commencing 56 metres east of its intersection with Oriental Parade (Grid coordinates x= 1,750,422,38m, y=5,427,388,41m) and extending in an easterly direction following the southern kerb line for 17 metres.</i>

Prepared By: Evandro Scherer (Senior Transport Engineer)

Approved By: Zackary Moodie (Team Leader Transport Engineering)

Date: 17/02/2022

# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR35-22 Mein Street, Newtown – Time Restricted P180 Parking
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>Altering three unrestricted parking spaces to P180 Monday to Friday, 8am to 5pm on the northern side of Mein Street, Newtown.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>We have received a request from Ngā Tai Oranga (formerly Regional Personality Disorder Services) to install P180 parking outside their facility at no. 31 Mein Street, Newtown.</li><li>Patients who attend workshops at this facility are finding it difficult to find parking spaces as Mein Street is occupied by commuters because there is currently no time restriction.</li><li>Therefore, converting 3 unrestricted parking to P180 will improve parking availability for short stay patients and visitors to this facility.</li></ul>
<b>Location – where we propose to make the change</b>	Mein Street, Newtown – outside no.25 to no.31
<b>Impact</b>	<ul style="list-style-type: none"><li>Improves accessibility for patients and visitors accessing the facility by parking turn over.</li><li>Net parking impact – convert 3x unrestricted parks to 3x P180 time restricted parks.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.</li><li>Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>Average daily traffic count – 4,946</li><li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

# We are proposing a change in your area

<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a> . <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

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

**Ngā Tai Oranga (Regional Personality Disorder Services)**

**Proposed Alteration of unrestricted car parks to P180 Mon-Fri 8am-5pm (x3)**

**Hospital Car Park**

**MEIN STREET**

**MINERVA STREET**

**Absolutely Positively Wellington City Council**  
 Me Hebe Ki Kōwhiri

**Project:** TR35-22 Mein Street, Newtown - Time Restricted P180 Parking

**Design:** K. Gaudin

**Approved:** R. Tait

**Project Director:** R. Tait

**Scale:** 1:250

**Sheet:** A4

**Date:**

**SCALE 1:250 ORIGINAL SIZE**

**House Numbers:** 24, 25, 26, 28, 30, 31, 32, 35

**Map Details:** The map shows an aerial view of the intersection of Mein Street and Minerva Street. A black arrow points to the proposed alteration area on the east side of Mein Street. The map includes a north arrow, a scale bar, and various street names and house numbers. The map is titled 'Proposed Alteration of unrestricted car parks to P180 Mon-Fri 8am-5pm (x3)'.

# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Mein Street</b>	<i>P180, Monday to Friday, 8am to 5pm</i>	<i>North side, commencing 135 metres east of its intersection with Riddiford Street (Grid coordinates X=1,748,930.11m Y=5,425,207.43m) and extending in an easterly direction following the northern kerb line for 17 metres.</i>

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

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

**Date:** 17/02/2022

# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR36-22 Kaikoura Street, Maupuia – No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Install 24 metres of broken yellow lines along the western side of Kaikoura Street.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• We have received safety and accessibility concerns from residents regarding poor visibility when travelling around the bend outside no.17 to no.23 Kaikoura Street.</li><li>• As a bus route, the parked vehicles are causing congestion around the bend, where parked vehicles are blocking visibility for opposing traffic.</li><li>• After conducting our site visits, officers are proposing to install broken yellow lines to improve visibility to allow safe and efficient movement along this corridor.</li></ul>
<b>Location – where we propose to make the change</b>	Kaikoura Street, Maupuia – outside no.17
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves safety and accessibility for vehicles travelling on Kaikoura Street including buses.</li><li>• Net parking impact - removal of four unrestricted parking spaces.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count - 879</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>



# We are proposing a change in your area

<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a> . <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

# We are proposing a change in your area

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

## Traffic Resolution Plan: TR36-22 Kaikoura Street, Maupuia –No Stopping At All Times

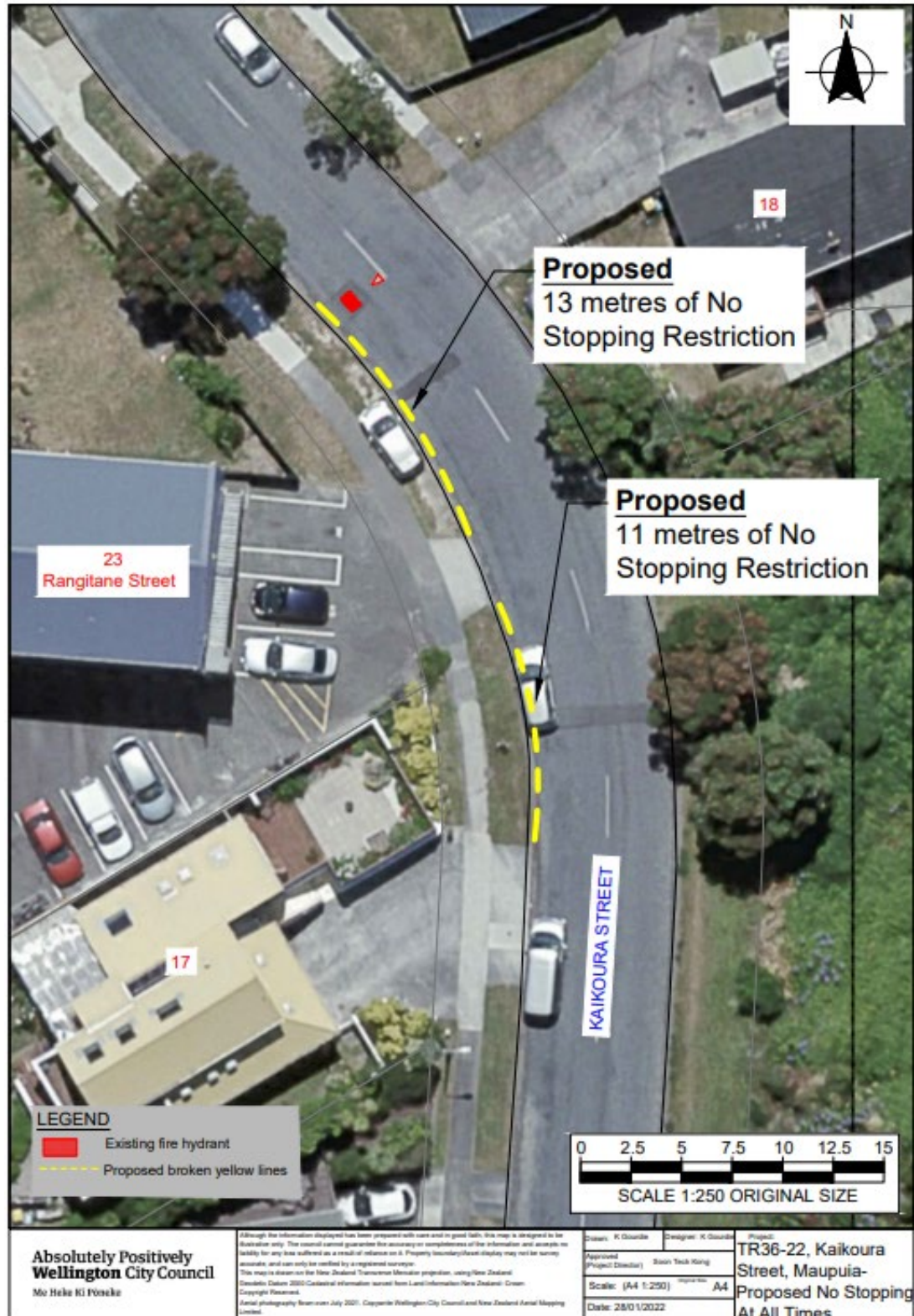




# We are proposing a change in your area

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

## AMENDED PLAN- Post Consultation: Traffic Resolution Plan: TR36-22 Kaikoura Street, Maupuia –No Stopping At All Times



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b><i>Kaikoura Street</i></b>	<b><i>No Stopping At All Times</i></b>	<i>West side, commencing 136 metres north of its intersection with Akaroa Drive (Grid coordinates X=1,752,173.79m Y=5,425,510.82m) and extending in a northerly direction following the western kerb line for 11 metres.</i>
<b><i>Kaikoura Street</i></b>	<b><i>No Stopping At All Times</i></b>	<i>West side, commencing 152 metres north of its intersection with Akaroa Drive (Grid coordinates X=1,752,173.79m Y=5,425,510.82m) and extending in a northerly direction following the western kerb line for 13 metres.</i>

<b>Prepared By:</b>	Kate Gourdie	<b>(Transport Engineer Assistant)</b>
<b>Approved By:</b>	Zackary Moodie	<b>(Team Leader Transport Engineering)</b>
<b>Date:</b>	17/02/2022	

## Feedback Received:

**Name:** Blindspot

**Suburb:** Maupuia

**Agree:** Yes

BUT , the proposed 'NO Stopping ALL Times' shall be continued onto BOTH sides of both Bustops .  
The existing WCC Sign Posted on the Lawns simply NOT working. The problem is around the existing rental properties -the tenants of the rentals have no respect for the WCC Signs- some of these rental properties have taken over the lawns particularly at night. There is WCC traffic wardens up Maupuia road -so these people get away with it. There is a vehicle with a Flat Type parked on the Fire Hydrant and its been there for the past approx 6 weeks now. There is another vehicle with a WCC 'YELLOW Notice' pinned on the wind screen -its been there for nearly 3 months -NOTHING DONE TO IT!

## Officer's Response:

Thank you for your feedback on Traffic Resolution TR36 -22 Kaikoura Street, Maupuia – No Stopping At All Times.

Unfortunately extending the no stopping restriction past the bus stop is out of scope for this traffic resolution. However, we have investigated your request and have determined that a further no stopping restriction is not required past the bus stops. This is because the road doesn't have such a large bend and the road is mainly straight at this location. Therefore, visibility is not obscured as it is on the bend outside number 17.

Parked vehicles in this location may reduce the traffic flow to a single lane, the traffic volume is low enough that does not cause excessive delays. These same parked vehicles also discourage drivers from speeding as cars parked on either side of the road give drivers the impression of a narrow road, encouraging greater care when driving.

As a result, we believe that the on-street parking past the bus stop serves as an effective tool for maintaining acceptable speeds on the street.

The no parking on the berm signs have been installed to discourage drivers from parking on the berm as it is illegal. Council parking team have been actively issuing tickets to vehicles parked on this berm to help prevent this from occurring in the future. We encourage you to report any illegal parking to our parking services team at the time of the offence by calling our 24/7 contact centre on 04 499 4444, once they have all the required details an officer will be issued the details to check the illegal parking and issue tickets where necessary. In doing this, we are educating drivers that it is illegal to park on the berm and to help prevent them from doing this again.

The illegally parked vehicles are also out of scope for this traffic resolution. However, you can report this to our parking services team as per above details if you observe the vehicles are still parked there. The parking team require further details such as registration number, make/model and colour. They also need to know if the registration and warrant of fitness are both expired by over 1 month if you believe the vehicles may be derelict. Generally, once they have been yellow stickered, they are under the derelict process to have the vehicle removed from the street following notification sent to the last registered owner, this notice advises them the vehicle is required to be removed or registered and warranted.

We appreciate you taking the time to send feedback and hope the above information helps address your concerns.

**Name: Kojo**  
**Suburb: Maupuia**  
**Agree: Yes**

I am a resident at █ Kaikoura Street. Every day during peak hours, and in the week end, i see traffic congestion. This is causing the buses difficult to pass around the bend and causing accidents. When reversing my car out of my drive, I cannot see traffic coming down Kaikoura street, nor traffic coming up the Kaikoura street. The non stopping should be implemented and should be extended not from 17 to 23 but from 15 to 23. WCC also need to consider, dropping the speed limit to 30 in Kaikoura street or install " road bumpers".

### **Officer's Response:**

Thank you for your feedback on Traffic Resolution TR36 -22 Kaikoura Street, Maupuia – No Stopping At All Times.

Unfortunately, we will not be extending the no stopping restriction to number 15 as this section of Kaikoura Street is on a straight and not restricting visibility of oncoming traffic. We want to maintain as much parking as we can for residents in the area but still ensuring we address visibility and safety concerns such as the large bend from no.17 to the bus stop.

We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.



**Name: Clive**  
**Suburb: Maupuia**  
**Agree: Not Stated**

You have Incorrectly mapped the wrong street number to the wrong property in your map on page 3 of your proposal. Where you have identified 23 Kaikoura Street that is incorrect. I own 23 Kaikoura Street (which is not the block of flats. The block of flats that you have depicted in your map is 23 Rangitane Street.)

As a result, I think that your proposed broken yellow lines are in the wrong place. They should extend up to the bus stop. The road is straight from the bus stop on, and therefore visibility is not an issue.

**Officer's Response:**

Thank you for your feedback on Traffic Resolution TR36 -22 Kaikoura Street, Maupuia – No Stopping At All Times.

Thank you for spotting this error. We have amended the plan to ensure the house numbers are correct. The proposed no stopping restriction extends from number 17 up to the bus stop and not beyond this point.

We appreciate you taking the time to send feedback and trust the above clarifies the location of the no stopping restriction.

**Name: Living Streets Aotearoa**

**Suburb: Not stated**

**Agree: Yes**

We support many of the Traffic Resolutions online at <https://www.letstalk.wellington.govt.nz/traffic-resolutions-april22>, assisting pedestrians (including people with disabilities) and helping access and use of public transport, with attributes such as the prohibition of parking to discourage parking on the footpath; better marking and positioning of bus stops to facilitate boarding and alighting; provision of mobility parking; and better marking of intersections to facilitate pedestrians crossing.

Therefore we support the following resolutions, because of footpath parking (other TRs may have this effect, too, but this does not feature in the relevant writ-ups):

TR23-22, noting that the aerial shows footpath parking on the proposed for NSAT lines, and also that the edge line being close to the kerb appears to encourage parking on the footpath (a common problem on Ohiro Rd, a pedestrian's nightmare that needs fixing);

TR26-22, noting that the aerial shows parking on the footpath;

TR29-22, noting that the aerial shows parking on the footpath on a stretch not proposed for NSAT lines;

TR30-22, noting that the aerial shows parking on the footpath;TR31-22;

TR36-22, noting that the aerial shows illegal parking on the berm in the stretch proposed for NSAT lines;

TR42-22, noting that the aerial shows parking on the footpath;

TR48-22, noting that the aerial shows parking on the footpath;

and the following to improve bus accessibility and operation:

TR37-22 to TR41-22;

TR49-22, though a bus lane would be better than a clearway;

and the following conversions of general parking to mobility parking:TR32-22;TR47-22;

and the following intersection improvement:TR22-22.

We encourage WCC to continue with addressing these issues through traffic resolutions, and other means such as parking enforcement of the footpath and berm parking provisions, and improvement of road markings that appear to encourage footpath parking, as on Ohiro Rd noted above.

### **Officer's Response:**

Thank you for your feedback on Traffic Resolution TR36 -22 Kaikoura Street, Maupuia – No Stopping At All Times.

# Feedback Received

Kia ora,

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

## Proposal:

<b>Reference</b>	TR37-22 Adelaide Road, Berhampore – Bus Stop
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>Relocate Bus Stop #6418</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>Metlink have received complaints regarding the safety of this bus stop from residents, customers and bus operators. At present, the bus stop is located adjacent to an old dairy at no.343 Adelaide Road. The existing building canopy and location of the bus stop means that the canopy is often struck, causing damage to both building and bus. This also endangers passengers and pedestrians at the bus stop. Due to the heritage protections placed on the building canopy, Metlink are proposing to relocate the bus stop 31m southward, to an unobstructed area which will provide safe and accessible use of bus services.</li></ul>
<b>Location – where we propose to make the change</b>	Adelaide Road, Berhampore outside no.347 to no.351.
<b>Impact</b>	<ul style="list-style-type: none"><li>Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport and use of school bus services.</li><li>Net parking impact – removal of up to 5 unrestricted parking spaces between the hours of 3pm-7pm. Reinstatement of approximately 2 unrestricted parking spaces.</li><li>Pedestrian/Cyclist impact – positive, vehicle congestion is reduced by allowing pedestrians and cyclists safer movements on the roadway. Bus patrons are provided with a level and safe place to wait for bus services away from vehicle crossings at the new location.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>Average weekly passenger number – 247</li><li>Average daily traffic count – 22,593</li><li>Annual parking revenue impact – No revenue impact</li><li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

## Feedback Received

<b>Feedback</b>	<ul style="list-style-type: none"><li>• If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens 9.00am Monday 28 February and finishes 5.00pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following 3 months.</li></ol>

Traffic Resolution Plan: TR37-22 Adelaide Road – Relocation of Bus Stop #6418





# Feedback Received

## Legal Description:

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

Column One	Column Two	Column Three
<b>Adelaide Road</b>	<b>Bus Stop</b>	East side, commencing 13.5 metres south of its intersection with Stoke Street (Grid coordinates X= 1748643.7319, Y=5424842.9889) and extending in a southerly direction following the eastern kerbline for 12 metres.

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

Column One	Column Two	Column Three
<b>Adelaide Road</b>	<b>Bus Stop, Monday to Friday (3:00pm to 7:00pm)</b>	East side, commencing 34 metres south of its intersection with Stoke Street (Grid Coordinates X= 1748636.1119, Y=5424812.747) and extending in a southerly direction along the eastern kerbline for 15 metres.

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

Column One	Column Two	Column Three
<b>Adelaide Road</b>	<b>No Stopping Monday to Friday (3:00pm to 7:00pm)</b>	East side, commencing 19 metres south of its intersection with Stoke Street (Grid Coordinates X=1748643.620868, 5424842.502816) and extending in a southerly direction along the eastern kerbline for 15 metres.

Prepared By:

Gordana Savic

**(Public Transport Infrastructure  
Programme Manager)**

Approved By:

Zackary Moodie

**(Team Leader Transport  
Engineering)**

Date:

17/02/2022



## **Feedback Received:**

**Name:** Bridget and Olly

**Suburb:** Berhampore

**Agree:** No

Hi there, the below email was sent last year, but it seems has not been taken into consideration given the letter we got yesterday. We and our neighbours are pretty shocked that we haven't been listened to, we don't want the bus stop to go ahead, as it will have a huge impact on accessing our homes. Please refer to the below email and I will be waiting for a reply and conversation about the outcome.

Our names are Bridget and Olly and we are the owners of ■ Adelaide Road, Newtown. We are also writing on behalf of a tenant at our property. This email is in response to the proposed bus stop change near Stoke Street.

### **We are opposed to the proposed changes outlined in the document. Reasons below:**

- 1) The area between 357 Adelaide Road and Stoke Street does not qualify for nearby residents parking, this means our only option is to use the parks that are being proposed to be removed.
- 2) We are already struggling to find enough space to park in this area
- 3) The reason outlined for moving the bus stop is insufficient, unfair and unnecessary

### **We have spoken to 4 different households in the affected area and they share this view.**

### **Alternative options we support:**

- 1) Moving the bus stop to the other side (north) of Stoke Street. This would mean removing two car parks on that side of Stoke Street, however this would be made up for by gaining three car parks where the existing bus stop is. This means there is no risk of buses crashing into the awning of the building mentioned.
- 2) Moving the bus stop to outside number 359/361 where there is already a yellow line.
- 3) Allowing the awning that is being crashed into to be removed. We have talked to the owners of this building and they have asked the council to allow them to remove the awning - but have been

rejected because it is a "heritage building" - however the actual awning isn't part of the original building, and given the problems it is now causing, it should be allowed to be removed.

4) Additional bus driving training for this particular bus stop.

It simply does not seem fair or logical that 7 properties with multiple residents will be adversely affected by the proposed change, when the family has already offered to remove the offending awning, and there are several other areas that the bus stop could be relocated to. We are already struggling for parking in this area.

### **GWRC/Metlink Response:**

Thank you for your feedback on this traffic resolution and raising your concerns regarding the removal of parking for your property and neighbouring properties in the area.

### **Responses to the options suggested below:**

1. The option of relocating the bus stop before the Stoke Street intersection was investigated by Metlink but ruled out due to the sightlines from the Stoke Street intersection for vehicles wanting to exit onto Adelaide Road being compromised if a bus was to stop at the suggested location.
2. Metlink has reviewed the option of relocating the bus stop to outside 359/361 Adelaide Road and this was ruled out due to the safety risk with a stationary bus at the stop leading to the horizontal curve along this section of Adelaide Road. The restricted forward visibility would pose risk for road users. With the current southbound lane width at #359 being approximately 3.7m wide, with a 2.5m wide bus parked at the in-lane bus stop, would leave approximately 1.2m left for a car to overtake the bus. This is not wide enough for a car to pass safely. The yellow lines along this section of Adelaide Road are to advise drivers of the horizontal curve in the roadway as approaching vehicles on the opposite lane wouldn't have restricted visibility of opposing traffic, increasing potential for head-on crashes. Metlink would not support shifting the bus stop southwards, and still be in proximity of the paired bus stop 7418 on the opposite side of Adelaide Road.
3. Metlink has met the residents of 343 Adelaide Road with the offending awning impacting bus stop safety. Even though they expressed agreement with the awning removal, it has proven difficult to remove the awning itself in discussions with WCC. There are structural concerns with the building that requires an awning to be present/attached to the building.

After considering the feedback received during the 2-week consultation period and with the consideration of the above points, Metlink has decided to retain the proposed bus stop relocation as initially proposed. Metlink has also decided that the bus stop operating hours are changed from a 'full time' bus stop that would remove 24/7 parking, to a time restricted bus stop to operate only during the scheduled operational hours which is during the afternoon peak times (3pm to 7pm), Monday to Friday. This is to retain parking as much as possible for nearby residents, while also addressing the current safety concerns for both vehicle and customers at the current bus stop location.

**Name:** Daniel  
**Suburb:** Berhampore  
**Agree:** No

In regards to proposal TR37-22: Relocation of bus stop #6418. I am submitting this letter in opposition to this proposed change due to concerns for road user safety and in regard to residents parking rights. Responding to some of the points mentioned in the letter... It is mentioned in the letter that this change will reduce vehicle congestion. After observing buses in the current bus stop compared to the proposed new bus stop location, this point is incorrect. The proposed new bus stop results in less opportunity for south bound traffic to pass safely, impacting not only south bound but also north bound traffic. The current bus stop location has a drive way, and another bus stop area opposite, meaning vehicles and bikes are able to pass safely with little impact on north bound traffic when the bus has pulled into the stop. As a resident of this street I know, and have experienced close calls on this road. This bus stop change will only heighten these. It mentions bus patrons are provided with a level place to wait for the bus – the current bus stop has a level and safe place to wait, no change here. It notes that there is no revenue impact from parking revenue. This point I find insulting. As rate payers we pay extortionate amounts annually for our properties and in turn the right to park our vehicles. It's surprisingly short sighted of WCC to not recognise this. When this was initially proposed by Metlink I suggested in my then submission letter to look at an alternative location just down (north) from the current bus stop. The parking spot outside 337/ 339 Adelaide road removes just three parking spots as apposed to five. Stoke St is directly opposite this spot meaning there is better easement for traffic to pass when the bus is pulled over. It is level and safe for bus users. It is essentially the same distance away, just north. To me this seems like the most obvious location to relocate the bus stop to. Attached here are two diagrams: 1) Showing how the new proposed bus stop location would in fact block Adelaide Rd when a bus is stopped in turn heightening accidents. 2) Showing the proposed alternative at 337/ 339 Adelaide Rd. It is important for the council to remember that as rate payers, the residents of this area have a right to park their vehicles. In the instance that this proposal moves forward infrastructure needs to be put in place to allow this, such as resident parking zones in the other parking spaces on Adelaide Rd and Stoke St. I am more than willing to contribute further to this, please do not hesitate to get in contact.

## **GWRC/Metlink Response:**

Thank you for your feedback on this traffic resolution and raising your concerns regarding the removal of parking in the area.

1. *It is mentioned in the letter that this change will reduce vehicle congestion. After observing buses in the current bus stop compared to the proposed new bus stop location, this point is incorrect. The proposed new bus stop results in less opportunity for south bound traffic to pass safely, impacting not only south bound but also north bound traffic. The current bus stop location has a drive way, and another bus stop area opposite, meaning vehicles and bikes are able to pass safely with little impact on north bound traffic when the bus has pulled into the stop.*

With the proposed bus stop location, it is positioned back from the horizontal curve and adjacent to white centreline where cars can overtake the bus in relative safety compared to shifting the stop outside 359 Adelaide Road. There is no difference with either the existing

location of stop, or the new proposed location with regards to reducing safety for other road users overtaking a stationary bus due to adequate forward visibility on a straight section of Adelaide Road.

Metlink has reviewed the option of relocating the bus stop to outside 359/361 Adelaide Road and this was ruled out due to the safety risk with a stationary bus at the stop leading to the horizontal curve along this section of Adelaide Road. The restricted forward visibility would pose risk for road users. With the current southbound lane width at #359 being approximately 3.7m wide, with a 2.5m wide bus parked at the in-lane bus stop, would leave approximately 1.2m left for a car to overtake the bus. This is not wide enough for a car to pass safely. The yellow lines along this section of Adelaide Road are to advise drivers of the horizontal curve in the roadway as approaching vehicles on the opposite lane wouldn't have restricted visibility of opposing traffic, increasing potential for head-on accidents. Metlink would not support shifting the bus stop southwards, and still be in proximity of the pair bus stop 7418 on the opposite side of Adelaide Road.

2. *It mentions bus patrons are provided with a level place to wait for the bus – the current bus stop has a level and safe place to wait, no change here.*

Metlink has prioritised this bus stop for review and change as there are concerns for customer safety due to the canopy at 343 Adelaide Road. The camber of the road, and the use of double decker buses that service these bus routes, there were several accidents with buses hitting the canopy, and causing damage to both bus (glass shattering onto customers on board) and damage to the canopy. The relocation of the bus stop is to ensure safety for drivers and patrons in the bus and on the footpath and eliminate the current risk.

3. *It notes that there is no revenue impact from parking revenue.*

Metlink is providing a safe entry and exit from the bus stop, while retaining some parking, hence the proposed time restricted bus stop which applies during the afternoon period only to serve scheduled bus services.

4. *The parking spot outside 337/ 339 Adelaide road removes just three parking spots as apposed to five. Stoke St is directly opposite this spot meaning there is better easement for traffic to pass when the bus is pulled over.*

The option to relocate the bus stop north of Stoke Street intersection was investigated by Metlink but ruled out due to the restricted sightlines at the Stoke Street intersection for vehicles exiting onto Adelaide Road if a bus stops north of Stoke Street at the suggested location.

5. *In the instance that this proposal moves forward infrastructure needs to be put in place to allow this, such as resident parking zones in the other parking spaces on Adelaide Rd and Stoke St.*

The proposed forward infrastructure changes along Adelaide Road will be assessed and developed as part of the Council Parking Management Plan for Newtown. Metlink is proposing a time restricted bus stop (operational between 3pm to 7pm, Monday to Friday) to retain some parking for residents outside scheduled bus services.

# Feedback Received

**Name: Fiona Abbott (GWRC/Metlink)**

**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 TR37-22 (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 this Traffic Resolution. The current bus stop location poses a hazard for both vehicle and customer safety with a canopy and nearby power pole present within the bus stop, meaning buses have struck them multiple times when entering and exiting the bus stop due to tail swing. A temporary fix was put in place to mitigate the safety risk, prevent further asset damage, and help bus drivers enter and exit the stop. Reflective chevrons were installed at the shop front poles and the nearby power pole, and a white guiding line was painted on road to keep drivers a distance away from the kerb line. However, this mitigation was only temporary, and the proposed Traffic Resolution offers a permanent solution to the infrastructure hazard at this bus stop. When drivers cannot pull in close and parallel to the kerb, they are unable to deploy the wheelchair ramp for customers who have mobility restrictions and rely on using it to get on and off the bus. If the wheelchair ramp needs to be deployed, it would be on to the roadway, and the resulting angle of the ramp is too steep and too dangerous for customers to use. As a result, the current bus stop does not meet the Waka Kotahi standards "Guidelines for public transport infrastructure and facilities". Metlink has an Accessibility Charter which dictates that accessibility must be a central consideration for everything we do. As part of this, Metlink and Greater Wellington are committed to advocating for accessible infrastructure and working with our strategic partners such as WCC to ensure the public transport network moves towards being accessible for everyone. By relocating the bus stop south of its current position, the proposed Traffic Resolution will eliminate the infrastructure hazard at this stop, and the resulting compromised customer accessibility issues. Greater Wellington also proposed adding in Waka Kotahi standard bus box markings and the required entry taper and exit taper markings (yellow lines) on the road to ensure enough bus stop space to enter and exit the stop safely. This will ensure bus drivers are able to pull up close to the kerb, making it easier and safer for all customers to board and alight from the bus, restoring the accessibility of the bus stop. Overall, implementing the Traffic Resolution will increase the accessibility and safety for buses and customers using public transport on Adelaide Road and Greater Wellington strongly supports it.

Thank you for your considered response.

**Officer's Response:**

Thank you for your feedback

# Feedback Received

**Name:** Living Streets Aotearoa

**Suburb:** Not stated

**Agree:** Yes

We support many of the Traffic Resolutions online at

<https://www.letstalk.wellington.govt.nz/traffic-resolutions-april22>, assisting pedestrians (including people with disabilities) and helping access and use of public transport, with attributes such as the prohibition of parking to discourage parking on the footpath; better marking and positioning of bus stops to facilitate boarding and alighting; provision of mobility parking; and better marking of intersections to facilitate pedestrians crossing.

Therefore we support the following resolutions, because of footpath parking (other TRs may have this effect, too, but this does not feature in the relevant writ-ups):

TR23-22, noting that the aerial shows footpath parking on the proposed for NSAT lines, and also that the edge line being close to the kerb appears to encourage parking on the footpath (a common problem on Ohiro Rd, a pedestrian's nightmare that needs fixing);

TR26-22, noting that the aerial shows parking on the footpath;

TR29-22, noting that the aerial shows parking on the footpath on a stretch not proposed for NSAT lines;

TR30-22, noting that the aerial shows parking on the footpath; TR31-22;

TR36-22, noting that the aerial shows illegal parking on the berm in the stretch proposed for NSAT lines;

TR42-22, noting that the aerial shows parking on the footpath;

TR48-22, noting that the aerial shows parking on the footpath;

and the following to improve bus accessibility and operation:

TR37-22 to TR41-22;

TR49-22, though a bus lane would be better than a clearway;

and the following conversions of general parking to mobility parking: TR32-22; TR47-22;

and the following intersection improvement: TR22-22.

We encourage WCC to continue with addressing these issues through traffic resolutions, and other means such as parking enforcement of the footpath and berm parking provisions, and improvement of road markings that appear to encourage footpath parking, as on Ohiro Rd noted above.

## **Officer's Response:**

Thank you for your feedback.



# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR38-22 Medway Street, Island Bay – Bus stop #6960 extension
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Extend bus stop length</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• Metlink have received safety concern regarding the location of the bus stop #6960 at Medway Street, Island Bay. The existing canopy extending along the bus stop has caused difficulties for bus services to safely access the stop, hindering safe and accessible boarding and alighting of services at the stop.</li><li>• The proposed extension to this bus stop will allow Metlink services to enter and manoeuvre adjacent to the stop safely and pull alongside the kerblane to allow safer and easier access for patrons to the buses. Incorporating this proposal with the completed kerb extension will create a safe Metlink service for all passengers using this stop.</li></ul>
<b>Location – where we propose to make the change</b>	Medway Street, Island Bay, outside no.6 and no.16.
<b>Impact</b>	<ul style="list-style-type: none"><li>• Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport and use of school bus services.</li><li>• Net parking impact – removal of 1 restricted P60 parking space.</li><li>• Pedestrian/Cyclist impact – positive, vehicle congestion is reduced by allowing pedestrians and cyclists safer movements on the roadway. Patrons are provided with a level and safe place to wait for bus services away from vehicle crossings at the new location.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Support shift in mode of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average weekly passenger number – 173</li><li>• Average daily traffic count – 4183</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

# We are proposing a change in your area

<b>Feedback</b>	<ul style="list-style-type: none"><li>• If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens 9.00am Monday 28 February and finishes 5.00pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following 3 months.</li></ol>

## Traffic Resolution Plan: TR38-22 Medway Street, Island Bay – Bus stop 6960 extension



SCALE: 1:200

DRAWN BY: LIRSEVIC

DATE DRAWN: 10/12/2021

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

### MEDWAY STREET #6960 PERMANENT PROPOSED BUS STOP LAYOUT

# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Medway Street</b>	<b>P60</b>	North side, commencing 65 metres west of its intersection with The Parade (Grid coordinates x=1748381.4 m, y=5422559.7m), and extending in a westerly direction following the northern kerb line for 6 metres.

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

Column One	Column Two	Column Three
<b>Medway Street</b>	<b>Bus Stop</b>	North side, commencing 36 metres east of its intersection with Derwent Street (Grid coordinates X=1748336.2525, Y=5422565.3778) and extending in an easterly direction following the northern kerbline for 15 metres.

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

Column One	Column Two	Column Three
<b>Medway Street</b>	<b>No Stopping At All Times</b>	North side, commencing 27 metres east of its intersection with Derwent Street (Grid coordinates X=1748313.059273, Y=5422567.606703) and extending in an easterly direction following the northern kerbline for 9 metres.
<b>Medway Street</b>	<b>No Stopping At All Times</b>	North side, commencing 51 metres east of its intersection with Derwent Street (Grid coordinates X= 1748337.414406, Y= 5422565.254569) and extending in an easterly direction following the northern kerbline for 9 metres.

Prepared By: Gordana Savic

Approved By: Zackary Moodie

Date: 17/02/2022

**(Public Transport Infrastructure  
Programme Manager)  
(Team Leader Transport  
Engineering)**

# We are proposing a change in your area

**Name:** Fiona Abbott (GWRC/Metlink)

**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 TR38-22 (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.

2. Specific Comments on the Traffic Resolution

Greater Wellington strongly supports this Traffic Resolution. The current bus stop, coupled with an adjacent glass canopy, is hazardous to buses and, as a result, inaccessible for both bus and customers. The adjacent canopy of the local New World has been a hazard and has prevented safe entry into the bus stop for drivers for over a year. As bus services exit Derwent Street and turn right to access the bus stop, the angle drivers must use to enter the stop and the presence of the protruding canopy has caused several accidents with bus windows smashed and residual damage to the canopy inflicted. There have been several discussions and meetings between Greater Wellington, Wellington City Council and New World to reach resolution, but this has not been successful in the past. The frequency and likelihood of vehicle and canopy damage is also exacerbated by vehicles parking directly behind the bus stop in the available parking spaces. Without a standard entry taper into the stop giving the necessary turning space to drivers, drivers must perform sharp turns when entering the stop. Due to the canopy hazard present when pulling into the stop, drivers were instructed to maintain at least a one metre distance from the kerb line to reduce instances of striking the canopy. However, when drivers cannot pull in close and parallel to the kerb, they are unable to safely deploy the wheelchair ramp for customers who have mobility restrictions. As a result, the current bus stop does not comply with Waka Kotahi standards; "Guidelines for public transport infrastructure and facilities". Metlink has an Accessibility Charter which dictates that accessibility must be a central consideration for everything we do. As part of this, Metlink and Greater Wellington are committed to advocating for accessible infrastructure and working with our strategic partners such as WCC to ensure the public transport network moves towards being accessible for everyone. In recent months, Greater Wellington has continued discussions with New World to reach a resolution where all parties needs are met, and no further incidents occur. In late 2021, the glass canopy was removed, eliminating the hazard. However, the accessibility of the stop is still compromised with private parking still available directly behind the bus stop. The additional changes proposed in the Traffic Resolution of the removal of 1 carpark, installing an entry taper in its place, and extending the bus box to a standard length will give drivers the extra space needed to align with the kerb parallel when making the turn from Derwent Street. This will ensure that the stop is compliant with Waka Kotahi standards, and most importantly, improve ease of access and comfort to/from the bus for our customers. Overall, implementing the Traffic Resolution will increase the accessibility and safety for buses and customers using public transport on Medway Street and Greater Wellington strongly supports it.

# We are proposing a change in your area

## **GWRC/Metlink Response:**

Thank you for your considered response.

**Name: Living Streets Aotearoa**

**Suburb: Not stated**

**Agree: Yes**

We support many of the Traffic Resolutions online at <https://www.letstalk.wellington.govt.nz/traffic-resolutions-april22>, assisting pedestrians (including people with disabilities) and helping access and use of public transport, with attributes such as the prohibition of parking to discourage parking on the footpath; better marking and positioning of bus stops to facilitate boarding and alighting; provision of mobility parking; and better marking of intersections to facilitate pedestrians crossing.

Therefore we support the following resolutions, because of footpath parking (other TRs may have this effect, too, but this does not feature in the relevant writ-ups):

TR23-22, noting that the aerial shows footpath parking on the proposed for NSAT lines, and also that the edge line being close to the kerb appears to encourage parking on the footpath (a common problem on Ohiro Rd, a pedestrian's nightmare that needs fixing);

TR26-22, noting that the aerial shows parking on the footpath;

TR29-22, noting that the aerial shows parking on the footpath on a stretch not proposed for NSAT lines;

TR30-22, noting that the aerial shows parking on the footpath; TR31-22;

TR36-22, noting that the aerial shows illegal parking on the berm in the stretch proposed for NSAT lines;

TR42-22, noting that the aerial shows parking on the footpath;

TR48-22, noting that the aerial shows parking on the footpath;

and the following to improve bus accessibility and operation:

TR37-22 to TR41-22;

TR49-22, though a bus lane would be better than a clearway;

and the following conversions of general parking to mobility parking: TR32-22; TR47-22;

and the following intersection improvement: TR22-22.



## We are proposing a change in your area

We encourage WCC to continue with addressing these issues through traffic resolutions, and other means such as parking enforcement of the footpath and berm parking provisions, and improvement of road markings that appear to encourage footpath parking, as on Ohiro Rd noted above.

### **Officer's Response:**

Thank you for your considered response.

# We are proposing a change in your area

Kia ora,

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

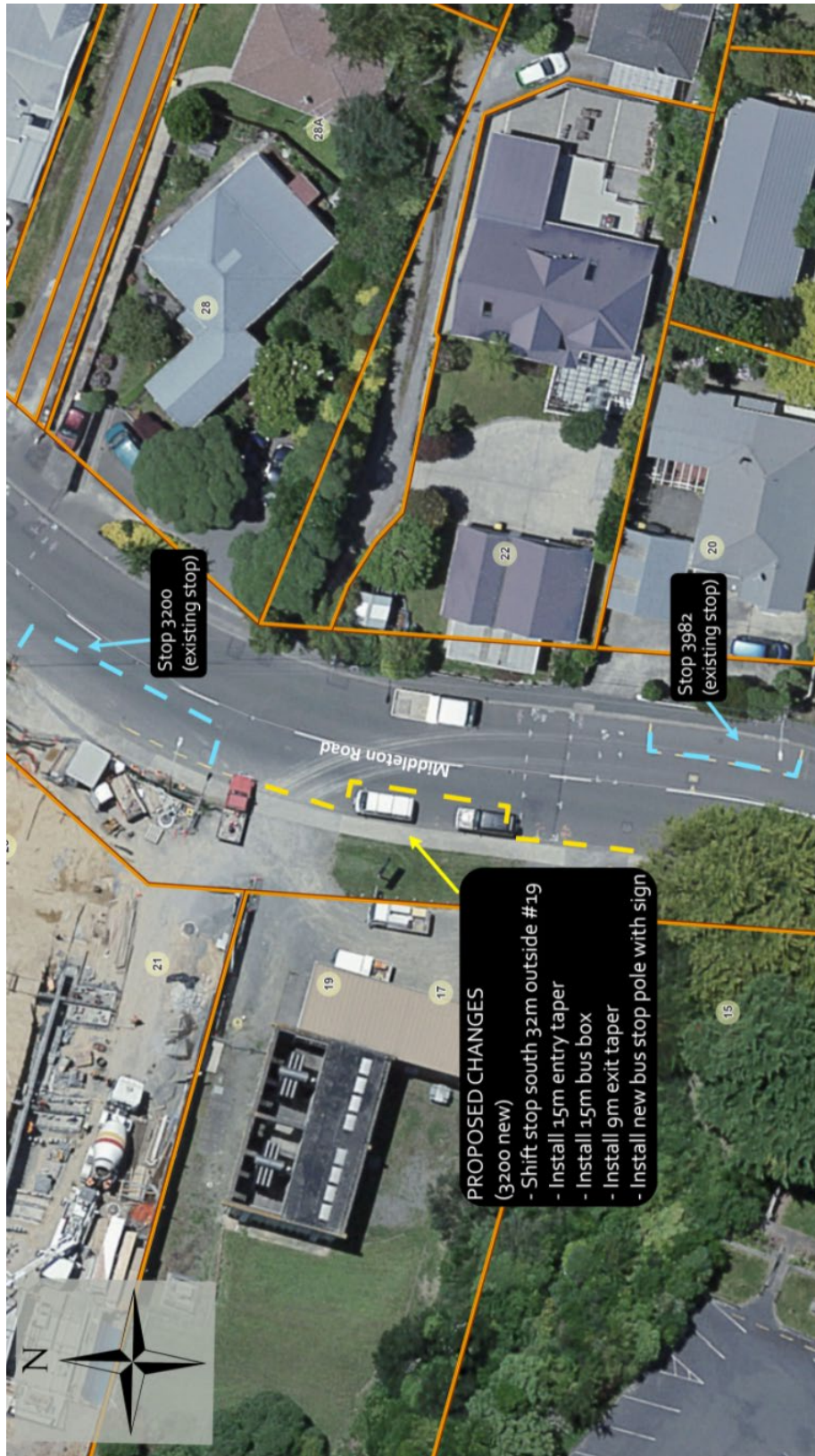
## Proposal:

<b>Reference</b>	TR39-22 Middleton Road, Johnsonville – Bus Stop #3200 relocation
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>Relocate bus stop #3200 to outside no.19 Middleton Road</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>We have received complaints regarding the safety of the location of the bus stop #3200 at no.25 Middleton Road. There is insufficient footpath space for bus patrons to safely wait for the bus and affects accessibility of the bus stop and services.</li><li>The current location of the bus stop is positioned across a driveway and the construction at no.23 Middleton Rd have caused a safety incident, which prompted Greater Wellington Regional Council/Metlink to review the existing bus stop and propose the relocation of the bus stop.</li></ul>
<b>Location – where we propose to make the change</b>	Middleton Road, Johnsonville outside no.19-25.
<b>Impact</b>	<ul style="list-style-type: none"><li>Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport and use of school bus services.</li><li>Net parking impact – removal of 6 unrestricted parking spaces.</li><li>Pedestrian/Cyclist impact – positive, vehicle congestion is reduced by allowing pedestrians and cyclists safer movements on the roadway. Pedestrians are provided with a level and safe place to wait for bus services away from vehicle crossings at the new location.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>Average weekly passenger number – 106</li><li>Average daily traffic count – 3,709</li><li>Annual parking revenue impact – None</li><li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

# We are proposing a change in your area

<b>Feedback</b>	<ul style="list-style-type: none"><li>• If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens 9.00am Monday 28 February and finishes 5.00pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following 3 months.</li></ol>

## Traffic Resolution Plan: TR39-22 Middleton Road, Johnsonville – Bus Stop 3200 relocation



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Middleton Road</b>	<b>Bus Stop</b>	West side, commencing 117.32 metres north of its intersection with Bassett Road (Grid coordinates X=1751582.92m, Y=5435307.84) and extending in a northerly direction following the western kerb line for 15 metres.

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

Column One	Column Two	Column Three
<b>Middleton Road</b>	<b>No Stopping At All Times</b>	West Side, commencing 102.32 metres north of its intersection with Bassett Road (Grid coordinates X=1751579.90, Y=5435286.02m) and extending in a northerly direction following the western kerbline for 15 metres
<b>Middleton Road</b>	<b>No Stopping At All Times</b>	West Side, commencing 132.32 metres north of its intersection with Bassett Road, (Grid coordinates X=1751583.11m, Y=5435308.44) and extending in a northerly direction following the western kerbline for 9 metres.

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

Column One	Column Two	Column Three
<b>Middleton Road</b>	<b>Bus Stop</b>	West side, commencing 156.5 metres west of its intersection with Bassett Road (Grid coordinates X=1751594.54, Y=5435333.05) and extending in a northerly direction following the western kerbline for 11 metres.

Prepared By: Gordana Savic

**(Public Transport Infrastructure  
Programme Manager)**

Approved By: Zackary Moodie

**(Team Leader Transport  
Engineering)**

Date: 17/02/2022

# Feedback Received

## Feedback Received:

**Name:** Lesley

**Suburb:** Johnsonville

**Agree:** Yes

Thank you for your letter re moving the bus stop at 25 Middleton rd. We live across the road at Middleton rd and we have noticed an increase in commuter parking and residence parking directly outside our house and immediate neighbour's and this does not even include the new development at 23 Middleton rd of 11 new townhouses where the new residents here are now starting to move in and we have also noticed there is only parking for one car in each apartment and we have already noticed the two people/units that have already moved in are now parking on the street. We therefore think because of cars parked on both sides of the road and often two buses passing each other at the same time let alone other trucks etc all trying to pass each other that the speed limit should be reduced to 30km per hour from top of Middleton at the roundabout down to at least 48 to 50 Middleton rd. We have witnessed some serious near misses already and it's only going to get worse!!

Also couple of other things to mention here is how difficult it is for us to pull out our driveway with the speed of the traffic and buses coming high ways and cars parked on both sides of the road and also if you look where you are moving the bus stop too the traffic coming down Middleton rd are going to approach the bus stop IMMEDIATELY as they come round that very first bend so these are couple more benefits of the speed limit being lowered to 30km per hour

## Officer's Response:

Thank you for your response. Speed counts are out of scope for this Traffic resolution. We will order new speed counts in this location to assess your concerns around speeding.

**Name:** Psykke

**Suburb:** Johnsonville

**Agree:** Yes

That stopped always looked very dangerous. Good idea to move it.

## Officer's Response:

Thank you for your response.



## Feedback Received

**Name:** Fiona Abbott (GWRC/Metlink)

**Suburb:** Johnsonville

**Agree:** Yes

Greater Wellington Regional Council (Greater Wellington) welcomes the opportunity to provide comments on Wellington City Council's (WCC) proposed Traffic Resolution TR39-22 (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.

1. Specific Comments on the Traffic Resolution

Greater Wellington strongly supports this Traffic Resolution. The current bus stop has been brought to Greater Wellington's attention as posing a health and safety risk to customers due to it being located close to a nearby construction site with vehicles crossing frequently. The bus stop is also located in a driveway which means it is unsafe to deploy the wheelchair ramp should customers who have mobility restrictions require it. This means the stop is inaccessible and does not comply with Waka Kotahi standards; "Guidelines for public transport infrastructure and facilities". Moving the bus stop further south, away from the construction vehicle crossing zone, and to a standard height kerb with a new footpath, will create a fully accessible bus stop for both customer ease of access and vehicle safety. For customers who have mobility restrictions and rely on public transport, having the bus able to access the full height kerb and align parallel to the kerb will significantly improve overall comfort on their journeys. Metlink has an Accessibility Charter which dictates that accessibility must be a central consideration for everything we do. As part of this, Metlink and Greater Wellington are committed to advocating for accessible infrastructure and working with our strategic partners such as WCC to ensure the public transport network moves towards being accessible for everyone. The proposed relocation of the bus stop south to a footpath also brings the stop closer to its pair stop (3982), decreasing the distance between stops from 70 metres to 35 metres. The change in stop location makes the bus stop more accessible and more convenient for all users of the bus stop. Overall, implementing the Traffic Resolution will increase the accessibility and safety for buses and customers using public transport on Middleton Road and Greater Wellington strongly supports it.

### Officer's Response:

Thank you for your response.

**Name:** Living Streets Aotearoa

**Suburb:** Not stated

**Agree:** Yes

We support many of the Traffic Resolutions online at <https://www.letstalk.wellington.govt.nz/traffic-resolutions-april22>, assisting pedestrians (including people with disabilities) and helping access and use of public transport, with attributes such as the prohibition of parking to discourage parking on the footpath; better marking and positioning of bus stops to facilitate boarding and alighting; provision of mobility parking; and better marking of intersections to facilitate pedestrians crossing.

Therefore we support the following resolutions, because of footpath parking (other TRs may have this effect, too, but this does not feature in the relevant writ-ups):

TR23-22, noting that the aerial shows footpath parking on the proposed for NSAT lines, and also that the edge line being close to the kerb appears to encourage parking on the footpath (a common problem on Ohiro Rd, a pedestrian's nightmare that needs fixing);

TR26-22, noting that the aerial shows parking on the footpath;

TR29-22, noting that the aerial shows parking on the footpath on a stretch not proposed for NSAT lines;

TR30-22, noting that the aerial shows parking on the footpath;TR31-22;

TR36-22, noting that the aerial shows illegal parking on the berm in the stretch proposed for NSAT lines;

TR42-22, noting that the aerial shows parking on the footpath;

TR48-22, noting that the aerial shows parking on the footpath;

and the following to improve bus accessibility and operation:

TR37-22 to TR41-22;

TR49-22, though a bus lane would be better than a clearway;

and the following conversions of general parking to mobility parking:TR32-22;TR47-22;

and the following intersection improvement:TR22-22.

We encourage WCC to continue with addressing these issues through traffic resolutions, and other means such as parking enforcement of the footpath and berm parking provisions, and improvement of road markings that appear to encourage footpath parking, as on Ohiro Rd noted above.

## **Officer's Response:**

Thank you for your response

# Feedback Received

Kia ora,

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

## Proposal:

<b>Reference</b>	TR40-22 Onepu Road, Lyall Bay – Relocation of Bus Stop #6330
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>Relocate Bus Stop #6330</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>We are proposing this relocation to provide a safer, more accessible public transport service in this neighbourhood. In its current location, bus services have difficulties accessing the stop by pulling up alongside the kerblin, as there is inadequate entry or exit tapers. This impediment would often cause buses to strike the canopy at the stop. To ensure buses can pull up alongside the kerblin, allowing a safe and level access for passengers to board and alight services, we are proposing to relocate the bus stop 11 metres south.</li></ul>
<b>Location – where we propose to make the change</b>	Onepu Road, Lyall Bay – outside no.149 and no.153
<b>Impact</b>	<ul style="list-style-type: none"><li>Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport and use of school bus services.</li><li>Net parking impact – removal of 3 unrestricted parking spaces</li><li>Pedestrian/Cyclist impact – positive, vehicle congestion is reduced by allowing pedestrians and cyclists safer movements on the roadway.</li><li>Pedestrians are provided with a level and safe place to wait for bus services at the proposed location.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>Average weekly passenger number – 535</li><li>Average daily traffic count – 7907</li><li>Annual parking revenue impact – None</li><li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

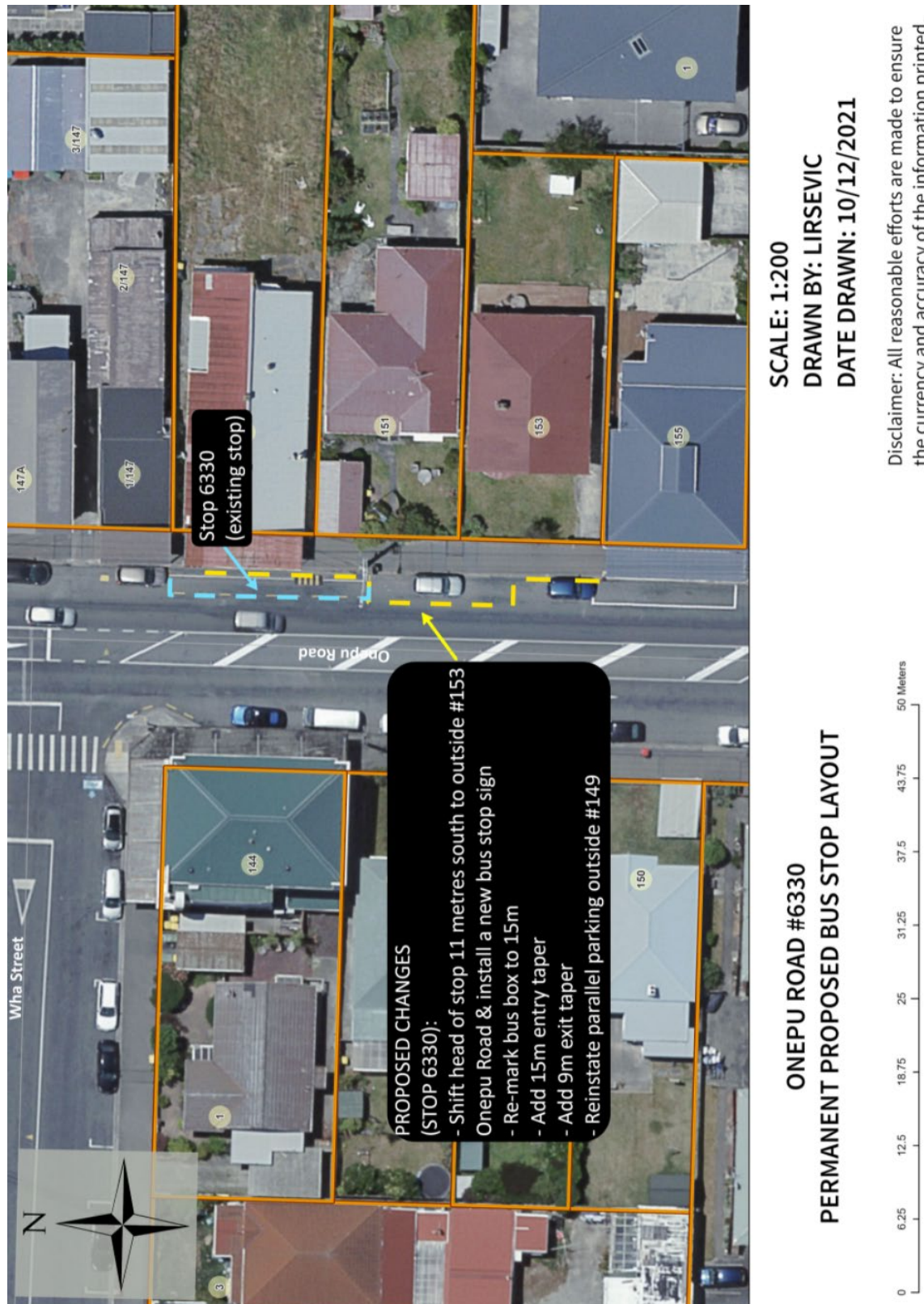
# Feedback Received

Feedback	<ul style="list-style-type: none"><li>• If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens 9.00am Monday 28 February and finishes 5.00pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
Next Steps	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following 3 months.</li></ol>

## Feedback Received

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

## Traffic Resolution Plan: TR40-22 Onepu Road, Lyall Bay – Relocation of Bus Stop 6330



# Feedback Received

## Legal Description:

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

Column One	Column Two	Column Three
<b>Onepu Road</b>	<b>Bus Stop</b>	East side, commencing metres 42 north of its intersection with Apu Crescent (Grid coordinates X= 1750256.977m, Y= 5423485.1353m) and extending in a southerly direction following the eastern kerb line for 15 metres.

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

Column One	Column Two	Column Three
<b>Onepu Road</b>	<b>No Stopping At All Times</b>	East side, commencing 57 metres north of its intersection with Apu Crescent (Grid coordinates X=1750257.507956m, Y= 5423511.967683m) and extending in a southerly direction following the eastern kerb line for 15 metres.
<b>Onepu Road</b>	<b>No Stopping At All Times</b>	East side, commencing 27 metres north of its intersection with Apu Crescent (Grid coordinates X= 1750256.977m, Y= 5423485.1353m) and extending in a southerly direction following the eastern kerb line for 9 metres.

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

Column One	Column Two	Column Three
<b>Onepu Road</b>	<b>Bus Stop</b>	East side, commencing 9 metres south of its intersection with Wha Street (Grid coordinates X= 1750257.1755m, Y= 5423497.4282m) and extending in a southerly direction following the Eastern kerblane for 17 metres.

Prepared By:

Gordana Savic

**(Public Transport Infrastructure  
Programme Manager)  
(Team Leader Transport  
Engineering)**

Approved By:

Zackary Moodie

Date:

17/02/2022



# Feedback Received

## Feedback Received:

**Name:** Fiona Abbott (GWRC/Metlink)

**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 TR40-22 (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.

2. Specific Comments on the Traffic Resolution

Greater Wellington strongly supports this Traffic Resolution. The current bus stop location poses a hazard for both vehicle and customer safety with a power pole present within the bus stopping space. Double decker buses have struck the pole in the past when entering the bus stop. Reflective chevrons were installed on the canopy front poles and the nearby pole, and a white guiding line was painted on the road to keep drivers a safe distance away from the kerb as a temporary mitigation to help bus drivers enter and exit the stop safely and prevent further asset damage. However, this mitigation is only temporary, and the proposed Traffic Resolution offers a permanent solution to the infrastructure hazard at this bus stop. When drivers cannot pull in close and parallel to the kerb, they are unable to deploy the wheelchair ramp for customers that have mobility restrictions and rely on using it to get on and off the bus. If the wheelchair ramp needs to be deployed, it would be on to the roadway, and the resulting angle of the ramp is too steep and too dangerous for customers to use. As a result, the current bus stop does not meet the Waka Kotahi standards "Guidelines for public transport infrastructure and facilities". The white line painted on the road to guide drivers to stop one metre out from the kerb as a temporary mitigation measure to stop drivers striking the pole has been in place for several years, but it has not solved any of the key accessibility issues with the stop. Further to this, a residential development at #149 Onepu Road will introduce a new vehicle crossing near the head of the stop, removing the standard height kerb for customers to use when boarding and alighting the bus, further reducing accessibility at the existing bus stop location. The proposed Traffic Resolution will remedy the accessibility issues and eliminate the potential for bus drivers to strike the power pole at the current bus stop location. By relocating the bus stop south of its current position to be clear of the power pole, adding in standard bus box, and the required entry taper and exit taper markings (yellow lines) will enable bus drivers to pull up close and parallel to the kerb, making it easier and safer for all customers to board and alight from the bus. Metlink has an Accessibility Charter which dictates that accessibility must be a central consideration for everything we do. As part of this, Metlink and Greater Wellington are committed to advocating for accessible infrastructure and working with our strategic partners such as WCC to ensure the public transport network moves towards being accessible for everyone. Overall, implementing the Traffic Resolution will increase the accessibility and safety for buses and customers using public transport on Onepu Road and Greater Wellington strongly supports it.

# Feedback Received

## **Officer's Response:**

Thank you for your response.

**Name:** Living Streets Aotearoa

**Suburb:** Not stated

**Agree:** Yes

We support many of the Traffic Resolutions online at <https://www.letstalk.wellington.govt.nz/traffic-resolutions-april22>, assisting pedestrians (including people with disabilities) and helping access and use of public transport, with attributes such as the prohibition of parking to discourage parking on the footpath; better marking and positioning of bus stops to facilitate boarding and alighting; provision of mobility parking; and better marking of intersections to facilitate pedestrians crossing.

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TR23-22, noting that the aerial shows footpath parking on the proposed for NSAT lines, and also that the edge line being close to the kerb appears to encourage parking on the footpath (a common problem on Ohiro Rd, a pedestrian's nightmare that needs fixing);

TR26-22, noting that the aerial shows parking on the footpath;

TR29-22, noting that the aerial shows parking on the footpath on a stretch not proposed for NSAT lines;

TR30-22, noting that the aerial shows parking on the footpath;TR31-22;

TR36-22, noting that the aerial shows illegal parking on the berm in the stretch proposed for NSAT lines;

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TR48-22, noting that the aerial shows parking on the footpath;

and the following to improve bus accessibility and operation:

TR37-22 to TR41-22;

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and the following intersection improvement:TR22-22.

## Feedback Received

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

We encourage WCC to continue with addressing these issues through traffic resolutions, and other means such as parking enforcement of the footpath and berm parking provisions, and improvement of road markings that appear to encourage footpath parking, as on Ohiro Rd noted above.

**Officer's Response:**

Thank you for your response.

# We are proposing a change in your area

Kia ora,

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

## Proposal:

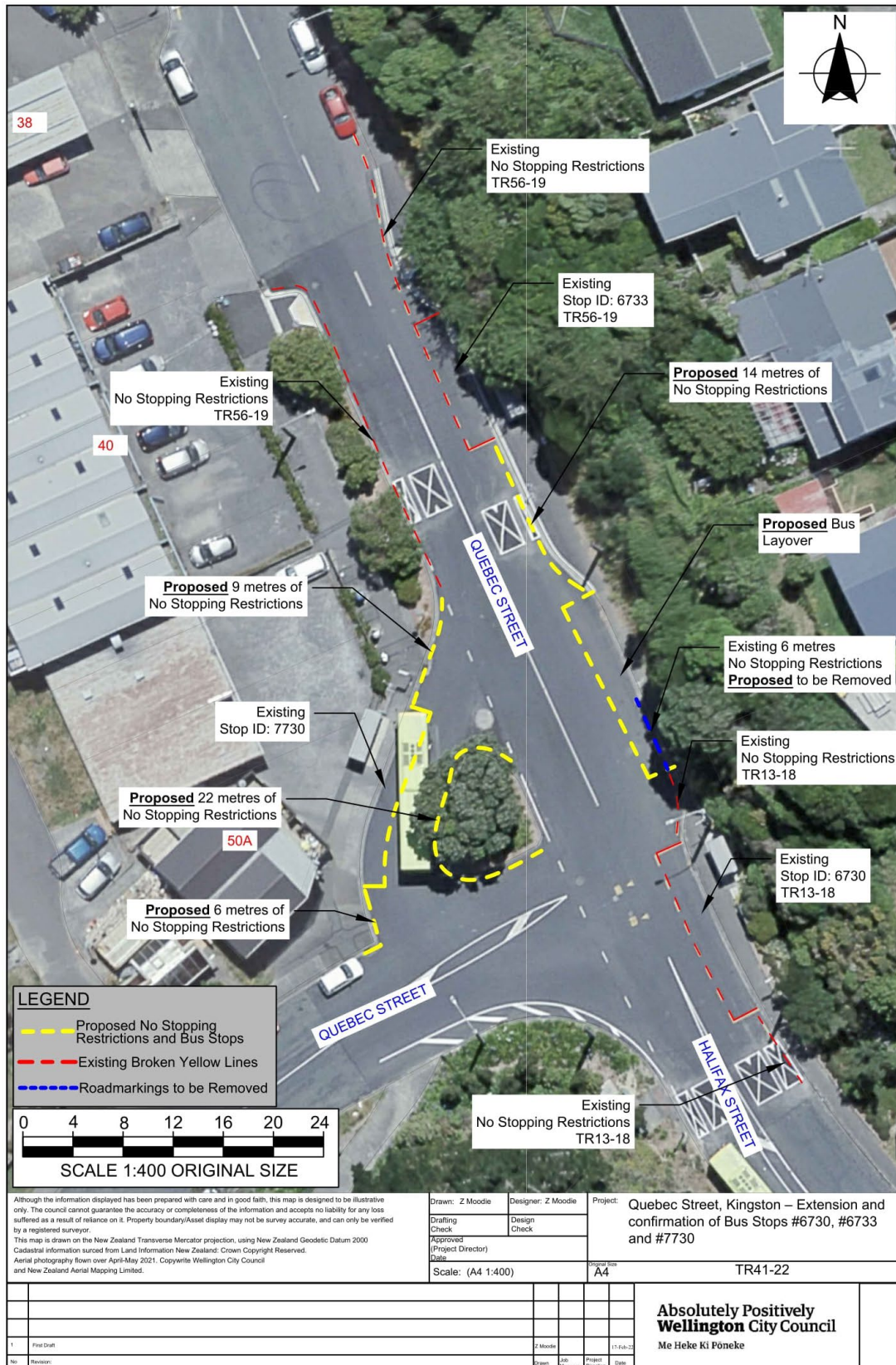
<b>Reference</b>	TR41-22 Quebec Street, Kingston – Extension and confirmation of Bus Stops #6730, #6733 and #7730
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Extend and Formalise of Bus Stop #6730, #6733, #7730 and bus layover</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• GWRC/Metlink are proposing this change to provide a safer, more accessible public transport service in this neighbourhood. Given this area is used as a terminus location, where buses start and finish routes, there is a need for layover space for buses to use before or at the end of the drivers' shift. There are facilities nearby that the drivers utilise, and this proposal gives them safe and accessible spaces for buses to layover, with minimal impact to traffic flows and pedestrian movements.</li><li>• The changes at Stop #7730 have been proposed to create a formalised bus stop, and to ensure vehicles do not park in the turning bay, impeding access for bus services.</li><li>• We propose to install No Stopping lines on both sides of the bus stop bay.</li></ul>
<b>Location – where we propose to make the change</b>	Quebec Street – Kingston Terminus (opposite no.38, no.48 and no.50)
<b>Impact</b>	<ul style="list-style-type: none"><li>• Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport and use of school bus services.</li><li>• Net parking impact – lose of four unrestricted parking spaces</li><li>• Pedestrian/Cyclist impact – positive, vehicle congestion is reduced by allowing pedestrians and cyclists safer movements on the roadway.</li><li>• Pedestrians are provided with a level and safe place to wait for bus services at the proposed location.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average weekly passenger number – 1,000+</li><li>• Average daily traffic count – Quebec Street 1,653</li><li>• Average daily traffic count – Halifax Street 1,772</li><li>• Annual parking revenue impact – None</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

# We are proposing a change in your area

<b>Feedback</b>	<ul style="list-style-type: none"><li>• If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens 9.00am Monday 28 February and finishes 5.00pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following 3 months.</li></ol>



## Traffic Resolution Plan: TR41-22 – Quebec Street, Kingston – Extension and confirmation of Bus Stop 6730, 6733, 7730





# We are proposing a change in your area

## Legal Description:

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

<b>Quebec Street</b>	<b>No Stopping At All Times</b>	East side, commencing 306 metres South of its intersection with Kingston Heights Road (Grid Coordinates x= 1747613.131, y= 5424103.816) and extending in a Southerly direction following the Eastern kerbline for 6 metres
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Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Quebec Street</b>	<b>Bus Stop</b>	West Side, commencing 19 metres west of its intersection with Halifax Street (Grid coordinates, X= 1747590.6548 y= 5423818.7078) following the western kerbline in a southerly direction for 15 metres.
<b>Quebec Street</b>	<b>Bus stop</b>	East side, commencing 298 metres South of its intersection with Kingston Heights Road (Grid Coordinates x= 1747613.131, y= 5424103.816) and extending in a Southerly direction following the Eastern kerbline for 15 metres

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

Column One	Column Two	Column Three
<b>Quebec Street</b>	<b>No Stopping At All Times</b>	West Side, commencing 23 metres west of its intersection with Halifax Street (Grid coordinates, X= 1747590.6548, Y= 5423818.7078) following the western kerbline in a southerly direction for 9 metres.
<b>Quebec Street</b>	<b>No Stopping At All Times</b>	West Side, commencing 17 metres west of its intersection with Halifax Street (Grid coordinates, X= 1747590.6548m Y= 5423818.7078m) following the western kerbline in a southerly direction for 6 metres.
<b>Quebec Street</b>	<b>No Stopping At All Times</b>	East side, commencing 283 metres South of its intersection with Kingston Heights Road (Grid Coordinates x= 1747613.131, y= 5424103.816) and extending in a Southerly direction following the Eastern kerbline for 14 metres

# We are proposing a change in your area

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

**Prepared By:**

Gordana Savic

**(Public Transport Infrastructure  
Programme Manager)**

**Approved By:**

Zackary Moodie

**(Team Leader Transport  
Engineering)**

**Date:**

17/02/2022

## **Feedback Received:**

**Name: Robert**  
**Suburb: Kingston**  
**Agree: Yes/No**

I wish to request clarification on this proposal,

I am fine with the proposal except for the following clarification.

For stop ID: 7730, the proposal will block entrance via a driveway into the car park leading to a dairy and a local fish and chip shop.

If buses stop to pick up passengers only, I do not think this will be an issue.

However, if busses use this area as a park area and wait to ensure bus schedule timings are met, this could potentially block access to these businesses for an unreasonably long time.

What controls will be in place to ensure that this does not happen.

If controls are based on bus driver training, there is room for error so I would prefer that this bus stop remains as is to avoid any confusion that busses can park and wait here to keep schedule.

## **Officer's Response:**

Thank you for your feedback on this traffic resolution and raising your concerns regarding the potential blocking of driveway access to the local Kingston shops.

Stop 7730 is a public service stop where drivers would park for a couple minutes before their trip starts/pick up customers from this stop. This stop is not a layover facility where drivers would park their vehicles and take their breaks for an extended period. Metlink has prioritised the review and proposed changes to this area because of this very issue- there is no dedicated space for bus drivers to park their vehicles while they take their required meal breaks in between trips. Drivers are currently parking in ad hoc areas around the terminus i.e. Quebec Street outside residential properties and/or at public service stops currently. When there are no cars parked in the current parallel parking space opposite the shops, drivers park there- however, when cars are parked there, then drivers park where they can safely take their breaks. This issue is especially apparent during peak time traffic flows. As a result, Metlink has proposed the removal of parallel parking opposite the shops, to create a bus stop dedicated for drivers to park up and take their required meal breaks. This will prevent drivers parking at stop 7730 for extended periods of time, and subsequently blocking the driveway access to the shops.

Metlink will reiterate with the bus operator to let drivers know that, once the new bus stop markings are installed, that they have a dedicated space to layover (opposite the shops) and that stop 7730 is pick up only. Once the markings are installed, it will become clear where drivers are meant to park up and it will ease the operating pressure in this area.

**Name:** Fiona Abbott (GWRC/Metlink)

**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 TR41-22 (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.

2. Specific Comments on the Traffic Resolution

Greater Wellington strongly supports this Traffic Resolution. The Kingston Terminus area has been identified as needing improvements to its design and layout to ensure there is adequate space for buses to service the stops appropriately, and to provide adequate space for drivers to take their breaks in between trips. Currently, drivers are required to use the parallel parking space between stops 6730 Kingston Stop A and 6330 Kingston- Stop B, as a layover area, where drivers take their breaks and wait to start their next trips on route. This space isn't currently designated as a bus stop and private vehicles may park here to access the nearby shops, therefore reducing overall space available for drivers to park their bus safely. This space isn't currently designated as a bus stop and private vehicles may park here to access the nearby shops, therefore reducing the overall space available for drivers to park their bus safely. With no designated layover space, we cannot guarantee drivers are taking their legally required breaks or they may park elsewhere on residential streets. The proposal to install a designated layover bus box in between Stops A and B will enhance bus operations in this area and provide a safe area for drivers to have their breaks. It is also important to note that stops 6733 Kingston – Stop A and 6730 Kingston – Stop B will remain in the same position on the road and be unaffected by this Traffic Resolution. While the installation of a third bus box in the area removes private carparking adjacent to the local shops, any effects on parking loss are minimised as there is an off-street carpark immediately outside the Kingston shops near Stop C. Further, most residential properties within the vicinity also have off street parking available. The Kingston Terminus area also requires best practice road markings to be implemented at stop 7730 Kingston – Stop C to ensure there is always adequate space for the buses to service the bus stop. Currently, stop 7730 Kingston- Stop C is functioning as a full-time bus stop, with high frequency Route 7 buses stopping here for a couple of minutes at a time to start trips and pick up customers. Stop C does not have standard Waka Kotahi bus stop markings installed (yellow road markings) so there is a risk of private vehicles parking in the bus stop to access the local shops, impeding bus turning movements and the ability to service the stop for customers. To ensure the bus stop is always kept clear for buses, Greater Wellington has proposed having it adequately marked out. This will ensure the bus stop is fully accessible for our customers and our bus drivers, reducing any potential issues between drivers trying to access the stop and the public parking where they should not. It is important to note that buses do not park here for long periods of time and will not unduly block the entrance driveway into the shop car parking area. Overall, implementing the Traffic Resolution will increase the accessibility and safety for buses and customers using public transport on Quebec Street and Greater Wellington strongly supports it.

**Officer's Response:**

Thank you for your considered response.

**Name:** Living Streets Aotearoa

**Suburb:** Not stated

**Agree:** Yes

We support many of the Traffic Resolutions online at <https://www.letstalk.wellington.govt.nz/traffic-resolutions-april22>, assisting pedestrians (including people with disabilities) and helping access and use of public transport, with attributes such as the prohibition of parking to discourage parking on the footpath; better marking and positioning of bus stops to facilitate boarding and alighting; provision of mobility parking; and better marking of intersections to facilitate pedestrians crossing.

Therefore we support the following resolutions, because of footpath parking (other TRs may have this effect, too, but this does not feature in the relevant writ-ups):

TR23-22, noting that the aerial shows footpath parking on the proposed for NSAT lines, and also that the edge line being close to the kerb appears to encourage parking on the footpath (a common problem on Ohiro Rd, a pedestrian's nightmare that needs fixing);

TR26-22, noting that the aerial shows parking on the footpath;

TR29-22, noting that the aerial shows parking on the footpath on a stretch not proposed for NSAT lines;

TR30-22, noting that the aerial shows parking on the footpath; TR31-22;

TR36-22, noting that the aerial shows illegal parking on the berm in the stretch proposed for NSAT lines;

TR42-22, noting that the aerial shows parking on the footpath;

TR48-22, noting that the aerial shows parking on the footpath;

and the following to improve bus accessibility and operation:

TR37-22 to TR41-22;

TR49-22, though a bus lane would be better than a clearway;

and the following conversions of general parking to mobility parking: TR32-22; TR47-22;

and the following intersection improvement: TR22-22.

We encourage WCC to continue with addressing these issues through traffic resolutions, and other means such as parking enforcement of the footpath and berm parking provisions, and improvement of road markings that appear to encourage footpath parking, as on Ohiro Rd noted above.

**Officer's Response:**

Thank you for your considered response.



# We are proposing a change in your area

Kia Ora,

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

## Proposal:

<b>Reference</b>	TR043-22 Willis Street, Te Aro – Clearway 4pm to 6pm Mon to Fri
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Install a Clearway between 4pm and 6pm, Monday to Friday on the eastern side of Willis Street between Aro Street and Abel Smith Street.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• Council has received concerns from the public and Fire Emergency Services New Zealand, that parked vehicles on this section of Willis Street, reduce the efficiency of traffic flow during peak periods from the City Principal Road onto State Highway network, northbound.</li><li>• Officers have investigated and are proposing that a clearway during the peak traffic periods will reduce vehicle congestion through the traffic signal at this strategic intersection including, reducing vehicle queuing obstructing Willis Street, Aro Street and Brooklyn Road which is a PT route.</li></ul>
<b>Location – where we propose to make the change</b>	Willis Street, Te Aro – between no.292 and no.306
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves the efficiency of traffic flow by utilising 2 lanes for vehicle throughput onto State Highway 1.</li><li>• Net parking impact - removal of 3 metered parking spaces from Mon to Fri between 4pm and 6pm and 2x P10 parking spaces between 4pm and 6pm.</li><li>• Pedestrian impact - no change.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count – 10,514</li><li>• Annual parking revenue impact – \$1,380</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

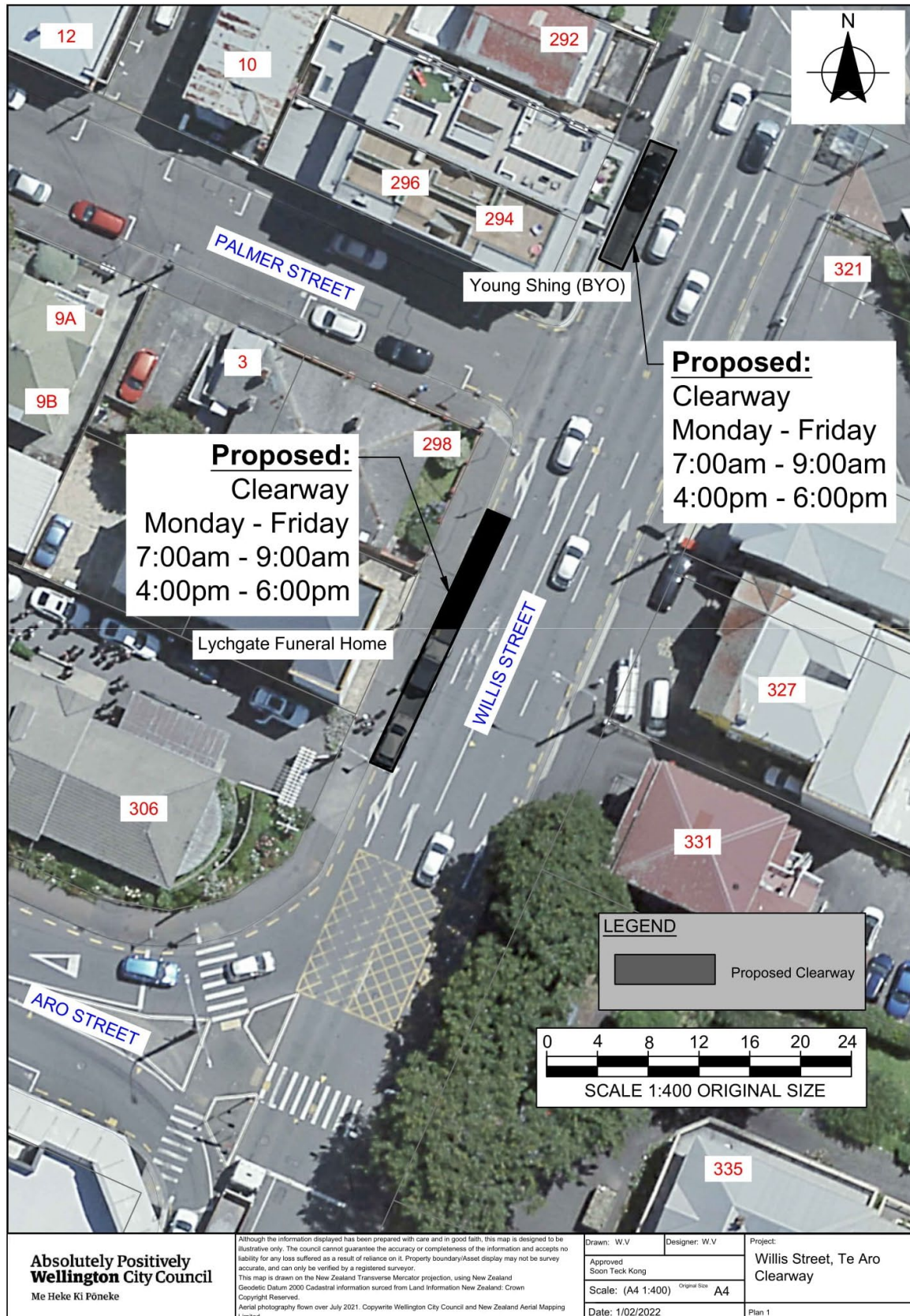
# We are proposing a change in your area

<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

# We are proposing a change in your area

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

## Traffic Resolution Plan: TR43-22 Willis Street, Te Aro - Clearway



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Willis Street</b>	<i>P10, At All Other Times</i>	<i>West side, commencing 5.5 metres north of its intersection with Palmer Street (Grid Coordinates X=2,658,296.29m, Y=5,988,614.67m) and extending in a northerly direction following the western kerb line for 11 metres.</i>

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

Column One	Column Two	Column Three
<b>Willis Street</b>	<i>Clearway Monday to Friday 7:00am – 9:00am</i>	<i>West side, commencing 5.5 metres north of its intersection with Palmer Street (Grid Coordinates X=2,658,296.29m, Y=5,988,614.67m) and extending in a northerly direction following the kerb line for 11 metres.</i>
<b>Willis Street</b>	<i>Clearway Monday to Friday 7:00am - 9:00am</i>	<i>West side, commencing 21 metres north of its intersection with Aro Street (Grid Coordinates X=2,658,272.33m, Y=5,988,561.49m) and extending in a northerly direction following the kerb line for 22 metres.</i>

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

Column One	Column Two	Column Three
<b>Willis Street</b>	<i>P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>West side, commencing 37.5 metres north of its intersection with Aro Street (Grid Coordinates X=2,658,272.33m, Y=5,988,561.49m) and extending in a northerly direction following the kerb line for 5.5 metres. (1 parallel carpark)</i>
<b>Willis Street</b>	<i>P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>West side, commencing 21 metres north of its intersection with Aro Street (Grid Coordinates X=2,658,272.33m, Y=5988561.492655 m) and extending in a northerly direction following the kerb line for 11 metres. (2 parallel carparks)</i>



# We are proposing a change in your area

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

Column One	Column Two	Column Three
<b>Willis Street</b>	<i>P10, At All Other Times</i>	<i>West side, commencing 5.5 metres north of its intersection with Palmer Street (Grid Coordinates X=2,658,296.29m, Y=5,988,614.67m) and extending in a northerly direction following the western kerb line for 11 metres.</i>

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

Column One	Column Two	Column Three
<b>Willis Street</b>	<i>Clearway Monday to Friday 7:00am – 9:00am 4:00pm – 6:00pm</i>	<i>West side, commencing 5.5 metres north of its intersection with Palmer Street (Grid Coordinates X=2,658,296.29m, Y=5,988,614.67m) and extending in a northerly direction following the kerb line for 11 metres.</i>
<b>Willis Street</b>	<i>Clearway Monday to Friday 7:00am - 9:00am 4:00pm – 6:00pm</i>	<i>West side, commencing 21 metres north of its intersection with Aro Street (Grid Coordinates X=2,658,272.33m, Y=5,988,561.49m) and extending in a northerly direction following the kerb line for 22 metres.</i>

# We are proposing a change in your area

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

Column One	Column Two	Column Three
<b>Willis Street</b>	<i>P120 Maximum, Monday to Thursday 9:00am - 4:00pm, Friday 9:00am - 4:00pm 6:00pm – 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>West side, commencing 37.5 metres north of its intersection with Aro Street (Grid Coordinates X=2,658,272.33m, Y=5,988,561.49m) and extending in a northerly direction following the kerb line for 5.5 metres. (1 parallel carpark)</i>
<b>Willis Street</b>	<i>P120 Maximum, Monday to Thursday 9:00am - 4:00pm, Friday 9:00am - 4:00pm 6:00pm – 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>West side, commencing 21 metres north of its intersection with Aro Street (Grid Coordinates X=2,658,272.33m, Y=5988561.492655 m) and extending in a northerly direction following the kerb line for 11 metres. (2 parallel carparks)</i>

**Prepared By:** Wilhelm Vaeluaga **(Transport Engineer Assistant)**

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

**Date:** 17/02/2022



# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR45-22 Waiapu Road, Kelburn – Resident Parking Spaces
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>Alter two existing unrestricted parking spaces on Waiapu Road, to Resident Parking spaces (At All Times).</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>Officers received a request from the public to consider changes to the current parking on Waiapu Road due to the lack of parking available for residents, in particular at Nos. 9,11,15 and 17.</li><li>Waiapu Road is within the existing Kelburn Resident parking zone.</li><li>Waiapu Road has medium to high parking demand during weekends and on school holidays due to locals and visitors to Zealandia, which has its entrance via Waiapu Road. During weekdays, the parking spaces are occupied by commuters. Currently, there is no presence of international visitors, however, once NZ borders reopen, parking demand is expected to be an issue at all times, including weekdays.</li><li>The request for the implementation of Resident Parking spaces was investigated by our Transportation Engineering team, who is proposing to implement Resident parking restrictions (at all times) to address this parking difficulty experienced by the locals living in the area.</li></ul>
<b>Location – where we propose to make the change</b>	Waiapu Road, Kelburn. The changes are proposed on the northern side of the road, approximately 23m from the intersection of Waiapu Road with Chaytor Street.
<b>Impact</b>	<ul style="list-style-type: none"><li>The proposal will have a positive impact on residents living in the area. It is expected an increase of residents holding Resident Parking Permits.</li><li>Although the parking changes will benefit residents living in the area, the parking limitations may lead to an increase in illegal parking for visitors of Zealandia. To mitigate this issue, our WCC parking enforcement team will undertake site visits regularly to reduce the likelihood of illegal parking behaviour.</li><li>Net parking impact: alteration of 2x Unrestricted parking spaces to Resident Parking spaces.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>Resident Parking in this area will allow residents to park near their homes.</li><li>By implementing the changes from unrestricted parking to Resident Parking we are applying the priorities in the Parking Policy for outer residential area.</li><li>Residents along Waiapu Road are eligible for Resident Parking Permit under the Kelburn Resident Parking Zone.</li></ul>

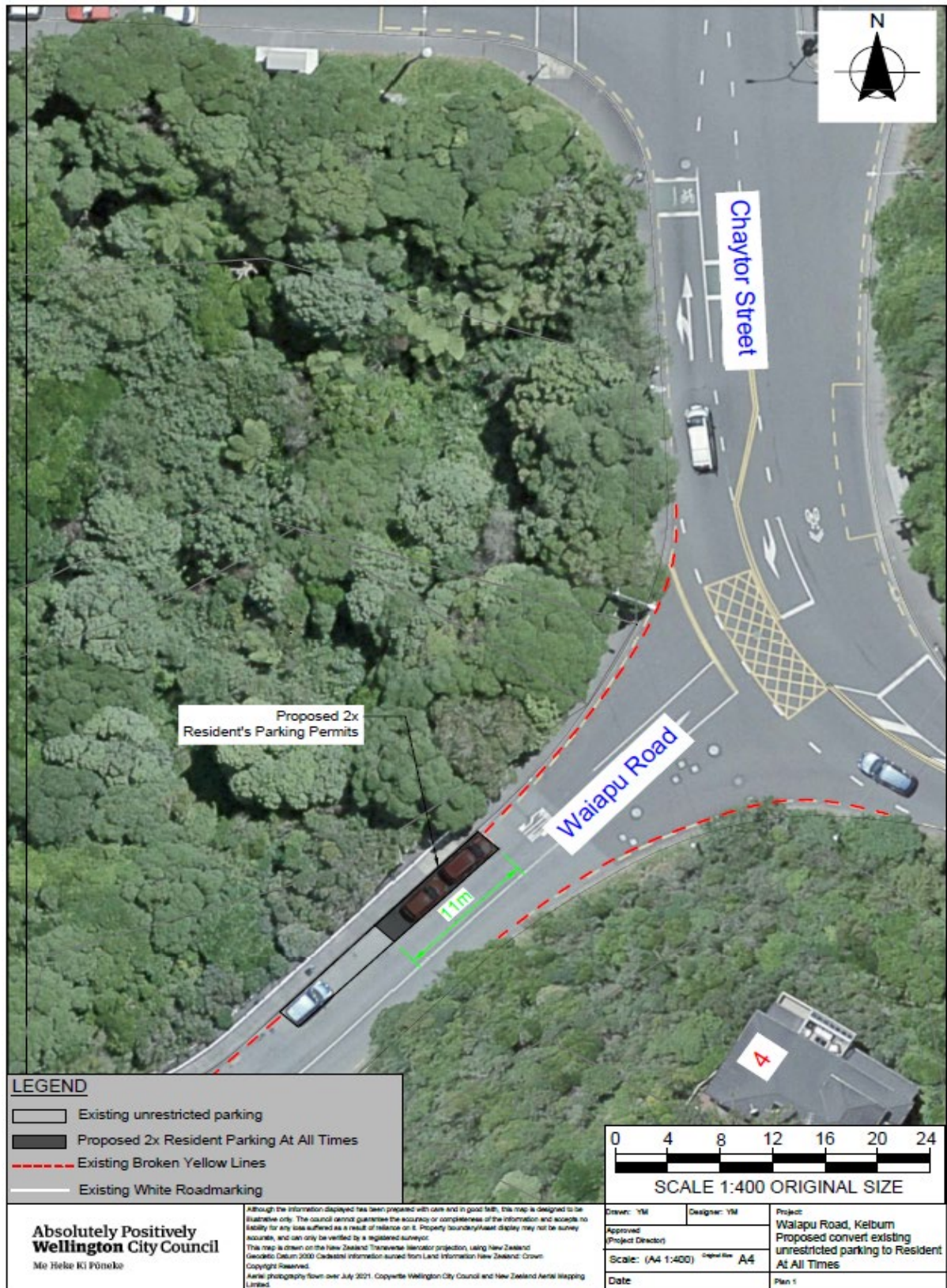
# We are proposing a change in your area

Additional Information	<ul style="list-style-type: none"><li>Estimated Average Daily Traffic (AADT): 370</li><li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
Feedback	<ul style="list-style-type: none"><li>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 <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>What we do with your personal information:</li><li>All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
Next Steps	<ol style="list-style-type: none"><li>Feedback collated by Monday 14 March 2022.</li><li>The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>If approved, the proposal will be installed within the following three months.</li></ol>

# We are proposing a change in your area

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

## Traffic Resolution Plan: TR45-22 Waiapu Road, Kelburn – Resident's Parking Spaces



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b><i>Waiapu Road</i></b>	<i>Resident Parking, At All Times</i>	<i>North side, commencing with Chaytor Street (Grid coordinates x= 1,746,926,52m, y=5,427,863,56m) and extending in a southerly direction following the northern kerb line for 11 metres.</i>

**Prepared By:** Evandro Scherer **(Senior Transport Engineer)**

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

**Date:** 17/02/2022



# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR46-22 Ohariu Road, Johnsonville – No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Install No Stopping At All Times</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• We have received safety and accessibility concerns from residents and parking wardens about vehicles parking on narrow sections of Ohariu Road impeding accessibility and obstruction to drive through.</li><li>• The width of Ohariu Road is inconsistent, measuring under 4 metres in sections with an average of 5 metres which is insufficient for moving vehicles to pass when vehicles are parked on both sides of the road.</li><li>• After our site visits, officers are proposing to install broken yellow lines to improve forward visibility and ensure safe and efficient movement along this corridor.</li></ul>
<b>Location – where we propose to make the change</b>	Ohariu Road, Johnsonville between no.97 and no.173
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves safety and accessibility for vehicles travelling on Ohariu Road</li><li>• Net parking impact – removal of 10 unrestricted parking spaces.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count – 246</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

# We are proposing a change in your area

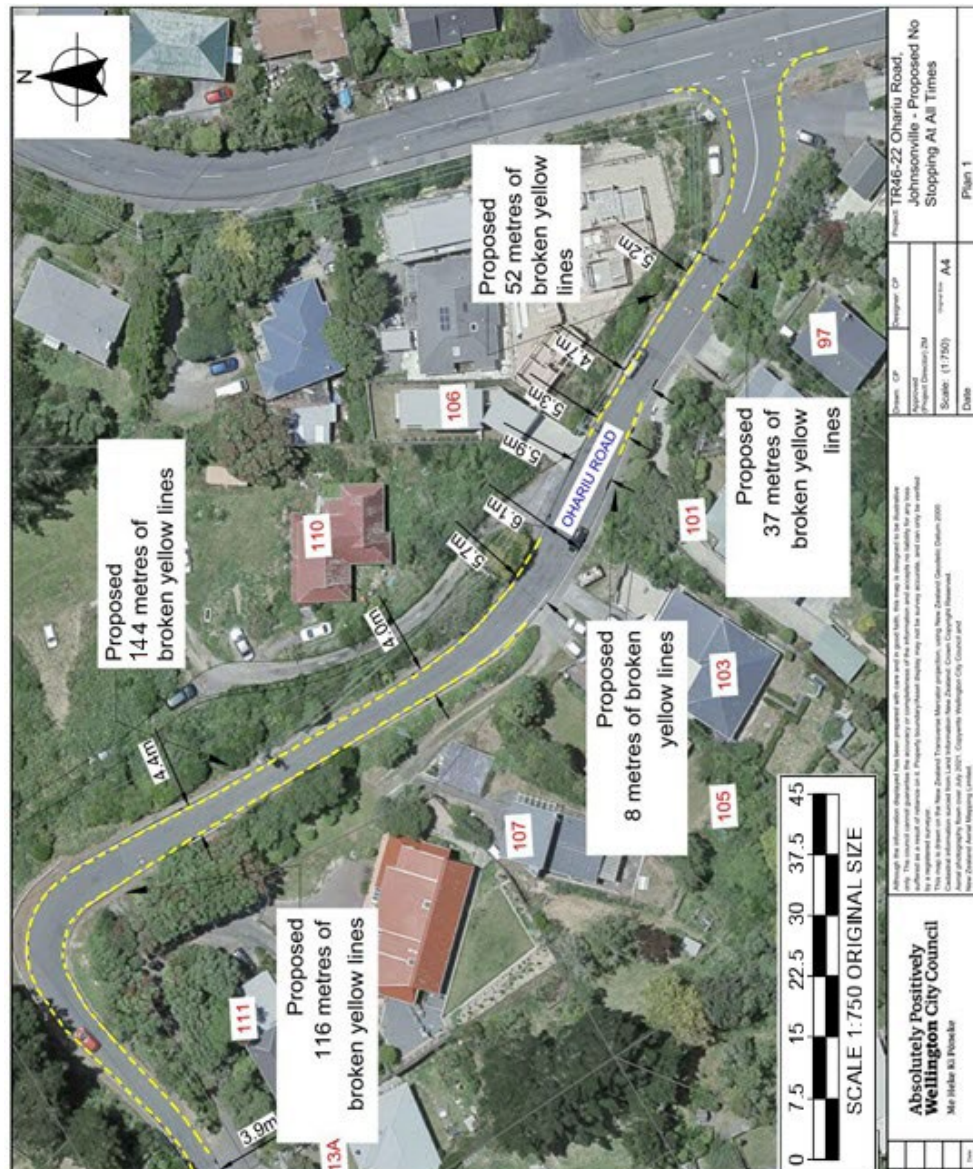
<b>Feedback</b>	<ul style="list-style-type: none"><li>• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a> . <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>



# We are proposing a change in your area

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

## Traffic Resolution Plan: TR46-22 Ohariu Road, Johnsonville – No Stopping At All Times \*Amended Plan



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Ohariu Road</b>	<i>No Stopping At All Times</i>	<i>North side, commencing 78 metres east from its intersection with Ironside Road (Grid coordinates X=1,750,678.07m Y=5,435,772.35m) and extending in an easterly direction following the northern kerb line for 144 metres.</i>
<b>Ohariu Road</b>	<i>No Stopping At All Times</i>	<i>North side, commencing 490 metres east of its intersection with Ironside Road (Grid coordinates X=1,750,678.07m Y=5,435,772.35m) and extending in an easterly direction following the northern kerb line for 52 metres.</i>
<b>Ohariu Road</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 490 metres east of its intersection with Ironside Road (Grid coordinates X=1,750,684.34m Y=5,435,748.28m) and extending in an easterly direction following the southern kerb line for 8 metres.</i>
<b>Ohariu Road</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 513 metres east of its intersection with Ironside Road (Grid coordinates X=1,750,684.34m Y=5,435,748.28m) and extending in an easterly direction following the southern kerb line for 37 metres.</i>
<b>Ohariu Road</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 400 metres north east from its intersection with Ironside Road (Grid coordinates X=1,750,684.34m Y=5,435,748.28m) and extending in a north easterly direction following the southern kerb line for 116 metres</i>

# We are proposing a change in your area

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

<b>Prepared By:</b>	Corey Pugh	<b>(Assistant Transport Engineer)</b>
<b>Approved By:</b>	Zackary Moodie	<b>(Team Leader Transport Engineering)</b>
<b>Date:</b>	17/02/2022	

# Feedback Received

## Feedback Received:

**Name:** Vicki  
**Suburb:** Johnsonville  
**Agree:** Yes

I received your letter in the mail regarding proposed Ohariu Road yellow lines. Ref number at top of letter TR46-22

I have actually called numerous times about the issue of numerous cars (& sometimes trailers) blocking the road. 3 times now I have had to turn around as I physically can't get through in my ute. My husband and immediate neighbours have also had this issue, and I believe my neighbour emailed to as there is big concern about emergency vehicles not being able to get through.

I also walk my dogs daily to the park round the corner, and the vehicles parked outside 107 often mean that cars passing them come over to the other side of the road. As there is no footpath, they can often get quite close, especially if driving too fast.

I think the proposed changes to the whole road would be great for these reasons.

## Officer's Response:

Thank you for providing feedback for TR46-22 Ohariu Road, Johnsonville – No Stopping At All Times.

**Name:** Liz  
**Suburb:** Johnsonville  
**Agree:** Yes

Partially agree on the Install of yellow lines - no stopping at all times

It has become more noticeable lately in one area where residents are parking on both sides of the narrow road.

This would be between houses 99 - 107 Ohariu Road Johnsonville

I do think yellow no parking lines in this area alone would help the congestion.

Also some cutting of the bushes on the boundary of 110 Ohariu so you can see what is coming towards you would help tremendously.

## Officer's Response:

Thank you for providing feedback for TR46-22 Ohariu Road, Johnsonville – No Stopping At All Times. I have logged a job with our maintenance team to trim the bushes on the corner.

## Feedback Received

**Name:** Kate  
**Suburb:** Johnsonville  
**Agree:** No

I am a resident of Ohariu Road that would be affected by the proposal to install 'no stopping at all times' reference TR46-22.

Thank you for the information provided regarding this change, however I feel this change would negatively impact myself and the many other residents along the section of Ohariu Road where the change is proposed.

Car parks on the street are already at maximum capacity. The removal of even a couple of these parks would seriously impact residents' ability to park outside their homes and would create a high demand for any available parking spaces.

There are a large number of vehicles in this area of the street as some of the houses here are used as flats, meaning residents each have their own vehicle. In addition, many tradesmen live here, where they often have a work vehicle and a private one.

Cars are currently parked along the street as residents do not have sufficient off street parking, and by removing the ability for residents to park outside their homes would create huge inconvenience and annoyance for us all, and seriously decrease accessibility for residents to get into their own homes.

Your proposal suggests that the installation of the no stopping zones would remove 10 parking spaces, however it appears this proposal would affect much more than 10 parking spaces, as I can see 11 cars parked on the street outside my home and I am only looking at the space from numbers 101-107. I am interested in where the information regarding cars parked in a way that obstructs moving vehicles from getting through - in my time here I have never seen this happen. Where do you propose we park our cars if we are unable to do so outside our homes, with no parking zones covering a huge section of the road (between number 97 and 173)?

Ultimately, if these changes go ahead, aside from the huge inconvenience this would cause, I foresee that residents would park unsafely (for example on footpaths or areas that are not suitable for car parks), or park illegally on the 'no stopping zones' just so they can get into their homes.

I kindly ask you to reconsider this proposal as the inconvenience it would cause us as the residents would be huge, and I have serious concerns regarding accessibility for residents to get into their own homes. There are elderly residents living along here, plus residents with young kids whom this change would seriously affect.

I am happy to talk about other possible solutions - e.g, perhaps have shorter 'no stopping zones' along one side of the street where there is potential for obstruction.

### **Officer's Response:**

Thank you for providing feedback for TR46-22 Ohariu Road, Johnsonville – No Stopping At All Times. Due to feedback received on the extent of broken yellow lines, we have amended and reduced the extent of broken yellow lines for this proposal. We have focussed on the problem area of parking and will work with Council parking services team and other residents to monitor the parking issues. A corridor approach was taken initially as opposed to addressing the problem parking area, due to the risk of parking demand migrating towards narrow sections of the road. After reviewing the feedback received, we decided to amend the plan to address the problem parking area and extend towards the narrow bend up to no.111 to minimise parking demand migration. We will work with Council parking services to monitor the street to assess the effectiveness of the broken yellow lines once implemented.

**Name: Resident123**  
**Suburb: Johnsonville**  
**Agree: Yes**

I agree with this resolution and would like it to go further by the addition of broken yellow lines outside 103 Ohariu Road. The section of road between #s 103 and 105 is a problem area with the vehicles parked there forcing residents to have to cross to the northern side of the road in the direct path of vehicles travelling towards the east. This is highly dangerous as drivers cannot see ahead due to the overgrown vegetation blocking visibility through what is a blind bend. I have had multiple near collisions as a result, particularly now that vehicles have recently started parking hard up against the bank outside #105. I would like to see the proposed 8 metres of broken yellow lines extended right up to the driveway for #103 which would mean vehicles do not have to cross onto the wrong side of the road on a blind bend. At the very least the first two car parks starting from the driveway of #103 and towards the east should be removed by way of broken yellow lines. This would enable vehicles to return to the correct side of the road before travelling through the blind bend. It should be noted that #103 does not fit within the model of a typical residential dwelling with one or two vehicles. It operates as the base for a Painter/Decorator and typically has at least 6 vehicles parked on the road at most times. The vast majority of residents on Ohariu Road have their own off street parking and the proposed traffic resolution will have little impact regarding resident parking, but will improve safety whilst using this road. #103 is no different in that it has a driveway and ample space for off street parking for multiple vehicles. The loss of two car parks on the street wouldn't be an issue if not for the fact it has a substantial number of vehicles associated with it. It would however substantially improve vehicle safety on this blind bend.

### **Officer's Response:**

Thank you for providing feedback for TR46-22 Ohariu Road, Johnsonville – No Stopping At All Times.

We have amended the plan and removed the broken yellow lines for the rural sections of Ohariu Road to focus on the problem area. The road width at 5.7m-6.1m between no.107-no.97 is considered wide enough for parking on one side. Once the broken yellow lines are approved, we will work with Council parking services to monitor the area and if there is still an issue we will add more broken yellow lines if required.



# We are proposing a change in your area

Kia ora,

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

## Proposal:

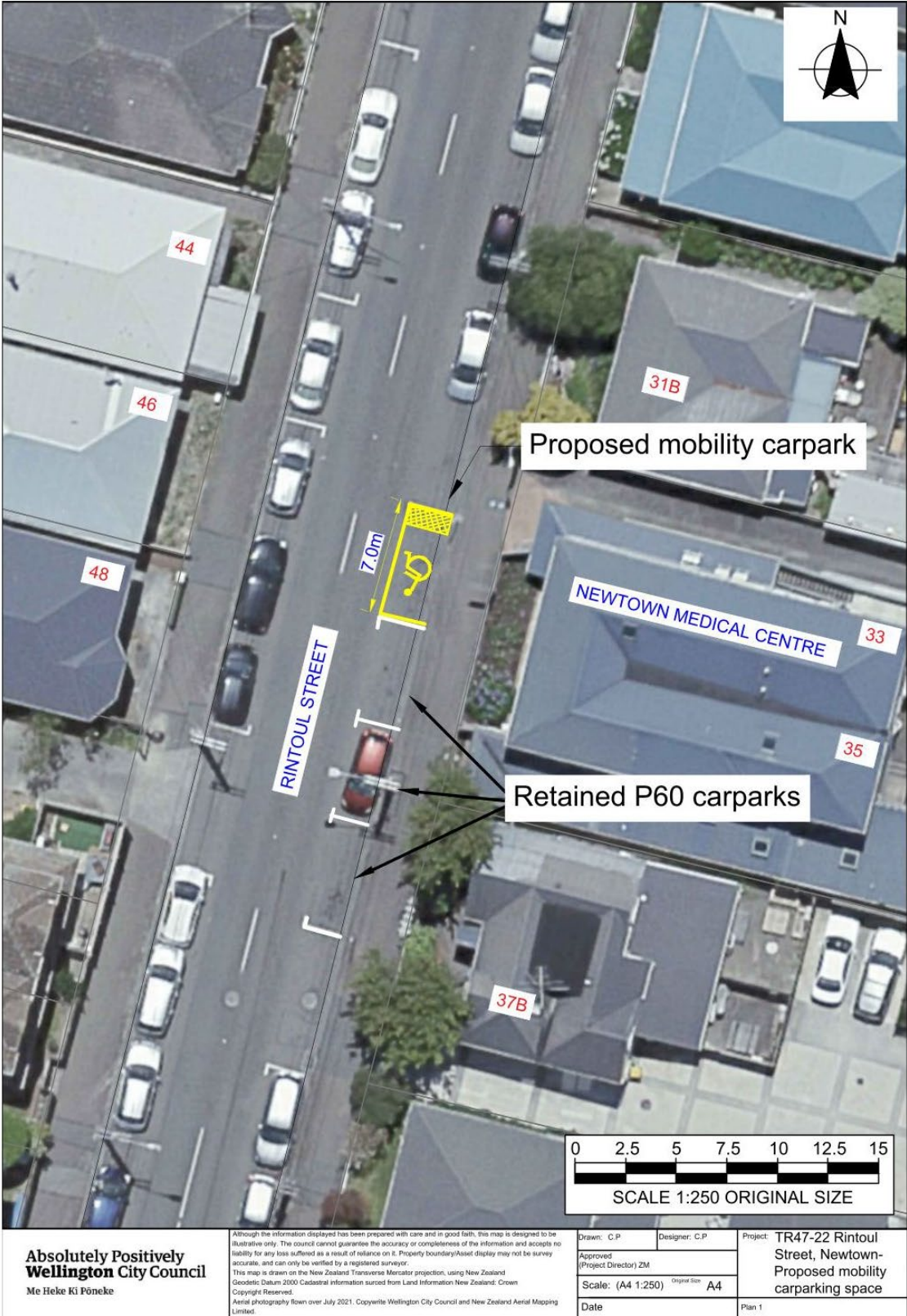
<b>Reference</b>	TR47-22– Rintoul Street, Newtown – P60 Mobility Parking
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Convert one P60 parking space into a P60 mobility park outside no.33 Rintoul Street, Newtown</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• Safety and accessibility concerns have been raised by the Newtown Medical Centre about the lack of mobility parking in the area for their patients to access the facility.</li><li>• We propose to install a mobility carpark directly in front of the Medical Centre to improve the accessibility to this facility.</li></ul>
<b>Location – where we propose to make the change</b>	Rintoul Street, Newtown outside no.33.
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves safety and accessibility for mobility park users accessing the Medical Centre.</li><li>• Net parking impact - removal of one P60 parking space by converting to a P60 mobility park.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Mobility Park users are the highest priority under the parking policy.</li><li>• Support safe movement – facilitate the safe and efficient movement of people and goods.</li><li>• Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count – 1,338</li><li>• Annual parking revenue impact – No revenue impact</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

# We are proposing a change in your area

<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

We are proposing a change in your area

Traffic Resolution Plan: TR47-22 Rintoul Street, Newtown – P60 Mobility parking



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Rintoul Street</b>	<i>P60 Mobility Parking displaying an operational mobility permit, Monday to Friday, 8:00am-5:00pm</i>	<i>East side, commencing 167 metres south of its intersection with Riddiford Street (Grid coordinates X=1,748,926.05m Y=5,425,089.29m) and extending in a southerly direction following the eastern kerb line for 7 metres.</i>
<b>Rintoul Street</b>	<i>P60, Monday to Friday, 8:00am-5:00pm</i>	<i>East side, commencing 174 metres south of its intersection with Riddiford Street (Grid coordinates X=1,748,926.05m Y=5,425,089.29m) and extending in a southerly direction following the eastern kerb line for 17 metres.</i>

<b>Prepared By:</b>	Corey Pugh	<b>(Assistant Transport Engineer)</b>
<b>Approved By:</b>	Zackary Moodie	<b>(Team Leader Transport Engineering)</b>
<b>Date:</b>	17/02/2022	

# We are proposing a change in your area

## Feedback Received:

**Name:** Living Streets Aotearoa

**Suburb:** Not stated

**Agree:** Yes

We support many of the Traffic Resolutions online at <https://www.letstalk.wellington.govt.nz/traffic-resolutions-april22>, assisting pedestrians (including people with disabilities) and helping access and use of public transport, with attributes such as the prohibition of parking to discourage parking on the footpath; better marking and positioning of bus stops to facilitate boarding and alighting; provision of mobility parking; and better marking of intersections to facilitate pedestrians crossing.

Therefore we support the following resolutions, because of footpath parking (other TRs may have this effect, too, but this does not feature in the relevant writ-ups):

TR23-22, noting that the aerial shows footpath parking on the proposed for NSAT lines, and also that the edge line being close to the kerb appears to encourage parking on the footpath (a common problem on Ohiro Rd, a pedestrian's nightmare that needs fixing);

TR26-22, noting that the aerial shows parking on the footpath;

TR29-22, noting that the aerial shows parking on the footpath on a stretch not proposed for NSAT lines;

TR30-22, noting that the aerial shows parking on the footpath;TR31-22;

TR36-22, noting that the aerial shows illegal parking on the berm in the stretch proposed for NSAT lines;

TR42-22, noting that the aerial shows parking on the footpath;

TR48-22, noting that the aerial shows parking on the footpath;

and the following to improve bus accessibility and operation:

TR37-22 to TR41-22;

TR49-22, though a bus lane would be better than a clearway;

and the following conversions of general parking to mobility parking:TR32-22;TR47-22;

and the following intersection improvement:TR22-22.

## We are proposing a change in your area

We encourage WCC to continue with addressing these issues through traffic resolutions, and other means such as parking enforcement of the footpath and berm parking provisions, and improvement of road markings that appear to encourage footpath parking, as on Ohiro Rd noted above.

### **Officer's Response:**

Thank you for your feedback on TR47-22– Rintoul Street, Newtown – P60 Mobility Parking.

**Name: Sue**

**Suburb: Newtown**

**Agree: Yes/No**

Thank you for looking into the mobility parking for Newtown Medical Centre, but actually is there any possibility to provide additional parking, will appreciate.

We do not want to lose any P60 parking place, it will impact on our patients, moms with babys & baby Prams.

### **Officer's Response:**

This is currently out of scope for this traffic resolution however there is a parking management plan for Newtown being investigated and developed to look at the parking distribution and usage. Any additional parking would require the support of the neighbourhood before more parking changes are proposed.



# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR48-22 Robieson Street, Roseneath – No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Install 99 metres &amp; 69 metres of broken yellow lines on both sides of Robieson street.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• We have received safety concerns from residents and drivers travelling along this section of Robieson Street.</li><li>• The road width in this section measures 4.5 metres. The current parking arrangement allows vehicles to park on one side of the road causing accessibility difficulties for residents and drivers. Vehicles are also parking over the footpath which is a pedestrian safety risk.</li><li>• To ensure there is adequate space for a vehicle to safely travel through this section of road and provide unhindered access for emergency service vehicles including an unobstructed footpath for pedestrians, we propose the installation of broken yellow lines.</li></ul>
<b>Location – where we propose to make the change</b>	Robieson Street, Roseneath – From the intersection with Thane Road extending to no.4 and no.17 on both sides of the road.
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves safety and accessibility for vehicles travelling on the narrow section of Robieson Street.</li><li>• Net parking impact – removal of 12 unrestricted parking spaces.</li><li>• Pedestrian impact – Improves safety and accessibility of footpath for pedestrians.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count - 289</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 28 February 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>

# We are proposing a change in your area

<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>



# We are proposing a change in your area

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

## Traffic Resolution Plan: TR 48-22 – Robieson Street, Roseneath – No Stopping At All Times



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Robieson Street</b>	<i>No Stopping At All Times</i>	<i>East side, commencing from its intersection with Thane Road (Grid coordinates X= 1,750,626,50m Y= 5,426,945,77m) and extending in a northerly direction following the eastern kerbline for 79 metres.</i>
<b>Robieson Street</b>	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Thane Road (Grid coordinates X= 1,750,634,66m Y= 5,426,927,53m) and extending in a northerly direction following the western kerbline for 137 metres.</i>

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

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

**Date:** 17/02/2022

## **Feedback Received:**

**Name:** Chris and Dianne

**Suburb:** Roseneath

**Agree:** Yes/No

We agree with no parking on the western side of the road, as proposed. Our strong preference is to see the dotted lines on the eastern side of the road placed ONLY on the southern end ie from the cantilevered garage south. This would allow for parking on the southern end, and still maintain access; you must realise that parking is already in very short supply.

Could you also please consider putting in a mirror on the lamppost opposite the Thane Rd/Robieson St intersection. This would help a great deal in accessing the likely traffic flows before driving out of Robieson St.

## **Officer's Response:**

Thank you for your feedback on TR48-22 Robieson Street, Roseneath – No Stopping At All Times

We proposed broken yellow lines on both sides of the road which is narrower than 4.9m as any section of road measuring 4.9m or more will permit parking on one side of the road.

Regarding installing mirror:

The Council does not install or maintain traffic mirrors or allow them to be installed on public roads only an encroachment can be applied for regarding private driveway visibility concerns. Please find more information: <https://wellington.govt.nz/parking-roads-and-transport/how-can-i/traffic-mirror>

This is because:

- They provide limited visibility when raining, at dawn or at dusk
- They have image distortion
- A driver can misjudge speed and distances of approaching vehicles because of the mirror's curvature
- Glare or reflections can dazzle or disorientate driver
- They get easily broken and vandalised.

Therefore, due to safety reasons we are unable to approve the installation of a mirror at this intersection.

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



**Name:** David  
**Suburb:** Roseneath  
**Agree:** No

In response to the notification regarding the proposed yellow lines on Robieson Street I have significant concerns this will have on parking for residents and resulting streets.

Given the low volume of traffic on Robieson Street can you clarify the number of submissions the Council has received in the last two years regarding safety concerns to support this recommended change. I have never had any issues walking on the path and due to the low volume of cars walking on the road if I wanted.

The proposed installation of yellow lines and the resulting impact on carparking for residents of Robieson Lane and Robieson Street will lead to 10-12 cars being parked in other nearby locations i.e. Thane Road or Alexandra Road. This will lead to parking issues on already congested roads with higher traffic flows, will have a significant impact on the ability for buses on the No20 route to travel easily, lead to increased security issues (a number of cars are broken into on Thane Road regularly) and lead to personal safety issues for those required to walk to and from Robieson Street to their cars in the early mornings and late evenings.

If the goal is to create traffic flow for cars travelling in opposite directions Robieson Road is too narrow and I anticipate that when two cars travelling in opposite directions encounter each other the car travelling south will drive up on the kerb/ footpath which creates greater safety risks compared to the current situation and likely to lead to more accidents.

If there is a predetermined decision to add yellow lines to Robieson Street I would recommend that the yellow lines are restricted to the southern part of Robieson Road - south of the garages on the east side - where the road is at its narrowest. The road is sufficiently wide north of the garages on the east side and limiting the yellow lines to the southern end of the road would mitigate against some of the impact of reduced car parking for residents.

### **Officer's Response:**

Thank you for your feedback on TR48-22 Robieson Street, Roseneath – No Stopping At All Times

The existing road width along this section of Robieson Street ranges between 4m and 4.5m which is insufficient for vehicles to pass if there is parking on one side of the road. Therefore, to allow vehicle access especially emergency service vehicles and rubbish/recycling vehicles, parking along this section of road is removed to allow unimpeded access for emergency vehicles and residents to safely use.

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



## Feedback Received

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

**Name:** Wendy  
**Suburb:** Roseneath  
**Agree:** Yes

I believe the area with dotted yellow lines can be modified. Parking is an issue so taking away 12 parks is going to cause additional problems for people parking on the street. We have trouble getting into our driveway at 20 Robieson already because people park too tight to our access and the road is still narrow so there is no easy swing into the driveway. A short no parking line would help with this. While you are doing the painting at the start of the street could you also consider adding a dotted yellow over our driveway and north by 1m? The proposed 69m length of broken yellow lines on the north side of the road could be shortened to be from Thane Road to the garage. After this the road widens enough to allow (not great but) easier access past parked cars.

### **Officer's Response:**

Thank you for your feedback on TR48-22 Robieson Street, Roseneath – No Stopping At All Times

Regarding your concerns to parking issues on Robieson street:

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

The problem of vehicle parking too close to your driveway can be addressed by Council Parking Services once you log a request with Council as stated below:

- Please log a job with WCC through email: [Info@wcc.govt.nz](mailto:Info@wcc.govt.nz) or Tel: 04-4994444

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

**Name: Clive**

**Suburb: Roseneath**

**Agree: No**

Removal of 12 parking spaces is a major problem for our locality where parking is limited. The road is 5m wide plus a 1m footpath outside number 2 and 4 (not 4.5m as stated), allowing for parking of cars and passing of trucks and emergency service vehicles there. At present there are lots of large trade vehicles parking in Robieson St due to housing projects in the vicinity. These vehicles should move on later this year. I have lived in Robieson St for 39 years and am not aware of any safety

incident. I propose that we wait until the 3 main building projects near here are completed and then review if there is an access problem. If we must go ahead now I propose that broken yellow lines be installed for only 34m on the eastern side of the street from the intersection with Thane Rd to the garages next to number 2. This would allow parking to remain in front of numbers 2 and 4 where the road is 5m wide and there is room for a truck or emergency vehicle to pass. We would save 6 valuable parking spaces.

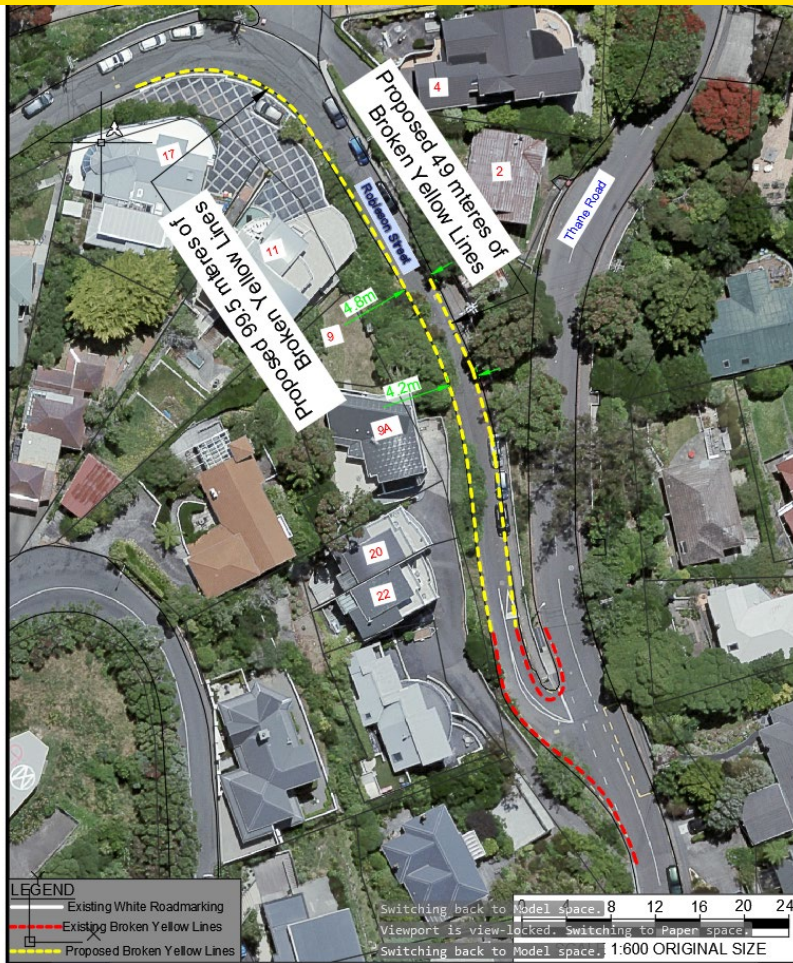
### **Officer's Response:**

Thank you for your feedback on TR48-22 Robieson Street, Roseneath – No Stopping At All Times

The existing road width along this section of Robieson Street ranges between 4m and 4.5m which is insufficient for vehicles to pass if there is parking on one side of the road. Therefore, to allow vehicle access especially emergency service vehicles and rubbish/recycling vehicles, parking along this section of road is removed to allow unimpeded access for emergency vehicles and residents to safely use.

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

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



**Name: Andres**  
**Suburb: Roseneath**  
**Agree: No**

As a resident of Robieson Street (No 11), I like to comment on the proposal to introduce parking restrictions from the intersection of

Thane street to the no4 and no17 Robieson Street.

I worry that the proposal as it stands will only move the parking problem. The loss of 12 parking spaces will lead to more cars parked

further up the street where the road is equally narrow and will only move the safety and access problems.

My proposal would be to amend the change to only restrict parking in front of No 2-4 houses but to leave the unrestricted parking

closer to the Thane Street intersection unchanged, thereby removing only 3-5 parking spaces from Robieson Street.

The cars parked in the affected area by the proposal almost all belong to residents and they will still need a parking space after the

restrictions are put in place. Decreasing the proposed area of restricted parking will make the inevitable displacement of the problems

smaller but still improve the footpath access for the residents of No2 and No4. An additional benefit of restricting parking around

No2 is that it will help with the visibility around the corner.

### **Officer's Response:**

Thank you for your feedback on TR48-22 Robieson Street, Roseneath – No Stopping At All Times

The existing road width along this section of Robieson Street ranges between 4m and 4.5m which is insufficient for emergency vehicles to pass if there is parking on one side of the road. Therefore, to allow vehicle access especially emergency service vehicles and rubbish/recycling vehicles, parking along this section of road is removed to allow unimpeded access for emergency vehicles and residents to safely use.

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

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

**Name: Living Streets Aotearoa**

**Suburb: Not stated**

**Agree: Yes**

We support many of the Traffic Resolutions online at <https://www.letstalk.wellington.govt.nz/traffic-resolutions-april22>, assisting pedestrians (including people with disabilities) and helping access and use of public transport, with attributes such as the prohibition of parking to discourage parking on the footpath; better marking and positioning of bus stops to facilitate boarding and alighting; provision of mobility parking; and better marking of intersections to facilitate pedestrians crossing.

Therefore we support the following resolutions, because of footpath parking (other TRs may have this effect, too, but this does not feature in the relevant writ-ups):

TR23-22, noting that the aerial shows footpath parking on the proposed for NSAT lines, and also that the edge line being close to the kerb appears to encourage parking on the footpath (a common problem on Ohiro Rd, a pedestrian's nightmare that needs fixing);

TR26-22, noting that the aerial shows parking on the footpath;

TR29-22, noting that the aerial shows parking on the footpath on a stretch not proposed for NSAT lines;

TR30-22, noting that the aerial shows parking on the footpath; TR31-22;

TR36-22, noting that the aerial shows illegal parking on the berm in the stretch proposed for NSAT lines;

TR42-22, noting that the aerial shows parking on the footpath;

TR48-22, noting that the aerial shows parking on the footpath;

and the following to improve bus accessibility and operation:

TR37-22 to TR41-22;

TR49-22, though a bus lane would be better than a clearway;

and the following conversions of general parking to mobility parking: TR32-22; TR47-22;

and the following intersection improvement: TR22-22.

We encourage WCC to continue with addressing these issues through traffic resolutions, and other means such as parking enforcement of the footpath and berm parking provisions, and improvement of road markings that appear to encourage footpath parking, as on Ohiro Rd noted above.

### **Officer's Response:**

Thank you for your feedback on TR48-22 Robieson Street, Roseneath – No Stopping At All Times

Our site visits indicate that vehicles are observed to park on the footpath to allow vehicle access at the detriment of pedestrians.

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

# We are proposing a change in your area

Kia ora,

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

## Proposal:

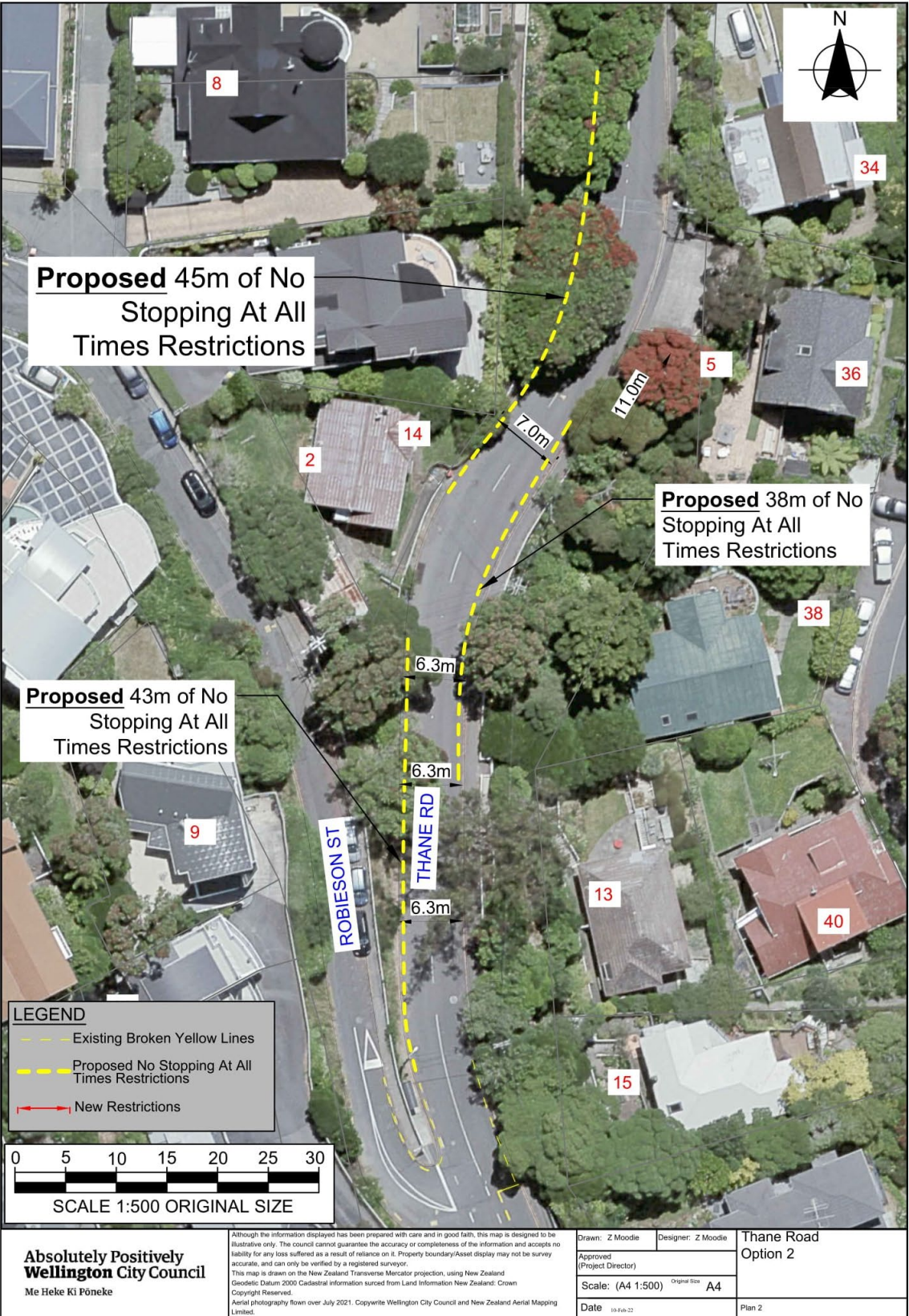
<b>Reference</b>	TR49-22 Thane Road, Roseneath – No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Extend broken yellow lines 43 metres on the western side past the bus stop to improve bus accessibility and exit taper.</li><li>• Install 38 metres of broken yellow lines on the eastern side between no.5 and no.15 to improve bus accessibility and vehicle thoroughfare.</li><li>• Install 45 metres of broken yellow lines on the western side northwards of no.14 Thane Road to improve bus accessibility and vehicle thoroughfare.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• We have received concerns from residents and NZBUS that scheduled bus services are regularly obstructed on Thane Road due to cars parking on both sides of the road and through the S-bend of the road. The existing road width on the straight section is 6.3m wide which is below the recommended minimum of 6.9m to allow parking on both sides of the road.</li><li>• Officers are proposing Broken yellow lines on one side of the road to ensure scheduled bus accessibility at all times, including emergency service vehicles thoroughfare.</li><li>• Following prior consultation with residents, the original proposal as per TR80-21 has been amended to accommodate local residents' feedback to retain parking on the footpath side of the road.</li></ul>
<b>Location – where we propose to make the change</b>	Thane Road, Roseneath - no.8 to no.15
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improve access for scheduled bus services and emergency services vehicles.</li><li>• Improve public safety by reducing vehicle restrictions and removing obstructions to driver forward visibility.</li><li>• Net parking impact - removal of 126m of kerbside spaces which are unsuitable for parking on both sides of the road due to the inadequate carriage width to allow safe access.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count – 1,710.</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 28 February 2022 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>



# We are proposing a change in your area

<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 28 February 2022 and finishes at 5.00 pm Sunday 13 March 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 14 March 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee on Wednesday 13 April 2022.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

Traffic Resolution Plan: TR49-22 Thane Road, Roseneath – No Stopping At All Times.



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Thane Road</b>	<i>No Stopping At All Times</i>	<i>West side commencing 9.5 metres north of its intersection with Robieson Street (Grid coordinates X=1750627.41m, Y=5426946.04m) and extending in a northerly direction and following the western kerb line for 43 metres.</i>
<b>Thane Road</b>	<i>No Stopping At All Times</i>	<i>Eastern side commencing 35 metres north of its intersection with Robieson Street (Grid coordinates X=1750627.41m, Y=5426946.04m) and extending in a northerly direction and following the eastern kerb line for 38 metres.</i>
<b>Thane Road</b>	<i>No Stopping At All Times</i>	<i>West side commencing 135 metres north of its intersection with Robieson Street (Grid coordinates X=1750627.41m, Y=5426946.04m) and extending in a northerly direction and following the western kerb line for 45 metres.</i>

**Prepared By:** Zackary Moodie

**(Team Leader Transport  
Engineering)**

**Approved By:** Stephen Harte

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

**Date:** 17/02/2022

# Feedback Received

## Feedback Received:

**Name:** Rosemary  
**Suburb:** Roseneath  
**Agree:** Yes

I live at 19 Thane Road and have witnessed problems caused for buses driving through this section, one being delayed for at least 10 minutes while attempts were made to find relevant car owners causing the impasse. The proposal will also help with general road safety in this section.

## Officer's Response:

Thank you for your feedback on TR49-22 Thane Road, Roseneath – No Stopping At All Times

**Name:** Clive  
**Suburb:** Roseneath  
**Agree:** No

I believe that broken yellow lines should be installed on the eastern side of Thane Road only. This will allow for some parking spaces on the western side of Thane Road and will allow plenty of room for trucks and buses to pass. This is a 6.5m wide street and parking on one side of a street of this width is similar to many inner wellington suburban streets.

## Officer's Response:

Broken Yellow Lines were originally proposed on eastern side as per TR80-21, however based on feedback from residents and officers discussion indicated preference for parking on the footpath side of the road.

6.5m is below the minimum width for parking on both sides of the road and ensuring acceptable carriageway width for emergency services and buses to retain accessibility.

This is a common issue in many suburban streets where Council officers will be working to provide and 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.

**Name:** Living Streets Aotearoa

**Suburb:** Not stated

**Agree:** Yes

We support many of the Traffic Resolutions online at <https://www.letstalk.wellington.govt.nz/traffic-resolutions-april22>, assisting pedestrians (including people with disabilities) and helping access and use of public transport, with attributes such as the prohibition of parking to discourage parking on the footpath; better marking and positioning of bus



stops to facilitate boarding and alighting; provision of mobility parking; and better marking of intersections to facilitate pedestrians crossing.

Therefore we support the following resolutions, because of footpath parking (other TRs may have this effect, too, but this does not feature in the relevant writ-ups):

TR23-22, noting that the aerial shows footpath parking on the proposed for NSAT lines, and also that the edge line being close to the kerb appears to encourage parking on the footpath (a common problem on Ohiro Rd, a pedestrian's nightmare that needs fixing);

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TR29-22, noting that the aerial shows parking on the footpath on a stretch not proposed for NSAT lines;

TR30-22, noting that the aerial shows parking on the footpath; TR31-22;

TR36-22, noting that the aerial shows illegal parking on the berm in the stretch proposed for NSAT lines;

TR42-22, noting that the aerial shows parking on the footpath;

TR48-22, noting that the aerial shows parking on the footpath;

and the following to improve bus accessibility and operation:

TR37-22 to TR41-22;

TR49-22, though a bus lane would be better than a clearway;

and the following conversions of general parking to mobility parking: TR32-22; TR47-22;

and the following intersection improvement: TR22-22.

We encourage WCC to continue with addressing these issues through traffic resolutions, and other means such as parking enforcement of the footpath and berm parking provisions, and improvement of road markings that appear to encourage footpath parking, as on Ohiro Rd noted above.

### **Officer's Response:**

Thank you for your feedback on TR49-22 Thane Road, Roseneath – No Stopping At All Times

## 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:

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

#### Relevant Previous decisions

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	Leteicha Lowry, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

### Taunakitanga

#### Officers' Recommendations

Officers recommend the following motion

That the Pūroro Hātepe | Regulatory Processes Committee:

1. Receive the information.



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### **Whakarāpopoto Executive Summary**

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

### **Kōrerorero**

#### **Discussion**

4. Wednesday 4 May 2022
  - Proposed Road Closure (Chief Infrastructure Officer)
  - Proposed Road Stopping – 117 Seatoun Heights Road (Chief Infrastructure Officer)
5. Wednesday 8 June 2022
  - Traffic Resolutions (Chief Infrastructure Officer)
  - Proposed Road Closure (Chief Infrastructure Officer)
  - New Ground Leases - Churton Park Tennis Club, Tawa Bowling Club, Miramar Tennis Club (Chief Customer and Community Officer)

#### **Attachments**

Nil

## 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	Leteicha Lowry, 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

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## **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. 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**

7. Of the 25 resolutions of the Pūroro Hātepe | Regulatory Processes Committee in February 2022:
  - 12 are in progress
  - 13 are complete
8. 51 in progress actions were carried forward from the last action tracking report. Of these:
  - 21 are still in progress
  - 30 have been completed
9. Further detail is provided in Attachment One.

## **Attachments**

Attachment 1. Actions Tracking - April

#	Date	Meeting	Report	Clause	Status	Comment
5	Tuesday, 8 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 Committee Consolidated Bylaw 2008:	In progress	
7	Tuesday, 8 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.
8	Tuesday, 8 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.
9	Tuesday, 8 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.
12	Tuesday, 8 June 2021	Pūrora 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 Committee Consolidated Bylaw 2008:	In progress	
13	Tuesday, 8 June 2021	Pūrora Hātepe   Regulatory Processes Committee	2.3 Traffic Resolutions	c. TR79-21 Lookout Road, Hataitai - No Stopping At All Times	Complete	Installed
16	Wednesday, 11 August 2021	Pūrora 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 Committee Consolidated Bylaw 2008:	In progress	
17	Wednesday, 11 August 2021	Pūrora Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	a) TR59-21 Park Road, Miramar - No Stopping At All Times	Complete	Installed
18	Wednesday, 11 August 2021	Pūrora 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	

#	Date	Meeting	Report	Clause	Status	Comment
19	Wednesday, 11 August 2021	Pūrora Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	c) TR89-21 Arlington Street, Mount Cook - No Stopping At All Times	Complete	Installed
23	Wednesday, 11 August 2021	Pūrora Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	h) TR96-21 Toi Pōneke Arts Centre Parking, Te Aro – Various parking restrictions	Complete	Installed
26	Wednesday, 11 August 2021	Pūrora 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	
52	Wednesday, 8 September 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closure	c. Anzac Day Pukeahu Park Monday 25 April 2022 i. Tory Street (Vivian Street to Pukeahu Memorial Park) ii. Tasman Street (Pukeahu Memorial Park to Rugby Street) iii. Frederick Street (No through Traffic) iv. Martin Square (south to North) v. Parking restrictions will be in place	In progress	
54	Wednesday, 8 September 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closure	e. Round the Bays Sunday 20 February 2022 6.00am to 1.00pm i. Customhouse Quay (Southbound lanes from Whitmore Street to Jervois Quay) from 6.30am to 11.00am ii. Jervois Quay (Southbound lanes from Customhouse Quay to Cable Street) 6.30am to 11.00am iii. Cable Street (between Jervois Quay and Oriental Parade – with exception of the right-hand lane while will open from Chaffers Street to Kent Terrace) from 7.00am to 11.00am iv. Oriental Parade (all of Oriental Parade from 7.15am to 11.00am) v. Evans Bay Parade (between Cobham Drive and Kilbirnie Crescent) from 7.15am to 12noon vi. Wellington Road (one way east between Crawford Road and Ruahine Street) from 7.15am to 12 noon vii. Shelly Bay Road (all of Shelly Bay Road) from 7.30am to 12 noon viii. Massey Road (between Shelly Bay Road and approximately Point Gordon) from 7.30am to 12 noon	Complete	Cancelled due to covid.

#	Date	Meeting	Report	Clause	Status	Comment
63	Wednesday, 8 September 2021	Pūrora Hātepe   Regulatory Processes Committee	2.4 One new lease subject to the Reserves Act 1977 to Polo Ground Community and Sports Centre Inc.	2. Agree to grant a premises lease for a twelve-year term with one renewal term of ten years to Polo Ground Community and Sports Centre Inc ("Society") for: a. The Polo Ground Pavilion (the premises) which is located at Polo Grounds, Miramar. The land is legally described as Lot 1 Deposited Plan 4550 and contained in CFR WN394/28 b. The leased area will be 523 sqm (approx) and will include the community room, the clubroom and storage rooms. (see attached plan Attachment "1") c. Note that the lease will be executed following completion of refurbishment works to create the community and sports hub facilities and provided the Society has made the requisite payments and is not in breach of any provision in the Partnering Agreement between the Committee and the Society	In progress	The lease won't be executed until the refurbishment is done.
64	Wednesday, 8 September 2021	Pūrora 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) a)TR101-21 (Part of) Tawa Street, Tawa - No Right Turn	In progress	The club have requested to go through a public consultation process with another group to share the costs.
80	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	b)TR102-21 (Part of) Tanera Crescent, Brooklyn - Stop Control	Complete	Installed
81	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	c)TR103-21 (Part of) Amritsar Street, Khandallah - No Stopping At All Times	In progress	Road markings complete, waiting on installation of Stop Sign
82	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	d)TR106-21 (Part of) Victoria Street, Te Aro - Authorised Drainage Vehicles Only, At All Times	Complete	
83	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	e)TR107-21 (Part of) Fox Street, Ngaio - No Stopping At All Times	Complete	Installed
84	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	f)TR108-21 (Part of) Monaghan Avenue; Shotter Street, Karori - No Stopping At All Times	Complete	
85	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	j)TR112-21 (Part of) Boulcott Street, Wellington Central - Metered parking	Complete	Installed
88	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions		Complete	



#	Date	Meeting	Report	Clause	Status	Comment
89	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	k)R113-21 (Part of) Duthie Street, Karori - New Bus Stop layouts (#4385 and #5385)	Complete	Installed
90	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	l)R115-21 (Part of) Chelmsford Street, Ngaio - No Stopping At All Times	In progress	Following up with contractor
91	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	m)R116-21 (Part of) Bunny Street, Pipitea - Metered mobility parking	Complete	Installed
92	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	n)R117-21 (Part of) Tarikaka Street, Ngaio - P10 time limited parking restriction; No Stopping At All Times	Complete	Installed
94	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	p)R119-21 (Part of) Molesworth Street, Thorndon - Convert metered parking to motorcycle parking	Complete	Installed
95	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	q)R120-21 (Part of) The Rigi, Northland - No Stopping At All Times	Complete	Installed
96	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	r)R122-21 (Part of) Collingwood Street, Ngaio - No Stopping At All Times	Complete	Installed
97	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	s)R123-21 (Part of) Garden Road, Northland - No Stopping At All Times	Complete	Installed
99	Wednesday, 10 November 2021	Pūrora 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	
101	Wednesday, 10 November 2021	Pūrora 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 Committee'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 Committee does not have any intention at this stage to amend the policy to accommodate this decision.	In progress	They are to get a 50% remission when it comes to invoicing the DC's. At present the DC's are not owing as they have not applied for their code of compliance certificate.
102	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.2 Development Contribution Remission Request for 132 Adelaide Road	3. Note that the Committee is currently consulting on a new Development Contributions Policy and may also consider future incentives to resident-led co-housing.	In progress	The new DC Policy is currently awaiting approval from Council. There are no new incentive funds in the new policy.

#	Date	Meeting	Report	Clause	Status	Comment
104	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.3 Proposed Road Stopping and Land Exchange - Adjoining 3 Short Street, Vogeltown.	2. Recommend to Committee that it: a. Declare 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 Committee's operational requirements. b. Agree 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). c. Agree to acquire the Applicant's Land. d. Delegate 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 of the Applicant's 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.	In progress	Still in the survey/draft legal agreement stage.
105	Wednesday, 10 November 2021	Pūrora Hātepe   Regulatory Processes Committee	2.3 Proposed Road Stopping and Land Exchange - Adjoining 3 Short Street, Vogeltown.	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	The information was noted by the Committee.
107	Wednesday, 10 November 2021	Pūrora 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. Island Bay Festival Sunday 13 February 2022 6am to 6.30pm b. Rūba Dupa Friday 25 March 2022 11.59 to Monday 28 March 2022 3am c. Domestic Cricket Various Dates Dec 2021 to Jan 2022 8am to 9pm d. Newtown Festival Sunday 6 March 2022 5am to 9.00pm Postponement Date Sunday 3 April 2022 5am to 9.00pm	Complete	c. is complete. a., b., and d. were cancelled due to covid.
108	Wednesday, 10 November 2021	Pūrora 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 Committee's Traffic Engineer that the amendment is not like to cause unreasonable impact on traffic	In progress	
112	Wednesday, 8 December 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	b) TR104-21 Auckland Terrace, Melrose – No Stopping At All Times	Complete	Installed

#	Date	Meeting	Report	Clause	Status	Comment
113	Wednesday, 8 December 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	c) TR105-21 Mersey Street, Island Bay - Time limited parking restrictions (Amended)	Complete	Installed
114	Wednesday, 8 December 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	d) TR124 -21 Rakau Road, Hataitai - No Stopping At All Times	Complete	Installed
115	Wednesday, 8 December 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	e) TR125-21 Alexandra Road, Hataitai - No Stopping At All Times	Complete	Installed
116	Wednesday, 8 December 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	f) TR126-21 Tawa Terrace, Tawa - No Stopping At All Times	Complete	Installed
117	Wednesday, 8 December 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	g) TR127-21 Helston Road, Johnsonville - No Stopping At All Times	Complete	Installed
118	Wednesday, 8 December 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	h) TR128-21 Duncan Terrace, Kilbirnie – Confirm mobility parking	Complete	Installed
119	Wednesday, 8 December 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	i) TR129-21 Oriental Parade, Oriental Bay – Relocate metered mobility parking	Complete	Installed
120	Wednesday, 8 December 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	j) TR130-21 Konini Road, Hataitai - No Stopping At All Times	Complete	Installed
121	Wednesday, 8 December 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	k) TR131-21 Pitt Street, Wadestown - No Stopping At All Times	Complete	Installed
122	Wednesday, 8 December 2021	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	l) TR132-21 Park Road, Miramar - Bus Stop # 6236 layout improvements	In progress	The information was formally received by the Committee.
123	Wednesday, 8 December 2021	Pūrora 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	Terms of Reference have been updated and TRHP has had its first hearing. New Zealand vs South Africa Test Monday 21 February to 2 March 2022 8.00am and Alexander Road Sealed Hillclimb Sunday 20 March 2022 7.00am to 6.00pm complete. ICC Woman's World Cup 2022 Friday 11 March to 31 March 8.00am to 8.00pm in progress. Beers at the Basin Tuesday 5 April to Tuesday 12 April 2022 6.00am to 5.00pm cancelled due to covid.

#	Date	Meeting	Report	Clause	Status	Comment
124	Wednesday, 8 December 2021	Pūrora 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 Committee's Traffic Engineer that the amendment is no likely to cause unreasonable impact on traffic.	In progress	Terms of Reference have been updated and TRHP has had its first hearing.
136	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	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	Complete	The information was recieved by the committee.
137	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	b) TR03-22 Rua Street, Lyall Bay – Bus Stop	Complete	Installed
138	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	c) TR04-22 Bannister Avenue, Johnsonville – No Stopping At All Times; Removal of Restricted Parking; New Mobility Parking	In progress	Broken Yellow Lines - Installed, No Parking Sat-Sun and Public Holiday Signs taken down,
139	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes	2.1 Traffic Resolutions	d) TR05-22 Bay Road, Kilbirnie – Relocation of mobility parking, new loading zone	In progress	The information was recieved by the committee.
140	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	e) TR06-22 Arthur Street Loop, Te Aro – No Stopping At All Times, remove loading zone parking	Complete	Installed
141	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	g) TR09-22 Fitzherbert Terrace, Thorndon – Time limited restriction changes	In progress	The information was recieved by the committee.
142	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	h) TR10-22 Highbury Road, Highbury – No Stopping At All Times	In progress	The information was recieved by the committee.
143	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	i) TR11-22 Collins Avenue, Tawa – Time limited parking restriction changes	Complete	Installed
144	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	j) TR12-22 Churton Drive, Churton Park – P5 and P10 Time restricted parking spaces	In progress	The information was recieved by the committee.
145	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	k) TR13-22 Salek Street, Kilbirnie – Mobility parking	In progress	The information was recieved by the committee.
146	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	l) TR14-22 Wadestown Road, Wadestown – No Stopping At All Times (Amended)	In progress	The information was recieved by the committee.
147	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	m) TR15-22 Broadway, Miramar – School bus stop restricted time	Complete	Installed
148	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	n) TR16-22 Harris Street, Willeston Street, Johnston Street, Customhouse Quay and Jervois Quay – Removal of metered and car share parking	In progress	The information was recieved by the committee.

#	Date	Meeting	Report	Clause	Status	Comment
149	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	o) TR17-22 Tory Street, Te Aro – Time limited parking restriction change P5 to P15	Complete	Installed
150	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	p) TR18-22 Drummond Street, Mount Cook – Car share parking spaces	In progress	The information was recieved by the committee.
151	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	q) TR19-22 Kensington Street, Te Aro – Car share parking spaces	In progress	The information was recieved by the committee.
152	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	3. Agree that TR12-22 Churton Drive be changed to “during school terms only” if the kindergarten supports that change.	In progress	
153	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.3 New licence for Northern Community Gardens Incorporated at Jay Street Reserve, Paparangi	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.	Complete	
154	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.3 New licence 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.	Complete	The information was noted by the committee.
155	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.3 New licence for Northern Community Gardens Incorporated at Jay Street Reserve, Paparangi	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.	In progress	The information was noted by the committee.
156	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.4 Name for New Private Right-of-Way in Tawa	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.	Complete	The name was approved by the committee.
157	Wednesday, 9 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.5 Name for New Private Right-of-Way in Karori	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.	Complete	The name was approved by the committee.
158	Wednesday, 16 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Objection to a classification under the Dog Control Act 1996	2. Note: a. the evidence which formed the basis for the classification b. any steps taken by the owner to prevent any threat to the safety of persons or animals c. the matters relied on in support of the objection d. any other relevant matters	Complete	The information was noted by the committee.
159	Wednesday, 16 February 2022	Pūrora Hātepe   Regulatory Processes Committee	2.1 Objection to a classification under the Dog Control Act 1996	3. Agree to uphold the classification as a dangerous dog.	Complete	The committee agreed to uphold the classification as a danegrous dog.

#	Date	Meeting	Report	Clause	Status	Comment
160	Wednesday, 16 February 2022	Pūroro Hātepe   Regulatory Processes Committee	2.1 Objection to a classification under the Dog Control Act 1996	4. Delegate to the chairperson of the Pūroro Hātepe   Regulatory Processes Committee: the authority to issue a written decision, which will be sent to all parties and attached to the minutes of this meeting.	Complete	