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

Time: 9:30am
Date: Wednesday, 8 June 2022
Venue: Ngake (16.09)
Level 16, Tahiwi
113 The Terrace
Wellington

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 or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The Pūroro Hātepe | Regulatory Processes Committee has responsibility for 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.

Quorum: 4 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

1.2 Apologies

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 18 May 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, 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

BACKGROUND TO ORAL SUBMISSIONS AND DECISION ON OBJECTIONS TO PROPOSED ROAD STOPPING – 24 CAVE ROAD, HOUGHTON BAY

Kōrero taunaki

Summary of considerations

Purpose

1. This report to Pūroro Hātepe | Regulatory Processes Committee:
 - a. Provides the Committee with background information to oral submissions to be heard today on the proposal to stop 135m² of legal road land in Cave Road (the Land) with 134m² to be sold and amalgamated with 24 Cave Road,
 - b. Responds to objection grounds raised in the written submissions on the proposal and;
2. Seeks the Committee's recommendation to Council that those objections are not upheld.

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

Report to the Regulatory Processes Committee – [9 September 2020](#).
Report recommendations were approved by [Council 30 September 2020](#).

Significance

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

- Affects a limited number of individuals to a low degree
- Has very little public interest

- Low consequence for Wellington City
- Low impact to the Council being able to perform its role

Financial considerations

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

3. There are no significant financial considerations related to this proposal. Any costs associated with the disposal of the Land will be recovered from the applicant.

Risk

☒ Low ☐ Medium ☐ High ☐ Extreme

4. The overall risk of this project is considered to be low.

Author	Paul Davidson, Senior Property Advisor
Authoriser	John Vriens, Property Advisory Manager Brad Singh, Transport and Infrastructure Manager Siobhan Procter, Chief Infrastructure Officer

Taunakitanga

Officers' Recommendations

Officers recommend the following motion

That Pūroro Hātepe | Regulatory Processes Committee:

- 1) Receive the information.
- 2) Thank all oral submitters.
- 3) Recommend to Council that it:
 - a. Does not uphold any of the objections to the proposal to stop 135m² of legal road in Cave Road adjoining 24 Cave Road, Houghton Bay (the Land).
 - b. Delegate to the Chief Executive Officer the power to approve and conclude any action relating to Environment Court proceedings, if required.

Whakarāpopoto

Executive Summary

4. On 30 September 2020 Council agreed to initiate a road stopping process of the Land. Refer to **Relevant Previous Decisions** above for links to the Regulatory Processes Committee Report and Council minutes. Refer to **Attachment 1** for an aerial photograph showing the proposed road stopping area.
5. Public notification was carried out between August and September 2021. Five written objections were received. One objector withdrew following subsequent correspondence with Council officers.
6. The written submissions from the remaining four objectors were referred to relevant Council business units for comment. Refer to **Attachment 2** for copies of emails containing the objector's written submissions and Council officer's responses.
7. The four remaining objectors did not accept Council officers' responses to their written objections.
8. This report summaries and responds to objection grounds raised in the written submissions and provides background to the oral submissions.
9. Officers are recommending that objections not be upheld in relation to the proposal to stop 135m² of legal road in Cave Road adjoining 24 Cave Road.

Takenga mai

Background

10. The Council meeting of 30 September 2020 agreed to proceed with the road stopping proposal.
11. Public notification on the proposed road stopping was undertaken between 12 August and 23 September 2021.
12. By the close of the public notification period five written submissions objecting to the proposal had been received.

13. Of the five objectors, one withdrew following subsequent correspondence with officers. The objector who withdrew had raised concerns regarding road safety. A response to this is covered further in this report as it was also raised by the remaining objectors.
14. Two of the remaining four objectors requested to make oral submissions to the Committee. They are as follows:
 - a. Sandra Heffernan - 25 Cave Road
 - b. Kim Dobchuk - 23 Cave Road

Kōrerorero

Discussion

15. A number of objection grounds have been raised. The details of these objections and officers' responses are summarised in the tables below.
16. **Sandra Heffernan and John Ashton - 25 Cave Road**
Peter and Christine Fletcher - 29 Cave Road

<u>Objection Grounds</u>	<u>Officer Response</u>
<p>Concerned that Cave Road needs roading improvements (i.e., footpaths, road widening), believe selling any legal road land would make that more difficult.</p> <p>Cars parking on both sides of the road obstruct or reduce the carriageway to a single lane, often too narrow for larger vehicles. Believe increased development would result in more cars.</p>	<p>Under Council's Code of Practice for Land Development, Cave Road is considered a Long Cul-de-Sac (No Exit) street. Cave Road does not meet the standard set out in the Code of Practice in respect to carriageway width, gradient, and the lack of adequate footpath facilities.</p> <p>The Transport team have prepared a scheme plan, as requested by the objectors, to show road improvements could be carried out within the 15 metres legal road land proposed to be retained. This plan was provided to the objectors. Refer to Attachment 3.</p>

17. **Kim Dobchuk - 23 Cave Road**

<u>Objection Grounds</u>	<u>Officer's Response</u>
<p>Concerned about effects on their property as a result of the road stopping i.e., the current District Plan's front yard rule requirement triggering a 2.5m wide setback over 7m of frontage.</p>	<p>Further advice to the objector noted that the recent 2021 amendment to the Resource Management Act 1991 (MDRS) and subsequently the Council's draft District Plan will remove a front yard setback based on road width and instead require a uniform 1.5m setback on all General Residential Zone properties. This would come into effect when the draft District Plan is formally notified in July 2022.</p> <p>In summary, the proposed road stopping would no longer trigger any District Plan front yard rule</p>

<u>Objection Grounds</u>	<u>Officer's Response</u>
	requirements on any properties.
Believe WCC wants to take part of their land without compensation.	It is not proposed to take any part of 23 Cave Road, therefore there is no issue relating to compensation.
Believe there has been no discussion around digging into the embankment supporting 23 Cave Road and the potential instability as a result.	No physical works at 23 Cave Road, or at any other property, are proposed as part of the road stopping proposal.
Believe there is a safety risk to road users and the environment as a result of the proposed road stopping.	<p>The road stopping proposal was considered and supported by relevant business units including Transport, Parks, Sport and Recreation, Urban Design, and City Consenting and Compliance units, without any environment related condition.</p> <p>The Transport team have prepared a scheme plan to show the road improvements that could be carried out within the 15 metres legal road land proposed to be retained. This plan was provided to the objector. Refer to Attachment 3.</p>

18. Jeyanthi Thiagalingam - 26 Cave Road

<u>Objection Grounds</u>	<u>Officer's Response</u>
Concerned that positioning of new legal boundaries resulting from the road stopping proposal would affect access to their storage area adjoining their garage.	<p>Our Transport team has amended the proposal so that the extension of the 24/26 side legal boundary is clear of the secondary access to the storage area.</p> <p>Note - There are retaining walls on either side of this secondary access. On the 24 Cave Road side, the top of the retaining wall is at ground level. This dictates the useable width of the accessway otherwise wheels of vehicles would go over the side of the retaining wall. Survey markers for the proposed new legal boundary on the top of this wall are evidence that the width of the access would not decrease by the road stopping proposal.</p> <p>Refer to Attachment 4 for the storage area viewed at street level.</p> <p>This secondary access is unsealed and overgrown, with an unretained dirt bank on the side furthest away from 24 Cave Road that has slipped or crumbled decreasing the usable width of the</p>

<u>Objection Grounds</u>	<u>Officer's Response</u>
	accessway.
Do not accept the amended road stopping proposal as they believe the access to the storage area is still affected due to the topography. They would like the boundary to be "well clear of the driveway".	<p>Advised that the instruction to the surveyor was that the new legal boundary resulting from the road stopping proposal needed to be clear of the secondary track access to 26 Cave Road's storage area.</p> <p>Note: survey markers showing the outside edge of the isolation strip may be causing some confusion. Advised the objector that this area can be driven over to access the storage area. Met with the objector onsite to explain survey area.</p>
Believes the corner has limited visibility and if people build to the property boundary it will reduce the visibility even more and make the road more unsafe.	<p>The Transport team confirm visibility and safety would not be adversely impacted by this proposal and have prepared a scheme plan showing the road improvements that could be carried out within the 15 metres of legal road land proposed to be retained. This plan was provided to the objector. Refer to Attachment 3.</p> <p>Note: The new MDRS apply a 1.5m setback across the road frontage of all General Residential Zone properties.</p>

19. Officers are of the view that all objectors concerns have been appropriately considered and addressed. None of the objections demonstrate the need for the road land to be retained by Council for its operational purposes. Officers are therefore recommending that objections to the road stopping proposal for 135m² of road land in Cave Road, adjoining 24 Cave Road are not upheld.

Kōwhiringa

Options

20. If the Committee's decision is to uphold any objection and full Council agrees, then the road stopping proposal is ended and the Land will not be stopped and sold. It would remain in Council ownership as legal road land.
21. If the decision reached is to not uphold (i.e., reject) the objections, and any objector wishes for their objection to remain (i.e., do not formally withdraw), and the applicant wishes to proceed, then the road stopping proposal and the objection(s) must be referred to the Environment Court for a decision.

Whai whakaaro ki ngā whakataunga

Considerations for decision-making

Alignment with Council's strategies and policies

22. The recommendations of this report are consistent with the Council's Road Encroachment and Sale Policy 2011.

Engagement and Consultation

23. The public notification process is as follows:
- Letters were sent to owners and occupiers of properties situated immediately adjoining and opposite the road stopping site, and to the local residents' associations.
 - Public notices were placed in the Dominion Post on 12 and 26 August 2021. Signage was placed on the Land.
 - Information was also available from Council's website and from Council reception, upon request.

Implications for Māori

24. The Land is not noted in Council's current or draft District Plans as being of significance to Māori.
25. The Land is not noted in either the 2008 Deed of Settlement with Taranaki Whānui ki Te Upoko o Te Ika, or the 2012 Deed of Settlement with Ngāti Toa Rangātira.

Financial implications

26. There is no significant financial consideration related to this recommendation. Any costs associated with the disposal of the Land will be recovered from the applicant, and the proceeds of the sale are directed towards the general fund.
27. In August 2011 new cost sharing incentives for road stopping were approved by Council. The rebate amount is determined at the end of the road stopping process when all of the costs are known.

Legal considerations

28. The road stopping process is consistent with both legislative and Council requirements.
29. Any legal agreement, or action in the Environment Court, will be overseen by the Council's lawyers.

Risks and mitigations

30. This proposal is considered low risk.

Disability and accessibility impact

31. There are no disability or accessibility impacts related to this road stopping.

Climate Change impact and considerations

32. There are no known climate change implications related to this road stopping.

Communications Plan

- 33. Public consultation in accordance with the Tenth Schedule of the Local Government Act 1991 was undertaken between 12 August and 23 September 2021.
- 34. Both the applicant and the objectors will be contacted following the decision from Council on 30 June 2022 to discuss next steps.

Health and Safety Impact considered

- 35. There are no negative health and safety impacts relating to this road stopping.

Ngā mahinga e whai ake nei

Next actions

- 36. If the Council chooses to uphold the objections, the process will end.
- 37. If the Council chooses not to uphold the objections, the matter will be referred to the Environment Court for decision should the applicants and objectors wish to proceed.

Attachments

- Attachment 1. Aerial
- Attachment 2. Objector's written submissions and officer responses
- Attachment 3. Transport Team scheme plan
- Attachment 4. Streetview - 26 Cave Road access



25 Cave Road

Paul Davidson

From: Sandra Heffernan [REDACTED] >
Sent: Wednesday, 22 September 2021 4:21 pm
To: Paul Davidson
Cc: [REDACTED]
Subject: 2022.09.22. To P Davidson From S Heffernan - Objection - 24 Cave Rd

Dear Paul Davidson,
Property Services

Proposed Road Stopping - 24 Cave Road, Houghton Bay.

We are against and object to this proposal on two grounds. Firstly, it is unnecessary; that there is no reason for WCC to do this as the status quo is satisfactory for the current occupation and enjoyment of number 24. Secondly, that it should not go ahead on the grounds that it would make the solution to some actual, existing problems harder and more expensive to achieve.

As currently configured the bend at Cave Road between numbers 24 and 23 (Lots 74,94,95,96) presents several safety risks to pedestrians, motor vehicle drivers, cyclists and householders.

There is no safe pedestrian path; pedestrians are forced to walk on the road itself with obvious risks that are compounded by the difficulties the configuration presents to drivers.

Despite the measured width of the formed road actually allowing two normal motor vehicles to pass on the bend the overwhelming majority of drivers are incapable of staying on their side of the road while negotiating the bend. The steepness of the road and the curve of the bend prevent a good enough sight of the kerb and edges to allow accurate steering. Most traffic rounds the bend in the middle or on the wrong side of the road and in practice, for most drivers going up hill is also a blind bend.

The radius and steepness of the bend creates difficulties for larger, longer wheelbase vehicles such as fire engines, ambulances, rubbish and delivery trucks.

In the past 25 years the number of dwellings accessed from Cave road above this bend has increased by six, plus one [or two] 'granny flats'. These new dwellings and the trend toward multi vehicle households (and motorised postal delivery, home deliveries and multiple rubbish/recycling collectors) have caused the volume of traffic moving on the upper part of Cave Road to have become multiplied several times over.

The increased number of vehicles resident in the area has also meant that there is now significant parking on the approaches and very close to the bend. This has obvious negative effects for visibility and the positioning of traffic moving on the road. At the worst times it resulted in the road becoming impassable for larger vehicles i.e. fire engines.

Finally, as all these issues are reproduced at the next bend up Cave Road at Lots 70, 71, 72, 93 it seems to us that a redesign of much of the upper part of Cave Road has become necessary. The redesign would have to include consideration of a footpath and all aspects of the route and qualities of the formed road itself. Stopping any portion of the existing road reserve would make the redesign more difficult and/or expensive and that would make the necessary work less likely to be commissioned.

Sincerely,
Sandra Heffernan, John Ashton

25 Cave Road, Houghton Bay

Paul Davidson

Sent: Monday, 11 October 2021 8:49 am
To: [REDACTED]
Subject: 2021.10.11. To 25 Cave Rd From P Davidson - Response to objection - 24 Cave Rd

Hi Sandra and John,
Further to your objection to the proposed road stopping 24 Cave Road.

Please find below my comments and those from WCC's Transport and Infrastructure unit (Transport) in response.

WCC Property

Progressing this road stopping application is not unnecessary. Before road stopping applications are submitted what legal road land WCC needs to retain for its future operational needs is confirmed with Transport, otherwise there is no point lodging an application.

In this proposal the existing legal road width is 20m, Transport supported that being decreased to 15m.

Once applications are received the business units listed below are consulted:

- Parks, Sport and Recreation
- Resource Consents
- Urban Design
- Vehicle Access

All supported the proposal without condition.

WCC Transport

If a comprehensive traffic plan were produced for Cave Rd it should use the WCC Code of Practice for Land Development as a reference.

This Code sets the standard for new roads and can be viewed on the WCC website: www.wcc.govt.nz/your-council/plans-policies-and-bylaws/urban-development/code-of-practice-for-land-development.

WCC Transport acknowledge the existing form of Cave Road does not meet that standard in aspects such as the carriageway width, gradient, and the lack of adequate footpath facilities. This is also the case for many other roads in Wellington.

Should funding be made available in the future to improve Cave Road, this current road stopping proposal will not prevent that being achieved. This is because the remaining road width at this location will be at least the 15.0m required for what is considered to be a Long Cul-de-Sac (No Exit) street.

This road stopping proposal is also on the inside of a bend, not the outside of a bend where land would be needed to ease the sharpness and steepness of the road to meet the above standard.

Summary

The Transport unit position is that if the road stopping proposal by 24 Cave Road is successful it would not prevent future road improvements in Cave Road.

If you have any queries please let me know, otherwise could you please confirm whether or not your concerns have been addressed and that you withdraw your objection. I respectfully request that I receive your confirmation by close of business Monday 18th October 2021. If you still have concerns the next step would be to meet with you to discuss them.

I look forward to receiving your response.

Regards

Paul Davidson

Senior Property Advisor | Property | Wellington City Council

M 021 227 8139

E paul.davidson@wcc.govt.nz | W Wellington.govt.nz |

From: [Paul Davidson](#)
To: [REDACTED] [Sandra Heffernan](#); [Peter Fletcher](#)
Subject: 2022.04.05. To Group 3 From P Davidson - Summary and Transport plan - 24 Cave Rd
Date: Tuesday, 5 April 2022 9:35:00 am
Attachments: [image006.jpg](#)
[WCC Transport Unit Plan - Cave Road.pdf](#)
[image002.png](#)

Hi All,

Thank you for your patience waiting to receive further correspondence regarding the proposed road stopping at 24 Cave Road, Houghton Bay.

Following our site meeting on Monday 15th November 2021, the next action was for the Transport and Infrastructure (Transport) unit to prepare a concept plan showing what road improvements would be possible within a 15m wide legal road as is proposed to be retained by WCC under this road stopping proposal.

Please find the Transport unit's concept plan attached.

I believe this now answers your key concerns of road safety, and of there being sufficient legal road width remaining after the proposed stopping. Please let me know if you have any further queries regarding this concept plan, otherwise could you please confirm in writing whether you want to continue or withdraw your objection by Wednesday 20 April 2022.

If you wish to continue your objection, the next step would be for it to be referred to the Regulatory Processes Committee (RPC) and Council for a decision on whether or not to uphold it.

There is opportunity for you to make an oral submission in support of your objection at a meeting of the RPC, with no decision being made until the next available meeting (usually the following month) where a full report on the written and oral submission objections are considered. Five minutes is allocated to each individual submitter (10 minutes for an organisation), if you wish to take questions from Councillors they need to be included in this time limit.

If objections are upheld by the Council the road stopping proposal is at an end.

If objections are not upheld by Council and you want to continue, then we strongly recommend you obtain independent legal advice (if you have not already done so) to ensure you are making an informed decision.

If you and the road stopping applicant decide to continue, then the road stopping proposal and any sustained objections (i.e. not formally withdrawn) would be referred to the Environment Court and the applicant would reserve their right to claim associated costs.

I look forward to hearing from you and am happy to discuss further if you would like to.

Regards

Paul Davidson

Senior Property Advisor | Property | Wellington City Council

M 021 227 8139

E paul.davidson@wcc.govt.nz | W Wellington.govt.nz |

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If received in error you are asked to destroy this email and contact the sender immediately. Your assistance is appreciated.

29 Cave Road

Paul Davidson

From: Peter Fletcher [REDACTED]
Sent: Tuesday, 24 August 2021 11:07 am
To: Paul Davidson
Cc: Deputy Mayor Sarah Free; [REDACTED]
Subject: 2021.08.24. To P Davidson From P and C Fletcher - Acknowledge receiving objection - Proposed sale of legal road reserve to the owners of 24 Cave Rd

As owners and residents of 29 Cave Road we object to the proposed sale of this portion of road to the adjacent owners.

As you are aware there is no footpath on either side of the road at this point, to make the road reserve narrower will prevent any future such construction, it will also prevent any possible easing of the tight bend in the road.

The only justification for this proposal is to permit increased development of the property at 24 Cave Rd, which almost certainly means more traffic movements and on-road car parking. I have written in the past about cars parking on both sides of the road, obstructing the footpath and reducing the carriageway to a single lane, often too narrow for larger vehicles like fire engines, ambulances, delivery vehicles or rubbish trucks.

We feel that a comprehensive traffic plan should be drawn up for Cave Road before any sale of the existing road reserve is contemplated.

Peter and Christine Fletcher

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Paul Davidson

Sent: Monday, 11 October 2021 8:50 am
To: Peter Fletcher
Subject: 2021.10.11. To 29 Cave Rd From P Davidson - Response to objection - 24 Cave Rd

Hi Peter and Christine,
Further to your objection to the proposed road stopping 24 Cave Road.

Please find below comments from myself and WCC's Transport and Infrastructure unit (Transport) in response.

WCC Property

Before road stopping applications are submitted what legal road land WCC needs to retain for its future operational needs is confirmed with Transport.

In this proposal the existing legal road width is 20m, Transport supported that being decreased to 15m.

Once applications are received the business units listed below are consulted:

- Parks, Sport and Recreation
- Resource Consents
- Urban Design
- Vehicle Access

All supported the proposal without condition.

WCC Transport

If a comprehensive traffic plan were produced for Cave Rd it should use the WCC Code of Practice for Land Development as a reference.

This Code sets the standard for new roads and can be viewed on the WCC website: www.wcc.govt.nz/your-council/plans-policies-and-bylaws/urban-development/code-of-practice-for-land-development.

WCC Transport acknowledge the existing form of Cave Road does not meet that standard in aspects such as the carriageway width, gradient, and the lack of adequate footpath facilities. This is also the case for many other roads in Wellington.

Should funding be made available in the future to improve Cave Road, this current road stopping proposal will not prevent that being achieved. This is because the remaining road width at this location will be at least the 15.0m required for what is considered to be a Long Cul-de-Sac (No Exit) street.

This road stopping proposal is also on the inside of a bend, not the outside of a bend where land would be needed to ease the sharpness and steepness of the road to meet the above standard.

Summary

The Transport unit position is that if the road stopping proposal by 24 Cave Road is successful it would not prevent future road improvements in Cave Road.

If you have any queries please let me know, otherwise could you please confirm whether or not your concerns have been addressed and that you withdraw your objection. I respectfully request that I receive your confirmation by close of business Monday 18th October 2021. If you still have concerns the next step would be to meet with you to discuss them.

I look forward to receiving your response.

Regards

Paul Davidson

Senior Property Advisor | Property | Wellington City Council

M 021 227 8139

E paul.davidson@wcc.govt.nz | W Wellington.govt.nz |

The information contained in this email is privileged and confidential and intended for the addressee only.

23 Cave Road

Paul Davidson

From: Kim Dobchuk <[REDACTED]@[REDACTED].com>
Sent: Saturday, 21 August 2021 9:01 am
To: Paul Davidson
Cc: Sheryl Thornton
Subject: 2021.08.21. To P Davidson From K Dobchuk - Her objection - Proposed road stopping -24 Cave Rd Houghton Bay

Dear Paul Davidson

Thank you for your letter of August 10, 2021 providing an opportunity to place a comment about #24 Cave Rd Houghton Bay wanting to buy some WCC land that will directly affect my property at #23 Cave Rd Houghton Bay and the owner of #23B Cave Road Houghton Bay, Wellington.

First off, I am totally OPPOSED to this sale. Consider this my official comment that is AGAINST the sale of WCC land to the landowners at #24 Cave Rd Houghton Bay.

Second, I will need to mention again the inconsistency of address placed on your included letter of June 15, 2020 as to the address in question. It is unclear why this address on the notification letter is wrong (you have a Roseneath address as the property being discussed). It isn't even in this suburb yet on the photo provided, WCC show a Houghton Bay address.

Hopefully this is an actual error. Or will this mistake affect the validity of this submission process? I am uncertain, it may be possible that you may not be aware of the address discrepancy.

Third and last. I have included my lawyer in this email since I don't want to be bothered by the landowners at #24 Cave Rd Houghton Bay. Please make that clear to them. I will strongly consider a trespass notice if they approach me directly or enter my property. I work hard as a frontline worker in the hospital and I don't want someone with greedy intent bothering me now or in the future.

I do expect to hear back from WCC informing me that the sale will not proceed.

Regards
Kim Dobchuk
23 Cave Road, Houghton Bay, Wellington
[REDACTED]

Paul Davidson

Sent: Monday, 11 October 2021 1:23 pm
To: [REDACTED]
Subject: 2021.10.11. To K Dobchuk From P Davidson - Respond to objection -Proposed road stopping -24 Cave Rd Houghton Bay
Attachments: Aerial - Front yard rule requirement - 23 Cave Road .pdf; Road-stopping-process-timeline-Oct 2018.pdf

Hi Kim,

Further to your objection to the proposed road stopping 24 Cave Road, being based on your concerns over the new front yard rule requirement triggered on part of your properties frontage situated across the road.

I have discussed the situation with Council's Resource Consents unit, please note the following key points:

- Your property consists of two lots, having a total frontage of 35m.
- The new front yard rule requirement of 2.5m would be over an approximately 7m section of your total frontage as shown broken yellow lines on the attached aerial.
- Accessory buildings (i.e. parking structures) up to 6m wide are exempt from the front yard rule.
- The Resource Consent unit is not aware of your property having any existing resource consent triggers.
- It is possible to apply for dispensation to a front yard rule requirement, but that can't be guaranteed in advance.
- As the area where the new front yard rule requirement would be is a steep bank close to the 23B Cave Road dwelling above, it would be challenging to build on it. It is obviously impossible to foresee any building proposal in advance.
- While the front yard rule is in Council's current District Plan, it is proposed to be removed in the near future.

I have previously provided you with the road stopping process timeline, which outlines the process followed when an objection is received and becomes sustained in Step 8b. I attach that again for your reference.

I appreciate there are many things to consider in the situation and trust that the above information is helpful. If it has alleviated your concerns so that you now want to withdraw your objection, could you please advise me of that by close of business Monday 18th October 2021. Otherwise I suggest as the best next step that we meet in the Council offices to discuss this matter in person.

I look forward to hearing from you.

Regards

Paul Davidson

Senior Property Advisor | Property | Wellington City Council

M 021 227 8139

E paul.davidson@wcc.govt.nz | W Wellington.govt.nz |

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**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

Paul Davidson

From: Kim Dobchuk <[REDACTED]>
Sent: Sunday, 17 October 2021 2:08 pm
To: Paul Davidson
Subject: 2021.10.17. To P Davidson From K Dobchuk - Continue to object - 24 Cave Rd Houghton Bay

Hi Paul

Thank you for your email.

I continue to OPPOSE the road stopping situation involving #24 Cave Rd and the expectation of taking my property at 23 Cave Rd Houghton.

1. There is not clarity as to the use for this land the WCC wants to take
2. There has been no offer of financial offering/payment for my property
3. There is no discussion about the instability of the rest of the embankment if WCC were to dig into a part of it

If any further discussion is requested by WCC, I expect the WCC to pay for all my lawyer costs. I suspect from the tone of your email, I will require legal representation if WCC wants further interaction.

Regards
Kim Dobchuk
23 Cave Rd
Houghton Bay

Paul Davidson

From: Paul Davidson
Sent: Monday, 18 October 2021 3:22 pm
To: Kim Dobchuk
Subject: 2021.10.18. To K Dobchuk From P Davidson - Respond to email - Proposed road stopping -24 Cave Rd Houghton Bay
Attachments: Aerial - Front yard rule requirement - 23 Cave Road .pdf

Hi Kim,
Thank you for your email.

This morning I also received a call from your neighbour Pete Lamb, and understand he had been discussing the road stopping proposal (24 Cave Road) with you.
Given his call I thought it would be helpful to copy him into our email correspondence, but rather than just do that I wanted to first confirm that you were happy if I did that?

in June 2020 after he received the same initial notification letter as I had sent you, I visited him at his business premises to discuss the front yard set-back requirement triggered on his property. In his case that requirement would be along his entire frontage. I understood following that meeting that he was generally comfortable and would not be objecting.

From your last email there appears to be some confusion, as it is not proposed to take any of your property or do physical works to the embankment on your side of the street.

What is proposed is to stop and sell a 5m strip of legal road land adjoining 24 Cave Road, and amalgamate it with that property.

- If this proposal is successful it would decrease the legal road width in your section of Cave Road from 20m to 15m, creating a new front yard set-back rule requirement over a small (approximately 2.5m X 7m) area of your frontage.
- This new front yard set-back rule requirement area is shown broken yellow lines on the attached aerial.
- What does this mean? Basically presently you could propose building right up to your front boundary without needing to make a resource consent application (at least not for front yard set-back rule reasons), but if the road stopping proposal by 24 Cave Road was successful and you proposed building within the approximately 2.5m X 7m area, then you would need to.
- For the other key related points please refer to my email of 11 October 2021.

Please note:

- In road stopping proposals Council officers are completely impartial, our role limited to managing the road stopping process.
- As far as what 24 Cave Road plan to do? while increasing the size of any property increases development options, future development is appropriately considered in building and resource consent processes rather than the road stopping process.

I hope the above helps to clarify the situation, but am more than happy to advise further. I think at this point it would be helpful if we (and Pete too?) met in the Council offices (113 The Terrace) to discuss the situation. If you want to do that please propose a couple of convenient dates/times and I will confirm my availability.

I look forward to hearing from you.

Regards
Paul Davidson
Senior Property Advisor | Property | Wellington City Council
P 04 803 8139 | M 021 227 8139
E paul.davidson@wcc.govt.nz | W Wellington.govt.nz | |

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From: [Kim Dobchuk](#)
To: [Paul Davidson](#)
Subject: 2022.10.20. To P Davidson From K Dobchuk - Misc points -24 Cave Rd Houghton Bay
Date: Wednesday, 20 October 2021 7:36:22 am
Attachments: [image005.png](#)
[image001.png](#)
[image004.png](#)
[image002.png](#)

Hi Paul,
Thank you for your email.

I understand there have been other submissions from the Houghton Bay community. The submissions are in regards to opposing the business venture the WCC is involved with in the proposed 5 metre land sale to #24 Cave Rd. These submissions are highly relevant and encourage the WCC to consider present and future improvement and safety of Cave Rd with it's increasing vehicle use. How come they have not been formally acknowledged?

I think there hasn't been transparency in regards to #24 Cave Road as to their reason for land purchase. I find it interesting that WCC are keen to push this through without thorough and transparent acknowledgment of the risks to both the people using the road (safety) and the environment.

I continue to oppose your business venture and wonder how you can think of taking and/or restricting possible use of my property so others can gain from it.

From a professional point of view, I suggest you correspond with my neighbour Pete Lamb directly, not through your emails with me.

You still haven't informed me of how much WCC will pay me for my land you will use and directly benefit from through your business venture.

Also, I will not be able to meet at your WCC office at your convenience. I work 8-15 hr days as a nurse Mon-fri. I'll remind you NZ is dealing with a pandemic although Wellington has the luxury of level 2 for the moment.

I do not place any value on other people's greed - #24 Cave Rd and WCC.

I would appreciate the name of your manager since it is time to start escalating up the chain of command. I expect WCC to pay any legal bills I incur in dealing with your business venture.

Regards
Kim Dobchuk
23 Cave Road
Houghton Bay

From: [Paul Davidson](#)
To: [Kim Dobchuk](#)
Cc: [John Vriens](#)
Subject: 2021.12.23. To K Dobchuk From P Davidson - Further advice - Proposed road stopping -24 Cave Rd Houghton Bay
Date: Thursday, 23 December 2021 2:51:00 pm
Attachments: [image007.jpg](#)
[image009.png](#)
[image010.png](#)
[image002.png](#)
[image003.png](#)
[image001.png](#)
[image004.png](#)
[image001.png](#)
[image004.png](#)

Hi Kim,

Apologies for the delay in getting back to you as I had intended to well before now and as it is now some weeks since we corresponded we thought you would appreciate an update.

I have copied my manager into this email given your request to escalate this matter.

The main purpose of this email is to assure you that your concerns are not being overlooked and to bring to your attention imminent new legislation that, once implemented, will remove your front yard rule objection grounds as these will no longer be 'tied' to legal road width and therefore not affected by any road stopping proposals.

We also had a site meeting in November with several other Cave Road residents who had made submissions related to road safety as a consequence of the road stopping proposal, and the Council Transport engineer who was at that meeting is preparing a concept plan to show what road improvements could be possible within the legal road land proposed to be retained by Council. I had expected to receive this plan before Christmas but unfortunately the Transport Engineer is still working on it and we are now expecting to receive it late January 2022. Once this plan is available I will also ensure you are provided with a copy.

Briefly on a few points:

- We are aware the applicant (Darsun) contacted your lawyer a couple of weeks ago.
That was done completely of his own volition and against our advice and we had actually requested that he not do that, but unfortunately we were too late.
In relation to your legal cost expectation - Council does not (and won't) pay for objectors legal fees, and we have advised Darsun if there is any legal cost claim resulting from him contacting your lawyer then he will need to resolve this with you.
- The role of Council property officers managing road stopping proposals, on behalf of applicants, is to ensure that the relevant legislative requirements under the Local Government Act 1974 (LGA) are met and that we also follow Council Policy and process.
As you know there is a public notification process where submissions can be made, and you have done so on the basis of the front yard rule setback created as per the Council's current operative District Plan.
The decisions on whether or not to allow objections in relation to any road stopping proposal sit with Council (at a full meeting of Councillors) and you would be given an opportunity to provide an oral submission to a Committee in future – if you wanted to.
- Since the public notice for the proposed road stopping – 24 Cave Road ended, the Government (with National Party support) introduced the Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill.
The purpose of the bill is to improve housing supply in New Zealand's largest cities by increased intensification.
Link to related fact sheet: <https://environment.govt.nz/assets/Final-fact-sheet-19-10-2021.pdf>
This bill has already passed all select committee stages, and now only needs to be signed off by the Governor General (i.e. Royal Assent) to become legislation.
It is expected that the new Medium Density Residential Standards (MDRS) will be in force (as required by Government) in Council's District Plan by mid-2022 (June/July). The Government is requiring Council's to implement MDRS by August 2022.
This is relevant for you as it mandates a front yard set-back of 1.5m over the entire frontage of your property (and everyone else's in the outer residential zone, for that matter) and it will supersede the "current" front yard rule in the District Plan. In turn, this will make the "current front yard rule" redundant and it will no longer be related to road width and not impacted by any 'road stopping' proposal. This is something that we did not see coming.

Please let me know if you have any queries, otherwise I trust you are able to have a break over the Christmas period.

I will be on leave from end of today and returning to the office on 25 January 2022 and will be in touch again as soon as possible in the New Year when we have more information from our Transport Engineer.

Regards

Paul Davidson

Senior Property Advisor | Property | Wellington City Council

M 021 227 8139

E paul.davidson@wcc.govt.nz | W Wellington.govt.nz | |

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From: [Paul Davidson](#)
To: ["Kim Dobchuk"](#)
Subject: 2022.04.05. To K Dobchuk From P Davidson - Summary with Transport plan - 24 Cave Road
Date: Tuesday, 5 April 2022 9:38:00 am
Attachments: [WCC Transport Unit Plan - Cave Road.pdf](#)
[image002.jpg](#)
[image003.png](#)

Hi Kim,

Thank you for your patience waiting to receive further correspondence regarding the proposed road stopping at 24 Cave Road, Houghton Bay.

As advised in my last email dated 23 December 2021 I have been waiting for the Transport and Infrastructure (Transport) unit to prepare a concept plan showing what road improvements would be possible within a 15m wide legal road as is proposed to be retained by WCC under this road stopping proposal.

Please find the Transport unit's concept plan attached. As previously advised the preparation of this plan followed several other residents expressing concerns related to road safety.

I believe responses have now been provided to all grounds of your objection. Particularly the new front yard set-back requirement which will be no longer triggered by the road stopping proposal 24 Cave Road, as it is superseded by the Government's new Medium Density Residential Standards contained in the recent amendment to the Resource Management Act 1991 (RMA) and which will be implemented when our draft District Plan is notified in July 2022. This change to the RMA means there would be a front yard set-back of 1.5m over the entire frontage of your property and it will no longer be tied to legal road width and therefore not affected by the road stopping.

Please let me know if you have any queries on anything, otherwise could you please confirm in writing whether you wish to continue or withdraw your objection by Wednesday 20 April 2022.

If you wish to continue your objection the next step would be for it to be referred to the Regulatory Processes Committee and Council for a decision on whether or not to uphold it.

There is opportunity for you to make an oral submission to support your objection, five minutes is allocated for an individual to make an oral submission, with questions from Councillors to be allowed within that time limit. Oral and written submissions will then be considered by the Councillors at the next available meeting (usually the following month).

If objections are upheld the road stopping proposal is at an end. If objections are not upheld, we strongly recommend that you obtain independent legal advice, if you have not already done so, to ensure you make a fully informed decision before choosing to continue your objection grounds and before proceeding to the Environment Court.

If you and the road stopping applicant decide to continue, then the road stopping proposal and any sustained objections (i.e. not formally withdrawn) must be referred to the Environment Court and the applicant would reserve their right to claim associated costs.

I look forward to hearing from you and am happy to discuss further if you would like to.

Regards

Paul Davidson

Senior Property Advisor | Property | Wellington City Council

M 021 227 8139

E paul.davidson@wcc.govt.nz | W Wellington.govt.nz |

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26 Cave Road

Paul Davidson

From: First Choice [REDACTED] >
Sent: Monday, 1 February 2021 7:48 pm
To: Paul Davidson <Paul.Davidson@wcc.govt.nz>
Subject: Objection to road stopping

Hi Paul,

Thank you for your well thought out and informative email.

I would like to formally object and also purchase this land myself as part of it fronts my house as well.

We use this access for our storage so it is not okay to hinder our access in such a way. I do not want this to occur and can you give advise as to how I can stop it?

Thank you
Jeg

Paul Davidson

From: Paul Davidson
Sent: Wednesday, 10 February 2021 10:29 am
To: First Choice
Subject: 2021.02.10. To #26 Cave Rd From P Davidson - Advise proposal amended - Road stopping - 24 Cave Road
Attachments: SO 556794_T.pdf

Hi Jeg,
Further to the road stopping proposal at 24 Cave Road.

I have discussed your position with the applicant.

They have agreed to amend their proposal so that the extension of the 24/26 side legal boundary is clear of the access to your storage area. The positioning of the proposed new legal boundaries are now shown red lines on the attached survey plan.

I trust this change satisfies your concerns, but please let me know if you need to discuss anything further.

Please expect to receive another letter from me when the public notice for the road stopping proposal is carried out. I expect to be in a position to arrange the public notice in the next 4 – 6 weeks.

Regards

Paul Davidson

Senior Property Advisor | Property | Wellington City Council

P 04 803 8139 | M 021 227 8139

E paul.davidson@wcc.govt.nz | W Wellington.govt.nz |

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Wellington City Council**

Me Heke Ki Pōneke

From: First Choice [REDACTED]
Sent: Wednesday, 10 February 2021 10:34 am
To: Paul Davidson <Paul.Davidson@wcc.govt.nz>
Subject: Re: Road stopping - 24 Cave Road

Thank you I appreciate that but it still does not cover the access way. Due to the topography.

I would like the boundary well clear of the driveway. Also do we have the opportunity to purchase the said land?

Jey

Paul Davidson

From: Paul Davidson
Sent: Wednesday, 10 February 2021 1:59 pm
To: First Choice
Subject: 2021.02.10. To #26 Cave From P Davidson - More advice - Road stopping - 24 Cave Road

Hi Jeg,

The location of the proposed new boundary shown in the survey plan attached to my last email is indicative only.

The latest instruction to the surveyor is the new legal boundary needs to be clear of the access to your storage area.

The topography is taken into account, and is assumed to be the reason why the access to your storage area is angled over the frontage of #24.

You could pursue purchasing legal road land in front of your property, but not directly in front of a neighbour's property as that would create frontage/access issues.

I assume Council's Transport unit would support stopping/selling the area approximately shown outlined yellow on the screenshot below, but that would need to be confirmed.

If the Transport unit support a proposal it does not guarantee sale, the road stopping process has to be successfully completed first.

You already have use of this land for your frontage/driveway, so the benefit of your purchasing it would have to be considered against what it would cost. The road stopping process costs are approximately \$12 - \$15k + GST, plus the cost of the land. The process takes at least approximately one year. There would be minor site coverage increase benefit should any redevelopment be considered.



Regards

Paul Davidson

Senior Property Advisor | Property | Wellington City Council

P 04 803 8139 | M 021 227 8139

E paul.davidson@wcc.govt.nz | W Wellington.govt.nz |

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From: First Choice [REDACTED]
Sent: Sunday, 24 October 2021 10:57 am
To: Paul Davidson <Paul.Davidson@wcc.govt.nz>
Cc: [REDACTED]
Subject: Re: Road stopping - 24 Cave Road

Thank you,

Yes my objection is very much still live, and it was great that you made that assumption.

[REDACTED]

I am not supposed to return to any type of work for 6 weeks but I really had to get back regarding this matter.

They have put the boundary pegs way up high into the bit that I use as the second access.

I bought this property as it had two vehicle access and the wide surrounds if nature.

Upon discussions with an engineer the boundary would really impede on the ability to retain the driveway should it be needed further down the track. The part that they are buying is actually the road frontage to my house as well as my section gets wider.

I would love to meet you. [REDACTED]
[REDACTED]

The stress is taking a toll on me. I guess I will have to now employ a lawyer. If they were to put up a fence at the boundary it would mean it would detract from my existing use dramatically. It would also enable construction and I really enjoy the greenery and open space of the area. It adds to the character and visual appeal of my 1920s cottage. This purchase would enable them to build which would further detract.

Thank you so much for getting back.

Really looking forward to hearing back.

Jey

From: [First Choice](#)
To: [Paul Davidson](#)
Subject: 2021.11.11. To P Davidson From Jey - Premeeting email -24 Cave Road
Date: Thursday, 11 November 2021 8:45:58 am
Attachments: [image001.png](#)
[image002.png](#)
[image003.jpg](#)

The council should not be selling off this land!! The corner has limited visibility around the bends and if people build to the ends it will reduce the ability even more and make it more unsafe. At the top of the road there may be more houses built in the future with carparking on the street making it even worse with congestion. This will be of negative benefits to the other residents and some safety concerns. Where is the provision for walking and cycling and the footpath. I thought the government was trying to encourage this. This area is also the access for retaining my driveway entrance and space for the retaining wall. It is beautifully green and adds to the aesthetics of the street.

I bought this place as it was a 1920s isolated cottage on a perch and nobody could look down on me. Privacy means a lot to me. The wide verges at the front were one of the most appealing things to me. I have owned this house for nearly 20 years and have maintained the character and not altered the beautiful structure. I have plans to make the bottom into a little flat for my mother as it is too hard to walk up the stairs and this would keep within the existing structure thus not altering it.

[REDACTED]
[REDACTED] My father past away a year ago it was only recently we had a community lunch in his honour attended by Annand the ex governor general. I have to look after my Mum in his absence and the bottom area where the garage is ideal for her once we fit it out. She s a hard working Doctor and had done a lot of free work for people in need and even received a mayoral fairwell for he community services when she retired. I am not name dropping i am just trying to say my Mum and Dad have done a lot for New Zealand and Id just like her to have some peace in her final years.

I simply cant cope with having the land outside my house being sold. [REDACTED]
[REDACTED] This is adding extra stress to my life that i am struggling with and have had no sleep so please excuse the typos.

I was told it was road reserve when i purchased it not someone's section. I would not have bought it if it was someone's section.

Please do not sell this. We are hard working good people just trying to live in peace and mind our own business. I just cant cope with this. I want my mother to live her last few years in peace and i want some rest. [REDACTED]
[REDACTED]

Thank you for your time and consideration.

See you at 10 outside my garage.

Jey

From: [Paul Davidson](#)
To: [First Choice](#)
Subject: 2022.04.05. To Jey From P Davidson - Summary with Transport plan - 24 Cave Road
Date: Tuesday, 5 April 2022 9:37:00 am
Attachments: [WCC Transport Unit Plan - Cave Road.pdf](#)
[image002.jpg](#)
[image003.png](#)

Hi Jey,

Thank you for your patience waiting to receive further correspondence regarding the proposed road stopping at 24 Cave Road, Houghton Bay.

As advised in my last email dated 22 December 2021 I have been waiting for the Transport and Infrastructure (Transport) unit to prepare a concept plan showing what road improvements would be possible within the 15m wide legal road as is proposed to be retained by WCC under this road stopping proposal.

Please find the Transport unit's concept plan attached. As previously advised the preparation of this plan followed several other residents expressing concerns related to road safety and needing room to widen the carriageway.

I believe responses have now been provided to all the grounds of your objection, i.e. loss of access, amenity and road safety. Please let me know if you have any queries on anything, otherwise could you please confirm in writing whether you want to continue or withdraw your objection by Wednesday 20 April 2022.

If you wish to continue your objection the next step is for it to be referred to the Regulatory Processes Committee and Council for a decision on whether or not to uphold it.

There is opportunity for you to make an oral submission to support your objection, five minutes is allocated for an individual to make an oral submission, with questions from Councillors to be allowed within that time limit. Oral and written submissions will then be considered by the Councillors at the next available meeting (usually the following month).

If objections are upheld by the Council then the road stopping proposal will be at an end. If objections are not upheld and you want to continue your objection, we strongly recommend you obtain independent legal advice if you had not already done so to ensure you are making a fully informed decision in choosing to continue your objection grounds and before proceeding to the Environment Court.

If you, and the road stopping applicant decide to continue, then the road stopping proposal and any sustained objections (i.e. not formally withdrawn) must be referred to the Environment Court and the applicant would reserve their right to claim associated costs..

I look forward to hearing from you and am happy to discuss further if you would like to.

Regards

Paul Davidson

Senior Property Advisor | Property | Wellington City Council

M 021 227 8139

E paul.davidson@wcc.govt.nz | W Wellington.govt.nz |

From: [First Choice](#)
To: [Paul Davidson](#)
Subject: 2022.04.05. To P Davidson From #26 - Still concerned about access - 24 Cave Road
Date: Tuesday, 5 April 2022 10:07:31 am
Attachments: [image002.jpg](#)
[image003.png](#)

The peg is in my driveway.. it will block my ability to get a second vehicle. My concerns have not been addressed. I object strongly and do not feel that this has been addressed.

Jey

From: [Paul Davidson](#)
To: [First Choice](#)
Cc: [John Vriens](#)
Subject: 2022.04.14. To #26 from P Davidson - Response - Proposed road stopping - 24 Cave Road
Date: Thursday, 14 April 2022 2:38:00 pm
Attachments: [image002.jpg](#)
[Occupation Diagram - Cave Road.pdf](#)
[SO 556794.pdf](#)
[image003.png](#)
[image005.png](#)

Hi Jey,

It is unfortunate that you feel the issue of access to your property has still not been addressed particularly after the revisit by our Transport Planner in December 2021, and then instructing our surveyor to resurvey your secondary access to ensure that a vehicle can still drive over this area and it is excluded from the road stopping land.

-

Is it possible that you have mistaken the peg that shown as peg 4 (highlighted yellow on the attached occupation diagram) as being part of the road stopping? This peg marks the outside edge of an isolation strip that is remaining in Council ownership (Section 2 on SO Plan 556794). You are free to drive over this area whenever you need and if you wanted to undertake a road stopping in the future yourself, you could acquire it as part of that process.

Additionally, this isolation strip would prevent 24 Cave Road from being able to legally access their property over that boundary so your use of the driveway will not be affected, and if you did want to pursue a road stopping, 24 Cave Road could not object on the grounds that their access was affected.

Does this additional information and the attached survey plan now address your concern? I am happy to explain this in more detail if you need it. I am also happy to meet on site again as I appreciate when we met last November to discuss the survey markers [REDACTED] it was not an ideal time.

At this point we still have ongoing objection submissions, including your own, and the next step in the process is that we need to determine if submitters want to make an oral submission to the Regulatory Processes Committee (RPC) in support of their objection grounds. 5 minutes is allowed for an individual to present their oral submission to the Committee and answer any questions that the Councillors may have. This meeting simply hears the oral submissions and no decision is made at this meeting. In this case we are aiming to have oral submissions on 8 June 2022 with the following next available meeting being on 10 August 2022. This following meeting is where we write a report to the Regulatory Processes Committee and Council summarising submissions and Officer responses. Council's Elected members will then make a decision on whether or not they uphold the objections.

The report containing background information on the oral submissions and the decision report will both contain the written submissions as an appendix but with all contact details redacted (phone and email only, the street numbers and names of submitters are not redacted). In making their decision, Councillors will take into account all factors relating to the need for the legal road proposed to be stopped including submissions.

If Council decides to uphold the objections, then road stopping process is at an end. However, if Council do not uphold any objections and the applicant wants to continue and there are sustained objections (i.e., not formally withdrawn) then the matter must be referred to the Environment Court for a final decision.

We now need to know if you want to make an oral submission (which you are entitled to make) or if you prefer not to and, instead have your written submission included in the decision report to Committee and Council only.

Again, we are happy to discuss the matter further with you if anything needs clarifying, but the next steps are to go to Committee and Council for a decision.

I look forward to hearing from you.

Regards

Paul Davidson

Senior Property Advisor | Property | Wellington City Council

M 021 227 8139

E paul.davidson@wcc.govt.nz | W Wellington.govt.nz | |

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DECISION ON OBJECTIONS TO PROPOSED ROAD STOPPING - 117 SEATOUN HEIGHTS ROAD, MIRAMAR

Kōrero taunaki

Summary of considerations

Purpose

1. This report to Pūroro Hātepe | Regulatory Processes Committee summarises and responds to objection grounds raised in the oral and written submissions in relation to the proposal to stop 93m² of legal road in Seatoun Heights Road, Miramar (the Land), with 91m² to be sold to and amalgamated with 117 Seatoun Heights Road, and;
2. Seeks the Committee's recommendation to Council that those objections are not upheld.

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

Report to the [Regulatory Processes Committee - 9 September 2020 \(wellington.govt.nz\)](https://www.wellington.govt.nz/regulatory-processes-committee-9-september-2020)
Report recommendations were approved by [Council 30 September 2020 \(wellington.govt.nz\)](https://www.wellington.govt.nz/council-30-september-2020)
Report (for noting) to [Pūroro Hātepe | Regulatory Processes Committee - Wednesday, 4 May 2022 \(wellington.govt.nz\)](https://www.wellington.govt.nz/puroro-hatepe-regulatory-processes-committee-wednesday-4-may-2022)

Significance

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

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

Financial considerations

☒ Nil

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

-
3. There are no significant financial considerations related to this proposal. Any costs associated with the disposal of the Land will be recovered from the applicant.

Risk

| ☒ Low | ☐ Medium | ☐ High | ☐ Extreme

4. The overall risk of this project is considered to be low.

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

Taunakitanga

Officers' Recommendations

Officers recommend the following motion

That Pūroro Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Recommend to Council that it:
 - a. Does not uphold any of the objections to the proposal to stop 93m² of legal road in Seatoun Heights Road adjoining 117 Seatoun Heights Road, Miramar (the Land).
 - b. Delegate to the Chief Executive Officer the power to approve and conclude any action relating to Environment Court proceedings, if required.

Whakarāpopoto

Executive Summary

3. On 30 September 2020 Council agreed to initiate a road stopping process of the Land. Refer to **Relevant Previous Decisions** above for links to the Regulatory Processes Committee Report and Council minutes. Refer to **Attachment 1** for an aerial photograph showing the proposed road stopping area.
4. Public notification was carried out between September and November 2021. Three written objections were received. One objector withdrew following subsequent correspondence with Council officers.
5. The written submissions from the remaining two objectors were referred to relevant Council business units for comment. Refer to **Attachment 2** for copies of emails and letters containing the objector's written submissions and Council officer's responses.
6. The two objectors did not accept Council officers' responses to their written objections and made an oral and a further written submissions (read out by the Chairperson) to the Committee at their meeting held 4 May 2022. A written submission in support of the road stopping proposal was also provided by the applicants. Refer to **Attachment 3** for a copy of the applicant's submission.
7. This report summaries and responds to objection grounds raised in the oral and written submissions.
8. Officers are recommending that objections not be upheld in relation to the proposal to stop 93m² of legal road in Seatoun Heights Road, adjoining 117 Seatoun Heights Road.

Takenga mai

Background

9. The Council meeting of 30 September 2020 agreed to proceed with the road stopping proposal.
10. Public notification on the proposed road stopping was undertaken between 21 September 2021 and 2 November 2021.

11. By the close of the public notification period three written submissions objecting to the proposal had been received.
12. Of the three objectors, one withdrew following subsequent correspondence with officers. The objector who withdrew had raised concerns regarding road safety and the triggering of the front yard setback. Responses to these are covered further in this report as they have also been raised by the remaining objectors.
13. The remaining two objectors did not accept officer responses to their objections and made an oral submission and a further written submission (read out by the Chairperson) in support of their objections at the Committee meeting on 4 May 2022. These objectors are as follows:
 - a. Bex Gold (individual) – 112 Seatoun Heights Road
 - b. Jill Sanders and Craig Hunt (individual) – 123 Seatoun Heights Road
14. The applicant made a written submission in support of the proposal to the Committee.

Kōrerorero

Discussion

15. A number of objection grounds were raised by the remaining two objectors, however not all of these grounds were raised as part of their oral submissions. The details of all submitter's objection grounds are summarised in the tables below.
16. Council officers have been in correspondence with objectors since letters informing them of the proposal (as neighbouring or nearby properties) were sent out in May 2020. All the objection grounds raised below have been responded to by officers either during the course of this correspondence or as a result of the oral submissions. Refer to **Attachment 2** for copies of emails and letters containing the objector's written submissions and Council officer responses.
17. **Bex Gold - 112 Seatoun Heights Road**

The grounds of the objection presented in the written submission to the Councillors (and read out by the Chairperson) at the Regulatory Processes Committee meeting on 4 May 2022 are listed below along with officer's responses:

<u>Objection Grounds</u>	<u>Officer Response</u>
States the reason given by the applicant in their road stopping application is disingenuous. They believe the applicant plans to sell the property as a development opportunity.	Advised that the reason stated on the application form for the road stopping was re-confirmed by the applicants as being the desire to add additional garden space to the northern boundary and to bring existing encroachments into their property boundary.

18. The grounds of written objections received prior to the Committee meeting but subsequently not presented to the Councillors are listed below along with officer responses:

<u>Objection Grounds</u>	<u>Officer Response</u>
The triggering of the front yard setback District Plan rule following the completed road stopping (1m setback) – the objector would only consent to the road stopping if the applicant agreed to pay all costs associated with obtaining a resource consent to build in the setback area.	<p>Advised that requiring the applicant to pay all costs associated with a Resource Consent for 112 would not be appropriate and is unreasonable as 112 already exceeds the current District Plan site coverage allowance and would require a Resource Consent for building work in any event.</p> <p>Further advice to the objector noted that the recent 2021 amendment to the Resource Management Act 1991 (MDRS) and subsequently the Council's draft District Plan will remove a front yard setback based on road width and instead require a uniform 1.5m setback on all General Residential Zone properties. This would come into effect when the draft District Plan is formally notified in July 2022.</p> <p>In summary, the proposed road stopping would no longer trigger any District Plan front yard rule requirements on any properties.</p>
Believe that the applicant should only make the road stopping application for the areas which currently encroach into legal road.	The road stopping area was decided on by the Transport team as they determine whether or not this unformed road land is required for operational purposes. The applicant can request to 'stop' and purchase a particular area of road land, but this may not be supported.
Believe the applicants are planning to build a second dwelling.	The applicants have re-confirmed they have no current plans to build a second dwelling on the property, and if this changes then the proposed building work will be assessed in separate regulatory processes under the District Plan (Resource Management Act 1991 (RMA)) and the Building Act 2004.

19. Jill Sanders and Craig Hunt - 123 Seatoun Heights Road

The grounds of the objection presented in the oral submission to the Councillors at the Regulatory Processes Committee meeting on 4 May 2022 are listed below along with officer's responses:

<u>Objection Grounds</u>	<u>Officer Response</u>
Believe that the reason given by the applicant in their road stopping application is disingenuous. They believe the applicants plan to build a second	Advised that the reason stated on the application form for the road stopping was re-confirmed by the applicants. They want only to add additional garden space to the northern boundary and to bring existing encroachments into the property

dwelling on the property.	boundary.
If a second dwelling was built on the Land it would impact on 123 Seatoun Heights Road's privacy and sunlight.	Advised that the applicants have re-confirmed they have no current plans to build a second dwelling on the property, and if this changes then the proposed building work will be assessed in separate regulatory processes under the District Plan (RMA) and the Building Act 2004.
A fence was built on road land without Resource Consent which resulted in an enclosed courtyard in road land.	Note: This matter is not related to the road stopping process and is managed by a separate team under a separate regulatory process. The Planning team advised that there have been no Resource Consents issued in relation to the property at number 117. Following the oral submission, the Planning team have advised that a Resource Consent will be needed for the portion of the fence that is in legal road. This can be applied for retrospectively. The applicant has been made aware of this.
No encroachment licence was sought for the fence or courtyard at the time of construction. (Note: objector acknowledges that there is a licence in place currently)	Advised that an encroachment licence for the structure on road land has been signed by the applicant, and that encroachment related issues are not related to the road stopping process and managed by the encroachments team.

20. The grounds of written objections received prior to the Committee meeting but not presented to the Councillors are listed below along with Officer's responses:

<u>Objection Grounds</u>	<u>Officer Response</u>
Believe the applicant should only make the road stopping application for the areas which contain encroachments into legal road.	The road stopping area was decided on by the Transport team as they determine whether or not this land is required for operational purposes. The applicant can request to 'stop' and purchase an area of land, but this may not be supported.
Believe the proposal presents a road safety issue. Objectors have stated the road is on a narrow, blind corner where cars often park on both sides.	Advised that the Transport team has investigated and determined that the formed road is sufficiently wide at 7.1m and the sale of the road land would not impact the existing formed road. There are yellow lines on one side of the road and parking infringements should be logged to the Council's contact centre. Additionally, no crashes have been reported on that corner in the last 5 years.
Believe that a fence is built on	The Transport team has confirmed that there

<u>Objection Grounds</u>	<u>Officer Response</u>
the new proposed northern road boundary it would impact the visibility to cars exiting the driveway at 125-131 Seatoun Heights Road.	would be no decreased visibility to cars exiting the driveway should a fence be built on the new proposed boundary, there will be approximate 6.5m between the proposed new boundary and the back of the footpath. Additionally, no users of this driveway have raised this as an issue.
Survey markers being placed on the retaining wall which supports the objector's driveway and sits in legal road land.	Advised that survey markers were indicating the boundary of the isolation strip, which would remain in Council ownership. Note: this isolation strip has since been angled away from their driveway as the stopping area was shifted further east to avoid a private underground gas pipe which services number 123.
The triggering of the front yard setback on properties on the opposite side of the street should the proposal be successful.	<p>Advised that the recent 2021 amendment to the Resource Management Act 1991 (MDRS) and subsequently the Council's draft District Plan will remove a front yard setback based on road width and instead require a uniform 1.5m setback on all General Residential Zone properties. This, this would come into effect when the draft District Plan is formally notified in July 2022.</p> <p>In summary, the proposed road stopping would no longer trigger any District Plan front yard rule requirements on any properties.</p> <p>Additionally, the objector cannot object on behalf of other properties, they themselves are unaffected by the setback (when related to road width).</p>
Believe no survey markers were placed on the eastern boundary making it difficult for interested parties to assess the proposal's impact.	The surveyor has confirmed that markers were placed, and we provided plans to the objector indicating where these markers were. Note: The markers are unlikely to be seen from the footpath as they are located in the shrubbery. Aerials showing the proposed road stopping area were made available and would allow those interested to consider the impact of the stopping without having to sight the markers.
Believe the amount of green space available to ratepayers will decrease if the proposal is successful.	Advised that the Urban Design and Parks, Sport and Recreation teams have supported the road stopping proposal and do not believe that a 2m road stopping would have a significant impact on the amenity value of the road land.

21. Officers believe that all objection grounds raised by Bex Gold, and Jill Sanders and Craig Hunt have been appropriately considered and addressed. None of the objections demonstrate the need for the road land to be retained by Council for its operational requirements. Officers are therefore recommending that objections to the road stopping proposal for 93m² of road land in Seatoun Heights Road, adjoining 117 Seatoun Heights Road are not upheld.

Kōwhiringa

Options

22. If the Committee's decision is to uphold any objection and full Council agrees, then the road stopping proposal is ended and the Land will not be stopped and sold. It would remain in Council ownership as legal road land.
23. If the decision reached is to not uphold (i.e., reject) the objections, and any objector wishes for their objection to remain (i.e., do not formally withdraw), and the applicant wishes to proceed, then the road stopping proposal and the objection(s) must be referred to the Environment Court for a decision.

Whai whakaaro ki ngā whakataunga

Considerations for decision-making

Alignment with Council's strategies and policies

24. The recommendations of this report are consistent with the Council's Road Encroachment and Sale Policy 2011.

Engagement and Consultation

25. The public notification process is as follows:
- Letters were sent to owners and occupiers of properties situated immediately adjoining and opposite the proposed road stopping site, and to both the Seatoun & Bays and the Miramar Maupuia Progressive Associations.
 - Public notices were placed in the Dominion Post on 21 September and 12 October 2021. Signage was physically placed on the Land on both frontages of the property.
 - Information was also available from Council's website and from Council reception, upon request.

Implications for Māori

26. The Land is not noted in Council's current or draft District Plans as being of significance to Māori.
27. The Land is not noted in either the 2008 Deed of Settlement with Taranaki Whānui ki Te Upoko o Te Ika, or the 2012 Deed of Settlement with Ngāti Toa Rangātira.

Financial implications

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

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

Legal considerations

30. The road stopping process is consistent with both legislative and Council requirements.
31. If objections are not upheld and the objectors and applicant wish to proceed to the Environment Court, then all legal matters will be overseen by Council's solicitors.

Risks and mitigations

32. This proposal is considered low risk.

Disability and accessibility impact

33. There are no disability or accessibility impacts related to this road stopping.

Climate Change impact and considerations

34. There are no known climate change implications related to this road stopping.

Communications Plan

35. Public consultation in accordance with the Tenth Schedule of the Local Government Act 1974 was undertaken 21 September to 2 November 2021.
36. Both the applicant and the objectors will be contacted following the decision from Council on 30 June 2022 to discuss next steps.

Health and Safety Impact considered

37. There are no negative health and safety impacts relating to this road stopping.

Ngā mahinga e whai ake nei

Next actions

38. If the Council chooses to uphold the objections, the process will end.
39. If the Council chooses not to uphold the objections, the matter will be referred to the Environment Court for decision should the applicants and objectors wish to proceed.

Attachments

- Attachment 1. Aerial of Proposed Stopping Area
- Attachment 2. Objector's written submissions and Officer responses
- Attachment 3. Applicant's written submission.

LocalMaps Print



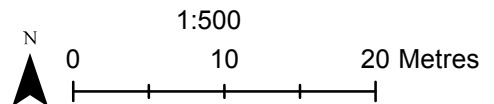
February 28, 2020

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

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

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

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



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

Me Heke Ki Pōneke

112 Seatoun Heights Road

From: [* gold](#)
To: [Sarah-Jane Still](#)
Subject: 117 Seatoun Heights Rd
Date: Tuesday, 23 June 2020 2:23:27 pm

Hi Sarah

Thank you for your time on the phone.

Confirming that we can consent on the requirement that 117 cover all legal, planning, application and surveying costs of resource consent required in the future for the 1 meter setback marked on the plan for 112 Seatoun Heights Rd. 117 will also have to cover the costs to put this agreement in place.

Kind regards

Bex



From: [Sarah-Jane Still](#)
To: [* gold](#)
Subject: RE: 117 Seatoun Heights Rd
Date: Wednesday, 4 November 2020 3:06:00 pm
Attachments: [OR Rules.pdf](#)
[Road-stopping-process-timeline-Oct 2018.pdf](#)

Hi Bex,

Thank you for your email, I have considered your proposal and discussed with Council's Planning team.

They advise that if you proposed adding on to your existing dwelling or building a second dwelling, you would already need to apply for resource consent.

Based on the current District Plan rules for an Outer Residential zoned property (attached), 112 Seatoun Heights Road already exceeds the allowed 35% site coverage. Resource Consent SR3006626 approved 2014 (related to Building Consent SR286915, and completed in 2019) notes that work increased the site coverage from 28.17% to 37.39%.

While we have not assessed whether there are any other additional Resource Consent triggers, the key point is although the front yard rule requirement triggered by 117 Seatoun Heights Road's road stopping proposal would be a new consideration, there are already existing resource consent triggers.

I have attached the road stopping timeline for reference. Step 8b outlines the process for sustained objections to be formally considered. If Council didn't uphold your objection, and you wanted to continue then the matter would be referred to the Environment Court. Before any Court referral objectors are expected to have obtained their own legal advice before deciding to continue.

I trust the above is clear and helpful. Given the situation I don't believe it appropriate for the owners of 117 Seatoun Heights Road to agree to your proposal. If you have any further queries please let me know, otherwise could you please confirm whether or not you wish to pursue your objection.

Kind regards,

Ngā mihi nui,

Sarah-Jane Still
Property Advisor | Property Services | Wellington City Council
P 027 803 0686
E Sarah-Jane.Still@wcc.govt.nz | W Wellington.govt.nz |

Please note that I am working from home until further notice, there may be some disruptions as a result of this.

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From: [Sarah-Jane Still](#)
To: [* gold](#)
Cc: [Paul Davidson](#)
Subject: RE: Road Stopping Objection - 117 Seatoun Heights Road
Date: Monday, 22 February 2021 8:52:00 am

Hi Bex,

Can you please provide more details on the concerns you have noted below?

Your original objection to the road stopping proposal was in relation to resource consent requirements on your own property and not building work on 117 so I will need more information in order to provide a response.

The owners at 117 have not provided any confirmation that they have no intent to build on or develop the land, in any case, future development is outside of the scope of a road stopping and if work is planned this will be assessed under the Building and Resource Consent processes at the time an application for work is made.

Ngā mihi nui,

Sarah-Jane Still

Property Advisor | Property Services | Wellington City Council

P 027 803 0686

E Sarah-Jane.Still@wcc.govt.nz | W Wellington.govt.nz |  

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From: * gold [REDACTED]
Sent: Wednesday, 17 February 2021 2:09 pm
To: Sarah-Jane Still <Sarah-Jane.Still@wcc.govt.nz>
Cc: Paul Davidson <Paul.Davidson@wcc.govt.nz>
Subject: Re: Road Stopping Objection - 117 Seatoun Heights Road

Sarah-Jane

I am not available on the 2nd now. In the interest of resolving this quickly pls see and respond to comments below.

- Noted detailed feedback on building consent
- Do you have a declaration/ confirmation that there is no intent by 117 to build or develop.

Bex

Sent from my iPad

From: [Sarah-Jane Still](#)
To: [* gold](#)
Subject: RE: Road Stopping Objection - 117 Seatoun Heights Road
Date: Wednesday, 24 February 2021 3:07:00 pm
Attachments: [Road stopping process timeline.pdf](#)

Hi Bex,

Given the difficulty in arranging a meeting please find below a summary of your concerns, with my responses alongside each.

Concern	Response
Require 117 Seatoun Heights Road to pay for all costs involved with obtaining Resource Consent to build within the Front Yard Setback Area triggered on 112 Seatoun Heights Road as a result of a completed road stopping.	As site coverage on 112 Seatoun Heights Road is already over the allowed 35% Resource Consent for additional building work would already be required regardless of the road stopping at 117 Seatoun Heights Road being completed. This advice was obtained from the Resource Consent team. It is unreasonable to expect the owners of 117 Seatoun Heights Road to pay for these costs.
Request for 'noted detailed feedback on building consent'	More clarification is needed. This proposal is for the sale of legal road land to the owners of 117 Seatoun Heights Road, there is no building consent application involved in this process.
Asking if 117 Seatoun Heights Road have declared or confirmed they have no intent to build or develop.	The owners at 117 have not provided any confirmation that they have no intent to build on or develop the land, in any case, future development is outside of the scope of a road stopping and if work is planned this will be assessed under the Building and Resource Consent processes at the time an application for work is made. The road stopping application was lodged so the owner could preserve the existing amenities by ensuring the improvements made to the property are within the proposed new boundary, this is in reference to existing work from several years ago which created a courtyard on the legal road land.

Decision on whether or not to uphold sustained objections is made at Step 8a of Council's road stopping process by Council's Regulatory Processes Committee/full Council.

Copy of the road stopping timeline attached for reference. The proposal by 117 Seatoun Heights Road is currently at Step 6.

Please note should Council not uphold an objection referral to the Environment Court may be required. By this stage objectors would be expected to have obtained their own legal advice.

Public notice is carried out at Step 7, and I expect to be in a position to arrange that in approximately 1-2 months time. Unless you want clarification on anything please expect to receive further correspondence from me then.

Could you please confirm I have captured all of your concerns, and that you do not want to withdraw your objection.



Kind regards,

Ngā mihi nui,

Sarah-Jane Still

Property Advisor | Property Services | Wellington City Council

P 027 803 0686

E Sarah-Jane.Still@wcc.govt.nz | W Wellington.govt.nz |  

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From: [* gold](#)
To: [Sarah-Jane Still](#)
Subject: Re: Road Stopping Objection 117 Seatoun Heights Road
Date: Tuesday, 2 November 2021 1:27:32 pm

2 November 2021

Sarah-Jane

I maintain my objection to the road stopping application for 117 Seatoun Heights Road.

I would like Wellington City Council to decline this application.

The owners need to apply for road stopping for the actual area of their "improvements" on the Eastern/Southern boundary which include a fenced area and retaining wall.

Sarah- Jane, can you confirm the encroachments team have resolved the outstanding licence matter brought to their attention in September 2008.

Your statement below "The road stopping application was lodged so the owner could preserve the existing amenities by ensuring the improvements made to the property are within the proposed new boundary, this is in reference to existing work from several years ago which created a courtyard on the legal road land.

Is not correct as a fence will be required to be built to capture the stated Northern and North Eastern improvements which is currently a grass verge.

With Wellington's one degree of separation it is common knowledge that the owners intend to build a second dwelling at the front of the property.

The correct intent needs to be listed on the application form.

I am happy to support my objection with an oral submission in person or by my retained legal representative from Chapman Tripp

Bex Gold



From: [Sarah-Jane Still](#)
To: [* gold](#)
Subject: RE: Road Stopping Objection - 117 Seatoun Heights Road
Date: Friday, 3 December 2021 2:10:00 pm

Hi Bex,

Thank you for your patience while I put together a response to your road stopping objection.

When a road stopping enquiry is made a property owner can tell Council how much land they would ideally like to be able to buy, but the amount of land the Council will sell is ultimately decided on by Council's Transport team. They make an assessment of the immediate and surrounding area and determine how much land Council requires for operational purposes in the area. Anything that is not required may then be offered for purchase as part of a road stopping.

Even if the owner would like to purchase enough land on the eastern boundary to fit the encroachment structures, Council are only going to sell 2m of land. This amount of land falls in line with advice from the Council's Code of Practice for Land Development which states that Local Roads should have a minimum width of 18m - Seatoun Heights Road is a 20m wide Local Road.

I have spoken with the Encroachments Team and they have no record of any encroachment issues being raised in 2008 regarding 117 Seatoun Heights Road. An encroachment licence has been signed by the applicant to encompass the remaining structures. We do not consider the unlicensed encroachment to be relevant to the road stopping and therefore it is not grounds for an objection.

I am unsure of the point you are making regarding the fence on the northern boundary, a property owner has the right to build a fence along the road boundary of their property. If a road stopping proposal is completed and the road boundary shifts then the property owner can move their fence to reflect the new boundary.

Regarding potential future development of the site, this is not a road stopping matter as new builds are assessed by our regulatory teams in relation to the Building Act and the District Plan. No reason for the road stopping actually needs to be given on the application, this is information that is nice to have and allows me to provide a bit of information to the neighbouring properties when I am first writing to let them know the road stopping process is being started. I have recently discussed this matter with the owners of the property and they have confirmed they have no current plans to build an additional dwelling on the property. As such the reasons given on the application do not differ from the owners intended plans.

Your initial objection to the road stopping was regarding the front yard setback that would be triggered on your property, however you have not made any further comments on this matter. You may be aware that the proposed draft District Plan is current available to view on Council's website. In the draft District Plan, your property would become part of the General Residential Zone (GRZ). The setback rules for this zoning create a blanket 3m setback on all properties, meaning a change in legal road width would no longer cause a setback – it would exist on your property regardless of the road stopping going ahead or not. This new rule is similar to the Medium Density Residential Standards (MDRS) in the proposed amendment to the Resource Management Act 1991 which will require a 2.5m setback on all GRZ properties, when the amendment to the Act is made law next year, the District Plan will be updated to reflect this change and the proposed District Plan will be amended to match.

In light of the above can you please confirm if you wish to withdraw your objection. If you intend to pursue your objection then I would like to meet with you to discuss everything further including what is to be expected at Council Committee and potentially in the Environment Court.

Kind regards,

Ngā mihi nui,

Sarah-Jane Still
(she/her)

Property Advisor | Property Services | Wellington City Council

P 027 803 0686

E Sarah-Jane.Still@wcc.govt.nz | W Wellington.govt.nz |  

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123 Seatoun Heights Road

123 Seatoun Heights Road
Miramar
Wellington 6022

10 September 2020

Sarah-Jane Still
Property Advisor - Property
Wellington City Council
PO Box 2199
Wellington 6140
sarah-jane.still@wcc.govt.nz

Dear Sarah-Jane

PROPOSED ROAD STOPPING - 117 SEATOUN HEIGHTS ROAD, MIRAMAR

Thank you for your letter dated 6 August 2020, received on 11 August.

We are the owners of 123 Seatoun Heights Road, which is next door to 117. We wish to raise several objections to this application.

We have been told the Steven's family are considering building a second dwelling on the front of their section. We believe this is the reason for this application. If successful, it would result in the purchase of 87 sqm of road reserve. It is unlikely the current site is large enough to meet the building coverage requirements for a second dwelling but buying a further 87sqm of land may achieve this.

If the purpose of the application was to ensure "the improvements to the property are within the proposed new boundary" there is no reason to buy all the land shown in red in your attached diagram, only the blue area across the road from 104 Seatoun Heights Road as this is where their improvements are. There are no improvements in the other areas indicated in red. This supports our view that the reason for this application is to build a second dwelling.

If the purpose of the application was to ensure "the improvements to the property are within the proposed new boundary" the same outcome can be achieved by an encroachment licence. It is a simpler and cheaper option for everyone affected and will not affect neighbours use of their front yards.

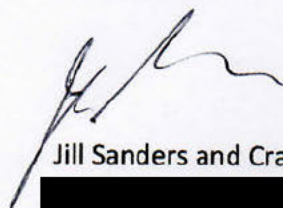


We understand there is no resource consent, encroachment licence nor have annual encroachment fees been paid for the current improvements on road reserve ie fence, retaining wall and car pad built. In September 2008 we advised the family they may not be compliant. We request that WCC investigate if resource consent, an encroachment licence and fees are applicable to this property.

We believe this application also presents a road safety issue. This road is narrow, is on a blind corner and cars are often parked on either side. We have witnessed some close calls. We support a widening of the road. We do not support the sale of road reserve. If a fence was built around the proposed new boundary it would further impact upon visibility and safety, especially for cars coming out of the driveway to 125-131 Seatoun Heights Road.

We believe disingenuous reasons have been provided for this application. This could result in neighbours not objecting thinking it would have minor impact on them, later finding out that a second dwelling will be built on the property and it is too late to do anything about it.

Please advise when public consultation will take place so we can attend to discuss our objections.

Kind regards


Jill Sanders and Craig Hunt



02 February 2021

Dear Jill and Craig,

Re: Proposed road stopping – 117 Seatoun Heights Road

Thank you for your letter dated 10 September 2020 outlining your concerns regarding the proposed road stopping at 117 Seatoun Heights Road. For me to provide a response to all the points raised in your letter I needed to approach various units within Council for their input, I now have replies to all requests and can respond to your concerns as follows.

Our Transport team assess a road stopping proposal only on whether there is an operational requirement to retain ownership of the land, in this case a road stopping along the boundary of 117 was deemed acceptable. We do not consider the possibility of future building work when assessing a road stopping, should the current or future owners wish to build a second dwelling on the property that will be assessed under the Building Act and Resource Management Act and the District Plan (if required) if/when relevant applications have been made. The applicants have advised us that they have no plans to build a second dwelling on the property.

The Resource Consent Team have looked into the requirement of any resource consents for 117 Seatoun Heights Road and have found no existing work that would require a resource consent. They do note that the dwelling was originally built between 1930-1950 and likely wouldn't have required a resource consent at that time.

You note that the eastern boundary is the only road stopping area containing improvements, while this is correct the owners have indicated they would also like to pursue the road stopping in order to increase garden space at the northern boundary, this was noted in the letter you received.

You are correct in noting that the owners could apply for an encroachment license, however they are within their rights as a property owner to investigate the option of a road stopping. As your property will not be affected by the front yard setback, this cannot be taken into account as part of your objection.

Our Encroachments team have assessed the property and have concluded that a licence should have been made for the small fenced area at the south of the property and the retaining wall near the garage. These requirements may change following a successful road stopping. If you would like further information regarding this, please contact the Encroachments team.

Our Transport Engineering team have investigated your concerns regarding the safety of the road and note that the road width has an approximate measurement of 7.17m before the wide intersection. This width is considered sufficient from a road safety standpoint and therefore road widening is not something that would be considered at this location. Regarding your mention of cars parking on either side of the road, broken yellow lines are painted in front of your driveway and extend around the corner, if cars are parking here it is done so illegally and we encourage you to call 04 499 4444 so a parking warden can investigate.

Additionally, we note that you believe any new fence erected on the northern boundary would impact visibility for 125-131 Seatoun Heights Road. As the new proposed boundary is only 2m out from the existing boundary the remaining road land would measure approximately 8m, providing sufficient visibility to any vehicles exiting the driveway to 125-131 Seatoun Heights Road.

As previously mentioned, a road stopping is not assessed on what the applicant's proposed future use of the land is, only whether Transport Planning have a use for the land. There are no blanket requirements regarding notification of resource consents as each consent is assessed on its own merits. You can register yourself as an interested party so that you can be notified about any Resource Consent submitted for the property at the below links.

<https://wellington.govt.nz/services/consents-and-licences/building-and-resource-consents/resource-consents/making-a-submission-on-a-resource-consent-application/alerts-about-new-resource-consents>

<https://www.surveygizmo.com/s3/5008974/interested-neighbour>

I trust the above response is clear, please let me know if you have any questions.

Yours sincerely,

Sarah-Jane Still

Property Advisor - Property

Ph: (027) 8030686

Email: sarah-jane.still@wcc.govt.nz

From: [Craig and Jill](#)
To: [John Vriens](#)
Cc: [Sarah-Jane Still](#); [BUS: RoadStopping](#)
Subject: FW: 117 Seatoun Heights Road
Date: Sunday, 10 January 2021 11:50:19 pm
Attachments: [Proposed road stopping - 117 Seatoun Heights Road Miramar.msg](#)
[RE Proposed road stopping - 117 Seatoun Heights Road Miramar.msg](#)
Importance: High

Hi again

Two of the “boundary marks” are actually on the retaining wall that supports our driveway so part of the land to be stopped forms part of our driveway. We wish to submit a further objection on this basis. In order to maintain access to our property and the integrity of our driveway we might need an encroachment licence or purchase part of the land to be stopped.

We look forward to hearing from you.

Kind regards
Jill

Jill Sanders and Craig Hunt
123 Seatoun Heights Road
Miramar
Wellington 6022

[REDACTED]
[REDACTED]

From: [Sarah-Jane Still](#)
To: ["Craig and Jill"](#)
Cc: [John Vriens](#)
Subject: RE: 117 Seatoun Heights Road
Date: Tuesday, 2 February 2021 3:06:00 pm
Attachments: [Aerial - 117 Seatoun Heights Road.pdf](#)
[image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.png](#)
[image005.png](#)
[image006.jpg](#)
[Response to concerns of neighbour at 123 Seatoun Heights Rd.doc](#)

Hi Jill and Craig,

I have passed your plan onto the surveyor to take a look at, though they have confirmed to me that the pins on the wall are showing the isolation strip. This will be a part of the road stopping but will not be sold to the owners of 117, it will remain under Council ownership in order to ensure that the side boundary extensions of the road stopping land do not have road frontage. Isolation strips are a standard requirement of the Transport team when approving a road stopping proposal, and should the adjoining property then make an enquiry themselves they isolation strips will be amalgamated into a successful stopping for that property.

You can see the isolation strip on the attached aerial marked in green.

Please also see my attached response to your original concerns regarding the road stopping. Let me know if you have any questions about what I have written, my phone and email are listed below. Additionally, I am happy to meet either on site or at our offices to discuss anything further if you wish.

I hope this assuages your concerns, please let me know how you would like to proceed.

Kind regards,

Ngā mihi nui,

Sarah-Jane Still

Property Advisor | Property Services | Wellington City Council

P 027 803 0686

E Sarah-Jane.Still@wcc.govt.nz | W Wellington.govt.nz |  

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From: Craig and Jill [REDACTED]
Sent: Monday, 25 January 2021 10:31 pm
To: Sarah-Jane Still <Sarah-Jane.Still@wcc.govt.nz>; John Vriens <John.Vriens@wcc.govt.nz>
Subject: RE: 117 Seatoun Heights Road

Hi Sarah-Jane

The steel pins shown on the 2008 plan are not obvious to me but your surveyor is welcome to look for them. I suspect steel pin 2 in the attached diagram got lost when the driveway was concreted.

Please see attached boundary definition from Michael Dudley Morris, Licensed Cadastral Surveyor.

Thanks
Jill

From: Sarah-Jane Still [<mailto:Sarah-Jane.Still@wcc.govt.nz>]
Sent: Friday, January 15, 2021 2:08 PM
To: Craig and Jill; John Vriens
Subject: RE: 117 Seatoun Heights Road

Hi Jill and Craig,

We are following up with our surveyor regarding the marks you have noted in your earlier email and the 2008 mentioned in your email below.

Would you be able to supply photographs of the marks, and a copy of 2008 along with any occupation diagrams you may have?

Kind regards,

Ngā mihi nui,



Sarah-Jane Still
Property Advisor | Property Services | Wellington City Council
P 027 803 0686
E Sarah-Jane.Still@wcc.govt.nz | W Wellington.govt.nz |

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[Image removed by sender.](#)

From: Craig and Jill [REDACTED]
Sent: Thursday, 14 January 2021 10:11 pm
To: John Vriens <John.Vriens@wcc.govt.nz>
Cc: Sarah-Jane Still <Sarah-Jane.Still@wcc.govt.nz>

Subject: RE: 117 Seatoun Heights Road

Hi again

We also wish to dispute where the “boundary marks” have been placed.

Survey marks were placed by Michael Dudley Morris, Licensed Cadastral Surveyor on 11 December 2008. His plan was provided to WCC as part of our building consent for alterations and additions to our property. Michael’s plan shows that the stone nib wall of our driveway falls within our boundary. The boundary marks that have been placed recently on the stone nib wall, presumably by WCC, show otherwise.

We look forward to discussing this as soon as possible.

Kind regards

Jill Sanders

Jill Sanders and Craig Hunt
123 Seatoun Heights Road
Miramar
Wellington 6022

[REDACTED]
[REDACTED]

From: [Craig and Jill](#)
To: [Sarah-Jane Still](#)
Cc: [John Vriens](#)
Subject: Road stopping submission - 117 Seatoun Heights Road
Date: Tuesday, 2 November 2021 1:02:00 pm
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[Submission to WCC re road stopping of 117 Seatoun Heights Road043.pdf](#)
Importance: High

Hi Sarah-Jane

Please find attached our submission regarding road stopping at 117 Seatoun Heights Road.

Please confirm receipt of this email and the attached document.

Are you able to provide us with a copy of the original application by the owners of 117 Seatoun Heights Road?

Kind regards
Jill

From: Craig and Jill [redacted]
Sent: Monday, November 1, 2021 2:14 PM
To: 'Sarah-Jane Still'
Subject: RE: Declined: Discuss road stopping objection - 123 Seatoun Heights Road

Hi Sarah-Jane

Thanks for this but the drawing shown below does not show the boundary marks for the proposed road stopping associated with Lot 4, DP 8765 (117 Seatoun Heights Road). Craig and I have just inspected the Eastern/Southern boundary and there are no boundary markers. It is difficult to make an assessment on the impact of the proposal on the Eastern boundary without the area being properly marked out.

I am currently drafting our objections. At this stage it might include one or more of the following:

- Some of the objections raised our original letter of 10/9/20
- Our view that a disingenuous reason has been given for the road stopping. We believe this misleads neighbours and impacts upon their ability to fully consider the impact of the application.
- Impact on our property and neighbouring properties
- Impact on traffic
- Survey markers not available on the Eastern boundary
- The area to be stopped includes unlicensed structures on road reserve that were build around 2004/5 and brought to the Councils attention on 24 September 2008. We believe this issue provides context to the issues we have raised.

Our objection will be with you, in writing, by the deadline of 5pm 2 November 2021.

Kind regards
Jill

From: Sarah-Jane Still [<mailto:Sarah-Jane.Still@wcc.govt.nz>]
Sent: Monday, November 1, 2021 12:06 PM
To: Craig and Jill
Subject: RE: Declined: Discuss road stopping objection - 123 Seatoun Heights Road

Hi Jill,

Please see the below image which puts the boundary marker on the fence.

As noted in an earlier email, can you please reconfirm you objection grounds. I have responded to a number of questions from you now and I would like to understand exactly what you are basing your objection on.

123 Seatoun Heights Road
Miramar
Wellington 6022

2 November 2021

Sarah-Jane Still
Property Advisor
Wellington City Council
PO Box 2199
Wellington 6140
sarah-jane.still@wcc.govt.nz

Dear Sarah-Jane

PROPOSED ROAD STOPPING - 117 SEATOUN HEIGHTS ROAD, MIRAMAR

We are the owners and occupiers of 123 Seatoun Heights Road, which is next door to 117. We oppose the proposed road stopping of land that adjoins 117 Seatoun Heights Road. Set out below is our submission statement.

We understand 117 Seatoun Heights Road is owned by Karen Stevens, [REDACTED] and Michelle Jane Williams, [REDACTED]. However, no one has actually lived at the property for over two years.

The reason given for the road stopping is to "preserve the existing amenities by ensuring the improvements made to the property are within the proposed new boundary, additional garden and green space will also be achieved through the road stopping".

Our view is that disingenuous reasons have been given for the road stopping. We believe this misleads neighbours and other interested parties and impacts upon their ability to fully consider the impact of the application. This application, if successful, will reduce the existing rights and use of land for three neighbouring properties.

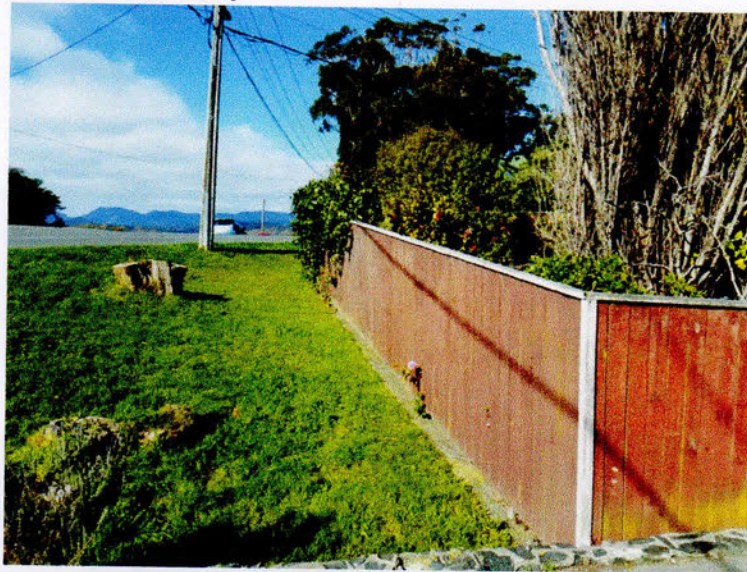
Further, there are no survey markers on the Eastern/Southern boundary. It is difficult for interested parties to make an assessment on the impact of the proposal without the area being properly marked out.

No additional green space will be achieved through this proposal. In fact, the amount of green space available to rate payers will decrease.

We have been told the owners are considering building a second dwelling on the front of the section. We believe this is the reason for the road stopping application. A second dwelling will have significant impact on us and the use of our property. It will shade our property and affect our privacy.

No improvements have been undertaken on the Northern boundary or on the Northern/Eastern boundary. This is demonstrated in the following photos.

Northern Boundary



North/Eastern boundary



These pictures were taken before the owners removed the majority of the camellia bushes from their front garden.

The owners are going to considerable cost and effort to buy additional land. They will need to demolish the existing fence and build a new fence along the proposed new North and North/Eastern boundary just to get "additional garden" while no one has lived in the house for over two years. This lends weight to our view that the reason to road stop are disingenuous.


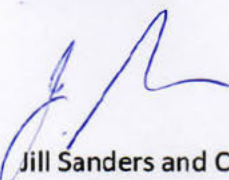
Around 2004/5 the owners built a fence across road reserve (over 4 metres long) on the Eastern/Southern boundary forming a side yard for their private use. This area includes their clothes line. A concrete retaining wall was also built, partially on road reserve. Both of these "improvements" are not fully included in the area proposed to be stopped. Why not? What will happen to the fenced area and retaining wall, built on road reserve, not covered by this proposal?

The encroachments team have now assessed the property and concluded that a licence application should have been made for the fenced area and the retaining wall. This was brought to the Council's attention on 24 September 2008. In our view the owners should pay for their historical use of road reserve.


We would like Wellington City Council to decline this application. We would prefer the owners to apply for road stopping for the actual area of their "improvements" on the Eastern/Southern boundary or, alternatively, apply for an encroachment licence.

We would like to make an oral submission to Councillors to support this written submission.

Kind regards



Jill Sanders and Craig Hunt



From: [Sarah-Jane Still](#)
To: ["Craig and Jill"](#)
Subject: RE: Road stopping submission - 117 Seatoun Heights Road
Date: Friday, 3 December 2021 2:17:00 pm
Attachments: [Road-Stoppings Application - Seatoun Heights Road - The Karen Stevens Trust_Redacted.pdf](#)
[image001.png](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)

Hi Jill and Craig,

Thank you for your patience while I put together a response to your objection.

No reason for the road stopping actually needs to be given on the application, this is information that is nice to have and allows me to provide a bit of information to the neighbouring properties when I am first writing to let them know the road stopping process is being started. I have recently discussed this matter with the owners of the property and they have confirmed to me they have no current plans to build an additional dwelling on the property. As such the reasons given on the application do not differ from the owners intended plans. As requested I have attached a copy of the application form, please note it has been redacted by our Assurance team in line with Privacy Act requirements.

Regarding potential future development of the site, this is not a road stopping matter as new builds are assessed by our regulatory teams in relation to the Building Act and the District Plan.

You are correct in that 3 properties opposite 117 Seatoun Heights Road will be affected by the road stopping, however as your property is not affected by the setback, you are unable to object on those grounds. Additionally, you may be aware that the proposed draft District Plan is current available to view on Council's website. In the draft District Plan, your immediate area would become part of the General Residential Zone (GRZ). The setback rules for this zoning create a blanket 3m setback on all properties, meaning a change in legal road width would no longer cause a setback – this setback will be in place regardless of the road stopping going ahead or not. This change is similar to the Medium Density Residential Standards (MDRS) in the proposed amendment to the Resource Management Act 1991 which will require a 2.5m setback on all GRZ properties, when the amendment to the Act is made law next year, the District Plan will be updated to reflect this change and the proposed District Plan will be amended to match.

The surveyor has confirmed to me that markers were placed on the eastern boundary, these markers would be in the garden that surrounds the courtyard and would not been seen from the street. On the eastern side the current property boundary is approximately 9.5m from the back of the footpath, as the stopping area is only 2m the berm on this side of the street will not look any different from the footpath than it does now. The impact of the proposal can be reasonably conferred from an aerial view of the property.

You are correct that no green space would be achieved through this proposal, however our Parks and Urban Design teams have given their support to the stopping and do not believe that the 2m stopping will have any significant impact on the amenity value of the road land. There will be over 5m of grass berm remaining on both boundaries should the stopping be successful.

When a road stopping enquiry is made a property owner can tell Council how much land they would ideally like to be able to buy but the amount of land the Council will sell is ultimately decided on by Council's Transport team. They make an assessment of the immediate and surrounding area and determine how much land Council requires for operational purposes in the area. Anything that is not required may then be offered for purchase as part of a road stopping.

Even if the owner would like to purchase enough land on the eastern boundary to fit the encroachment structures, Council are only going to sell 2m of land. This amount of land falls in line with advice from the Council's Code of Practice for Land Development which states that Local Roads should have a minimum width of 18m, Seatoun Heights Road is a 20m wide Local Road.

I have spoken with the Encroachments Team and they have no record of any encroachment issues being raised in 2008 regarding 117 Seatoun Heights Road. An encroachment licence encompassing the remaining structures has been signed by the applicants. We do not consider the unlicensed encroachment to be relevant to the road stopping and therefore not grounds for an objection.

In light of the above can you please confirm if you wish to withdraw your objection. If you intend to pursue your objection then I would like to meet with you to discuss everything further including what is to be expected at Committee and potentially in the Environment Court.

Kind regards,

Ngā mihi nui,

Sarah-Jane Still
(she/her)

Property Advisor | Property Services | Wellington City Council
P 027 803 0686
E Sarah-Jane.Still@wcc.govt.nz | W Wellington.govt.nz |  

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From: [Craig and Jill](#)
To: [Sarah-Jane Still](#)
Subject: RE: Road stopping submission - 117 Seatoun Heights Road
Date: Friday, 4 March 2022 3:44:56 pm
Attachments: [image008.jpg](#)
[image009.jpg](#)
[image010.jpg](#)
[image011.png](#)
[image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)
Importance: High

Hi Sarah-Jane

We are NOT withdrawing our objections. All previous correspondence in relation to this matter is relevant to our objections.

We are disappointed that you continue to put pressure on us and our neighbours to withdraw our objections. We believe you should be “neutral” rather than continually asking us to confirm withdrawal of our objections.

We continue to maintain our objection that if the land passes into private ownership it will not be in the public interest and will have a negative impact on the area in relation to car parking, road safety, streetscape and when built on, our privacy and light.

We continue to object that the area to be stopped has a fence and other structures (ie retaining wall near the garage) built on it that are illegal and require resource consent and/or encroachment licence. The area to be stopped is in breach of the Wellington Consolidated Bylaw 2008. The owners have twice ignored WCC’s advice (per WCC’s property file for 117 Seatoun Heights Road) that “a new fence, situated on legal road, is shown on the plans. Resource Consent needs to be applied for the construction of any structure (including fences) on legal road”. Not enforcing this breach may set a precedent that WCC does not follow its own bylaws and allows road reserve to be built on without the appropriate consents. This also adversely affects all other property owners who have already gone through the difficult and expensive approval processes (including us) as well as the public at large. WCC should not be the enabler to allow property owners to breach Council by laws and then get around them by buying the land in question.

We do not understand your comment of 3/12/21 that “no reason for the road stopping actually needs to be given on the application” – see WCC’s road stopping form that asks the applicant to provide the reason for road stopping. This information is also required by schedule 10 of the Local Government Act 1974.

As previously advised we believe the reason the owners have provided for the road stopping is not genuine. The property has been vacant for many years. No one uses the garden so there is no valid reason to stop the road on the Northern boundary. We believe the current plans of the owners are to sell the property and if the road stopping goes ahead, highlight the development potential of the enlarged front garden.

Following WCC’s Road Encroachment and Sale Policy September 2011 and the Local Government Act 1974 we want the opportunity to discuss our objections with Councillors and if not sustained, then the Environment Court.

Kind regards
Jill Sanders and Craig Hunt
123 Seatoun Heights Road
Miramar
Wellington 6022



From: [Sarah-Jane Still](#)
To: [Craig and Jill](#)
Subject: RE: Road stopping submission - 117 Seatoun Heights Road
Date: Wednesday, 6 April 2022 2 05 00 pm
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.png](#)

Hi Jill and Craig,

I acknowledge your continued objection to the proposed road stopping at 117 Seatoun Heights Road and also apologise if you felt the language used in my previous correspondence was pressuring you, it was not my intention. As a team we have reviewed the wording we use and will, if future, word our correspondence differently.



As there are sustained objections to the road stopping proposal, further reports to the Regulatory Processes Committee are required so that the Committee and Council can consider the objections and make a decision on whether or not to uphold them.

This committee meeting will take place **4 May 2022**. This meeting is only to provide the Councillors with background on the objections and to invite the objectors to make oral submissions in support of their objections. The decision to uphold the objections or not will be made at the next available meeting (likely June 2022).

You have previously indicated that you are wanting to make an oral submission, if this is still the case you will need to register to speak at the meeting through the Democracy Services team – public.participation@wcc.govt.nz – by **20 April 2022**. You will be given 5 minutes to speak, this time limit includes any allowance for Councillor questions.

You are correct, Schedule 10 of the LGA does state an explanation must be provided for the road stopping. This explanation has been provided to you and re-confirmed by the owner, nothing further is required by Council or legislation regarding this.

Ngā mihi nui,

Sarah-Jane Still (she/her)
Senior Property Advisor | Property Services | Wellington City Council
P 027 803 0686
E Sarah-Jane.Still@wcc.govt.nz | W [Wellington.govt.nz](https://www.wellington.govt.nz) |  

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Regulatory Processes Committee


Meeting, 4 May 2022

Road-stopping application - 117 Seatoun Heights Road, Wellington 6022

Submission of owners in support of application

1. We, Karen Stevens and Michelle Jane Williams, are the owners of the property at 117 Seatoun Heights Road, Wellington 6022.
2. Since we filed our application dated 20 March 2020, we have liaised with the relevant Council officers as required to progress the application, and have done all that has been required of us to ensure that the application has been progressed as soon as practicable.
3. While the relevant Council business units support our application, there have been objections from some, but not all, neighbours. We have considered the objections carefully and respectfully submit that they cannot properly be upheld.

Dated 12 April 2022



Karen Stevens (for and on behalf of herself and Michelle Jane Williams as owners)

PROPOSED ROAD CLOSURES

Kōrero taunaki

Summary of considerations

Purpose

1. This report to Pūroro Hātepe | Regulatory Processes Committee asks the Committee to approve the temporary closure of roads to enable events to take place.

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 **Choose an item.** 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

Risk

- ☒ Low ☐ Medium ☐ High ☐ Extreme

Author	Maria Taumaa, Street Activities Coordinator
Authoriser	Jacqui Austin, Team Leader Street Activities and Audit Coordination Sean Woodcock, Customer, Compliance and Business Service Manager Siobhan Procter, Chief Infrastructure Officer

Taunakitanga

Officers' Recommendations

Officers recommend the following motion

That Pūroro Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Agree to close the following road for this event (as listed below) to vehicles and cyclists including motorised scooters, subject to the conditions listed in the proposed Road Closure Impact Reports.
 - a. Kilbirnie Christmas Parade
 - b. Johnsonville Christmas Parade
 - c. Shelly Bay Sealed Sprint
 - d. A Very Welly Christmas
 - e. Alexandra Hill Climb
 - f. Cuba Dupa 2023
 - g. St James Theatre Re-opening
- 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 Engineers that the amendment is not likely to cause unreasonable impact on traffic.

Whakarāpopoto

Executive Summary

4. Proposed Road Closures

Kilbirnie Christmas Parade Sunday 4 December 2022 6.00am to Midday

Bay Road (between Rongotai Road and Coutts Street)

Mahora Street (South of entrance Pak Save carpark)

Rolling Parade

Mahora Street, Rongotai Road Bay Road Coutts Street

Johnsonville Christmas Parade Saturday 3 December 2022 6.00am to 4.00pm

Wanaka Street (6am to 4pm)

Dr Taylor Terrace (6am to 1.30pm)

Moorefield Road (between Haumia Street and Johnsonville Road roundabout
10.45am to 12.00pm)

Moorefield road (between Johnsonville Road and Middleton Road roundabouts 11am
to 12.30pm)

Rotoiti Street (closed to through traffic 11am to 12.30pm)

Broderick Road (Phillip Street to Johnsonville Road 11am to 12.30pm)

Johnsonville Road (from Fraser Avenue intersection to Moorefield Road roundabout 11am to 12.30pm)

Frankmoore Avenue (between Earp Street and Moorefield Road 11am to 12.30pm)

Moorefield Road (Western side from Wanaka Street to Frankmoore Avenue) No parking 6.30am to 3.00pm)

Broderick Road (Bannister Avenue to Phillip Street) Phillip Street Frankmoore Avenue (Phillip Street to Earp Street)

Detour route: Johnsonville Road, Fraser Avenue, Haumia Street, Bannister Avenue, Broderick Road.

Shelly Bay Sealed Sprint Sunday 6 November 2022 7.00am to 6.00pm

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

A Very Welly Christmas Saturday 26 November 12.01am to Sunday 27th November 2022 9.00pm

Lambton Quay (Whitmore Street to Willis Street)

Ballance Street (Old Bailey side entrance to Lambton Quay)

Stout Street (Ballance Street to Lambton Quay)

Waring Taylor Street (intersection Maginnity and Waring Taylor to Lambton Quay)

Johnston Street (Wilson Carpark to Lambton Quay)

Brandon Street (Halfway on Brandon Street to Lambton Quay)

Alexandra Hill Climb Sunday 19th March 2023 7.00am to 6.00pm

Alexandra Road (Constable Street to lookout Road)

Cuba Dupa Friday 24 March 2023 (11.59pm) to Monday 27 March 2023 (3.00am)

Cuba Street (between Arthur Street / Karo Drive and Wakefield Street)

Manners Street (between Taranaki Street and Victoria Street)

Marion Street (lower end, Between Ghuznee Street and Swan Lane)

Dixon Street (between Taranaki Street and Victoria Street)

Eva Street (off Dixon Street)

Garrett Street (off Cuba Street)

Ghuznee Street (between Taranaki Street and Victoria Street)

Egmont Street (between Ghuznee Street and Dixon Street – restricted access)

Leeds Street (off Ghuznee Street)

Inglewood Place (between Taranaki Street and Dixon Street)

Abel Smith Street (western section off Abel Smith Street)

Kensington Street

Kelvin Grove

Furness lane

Lukes lane

Victoria Street (Slip Lane)

Lane closure: Vivian Street Saturday 25 March 2023 7pm to Sunday 26 March 2023 5am to allow for safe passage of pedestrians to cross Vivian Street at key event times.

St James Theatre Re-opening Saturday 2 July 2022 4pm to 10pm

Courtenay Place (Westbound from Tory Street to Taranaki Street)

Takenga mai

Background

5. The Council receives numerous request 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.
7. This report has been prepared in accordance with the procedures that were approved by the committee on the 15 December 2010. In summary, these are:
 - An event organiser applies for a road closure when proposed events require one.
 - Council officers receive the proposal as assesss the merits and need for a road closure.
 - The Council advertise its intention to close the road in the public notice column of the local newspaper and on Council social media platforms.
 - Together with the event organiser, council officers ensure consultation with affected stakeholders are carried out and acommunication plan is formulated.
 - Any objections are followed up and resolved as far as practical
 - The event organiser works together with Council officers who modify any plan in response to public submissions and prepare an impact report for committee.

- Council officer recommend any conditions that should apply to the approval
- The committee deliberates on the proposed road closure
- A Council officer notifies the event organiser of the committee's decision.

Kōrerorero

Discussion

8. There are ongoing discussions with all concerned parties 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.

Dominion Post

Facebook

Twitter

Have your Say

These are part of the Impact Reports

14. Members of the public will be advised of the road closures prior to the event

Advanced roadside signage

Media Releases

Council Website

Council social media Channels

-
15. Event organisers are working with resident groups where applicable, community groups, local retailers, and businesses have been advised 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 dates should it be required.
 17. Councils' intention to consider and propose temporary road closures was notified through an advertisement in the Dominion Post, Facebook, Twitter, Have Your Say, these notifications invited the public to make submissions on the proposed road closures.
 18. If approved event organisers will consult with the following government agencies and associate organisations.
 - New Zealand Police
 - Waka Kotahi (NZTA)
 - Fire and Emergency New Zealand
 - Wellington Free Ambulance
 - Public Transport Operators
 - Relevant Council Business Units e.g. Roading, Wreata & 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 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 for the road closures are managed by way of the Traffic Management Plan.

Disability and accessibility impact

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

Climate Change impact and considerations

25. Each event organiser is required to add their considerations of Climate Change for their road closure to the Impact Reports.

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 closures are approved, the event organisers will issue further communications advising of the approved closures via social media, implemented 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 organiser following the conclusion of the event.

Attachments

- Attachment 1. Kilbirnie Christmas Parade Impact
- Attachment 2. Kilbirnie Christmas Advert
- Attachment 3. Kilbirnie Christmas Parade Map
- Attachment 4. Johnsonville Christmas Parade Impact
- Attachment 5. Johnsonville Parade Advert
- Attachment 6. Johnsonville Christmas Parade Map
- Attachment 7. Shelly bay Sealed Impact
- Attachment 8. Shelly Bay Advert
- Attachment 9. Shelley Bay Map
- Attachment 10. A Very Welly Impact
- Attachment 11. A Very Welly Christmas Advert
- Attachment 12. A Very Welly Christmas Map
- Attachment 13. Alexander Road Impact
- Attachment 14. Alexandra Hill Climb Advert
- Attachment 15. Alexandra Hill Climb Map
- Attachment 16. Cuba Dupa Impact
- Attachment 17. Cuba Dupa Advert
- Attachment 18. Cuba Dupa Maps
- Attachment 19. St James Re-opening Impact
- Attachment 20. St James Advert
- Attachment 21. St James Re-opening Map

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

KILBIRNIE CHRISTMAS PARADE SUNDAY 4 DECEMBER 2022 6.00AM TO MIDDAY

1. Description of Event

The Kilbirnie Business Network wish to organise the Kilbirnie Santa parade for Sunday 4 December 2022 (6.00am to Midday). They are looking for more local community participation to provide a community focussed event. The parade will run approximately from 10.30am by way of rolling lane closure. All Activities will be contained within Bay Road and adjoining spaces.

The proposed road closures to vehicles and cyclists, and scooters, are as follows: Kilbirnie Christmas parade: Sunday 4 December 2022 6.00am to Midday.

- **Bay Road** (between Rongotai Road and Coutts Street)
- **Mahora Street** (South of entrance to Pak Save carpark)

Rolling Parade:

Mahora Street, Rongotai Road, Bay Road, Coutts Street

Please refer to the map attachment for further detail.

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

Climate Change

Destination KRL (the new name for Kilbirnie business Network) has considered the impacts of climate change and how the Santa parade addresses concerns regarding emissions etc. The parade is made up of both vehicular and walking floats with the majority being on foot. Organisers try to encourage walking floats as they are more likely to interact with spectators. The parade is targeted at locals, so most attendees walk to the event. Stalls are not planned this year apart from a sausage sizzle and fruit giveaway so there is no wrapping of product involved and as such organisers do not expect to generate any extra waste.

2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 30 April 2022
- Social Media, Tuesday 10 May 2022

- Twitter, Tuesday 3 May 2022
- Facebook, Tuesday 3 May 2022
- Have your say, Tuesday 3 May 2022

This is a regular annual event and there have been no issues thus far.

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 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 6.00am to Midday on Sunday 4 December 2022.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.

REGULATORY PROCESSES COMMITTEE

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- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to provide access to all properties affected by the road closures for the parade assembly.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- 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



Proposed Road Closures

The Regulatory processes Committee will meet on Wednesday 8 June 2022 to consider the following temporary road closure for Events.

Johnsonville Christmas Parade

Saturday 3 December 2022 6.00am to 4.00pm

Wanaka Street (6am to 4pm)

Dr Taylor Terrace (6am to 1.30pm)

Moorefield Road (between Haumia Street and Johnsonville Road roundabout 10.45am to 12.00pm)

Moorefield Road (between Johnsonville Road and Middleton Road roundabouts 11am to 12.30pm)

Rotoiti Street (closed to through traffic 11am to 12.30pm)

Broderick Road (Phillip Street to Johnsonville Road 11am to 12.30pm)

Johnsonville Road (from Fraser Avenue intersection to Moorefield Road roundabout 11am to 12.30pm)

Frankmoore Avenue (between Earp Street and Moorefield Road 11am to 12.30pm)

Moorefield Road (western side from Wanaka Street to Frankmoore Avenue)

No parking 6.30am to 3.00pm)

No Parking 7am to 1pm Bannister Avenue, Broderick Road (Bannister Avenue to Phillip Street)

Phillip Street Frankmoore Avenue (Phillip Street to Earp Street)

Detour route Johnsonville Road, Fraser Avenue, Haumia Street Bannister Avenue, Broderick Road.

Shelly Bay Sealed Sprint

Sunday 6 November 2022 7.00am to 6.00pm

Massey Road (North entrance of Shelly Bay Défense Base to Northern end of Scorching Bay Reserve).

A Very Welly Christmas

Saturday 26 November 12.01 am to Sunday 27th November 2022 9.00pm

Lambton Quay (Whitmore Street to Willis Street)

Ballance Street (Old Bailey side entrance to Lambton Quay)

Stout Street (Ballance Street to Lambton Quay)

Waring Taylor Street (intersection Maginnity and Waring Taylor to Lambton Quay)

Johnston Street (Wilson Carpark to Lambton Quay)

Brandon Street (Halfway on Brandon Street to Lambton Quay).

Kilbirnie Christmas Parade

Sunday 4 December 2022 6.00am to Midday

Bay Road (between Rongotai Road and Coutts Street)

Mahora Street (South of entrance Pak'nSave carpark)

Rolling parade

Mahora Street, Rongotai road, Bay road, Coutts Street.

Alexandra Hillclimb

Sunday 19 March 2023 7.00am to 6.00pm

Alexandra Road (Constable Street to Lookout Road).

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 13 May 2022. Please send correspondence to Street Activities at mailing address **PO Box 2199 Wellington** or by email Street.activities@wcc.govt.nz.

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

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

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PO Box 2199, Wellington 6140

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THE
DOMINION POST

30 Apr 2022



Event Name: Kilbirnie Christmas Parade

From: 4/12/2022 6:00:00 am Until: 4/12/2022 12:00:00 pm

Event Type: Road Closure

Event Details:

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

JOHNSONVILLE CHRISTMAS PARADE SATURDAY 3 DECEMBER 2022 6.00AM TO 4.00PM

1. Description of Event

The Annual Johnsonville Community Christmas parade, organised by the Lions Club of Johnsonville, is this year celebrating 15 years. There are an estimated 10,000 spectators that enjoy the parade and Christmas celebrations. The event is well supported by the community, including local businesses and the local Police. The Johnsonville lions club has a core of very dedicated members, organisers, marshals, who put large amount of unpaid time and efforts into this event.

The proposed road closures to vehicles and cyclists and Mopeds, are as follows: Johnsonville Christmas Parade: Saturday 3 December 2022 (6.00am to 4.00pm).

- **Wanaka Street** (6am to 4pm) Moorefield Road between Haumia Street and Johnsonville Road roundabout (10.45am to 12pm)
- **Rotoiti Street** (Closed to through traffic 11am to 12.30pm) Broderick Street Phillip Street to Johnsonville Road (11am to 12.30pm)
- **Johnsonville Road** from Fraser Avenue intersection to Moorefield Road roundabout (11am to 12.30pm)
- **Frankmoore Avenue** between Earp Street and Moorefield Road (11am to 12.30pm)
- **Phillip Street, Frankmoore Avenue** Phillip Street to Earp Street No Parking (7am to 1pm)
Bannister Avenue, Broderick Road (Bannister Avenue to Phillip Street)

Detour Route: Johnsonville Road, Fraser Avenue, Haumia Street, Bannister Avenue, Broderick 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

Organisers publicise the parade in two main ways: local retailers displaying fliers and via the parade's dedicated Facebook page (followed by 905 people, as well as shared by the Johnsonville shopping Centre and several other local community groups).

When organisers solicit for parade entries, the application form will discourage giveaways, limiting waste.

For the previous parade organisers engaged Organic Wealth at a discounted cost to our community of \$1,960. Their subsequent report summary revealed a total of 5.71kg of waste was generated at the parade, and that the event achieved a 69% waste diversion from the landfill. Of this 69% of the diverted waste, 38% was composted and 31% recycled. The majority of the landfill waste was comprised of non-compostable cups from McDonalds, Muffin Break, Zampelles and Tank Juice. The other minority landfill waste was single use Whittaker's chocolate wrappers and Collective balloons on plastic sticks. Organisers will review the appropriateness of these two items for the 2022 parade. Given the relatively high cost of employing a professional company to provide this service in 2020, organisers anticipate as an alternative approaching the local scout group (in return for a donation) to run what is colloquially known as an "Emu" parade to collect and sort any waste.

2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 30 April 2022
- Social Media, Tuesday 10 May 2022
- Twitter, Tuesday 3 May 2022
- Facebook, Tuesday 3 May 2022
- Have your say, Tuesday 3 May 2022

This is a regular annual event and in past years there have been no issues.

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 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 6.00am to 4.00pm on Saturday 3 December 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 provide access to all properties affected by the road closures for the parade assembly.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- 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

REGULATORY PROCESSES COMMITTEE

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Wellington City Council
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Maria Taumaa

Prepared By

Maria Taumaa

Street Activities Coordinator

Approved By

Jacqui Austin

Team Leader Street Activities and Audit Coordination



Proposed Road Closures

The Regulatory processes Committee will meet on Wednesday 8 June 2022 to consider the following temporary road closure for Events.

Johnsonville Christmas Parade

Saturday 3 December 2022 6.00am to 4.00pm

Wanaka Street (6am to 4pm)

Dr Taylor Terrace (6am to 1.30pm)

Moorefield Road (between Haumia Street and Johnsonville Road roundabout 10.45am to 12.00pm)

Moorefield Road (between Johnsonville Road and Middleton Road roundabouts 11am to 12.30pm)

Rotoiti Street (closed to through traffic 11am to 12.30pm)

Broderick Road (Phillip Street to Johnsonville Road 11am to 12.30pm)

Johnsonville Road (from Fraser Avenue intersection to Moorefield Road roundabout 11am to 12.30pm)

Frankmoore Avenue (between Earp Street and Moorefield Road 11am to 12.30pm)

Moorefield Road (western side from Wanaka Street to Frankmoore Avenue)

No parking 6.30am to 3.00pm)

No Parking 7am to 1pm Bannister Avenue, Broderick Road (Bannister Avenue to Phillip Street)

Phillip Street Frankmoore Avenue (Phillip Street to Earp Street)

Detour route Johnsonville Road, Fraser Avenue, Haumia Street Bannister Avenue, Broderick Road.

Shelly Bay Sealed Sprint

Sunday 6 November 2022 7.00am to 6.00pm

Massey Road (North entrance of Shelly Bay Défense Base to Northern end of Scorching Bay Reserve).

A Very Welly Christmas

Saturday 26 November 12.01 am to Sunday 27th November 2022 9.00pm

Lambton Quay (Whitmore Street to Willis Street)

Ballance Street (Old Bailey side entrance to Lambton Quay)

Stout Street (Ballance Street to Lambton Quay)

Waring Taylor Street (intersection Maginnity and Waring Taylor to Lambton Quay)

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Kilbirnie Christmas Parade

Sunday 4 December 2022 6.00am to Midday

Bay Road (between Rongotai Road and Coutts Street)

Mahora Street (South of entrance Pak'nSave carpark)

Rolling parade

Mahora Street, Rongotai road, Bay road, Coutts Street.

Alexandra Hillclimb

Sunday 19 March 2023 7.00am to 6.00pm

Alexandra Road (Constable Street to Lookout Road).

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 13 May 2022. Please send correspondence to Street Activities at mailing address **PO Box 2199 Wellington** or by email Street.activities@wcc.govt.nz.

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

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

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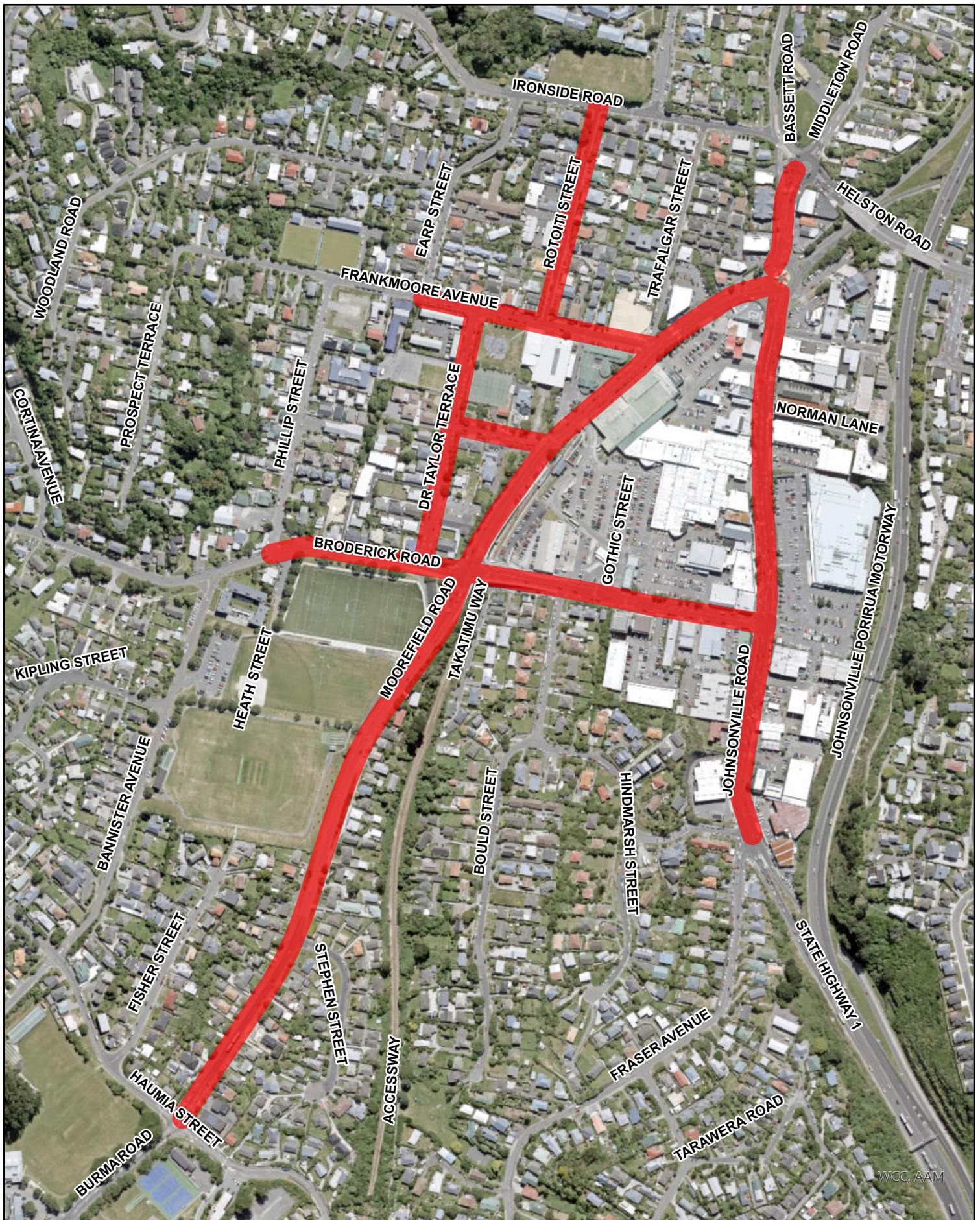
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**THE
DOMINION POST**

30 Apr 2022



WCC, AAM

Event Name: Johnsonville Christmas Parade

From: 3/12/2022 6:00:00 am

Until: 3/12/2022 4:00:00 pm

Event Type: Road Closure

Event Details:

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

SHELLY BAY SEALED SPRINT ***SUNDAY 6 NOVEMBER 2022 7.00AM TO 6.00PM***

1. Description of Event

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

The proposed road closures to vehicles and cyclists and scooters, are as follows: Shelley Bay Sealed Sprint: Sunday 6 November 2022 7.00am to 6.00pm

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

Please refer to the map attachment for further detail.

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

Climate Change

Organisers will be looking at how to include electric vehicles (EVs) in this event using the recently released Motorsport NZ guidelines.

Organisers are aware of concerns around the perception of motorsport and the use of fossil fuels. The advances being made in technologies for alternative fuels is now allowing electric and hybrid vehicles to be used at the club level of motorsport. Availability of suitable vehicles will continue to be a hindrance, as it is for normal road cars, but developments like those seen with Haydon Paddon's electric rally car, and with the EV series cars overseas (where Emma Gilmour recently signed on as a driver for McLaren as an example) will see that technology flow down over time.

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

2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 30 May 2022
- Social Media, Wednesday 11 May 2022
- Twitter, Tuesday 3 May 2022
- Facebook, Tuesday 3 May 2022
- Have your say, Tuesday 3 May 2022

This is a regular annual event and there have been no issues thus far.

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 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 7.00am to 6.00pm Sunday 6th November 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.

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- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- 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



Proposed Road Closures

The Regulatory processes Committee will meet on Wednesday 8 June 2022 to consider the following temporary road closure for Events.

Johnsonville Christmas Parade

Saturday 3 December 2022 6.00am to 4.00pm

Wanaka Street (6am to 4pm)

Dr Taylor Terrace (6am to 1.30pm)

Moorefield Road (between Haumia Street and Johnsonville Road roundabout 10.45am to 12.00pm)

Moorefield Road (between Johnsonville Road and Middleton Road roundabouts 11am to 12.30pm)

Rotoiti Street (closed to through traffic 11am to 12.30pm)

Broderick Road (Phillip Street to Johnsonville Road 11am to 12.30pm)

Johnsonville Road (from Fraser Avenue intersection to Moorefield Road roundabout 11am to 12.30pm)

Frankmoore Avenue (between Earp Street and Moorefield Road 11am to 12.30pm)

Moorefield Road (western side from Wanaka Street to Frankmoore Avenue)

No parking 6.30am to 3.00pm)

No Parking 7am to 1pm Bannister Avenue, Broderick Road (Bannister Avenue to Phillip Street)

Phillip Street Frankmoore Avenue (Phillip Street to Earp Street)

Detour route Johnsonville Road, Fraser Avenue, Haumia Street Bannister Avenue, Broderick Road.

Shelly Bay Sealed Sprint

Sunday 6 November 2022 7.00am to 6.00pm

Massey Road (North entrance of Shelly Bay Défense Base to Northern end of Scorching Bay Reserve).

A Very Welly Christmas

Saturday 26 November 12.01 am to Sunday 27th November 2022 9.00pm

Lambton Quay (Whitmore Street to Willis Street)

Ballance Street (Old Bailey side entrance to Lambton Quay)

Stout Street (Ballance Street to Lambton Quay)

Waring Taylor Street (intersection Maginnity and Waring Taylor to Lambton Quay)

Johnston Street (Wilson Carpark to Lambton Quay)

Brandon Street (Halfway on Brandon Street to Lambton Quay).

Kilbirnie Christmas Parade

Sunday 4 December 2022 6.00am to Midday

Bay Road (between Rongotai Road and Coutts Street)

Mahora Street (South of entrance Pak'nSave carpark)

Rolling parade

Mahora Street, Rongotai road, Bay road, Coutts Street.

Alexandra Hillclimb

Sunday 19 March 2023 7.00am to 6.00pm

Alexandra Road (Constable Street to Lookout Road).

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 13 May 2022. Please send correspondence to Street Activities at mailing address **PO Box 2199 Wellington** or by email Street.activities@wcc.govt.nz.

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

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

Wellington City Council

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THE
DOMINION POST

30 Apr 2022



Event Name: Shelly Bay Sealed Sprint

From: 6/11/2022 7:00:00 am Until: 6/11/2022 6:00:00 pm

Event Type: Road Closure

Event Details:

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

A VERY WELLY CHRISTMAS **SATURDAY 26 NOVEMBER 2022 12.01AM TO SUNDAY 27TH NOVEMBER 2022** **9.00PM**

1. Description of Event

The Wellington Christmas Festival is to take place on the weekend of Saturday 26 November (12.01am) to Sunday 27th November 2022 (9.00pm). This festival provides a wonderful way for our community to celebrate Christmas in the Capital. For these two days of Christmas, the downtown area will become a place of community celebration.

Key stakeholders, Santa Parade participants, local retailers, the Chamber of Commerce, the general public have been involved with the development of the festival concept which has generated considerable excitement and support.

The Christmas festival will extend the length of Lambton Quay and will include some of the side streets. Vehicular access to retail outlets for restocking within the road closure times will be managed. A northbound access-way on Lambton Quay between 10pm Saturday and 8am Sunday will enable this.

Bus services will be relocated to run southbound on Featherston Street and northbound on Customhouse Quay.

The proposed road closures to vehicles and cyclists, and scooters are as follows: A Very Welly Christmas: Saturday 26 November 2022 12.01am to Sunday 27th November 2022 9.00pm

- **Lambton Quay** (Whitmore Street to Willis Street)
- **Ballance Street** (Old Bailey side entrance to Lambton Quay)
- **Stout Street** (Ballance Street to Lambton Quay)
- **Waring Taylor Street** (intersection Maginnity and Waring Taylor to Lambton Quay)
- **Johnston Street** (Wilson Carpark to Lambton Quay)
- **Brandon Street** (Halfway on Brandon Street to Lambton Quay)

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 event is held within the local community for the local community. It is a 2-day pedestrian-based event that aims to bring fun, laughter and Christmas cheer to Wellington locals. The event itself is based on Christmas activities and uses minimal power except where unavoidable.

Wellington based suppliers and food operators are used. Those in the wider Wellington region are encouraged to travel into the city using the trains or buses, often adopting a gold coin donation as

payment to further encourage usage. The event is located near the bus and train terminus. The event has a full recycling waste management system to minimise landfill and to educate the public.

All food vendors are spoken to in advance to make sure they are using suitable recyclable napkins, cups and utensils. The event re-uses its installations and decorations year in year out so the actual waste each year is very low. With a post event street cleaning team returning the city centre space to pre-event condition.

Other small initiatives have been adopted like the banning of rubber balloons, no giveaways involving any wrappers or lolly sticks, also the ban on glitter or anything that might get blown by the wind in the stormwater drains.

2. Events Directorate Support

The Events Unit has no objection to this event.

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 30 April 2022
- Social Media, Wednesday 11 May 2022
- Twitter, Tuesday 3 May 2022
- Facebook, Tuesday 3 May 2022
- Have your say, Tuesday 3 May 2022

This is a regular annual event and there have been no issues thus far.

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 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 12.01am to 9.00pm on Saturday 26 November 2022 to Sunday 27 November 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 provide access to all properties affected by the road closures for the parade assembly.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- 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

REGULATORY PROCESSES COMMITTEE

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Maria Taumaa...

Prepared By.....

Maria Taumaa

Street Activities Coordinator

Approved By

Jacqui Austin

Team Leader Street Activities and Audit Coordination



Proposed Road Closures

The Regulatory processes Committee will meet on Wednesday 8 June 2022 to consider the following temporary road closure for Events.

Johnsonville Christmas Parade

Saturday 3 December 2022 6.00am to 4.00pm

Wanaka Street (6am to 4pm)

Dr Taylor Terrace (6am to 1.30pm)

Moorefield Road (between Haumia Street and Johnsonville Road roundabout 10.45am to 12.00pm)

Moorefield Road (between Johnsonville Road and Middleton Road roundabouts 11am to 12.30pm)

Rotoiti Street (closed to through traffic 11am to 12.30pm)

Broderick Road (Phillip Street to Johnsonville Road 11am to 12.30pm)

Johnsonville Road (from Fraser Avenue intersection to Moorefield Road roundabout 11am to 12.30pm)

Frankmoore Avenue (between Earp Street and Moorefield Road 11am to 12.30pm)

Moorefield Road (western side from Wanaka Street to Frankmoore Avenue)

No parking 6.30am to 3.00pm)

No Parking 7am to 1pm Bannister Avenue, Broderick Road (Bannister Avenue to Phillip Street)

Phillip Street Frankmoore Avenue (Phillip Street to Earp Street)

Detour route Johnsonville Road, Fraser Avenue, Haumia Street Bannister Avenue, Broderick Road.

Shelly Bay Sealed Sprint

Sunday 6 November 2022 7.00am to 6.00pm

Massey Road (North entrance of Shelly Bay Défense Base to Northern end of Scorching Bay Reserve).

A Very Welly Christmas

Saturday 26 November 12.01 am to Sunday 27th November 2022 9.00pm

Lambton Quay (Whitmore Street to Willis Street)

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Stout Street (Ballance Street to Lambton Quay)

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Kilbirnie Christmas Parade

Sunday 4 December 2022 6.00am to Midday

Bay Road (between Rongotai Road and Coutts Street)

Mahora Street (South of entrance Pak'nSave carpark)

Rolling parade

Mahora Street, Rongotai road, Bay road, Coutts Street.

Alexandra Hillclimb

Sunday 19 March 2023 7.00am to 6.00pm

Alexandra Road (Constable Street to Lookout Road).

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 13 May 2022. Please send correspondence to Street Activities at mailing address **PO Box 2199 Wellington** or by email Street.activities@wcc.govt.nz.

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

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

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THE
DOMINION POST

30 Apr 2022



WCC, AAM

Event Name: A Very Welly Christmas

From: 26/11/2022 12:01:00 am Until: 27/11/2022 9:00:00 pm

Event Type: Road Closure

Event Details:

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

ALEXANDRA ROAD SEALED HILL CLIMB SUNDAY 19 MARCH 2023 7.00AM TO 6.00PM

1. Description of Event

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

The proposed road closures to vehicles and cyclists and scooters, are as follows: Alexandra Road Sealed Hill Climb: Sunday 19 March 2023 (7.00am to 6.00pm).

- **Alexandra Road** (between Constable Street to Lookout 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

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

Organisers are aware of concerns around the perception of motorsport and the use of fossil fuels. The advances being made in technologies for alternative fuels is now allowing electric and hybrid vehicles to be used at the club level of motorsport. Availability of suitable vehicles will continue to be a hindrance, as it is for normal road cars, but developments like those seen with Haydon Paddon's electric rally car, and with the EV series cars overseas (where Emma Gilmour recently signed on as a driver for McLaren as an example) will see that technology flow down over time.

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

2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 30 May 2022
- Social Media, Wednesday 11 May 2022
- Twitter, Tuesday 3 May 2022
- Facebook, Tuesday 3 May 2022
- Have your say, Tuesday 3 May 2022

This is a regular annual event and there was an issue from a member of the public. This is included in the objections.

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 has been an objection from the 2022 event for this road closure.

- Dangerous event should not be run on public road, this should be in a car velodrome like Formula 1.
- Trail tracks around Mount Victoria should have signage
- Shouldn't be able to travel over the speed limit in public places
- Noise able to be heard by the Wind needle sculpture

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 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 7.00am to 6.00pm on Sunday 19 March 2023.
- 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.

REGULATORY PROCESSES COMMITTEE

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- 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.
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- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- 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



Proposed Road Closures

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Johnsonville Christmas Parade

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Wanaka Street (6am to 4pm)

Dr Taylor Terrace (6am to 1.30pm)

Moorefield Road (between Haumia Street and Johnsonville Road roundabout 10.45am to 12.00pm)

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Broderick Road (Phillip Street to Johnsonville Road 11am to 12.30pm)

Johnsonville Road (from Fraser Avenue intersection to Moorefield Road roundabout 11am to 12.30pm)

Frankmoore Avenue (between Earp Street and Moorefield Road 11am to 12.30pm)

Moorefield Road (western side from Wanaka Street to Frankmoore Avenue)

No parking 6.30am to 3.00pm)

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Phillip Street Frankmoore Avenue (Phillip Street to Earp Street)

Detour route Johnsonville Road, Fraser Avenue, Haumia Street Bannister Avenue, Broderick Road.

Shelly Bay Sealed Sprint

Sunday 6 November 2022 7.00am to 6.00pm

Massey Road (North entrance of Shelly Bay Défense Base to Northern end of Scorching Bay Reserve).

A Very Welly Christmas

Saturday 26 November 12.01 am to Sunday 27th November 2022 9.00pm

Lambton Quay (Whitmore Street to Willis Street)

Ballance Street (Old Bailey side entrance to Lambton Quay)

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Bay Road (between Rongotai Road and Coutts Street)

Mahora Street (South of entrance Pak'nSave carpark)

Rolling parade

Mahora Street, Rongotai road, Bay road, Coutts Street.

Alexandra Hillclimb

Sunday 19 March 2023 7.00am to 6.00pm

Alexandra Road (Constable Street to Lookout Road).

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

Wellington City Council

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**THE
DOMINION POST**

30 Apr 2022



Event Name: Alexander Rd Hill Climb

From: 19/03/2023 7:00:00 am Until: 19/03/2023 6:00:00 pm

Event Type: Road Closure

Event Details:

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

CUBA DUPA

FRIDAY 24 MARCH 2023 11.59 PM TO MONDAY 27 MARCH 2023 3.00AM

1. Description of Event

Cuba Dupa is an iconic family event where for two days pedestrians take over the streets to showcase and celebrate Wellington's Cuba quarter and surrounds. The diverse programme will include street performances, site-specific installations, music and performance, feature events and zones. Hospitality and community participation. Cuba Dupa will encourage participants to engage in interactive activities and be entertained in surprising and fun ways whilst exploring and rediscovering all the nooks and crannies of the Cuba quarter.

The proposed road closures to vehicles and cyclists and scooters, are as follows: Cuba Dupa: Friday 24th March 2023 to Monday 27 March 2023 (11.59pm to 3.00am).

- **Cuba Street** (between Arthur Street/Karo Drive and Wakefield Street)
- **Manners Street** (between Taranaki Street and Victoria Street)
- **Marion Street** (lower end, between Ghuznee and Swan Lane)
- **Dixon Street** (between Taranaki Street and Victoria Street)
- **Eva Street** (off Dixon Street)
- **Garrett Street** (off Cuba Street)
- **Ghuznee Street** (between Taranaki Street and Victoria Street)
- **Egmont Street** (between Ghuznee Street and Dixon Street – restricted access)
- **Leeds Street** (off Ghuznee Street)
- **Inglewood Place** (between Taranaki Street and Dixon Street)
- **Abel Smith Street** (between Taranaki Street and Victoria Street)
- **Wigan Street** (western section off Abel Smith Street)
- **Kensington Street**
- **Kelvin Grove**
- **Swan Lane**
- **Furness Lane**
- **Lukes Lane**
- **Victoria Street Slip Lane**

Lane closure on Vivian Street Saturday 25 March 2023 7pm to Sunday 26 March 2023 5am to allow for safe passage of pedestrians to cross Vivian Street at Key event times.

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

Cuba Dupa is committed to improving and promoting sustainable practice in NZ festivals. From the inception of the event, organisers have worked closely with some of Wellington's waste guidelines and goals have been implemented and measured each year. Organisers are working towards making Cuba Dupa a Zero Waste event. Some key focuses are ensuring that all participating street food stalls are required to serve in compostable packaging, and the reusable bags and cups are exclusively used throughout the site. In 2021, Cuba Dupa achieved a 68% diversion rate from landfill. Organisers are aiming to get this to 75% in 2023.

2. Events Directorate Support

The Events Unit has no objection to this event.

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 7 May 2022
- Social Media, Wednesday 11 May 2022
- Twitter, Tuesday 3 May 2022
- Facebook, Tuesday 3 May 2022
- Have your say, Tuesday 3 May 2022

This is a regular annual event and previously there have been no issues.

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 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 11.59pm to 3.00am on Friday 24 March 2023 to Monday 27 March 2023.
- 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.
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- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- 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

REGULATORY PROCESSES COMMITTEE

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Maria Taumaa

Prepared By

Maria Taumaa

Street Activities Coordinator

Approved By

Jacqui Austin

Team Leader Street Activities and Audit Coordination



Proposed Road Closures

The Regulatory Processes Committee will meet on Wednesday 8 June 2022 to consider the following temporary road closure for Events.

St James Theatre Re-opening 2 July 2022 4pm to 10pm.
Courtenay Place (Westbound from Tory Street to Taranaki Street)

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 20 May 2022. Please send correspondence to Street Activities at mailing address **PO Box 2199 Wellington** or by email Street.activities@wcc.govt.nz.

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

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Proposed Road Closures

The Regulatory processes Committee will meet on Wednesday 8 June 2022 to consider the following temporary road closure for Events.

Cuba Dupa 2023

Friday 24 March 2023 (11.59pm) to

Monday 27 March 2023 (3.00am)

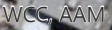
- Cuba Street (between Arthur Street/Karo Drive and Wakefield Street)
- Manners Street (between Taranaki Street and Victoria Street)
- Marion Street (Lower End, between Ghuznee and Swan Lane)
- Dixon Street (between Taranaki Street and Victoria Street)
- Eva Street (off Dixon Street)
- Garrett Street (Off Cuba Street)
- Ghuznee Street (between Taranaki Street and Victoria Street)
- Egmont Street (between Ghuznee Street and Dixon Street - restricted access)
- Leeds Street (Off Ghuznee Street)
- Inglewood Place (between Taranaki Street and Dixon Street)
- Abel Smith Street (between Taranaki Street and Victoria Street)
- Wigan Street (western section off Abel Smith Street)
- Kensington Street
- Kelvin Grove
- Swan Lane
- Furness Lane
- Lukes Lane
- Victoria Street Slip Lane
- Lane closure on Vivian Street Saturday 25 March 2023 7pm to Sunday 26 March 2023 5am to allow for safe passage of pedestrians to cross Vivian Street at Key event times.

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 20 May 2022. Please send correspondence to Street Activities at mailing address **PO Box 2199 Wellington** or by email Street.activities@wcc.govt.nz.

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

Wellington City Council
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From: 24/03/2023 11:59:59 pm Until: 27/03/2023 3:00:00 am

Event Details: Parking Restrictions begin from 9pm on Friday 24th March 2023

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

ST JAMES THEATRE RE-OPENING SATURDAY 2 JULY 2022 4PM TO 10PM

1. Description of Event

Wellington City Council propose to celebrate the anticipated reopening of the much-loved St James Theatre following an extensive seismic upgrade. The reopening will also celebrate Wellingtons walkable theatre district encompassing St James Theatre, The Opera House, Te Auaha, Hannah Playhouse, Bats Theatre and Circa Theatre.

The focal point of the celebrations will be small stage set up on the edge of Courtenay Park, within the road closure area. Programme of activities will run from 5.30pm to 8.00pm.

The proposed road closures to vehicles and cyclists, and scooters, are as follows: St James Theatre Re Opening: Saturday 2 July 2022 (4.00pm to 10.00pm).

- **Courtenay Place** (Westbound from Tory Street to Taranaki Street)

Please refer to the map attachment for further detail.

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

Climate Change

The event will be promoted online via social media channels etc, and as with all our events, use of public transport, cycling, carpooling and walking will be encouraged.

The event will not involve food and beverage other than that supplied by existing permanent vendors in the general area.

2. Events Directorate Support

The Events Unit has no objection to this event.

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 7 May 2022
- Social Media, Wednesday 11 May 2022
- Twitter, Wednesday 11 May 2022
- Facebook, Wednesday 11 May 2022
- Have your say, Wednesday 11 May 2022

This is a one-off event for the St James Theatre Re opening.

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 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 4.00pm to 10.00pm on Saturday 2 July 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.

REGULATORY PROCESSES COMMITTEE

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- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- 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



Proposed Road Closures

The Regulatory Processes Committee will meet on Wednesday 8 June 2022 to consider the following temporary road closure for Events.

St James Theatre Re-opening 2 July 2022 4pm to 10pm.
Courtenay Place (Westbound from Tory Street to Taranaki Street)

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 20 May 2022. Please send correspondence to Street Activities at mailing address **PO Box 2199 Wellington** or by email Street.activities@wcc.govt.nz.

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Proposed Road Closures

The Regulatory processes Committee will meet on Wednesday 8 June 2022 to consider the following temporary road closure for Events.

Cuba Dupa 2023

Friday 24 March 2023 (11.59pm) to

Monday 27 March 2023 (3.00am)

- Cuba Street (between Arthur Street/Karo Drive and Wakefield Street)
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Event Name: St James Theatre Re-opening

From: 2/07/2022 4:00:00 pm

Until: 2/07/2022 10:00:00 pm

Event Type: Road Closure

Event Details:

TRAFFIC RESOLUTIONS

Kōrero taunaki

Summary of considerations

Purpose

1) This report to Pūroro Hātepe | Regulatory Processes Committee to consider the Traffic Resolutions outlined in the report for approval.

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

- 2) TR56-22 Wellington Central, Wellington - Increase in metered parking time restrictions: Resolution 13 of Item 2.2, Annual Plan/Long Term Plan Committee, 18 February 2021.
- 3)
- 4) Agree that time limit for after hours and weekend parking be increased from 2 hour to 3 hours from 1 July 2022.
- 5)
- 6) TR69-22c Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces: Resolution 7 of Item 2.2 Te Kaunihera o Pōneke | Council, 24 February 2022.
- 7)
- 8) Agree to return to all-day paid parking terms at Barnett St car park.

Significance

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

Financial considerations

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

Risk

| ☐ Low | ☒ Medium | ☐ High | ☐ Extreme

Authors	Sharon Bennett, Project Coordinator Wendy Ferguson, Project Coordinator
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. TR50-22 Donald Street, Karori – School Bus Stop time limit change
 - b. TR51-22 Station Road, Khandallah – No Stopping At All Times
 - c. TR52-22 Tinakori Road, Thorndon - No Stopping At All Times
 - d. TR53-22 Ganges Road, Khandallah - Time Restricted change to Loading zone Parking
 - e. TR54-22 Waru Street, Khandallah - No Stopping At All Times
 - f. TR56-22 Wellington Central, Wellington - Increase in metered parking time restrictions
 - g. TR57-22 Braemar Terrace, Johnsonville – No Stopping At All Times
 - h. TR58-22 Chaffers Street, Te Aro – Bus layover parking
 - i. TR62-22 View Road, Houghton Bay – No Stopping At All Times
 - j. TR63-22 Highbury Road, Highbury – No Stopping At All Times
 - k. TR64-22 Wade Street, Wadestown - No Stopping At All Times (Amended)
 - l. TR 65-22 – Hobson Street, Thorndon - Proposed P120 parking changes
 - m. TR66-22 Karepa Street, Brooklyn – No Stopping At All Times
 - n. TR67-22 – Kellsmere Crescent, Island Bay – No Stopping At All Times
 - o. TR68-22 Kelburn Parade, Kelburn – Bus Stop #4915 relocation
 - p. TR69-22 - Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces
 - q. TR70-22 Marine Parade, Seatoun - No Stopping At All Times
 - r. TR71-22 Chesterton Street– No Stopping At All Times
 - s. TR72-22 Park Road, Miramar – Motorcycle Parking
 - t. TR73-22 The Terrace, Wellington Central – Metered Mobility Parks
 - u. TR74-22 Wakefield Street, Te Aro – Metered Mobility Parks
 - v. TR075-22 Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces; Remove one P120 parking space
 - w. TR77-22 Newtown Avenue, Newtown – Loading Zone
 - x. TR78-22 Rembrandt Avenue, Tawa – No Stopping At All Times

Whakarāpopoto

Executive Summary

3. A total of twenty-six proposed traffic resolutions were issued for consultation between Monday 11 April 2022 and Sunday 8 May 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-four traffic resolutions are being recommended for approval (refer to recommendations).
4. TR56-22 Wellington Central, Wellington - Increase in metered parking time restrictions, is the result of a resolution made at the 18 February 2021 Annual Plan/Long Term Plan Committee to support Council efforts to encourage people back into the central city following the COVID-19 restrictions. The effective date of this change was to be 1 July 2022. The decision to make this change was reconfirmed on 24 February Council meeting where it was noted that work was underway to extend P120 (2 hours) time limits to P180 from 5pm Monday to Friday across the city and in the weekends between 8am and 8pm. Payment for the additional hour would still be required.
5. TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces, is the result of a resolution made at Te Kaunihera o Pōneke | Council on 24 February 2022 to support Council efforts to encourage people back into the central city following the COVID-19 restrictions.
6. Two traffic resolutions were deferred for the following reasons:
 - TR55-22 Lakewood Avenue, Churton Park - No Stopping At All Times
Deferred for further investigation due to concerns from some residents regarding speed being the main cause of the safety issues in the area. These speeding issues will be investigated and if justifiable, officers will look at a mitigation plan.
 - TR59-22 Gavaskar Place, Khandallah - No Stopping At All Times
Deferred for further investigation due to negative feedback received. Residents have asked for the proposed broken yellow lines to be moved to the opposite side of the road. Officers will undertake a new assessment of the area and if justifiable, we will be proposing new broken yellow lines as part of a new traffic resolution.

Takenga mai

Background

7. Twenty-six proposed traffic resolutions were publicly advertised in the Dominion Post on Monday 11 April 2022. Copies were hand delivered to all properties in the affected area and electronic copies were sent to local Ward Councillors, 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.
8. TR56-22 As part of the deliberations on the development of the current Long Term Plan – The Council agreed that time limits for after hours and weekend parking be

increased from 2 hour to 3 hours from 1 July 2022. There is broad support from the business community for parking hours to be extended.

9. Implementing this resolution is not expected to have a significant impact on revenue in the 2022/23 financial year as there will still be requirement to pay for metered parking.
10. Signage does not need to be replaced as existing signage does not refer to P120. It does refer to the area being a metered parking area and the time limits are made clear at the meter and on the parking app.
11. TR69-22: Barnett Street moved from all-day parking to hourly-rate parking (four hour limit) to provide overflow on-street style parking to reduce the impact of the a reduction on-street parking in the central city.
12. The car park has not been widely utilised since the change to hourly rate parking, likely due to coinciding with COVID-19 restrictions. The reversion to all-day parking is supported by the business community.

Kōrerorero

Discussion

13. 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

14. The attached 'Traffic Resolutions Summary Table RPC 8 June 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

15. 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

16. Twenty-six proposed traffic resolutions were publicly advertised in the Dominion Post on Monday 11 April 2022. Copies were hand delivered to all properties in the affected area and electronic copies were sent to local Ward Councillors, 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

17. Not applicable.

Financial implications

18. The funding for all works required in implementing these Traffic Resolutions can be met through existing budget.

Legal considerations

19. The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the Bylaws.

Risks and mitigations

20. None identified.

Disability and accessibility impact

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

Climate Change impact and considerations

22. 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

23. Not required.

Health and Safety Impact considered

24. 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

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

Attachments

- Attachment 1. TR50-22 Donald Street, Karori - School Bus Stop time limit change.pdf
- Attachment 2. TR51-22 Station Road, Khandallah - No Stopping At All Times.pdf
- Attachment 3. TR52-22 Tinakori Road, Thorndon - No Stopping At All Times.pdf
- Attachment 4. TR53-22 Ganges Road, Khandallah - Time Restricted change to Loading zone Parking .pdf
- Attachment 5. TR54-22 Waru Street, Khandallah - No Stopping At All Times .pdf
- Attachment 6. TR56-22 Wellington Central, Wellington - Increase in metered parking time restrictions.pdf
- Attachment 7. TR57-22 Braemar Terrace, Johnsonville - No Stopping At All Times
- Attachment 8. TR58-22 Chaffers Street, Te Aro - Bus layover parking
- Attachment 9. TR62-22 View Road, Houghton Bay - No Stopping At All Times
- Attachment 10. TR63-22 Highbury Road, Highbury - No Stopping At All Times
- Attachment 11. TR64-22 Wade Street, Wadestown - No Stopping At All Times (Amended)
- Attachment 12. TR65-22 Hobson Street, Thorndon - Change P120 parking restrictions
- Attachment 13. TR66-22 Karepa Street, Brooklyn - No Stopping At All Times
- Attachment 14. TR67-22 Kellsmere Crescent, Island Bay - No Stopping At All Times
- Attachment 15. TR68-22 Kelburn Parade, Kelburn - Bus Stop Parking Changes
- Attachment 16. TR69-22 Barnett Street Car Park, Te Aro - Increase in time restrictions and operating hours
- Attachment 17. TR70-22 Marine Parade, Seatoun - No Stopping At All Times
- Attachment 18. TR71-22 Chesterton Street, Johnsonville - No Stopping At All Times
- Attachment 19. TR72-22 Park Road, Miramar - Motorcycle Parking
- Attachment 20. TR73-22 The Terrace, Wellington Central - Metered Mobility Parks
- Attachment 21. TR74-22 Wakefield Street, Te Aro - Metered Mobility Parks
- Attachment 22. TR75-22 Frankmoore Avenue, Johnsonville - Alterations to mobility parking spaces; Remove P120 parking space
- Attachment 23. TR77-22 Newtown Avenue, Newtown - Loading Zone
- Attachment 24. TR78-22 Rembrandt Avenue, Tawa - No Stopping At All Times
- Attachment 25. Traffic Resolutions Summary Table RPC June 2022
- Attachment 26. Table of Traffic Resolutions Legal Description RPC 8 June 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:

Reference	TR50-22 Donald Street, Karori – School Bus Stop time limit change
What we'd like to do	<ul style="list-style-type: none">To extend the existing school bus stop duration from Mon – Fri 8:00am – 3:00pm to Mon-Fri 8:00am - 4:30pm.
Why we are proposing the change	<ul style="list-style-type: none">Council has received requests from the parents of students at Wellesley College to change the school bus stop operating hours.After 3:00pm, when school buses arrive at the bus stop located between no. 23 to no.25, cars are already parked at the bus stop. This results in the bus driver having to pick up students in the live traffic lane, creating an unsafe arrangement.The Wellesley School bus continues operating after 3:00pm. Therefore, extending the school bus stop operating hours from 8:00am-3:00pm to 8:00am - 4:30 pm allows a safer arrangement to pick up the school students.
Location – where we propose to make the change	Donald Street, Karori - opposite no.25 - no.27.
Impact	<ul style="list-style-type: none">Improved safety for all school bus users by eliminating an unsafe boarding arrangement.Net parking impact – there will be no loss of parking availability except for an hour extension.Bus patron impact – positive as school students will be able to board safely instead of boarding the bus in a live traffic lane.
How this relates to the parking policy	<ul style="list-style-type: none">Support shift in type of transport used – facilitate a shift to using active (e.g. walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.
Additional Information	<ul style="list-style-type: none">Average daily traffic count – 2,122To 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

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Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 2022.3. If approved, the proposal will be installed within the following three months.

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LEGEND

- Existing White Roadmarking
- Existing School Bus Stop
- Existing Broken Yellow Lines

SCALE 1:250 ORIGINAL SIZE

0 2.5 5 7.5 10 12.5 15

**Donald Street, Karori
Proposed school Bus Stop**

Drawn: YM	Designer: VM	Project:
Drafting Check	Design Check	
Approved (Project Director)	Date:	
Scale: (A4 1:250)	A4	Drawing Ref: DIV

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Me Hēke Ki Ponoke

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
Donald Street	<i>Bus Stop, 8.00am to 3.00pm, Monday to Friday, during the school term</i>	<i>West side, commencing 142 metres west of its intersection with Scapa Terrace (Grid coordinates, x=1745980.7 m, y=5427950.5 m), and extending in a northerly direction following the western kerb line for 22 metres.</i>

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

Column One	Column Two	Column Three
Donald Street	<i>Bus Stop, 8.00am to 4.30pm, Monday to Friday, during the school term</i>	<i>West side, commencing 142 metres west of its intersection with Scapa Terrace (Grid coordinates, x= 1745980.7 m, y=5427950.5 m), and extending in a northerly direction following the western kerb line for 22 metres.</i>

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

Approved By: Brad Singh **(Manager Transport & Infrastructure)**

Date: 24/05/2022

Feedback Received

Feedback Received:

Name: Andrew
Suburb: Miramar
Agree: Yes

Responds practically to an unsafe situation.

Officer's Response:

Thank you for your feedback on TR 50-22 Donald Street, Karori— School Bus Stop time limit change.

Name: Mike on behalf of Living Streets Aotearoa
Suburb: Not Stated
Agree: Yes

We support those that support pedestrians (of all descriptions) and public transport, which include:

- those that support mode shift, including:

TR50-22 Donald Street, Karori – School Bus Stop time limit change.

Officer's Response:

Thank you for your feedback on TR 50-22 Donald Street, Karori— School Bus Stop time limit change.

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	TR51-22 Station Road, Khandallah – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none">• Install 14 metres of No Stopping At All Times along the southern side of Station Road.
Why we are proposing the change	<ul style="list-style-type: none">• Council has received safety concerns from the community regarding vehicle queuing outside no.8 Station Road, which is in proximity to the railway crossing.• When traffic backs up at the intersection of Station Road with Box Hill Road, vehicles at this point do not have adequate space to safely wait for the queue to reduce.• To prevent vehicles from getting stuck dangerously on the railway crossing due to vehicles ahead in a stationary queue. There are BYLs installed however these need to be extended to the wider section of the road to be effective.• To prevent vehicles from getting stuck by queuing traffic at the railway crossing, we propose the installation of broken yellow lines.
Location – where we propose to make the change	Station Road, Khandallah – outside no.8
Impact	<ul style="list-style-type: none">• Improves accessibility for vehicles travelling on the narrow section of Station Road.• Net parking impact – removal of 2 unrestricted parking space.• Pedestrian impact – no change as there is no alteration to the pedestrian facilities.
How this relates to the parking policy	<ul style="list-style-type: none">• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 3,039• 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

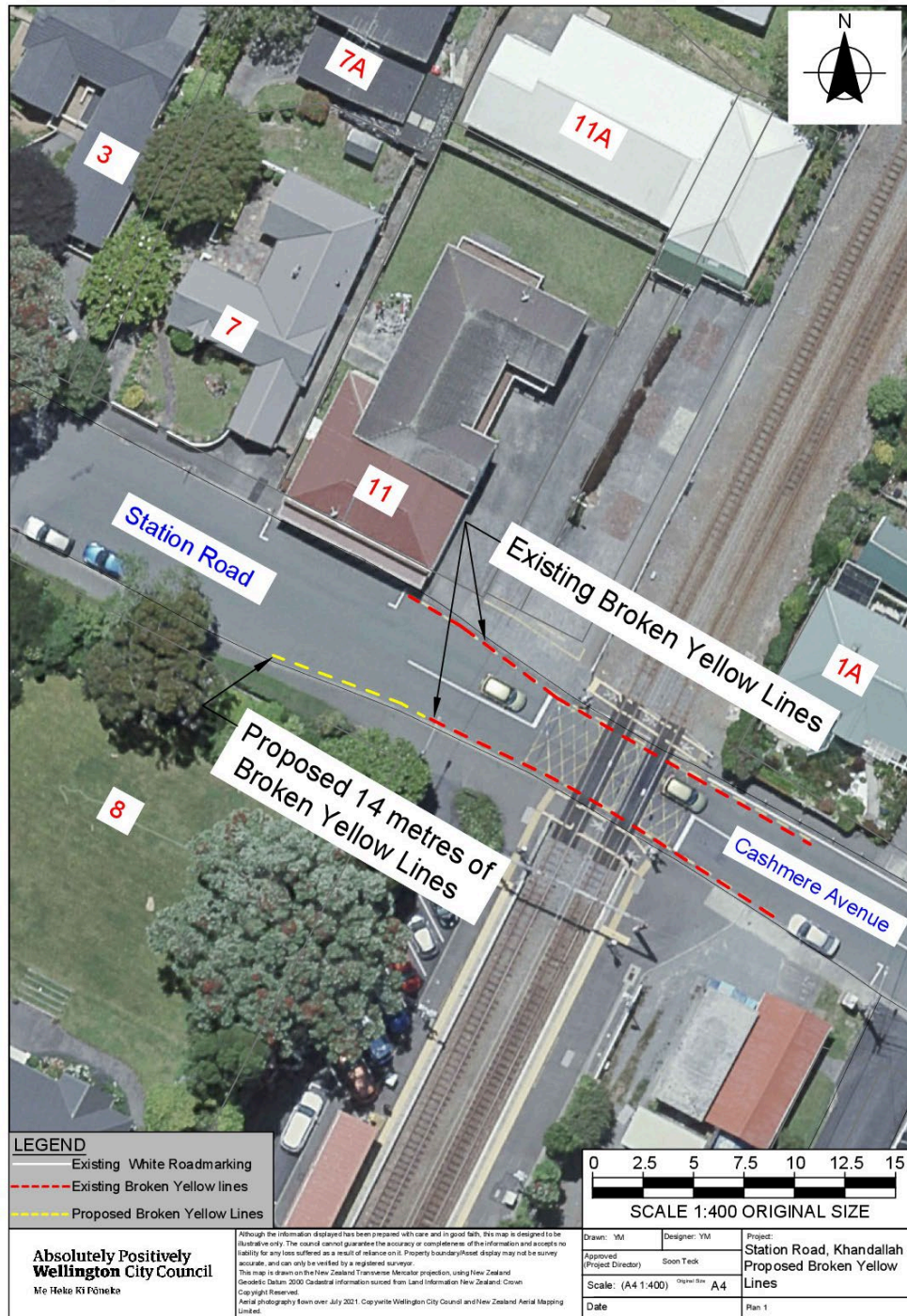
We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 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: TR 51-22 Station Road, Khandallah – No Stopping At All Times



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Station Road	<i>No stopping, at all times.</i>	<i>South side, commencing 71 metres east of its intersection with Burma Road (Grid coordinates $x=1,750,202,34m$, $y=5,432,826,28m$) and extending in an easterly direction following the southern kerbline for 43 metres to its intersection with Cashmere Avenue.</i>

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

Approved By: Brad Singh **(Manager Transport & Infrastructure)**

Date: 24/05/2022

Feedback Received

Feedback Received:

Name: Andrew
Suburb: Miramar
Agree: Yes

Responds practically to an unsafe situation.

Officer's Response:

Thank you for your feedback on TR51-22 Station Road, Khandallah – No Stopping At All Times

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

Name: JJWJr
Suburb: Khandallah
Agree: Yes

Seems to be a safety enhancing change.

Officer's Response:

Thank you for your feedback on TR51-22 Station Road, Khandallah – No Stopping At All Times

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:

Reference	TR52-22 Tinakori Road, Thorndon – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none">• Extend the No Stopping At All Times by 7 metres along the northern side of Tinakori Road to remove an existing P120 coupon parking.
Why we are proposing the change	<ul style="list-style-type: none">• Council has received traffic delay concerns from drivers travelling along Tinakori Road, on the approaches to the intersection of Tinakori Road with Harriett Street.• Traffic volumes on this section of Tinakori Road are typically medium to high with congestion issues occurring at multiple times of the day• The single existing P120 coupon parking space outside no.242A Tinakori Road close to the traffic lights causes long vehicle queues southwards along Tinakori Road, for drivers travelling north along Tinakori Road and turning right onto the motorway.• To improve the traffic flow during peak hours, we propose to remove one P120 coupon parking space and install broken yellow lines.
Location – where we propose to make the change	Tinakori Road, Thorndon – outside no.242A
Impact	<ul style="list-style-type: none">• Improves traffic flow for vehicles travelling on this section of Tinakori Road.• Net parking impact – removal of one P120 coupon parking space.• Pedestrian impact – no change as there is no alteration to the pedestrian facilities.
How this relates to the parking policy	<ul style="list-style-type: none">• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 11,441• 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

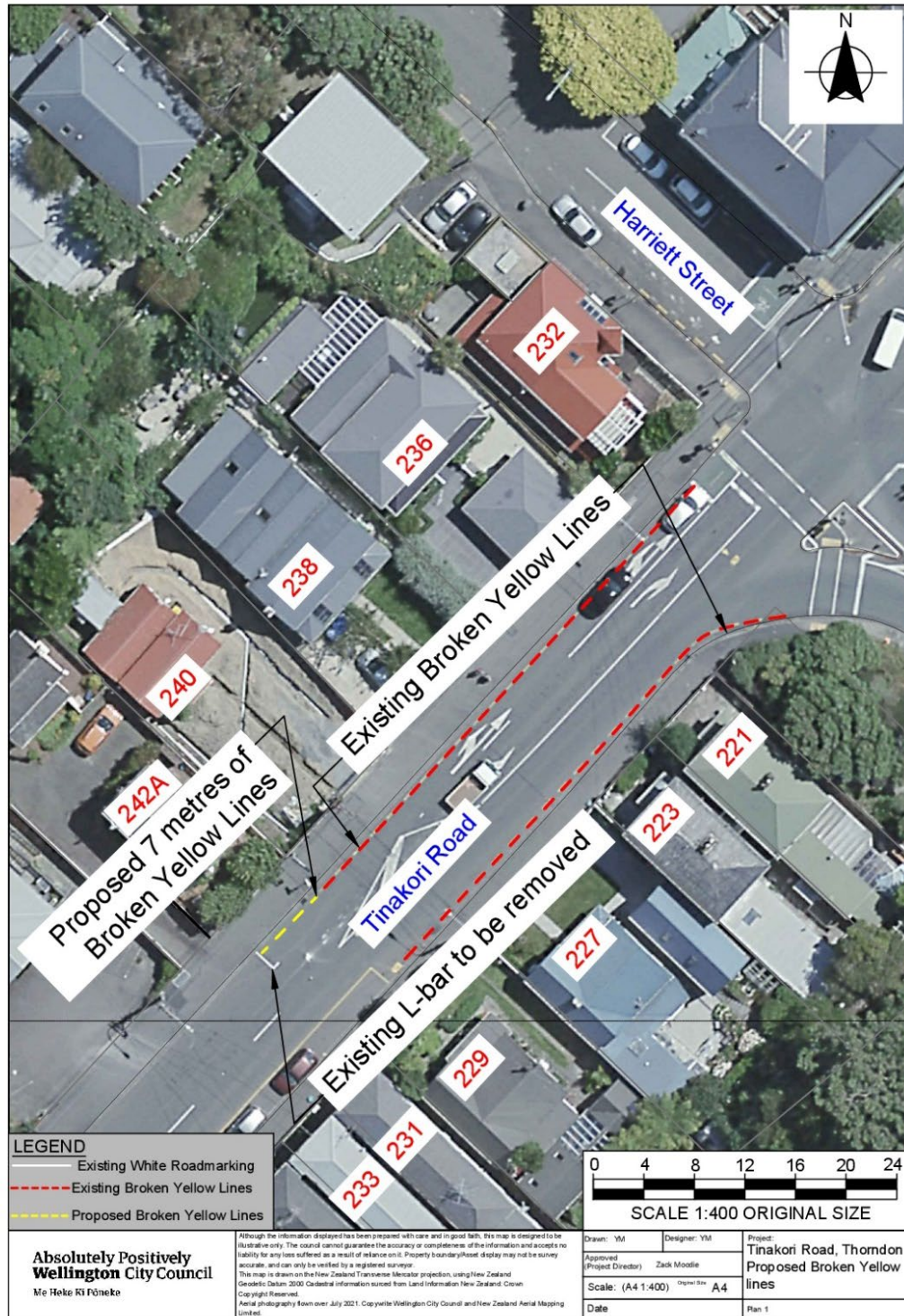
We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 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: TR 52-22 Tinakori Road, Thorndon – No Stopping At All Times



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
<i>Tinakori Road</i>	<i>No stopping, at all times.</i>	<i>West side, commencing 131 metres north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 46 metres.</i>

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

Column One	Column Two	Column Three
<i>Tinakori Road</i>	<i>No stopping, at all times.</i>	<i>West side, commencing 170 metres north of its intersection with Upton Terrace Road (Grid coordinates x=1,748,290,95m, 5,428,921,62m) and extending in a northerly direction following the western kerbline for 50 metres.</i>
<i>Tinakori Road</i>	<i>No stopping, at all times.</i>	<i>South side, commencing of its intersection with Harriett Street (Grid coordinates x=1,748,446,00m, y= 5,429,088,99m) and extending in a southerly direction following the Southerly kerbline for 50 metres.</i>

Prepared By: Yohannes Mesfun (Graduate Transport Engineer)

Approved By: Brad Singh (Manager Transport & Infrastructure)

Date: 24/05/2022

Feedback Received

Feedback Received:

Name: Angela

Suburb: Thorndon

Agree: Yes



This carpark currently not only creates traffic congestion, but it also hinders our ability to leave our driveway. Because the street is narrow and there are always cars parked on the other side of the road, if the person parking in this carpark parks even slightly over the white line, it makes it very difficult for us to get around it to turn left (this happens often). We would appreciate it if it could be removed so we can leave our driveway more easily, without risking damaging our car or the cars parked on the other side of the road - we are normally unable to use it for our guests anyway, as it is usually taken by nearby residents. Additionally, we would appreciate it if you could please extend the yellow lines even further, to go to the driveway of the dentist - cars often park in the space between the two driveways (which is currently unmarked), but the space is not quite big enough for a normal sized car, so the cars normally partially block our driveway, making it even more difficult for us to leave, especially if the other (marked) carpark is taken. I have attached a photo as an example of when this has happened. As I was taking this photo (which was just before we left our house), someone arrived to park in the marked carpark. Thankfully they must have seen me worrying about how we would get out of our driveway, and they parked far enough forward that we could swerve into the marked carpark to turn right.

Officer's Response

Thank you for your feedback on TR52-22 Tinakori Road, Khandallah – No Stopping At All Times.

Parking within one metre of a vehicle crossing or driveway is illegal, and this is clearly outlined in the New Zealand (NZ) Road Code. All drivers are expected to be aware of the Road Code and may be subject to enforcement action if they park illegally. For this reason, Wellington City Council will only consider

installing road markings where there are at least 3 reports of enforcement action within 12 months, which indicates the need to take additional measures.

While we appreciate this parking behaviour is inconvenient, we do not have a sufficient amount of complaints regarding illegal parking close to this driveway. If you notice a vehicle is parked within one metre of this vehicle crossing and blocking access, please call 04 499 4444 with the details of the vehicle.

Given the space available for parking outside no.242 is not suitable for a standard vehicle, we will be able to install 4 metres of broken yellow lines to remove the small space between no.242 and no. 246 under our process of Delegated Authority. We will assign an officer to work on this enquiry individually.

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

Name: Barbara

Suburb: Thorndon

Agree: No

I live at [REDACTED] Tinakori Rd and pay considerable rates (which have gone up faster than inflation for the last 30 years) for no improvement in service.

- 1) First of all, your feedback instructions are impossible to follow and wasted a lot of my time hence this email.
- 2) I oppose the removal of the car park space at 242A. This space is useful for tradespeople and people visiting the dentist. Tradespeople who have visited me have used it and will be inconvenienced by its removal as there is nowhere close for them to park.
- 3) Part of the increase is traffic buses using Tinakori Rd to return to their depot on Old Hutt Road. As there are no bus services on Tinakori Rd it's a bit rich for us to put up with all the noise, diesel fumes etc from some very old buses (so disappointing you got rid of the trolley buses).
- 4) Traffic speeds through the junction and the need to slow down by virtue of the car park space is beneficial for us as it makes the road safer.

Officer's Response

Thank you for your feedback on TR52-22 Tinakori Road, Khandallah – No Stopping At All Times.

Thank you for your feedback on that. Our proposal aims to ease traffic flows 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. Our investigation identified that businesses in the area have enough off-street parking for their customers. Furthermore, our proposal offers minimal parking loss.

With regards traffic speeds, parked vehicles discourage drivers from speeding as cars parked and give drivers the impression of a narrow road, encouraging greater care when driving. However, parked vehicles also reduce the traffic flow, so to improve the traffic flow during peak hours, we propose to remove one P120 coupon parking space by installing broken yellow lines.

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

Name: Gajan

Suburb: Ngaio

Agree: Yes

Tinakori Rd is a major thoroughfare road and is already far too narrow for two-way traffic and parking. Any moves to improve unimpeded 2-way flow along the road is positive.

Officer's Response

Thank you for your feedback on TR52-22 Tinakori Road, Khandallah – No Stopping At All Times.

Name: Andrew

Suburb: Miramar

Agree: Yes

A sensible change, parking should not take priority over movement.

Officer's Response

Thank you for your feedback on TR52-22 Tinakori Road, Khandallah – No Stopping At All Times

We are proposing a change in your area

Kia ora,

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

Proposal:

Reference	TR53-22 Ganges Road, Khandallah – Time Restricted Parking change to Loading Zone
What we'd like to do	<ul style="list-style-type: none">• To convert one existing P60 time-restricted parking outside the Khandallah Library to a loading zone.
Why we are proposing the change	<ul style="list-style-type: none">• Council has received a request from a business owner to convert one existing P60 carpark space outside the Khandallah Library to a P10 loading zone.• There is currently no loading zone in the vicinity for the businesses and delivery trucks have been occupying multiple P60 parking to unload goods.• Officers propose installing one loading zone at this location so there is an efficient use of the time-restricted parking spaces while delivery trucks are service businesses of the area.
Location – where we propose to make the change	Ganges Road, Khandallah – outside no. 11 (Khandallah Library)
Impact	<ul style="list-style-type: none">• Improve public parking availability.• Net parking impact – there will be no loss of parking availability in the area except for the conversion of a time-restricted parking to a loading zone.• Pedestrian impact - no change as there are no alterations to the pedestrian facilities.
How this relates to the parking policy	<ul style="list-style-type: none">• This proposal aligns with the parking policy as it prioritises parking provision for the area. Loading zones or short-term parking spaces allow businesses to load or unload goods.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 3,191• 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

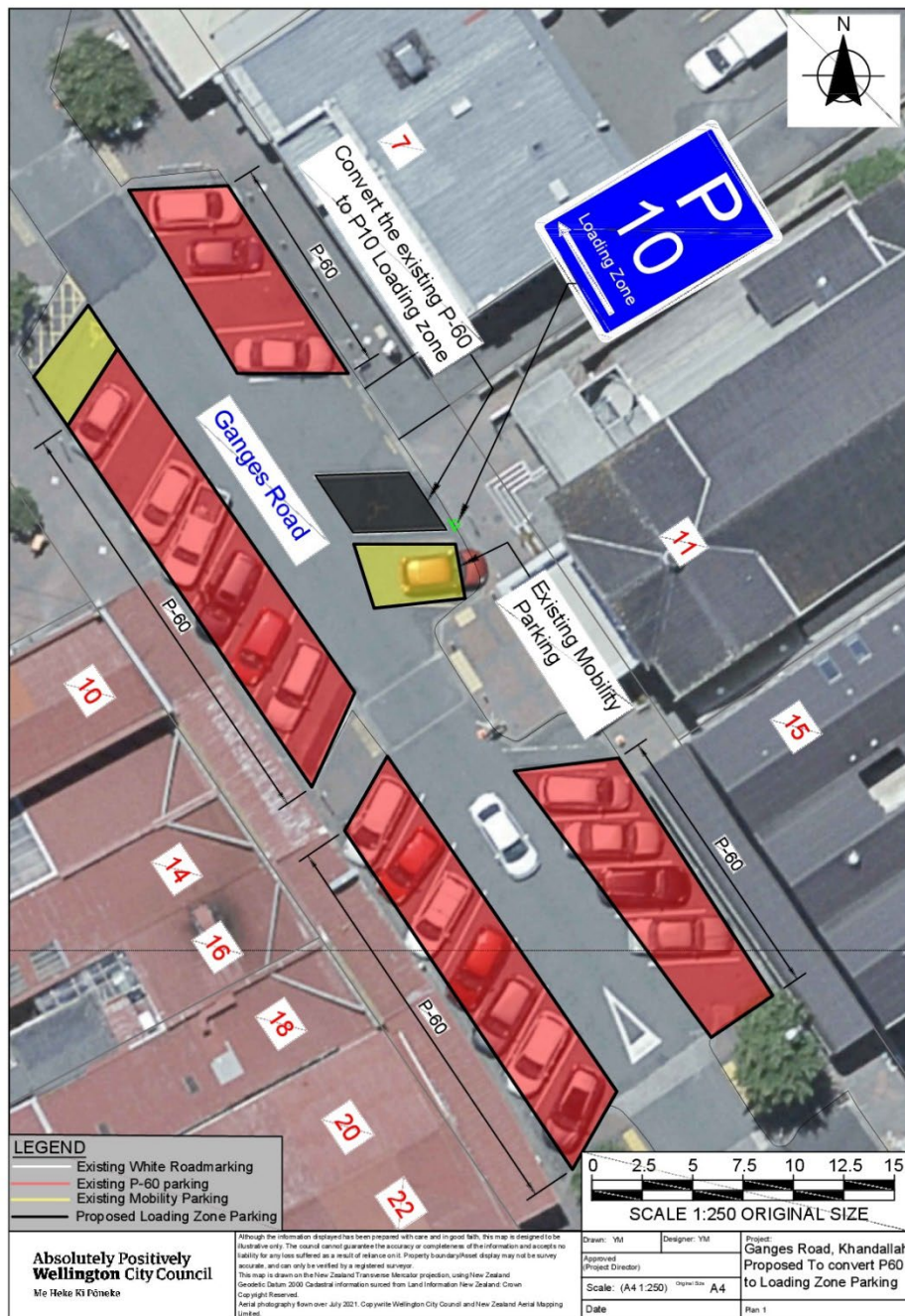
We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 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: TR 53-22 Ganges Road, Khandallah – Time Restricted change to Loading zone 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
Ganges Road	<i>P60 Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 60.8 metres south of its intersection with Agra Crescent (Grid Coordinates x=1,750,048.90 m, y=5,432,352.50 m), and extending in a southerly direction following the eastern kerbline for 2.9 metres. (1 angled space)</i>

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

Column One	Column Two	Column Three
Ganges Road	<i>P10 Loading Zone Monday to Sunday, 8.00am - 6.00pm</i>	<i>East side, commencing 60.8 metres south of its intersection with Agra Crescent (Grid Coordinates x=1,750,048.90 m, y=5,432,352.50 m), and extending in a southerly direction following the eastern kerbline for 2.9 metres. (1 angled space)</i>

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

Approved By: Brad Singh **(Manager Transport & Infrastructure)**

Date: 24/05/2022

Feedback Received

Feedback Received:

Name: Gajan

Suburb: Ngaio

Agree: No

This is valuable parking for users in the region. I am not aware of loading challenges that could not be mitigated by courier drivers or other service companies doing deliveries outside of peak hours.

Officer's Response:

Thank you for your feedback on TR53-22 Ganges Road, Khandallah – Time Restricted Change to Loading Zone.

We support business wellbeing by ensuring that parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.

There is no loading zone parking space in this area which creates difficulty for businesses, so we propose to install one loading zone at this location so that there is an efficient use of the time-restricted parking spaces while delivery trucks are servicing the businesses of the area.

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

Name: Andrew

Suburb: Miramar

Agree: Yes

Good provision of loading zones is essential to a modern efficient city

Officer's Response:

Thank you for your feedback on TR53-22 Ganges Road, Khandallah – Time-Restricted change to Loading Zone.

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:

Reference	TR54-22 Waru Street, Khandallah - No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none">• Install 34 metres of No Stopping At All Times on the eastern side of Waru Street, outside no.40 to no.46.
Why we are proposing the change	<ul style="list-style-type: none">• Council has received concerns from local residents regarding the safety and accessibility along this section of road where the road width is too narrow to allow vehicles to park on both sides of the road and is difficult for buses to get through.• Residents have witnessed near misses at this location. When vehicles are parked on both sides along this section of road, it obstructs forward visibility for drivers when a vehicle or bus comes around the corner from Punjab Street onto Waru Street.• Along this section of Waru Street, the road width is below 6.4 metres, which is insufficient to allow parking on both sides of the road to allow safe traffic thoroughfare.• 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 services and buses, we propose the installation of broken yellow lines along this section of Waru Street.
Location – where we propose to make the change	Waru Street, Khandallah – outside no.40 to no.46
Impact	<ul style="list-style-type: none">• Improves safety and accessibility for vehicles, buses and emergency vehicles travelling along Waru Street.• Net parking impact - removal of approximately five unrestricted parking spaces.
How this relates to the parking policy	<ul style="list-style-type: none">• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count - 576• 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 2022.3. If approved, the proposal will be installed within the following three months.

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

We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Waru Street	<i>No Stopping At All Times</i>	<i>North side, commencing 156 metres from its intersection with Calcutta Street and extending in a westerly direction for 97 metres.</i>

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

Column One	Column Two	Column Three
Waru Street	<i>No Stopping At All Times</i>	<i>West side, commencing 156 metres south of its intersection with Calcutta Street (Grid coordinates X=1,749,956.14m Y=5,431,728.54m) and extending in a southerly direction following the western kerb line for 131 metres.</i>

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

Approved By: Brad Singh **(Manager Transport & Infrastructure)**

Date: 24/05/2022

Feedback Received:

Name: Gajan

Suburb: Ngaio

Agree: No

The road design already doesn't cater for two-way traffic and parking.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR54 -22 Waru Street, Khandallah – No Stopping At All Times.

Due to the road width measuring less than 6.4 metres wide, there is insufficient space for vehicles to park on both sides of the road. Therefore, we are required to remove parking on one side of Waru Street to allow room for emergency vehicles, buses, and large vehicles to travel through. However, there is still sufficient room to allow parking on one side of the road.

Installing these broken yellow lines, also gives drivers better visibility of oncoming traffic when heading around the bend from Punjab Street.

We wouldn't look at making Waru Street a one-way system as it is a bus route, and although narrow at times it is not significantly narrow. While parked vehicles may reduce the traffic flow to a single lane, the traffic volume is low enough that does it not cause excessive delays and there is room for vehicles to pull over and give way.

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

Name: Andrew

Suburb: Miramar

Agree: Yes

It seems that every unsafe parking situation now needs to be marked out, rather than good sense applied when parking. However, WCC should look to do this more comprehensively, if possible, rather than one TR at a time.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR54 -22 Waru Street, Khandallah – No Stopping At All Times.

We are proposing a change in your area

Kia ora,

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

Proposal:

Reference	TR56-22 Wellington Central, Wellington - Increase in metered parking time restrictions
What we'd like to do	<ul style="list-style-type: none">• Increase the time limit metered parking in all areas that are currently P120 (2 hours) to P180 (3hours) between the hours of:<ul style="list-style-type: none">– Monday - Friday 5.00pm to 8.00pm– Saturday - Sunday 8.00am to 8.00pm• Increase the time limit metered parking in all areas that are currently P600 (10 hours) to P720 (12 hours) between the hours of 8:00am – 8:00pm Monday – Sunday
Why we are proposing the change	<ul style="list-style-type: none">• Council has been approached by central city businesses about the on-going detrimental effects of the pandemic and changes in how the public access the Central City. They have requested assistance to support the retail and hospitality sector through this pandemic period.• This proposal is intended to help encourage the public back into the central city.• It will also allow visitors to the city the ability to park for longer periods during the weekday evenings and throughout the weekend.<ul style="list-style-type: none">– The increase in time limits up to 3 hours was implemented as a temporary change from 21 March 2022 until 30 June 2022 as part of the Pandemic Response Plan. This proposal seeks to extend these changes.– Increasing the P600 parks to P720 will align the time limits with the current operating hours.
Location – where we propose to make the change	Central Wellington
Impact	<ul style="list-style-type: none">• There are approximately 2700 P120 metered parking spaces and 340 P600 spaces throughout the Central City.• The increase in time limit will apply from 1 July 2022.• It excludes time restricted but unmetered parking spaces within Central Wellington.• There are no proposed changes to operating hours or fees for the metered parking spaces.

We are proposing a change in your area

How this relates to the Parking Policy 2020	<ul style="list-style-type: none">• Extension of time limits is intended to be a first step on the path to a more comprehensive demand-based pricing strategy. This new approach will look at using price and time restrictions to get the best use of parking spaces to ensure optimal vehicle occupancy and turnover.• Council is focused on supporting business wellbeing and vitality by changing the time limits which is a parking management tool that can support economic activity within the central city.
Additional Information	<ul style="list-style-type: none">• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, you can do so by filling out an online submission form or downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ <p>Please note if you are giving feedback the consultation period opens 9.00am Monday 11 April 2022 and finishes 5.00pm Sunday 8 May 2022.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 31 May 2022.2. The proposal will go to Regulatory Processes Committee on Wednesday 8 June 2022.3. If approved, the proposal will apply from 1 July 2022.

We are proposing a change in your area

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

Traffic Resolution Plan: TR56-22 – Wellington Central – Increase In Metered Parking Times



Day		Zone	Current	Proposed
Monday – Friday		Yellow – Centre Green - Fringe	P120 8.00am – 8.00pm	P120 8.00am – 5.00pm P180 5.00pm – 8.00pm
Saturday – Sunday		Yellow - Centre Green - Fringe	P120 8.00am – 8.00pm	P180 8.00am – 8.00pm
Monday – Sunday		Pink - Outer	P600 8.00am – 8.00pm	P720 8.00am – 8.00pm

Prepared By: Renee Reedy

(Project Advisor)

Approved By: Brad Singh

(Manager Transport & Infrastructure)

Date: 24/05/2022

Feedback Received

Name: David
Suburb: Khandallah
Agree: Yes

The time limit on Saturday and Sunday should be Four hours, rather than Three hours.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR56-22 Wellington Central – Increase in metered parking time restrictions.

The Parking Policy defines short stay parking as three hours or less and this type of parking has a higher priority within the Central City. While we can understand the desire to have a parking option of up to 4 hours in the weekend, on-street parks within the Central City need to be predominately short stay parks to align with the objectives of our parking policy.

Name: Andrew
Suburb: Miramar
Agree: No

The balance here does not seem right. I agree with the extension of metered time limits into the evenings, but isn't a 12-hour time restriction in a 12-hour carpark just unrestricted? Likewise, the weekend parking extension flies in the face of efforts to have wellington move less by private car. Seeking to increase the occupancy of on-street parking only makes it harder to convert that parking into space for active or public transport. I think this should be re-thought, with an eye back to increasing, not decreasing, parking turnover.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR56-22 Wellington Central – Increase in metered parking time restrictions.

The changed time limits are the first step on the path to a more comprehensive demand-based pricing strategy within the Central City.

Extending outer parking from a 10-hour parking limit to 12 hours, is to allow the operating hours and time limits to be aligned. These are existing long-stay parks and no additional parks are being transferred into long-stay parking within this proposed traffic resolution.

This is a transitional measure until the progressive roll out of the Parking Policy, the Bike Network Plan and Let's Get Wellington Moving begins to reprioritise the use of parking spaces to support more active and public transport.

Feedback Received

Name: KG
Suburb: Mount Cook
Agree: No

So much council rhetoric is for moving people to active and public transport, yet actual actions like this are the opposite. Actions speak louder than words...

Officer's Response:

Thank you for your feedback on Traffic Resolution TR56-22 Wellington Central – Increase in metered parking time restrictions.

The Parking Policy defines short stay parking as three hours or less and this type of parking has a higher priority within the Central City. This is a transitional measure until the progressive implementation of the Bike Network Plan and Let's Get Wellington Moving begins to reprioritise the use of some of parking spaces to support more active and public transport.

Name: H
Suburb: Te Aro
Agree: Yes

Can you also keep the \$1 fees for these times? And extend weekend parking to 4 hours. Can you also review all inner-city parking times and costs? Coupon parking is more expensive than early bird parking in a building. For shoppers and visitors in the city 2 hours is not long enough and \$5 per hour is too expensive.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR56-22 Wellington Central – Increase in metered parking time restrictions.

Council agreed to temporarily lower parking charges to \$1 during the weekend and weekday evenings as part of the Pandemic Response Plan. The initiatives within the plan were targeted to support the hospitality and retail sector who had been impacted by red light settings. This was a short-term measure that is only in place until 30 June 2022, after which fees will be returned to normal rates.

Under the Parking Policy, the provision of short-stay parking has a higher priority within the Central City over medium-stay on-street parking. While we can understand the desire to have a parking option of up to 4 hours during the weekends, the Parking Policy defines short-stay parking as three hours or less.

The proposed changes within this Traffic Resolution are the first step towards this approach and introducing a more comprehensive demand-based pricing strategy. This new approach to parking charges will guide how prices are changed and reviewed, which includes both Central City parking fees and long-stay (coupon) parking in the suburbs.

Name: Ajt182
Suburb: Berhampore
Agree: Yes

Agree on the terms stated

Officer's Response:

Thank you for your feedback on Traffic Resolution TR56-22 Wellington Central – Increase in metered parking time restrictions.

Name: Mike on behalf of Living Streets Aotearoa
Suburb: Not Stated
Agree: Not Stated

Living Streets supports the WCC Parking Policy, and it is good to see that Traffic Resolutions are being assessed against that policy, and that most of this round of Traffic Resolutions <https://www.letstalk.wellington.govt.nz/traffic-resolutions-june-2022/widgets/369833/documents> support that policy. However, there is one notable exception.

TR56-22 Wellington Central, Wellington - Increase in metered parking time restrictions

This TR says that it is intended to be a first step on the path to a more comprehensive demand-based pricing strategy. Since such a pricing strategy has been part of Council Parking Policy since at least 2008, perhaps this could do with more attention?

Officer's Response:

Thank you for your feedback on Traffic Resolution TR56-22 Wellington Central – Increase in metered parking time restrictions.

Council is looking to introduce demand-based pricing within the 2023-24 financial year, following the adoption of new technology, to support the Council's parking policy and the implementation of LGWM and other city initiatives.

Name: Informed Resident
Suburb: Churton park
Agree: Yes

Definitely agree with the above to enable people for whom bus transport is not suitable to attend concerts, go for dinner etc. Particularly for early evening events.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR56-22 Wellington Central – Increase in metered parking time restrictions.

Name: Emily
Suburb: Ngaio
Agree: Yes

We note that “TR56-22 Wellington Central, Wellington - Increase in metered parking time restrictions” says that it is intended to be a first step on the path to a more comprehensive demand-based pricing strategy. Since such a pricing strategy has been part of Council Parking Policy since at least 2008, perhaps this could do with more attention? In particular, we support those that support pedestrians (of all descriptions) and public transport, which includes: those that support mode shift, including: TR50-22 Donald Street, Karori – School Bus Stop time limit change TR58-22 Chaffers Street, Te Aro – Bus layover parking those that support or improve pedestrian access, including: TR66-22 Karepa Street, Brooklyn – No Stopping At All Times TR70-22 Marine Parade, Seatoun - No Stopping At All Times and those that support disabled access, including: TR73-22 The Terrace, Wellington Central – Metered Mobility Parks TR74-22 Wakefield Street, Te Aro – Metered Mobility Parks TR075-22 Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces; Remove one P120 parking space. Two minor points regarding TRs: It is not easy running through a list of proposals that is in no particular order; so we suggest that they be listed by suburb and street name rather than by TR number; Referring to downloaded files is difficult because of convoluted names that have no apparent link with any particular document, e.g. <https://www.letstalk.wellington.govt.nz/76920/widgets/369833/documents/229577>; so we suggest that the TR number be included in the file name.

Officer’s Response:

Thank you for your feedback on Traffic Resolution TR56-22 Wellington Central – Increase in metered parking time restrictions.

Council is looking to introduce demand-based pricing within the 2023-24 financial year, following the adoption of new technology, to support the Council’s parking policy and the implementation of LGWM and other city initiatives.

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	TR57-22 Braemar Terrace, Johnsonville – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none">• Install 35 metres of No Stopping At All Times on one side of Braemar Terrace.
Why we are proposing the change	<ul style="list-style-type: none">• Council has received safety and accessibility concerns from local residents regarding the difficulty travelling along Braemar Terrace due to the narrowness of the road.• The road width measures approximately 6 metres. With the existing vehicles parking on both sides of the road, the remaining lane width is insufficient for vehicles to manoeuvre through.• We have to provide for unhindered access for emergency service vehicles and large vehicles such as rubbish/recycling services.• To ensure there is adequate space for a vehicle to safely travel through this section of road and have unhindered access for emergency service vehicles we propose the installation of 35 metres of broken yellow lines.
Location – where we propose to make the change	Braemar Terrace, Johnsonville – East side outside no.2 - no.4
Impact	<ul style="list-style-type: none">• Improves safety and accessibility for vehicles travelling along Braemar Terrace.• Net parking impact - removal of 6 unrestricted parking space.• Pedestrian impact - no change as there is no alteration to the pedestrian facilities.
How this relates to the parking policy	<ul style="list-style-type: none">• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along the transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none">• Estimate average daily traffic count - 64• 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

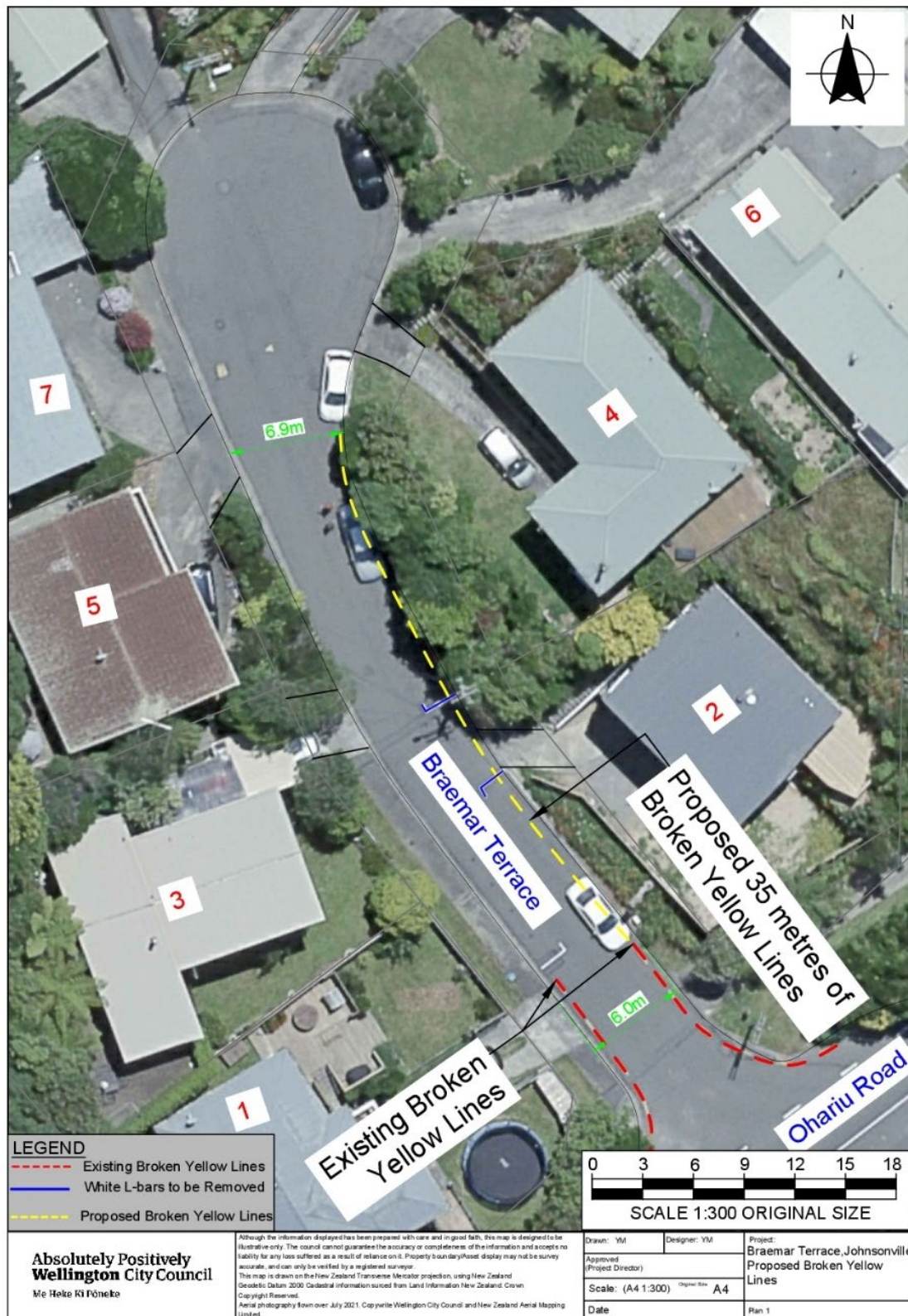
We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 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: TR57-22 – Braemar Terrace, Johnsonville – No Stopping At All Times



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Braemar Terrace	<i>No Stopping, At All Times</i>	<i>South side, commencing from its intersection with Ohariu road and extending in a westerly direction following the southern kerbline for 5 metres.</i>

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

Column One	Column Two	Column Three
Ohariu Road	<i>No Stopping, At All Times</i>	<i>North side, commencing at its intersection with Braemar Terrace (Grid coordinates X= 1,751,269,67m, Y= 5,435,403,29m) and extending in easterly direction following the northern kerb line for 7m.</i>
Ohariu Road	<i>No Stopping, At All Times</i>	<i>North side, commencing at its intersection with Braemar Terrace (Grid coordinates X= 1,751,260,88m, Y= 5,435,398,82m) and extending in westerly direction following the northern kerb line for 7m.</i>
Braemar Terrace	<i>No Stopping, At All Times</i>	<i>East side, commencing at its intersection with Ohariu Road (Grid coordinates X= 1,751,269,67m, Y= 5,435,403,29m) and extending in northerly direction following the eastern kerb line for 41m.</i>
Braemar Terrace	<i>No Stopping, At All Times</i>	<i>West side, commencing at its intersection with Ohariu Road (Grid coordinates X= 1,751,260,88m, Y= 5,435,398,82m) and extending in northerly direction following the western kerb line for 8m.</i>

Prepared By: Yohannes Mesfun (Graduate Transport Engineer)

Approved By: Brad Singh (Manager Transport & Infrastructure)

Date: 24/05/2022

Feedback Received

Feedback Received

Name: Raewyn

Suburb: Johnsonville

Agree: No

I oppose the proposed Traffic Resolution TR57-22.

Reasons:

In 2020 there was a proposed traffic resolution TR127-20 which was subsequently withdrawn. I supported this resolution as it gave some controls to parking issues caused by the Sunday Market at Johnsonville School and as a turning bay for daily school drop offs on Ohariu Road. This reduced the number of car parks by 3 and had a reduced impact on the residents of the street.

TR57-22 removes 6 car parks and effectively means that there is significantly reduced on road parking available to residents and their visitors.

I believe there are ways to manage the access along Braemar Terrace without the removal of most of the on-street parking. This street has many larger houses accommodating multi generation families with some demand for on street parking.

Recommendations:

Pedestrian access is currently restricted by vehicles parking on the footpath and berm on the Southern side. Recommended this be managed by enforcement under the no tolerance of parking on footpaths. Regular patrols and enforcement on Sundays would remedy this.

Council has also recently consented a 2 two flat dwelling which was previously one house. Although it would be possible to have off street parking access to this property is not of a useable standard. Recommended that consents are carefully considered to ensure practical outcomes.

The berm outside no 4 is overgrown and has rotting trees. Maintenance of this space would mean that vehicles could be parked against the curb, instead of out further into the road to prevent damage to their vehicles. Recommended regular maintenance is carried out.



This area of Johnsonville has little on road parking. Ohariu Road, that services the back of Johnsonville school, already has yellow lines on both sides of the road with just 3 car parks.

Drivers should be educated to use common sense when parking so that access through the roadway and across private driveways, is not blocked - rather than being managed by restrictions that are not enforced.

As an example, the no tolerance for parking on the footpath, that has been widely publicised has not improved in Braemar Terrace. As I look out my window right now there is a vehicle on the footpath for school drop off which is also blocking my driveway. This occurs daily at school drop off and pick up times and is significantly increased on Sundays between 9.30am and noon, as vehicles park for longer periods to shop at the local market.

Officer's Response:

Thank you for your feedback on TR 57-22 Braemar Terrace, Johnsonville – No Stopping At All Times

Regarding removing 6 parking spaces: we support safe movement by facilitating the safe and efficient movement of people and goods by focusing on people moving along the transport corridors rather than people parking or storing stationary vehicles.

Regarding vehicles parking on the footpath: from **1 February 2022**, any vehicle parked illegally on a footpath may be ticketed. Therefore, if you notice a vehicle illegally parked on your road, please call our enforcement team at 04-499-4444.

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

Name: Andrew

Suburb: Miramar

Agree: Yes

I support this TR. It is becoming clear, perhaps with increasing parking demand or just the larger cars of today, that drivers need strong proscription as to where it is not OK to park.

I again recommend that council take on the massive (e.g. GIS based) task to look into this on a systemic basis across the city.

Officer's Response:

Thank you for your feedback on TR 57-22 Braemar Terrace, Johnsonville – No Stopping At All Times. 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:

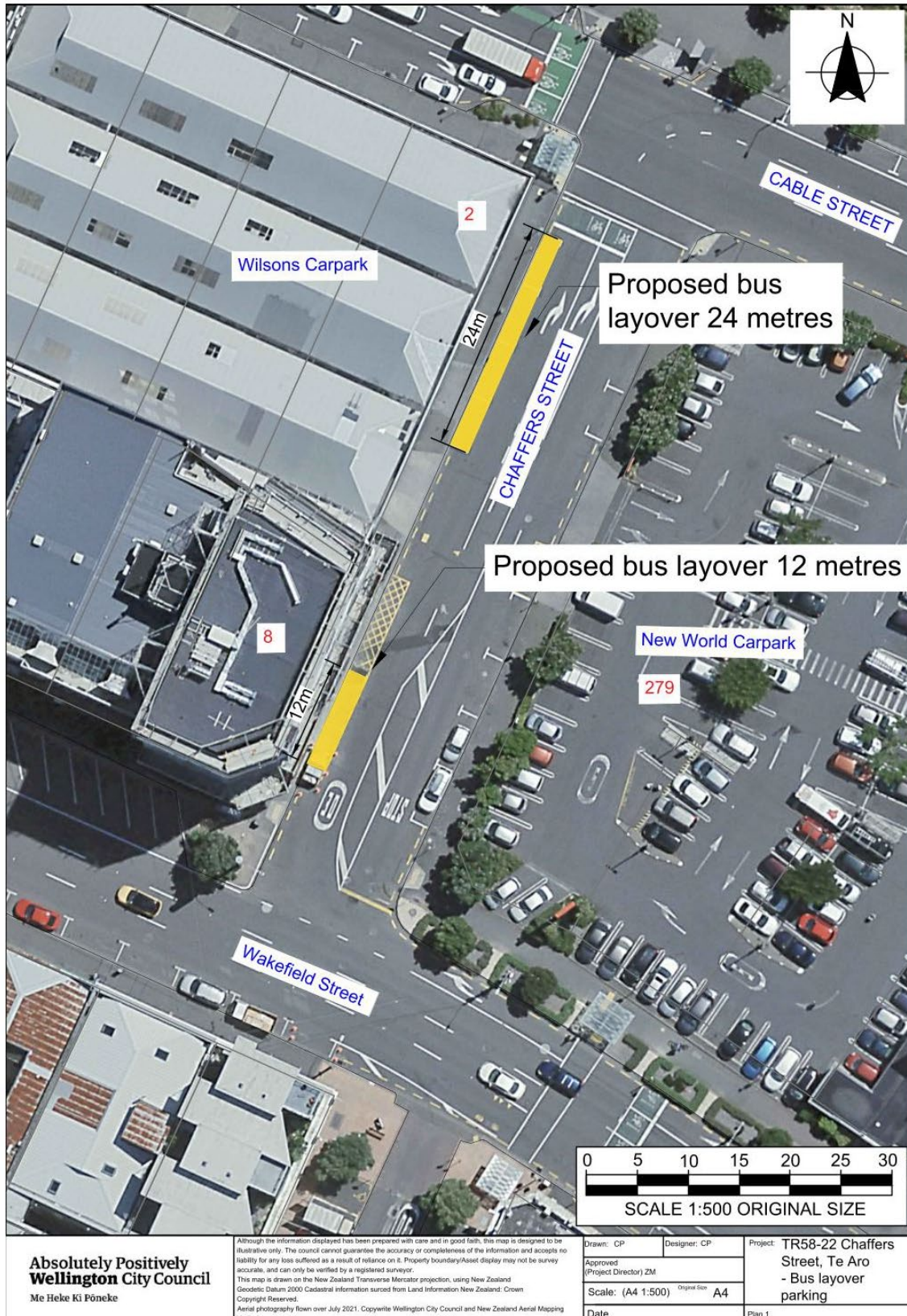
Reference	TR58-22 Chaffers Street, Te Aro – Bus layover parking
What we'd like to do	<ul style="list-style-type: none">• Install three bus parking spaces as a layover for drivers to wait before commencing their next scheduled service. Removal of 6 metered parking spaces.• Bus layover only 7am-8pm Monday to Friday, metered parking spaces Saturday – Sunday.
Why we are proposing the change	<ul style="list-style-type: none">• Council has received a request from Greater Wellington Regional Council (GWRC) and Metlink citing insufficient layover space for Public Transport services causing bus parking congestion on Kent and Cambridge Terrace.• This layover space will enable parking space for buses before starting their next scheduled service.• This complies with the Employment Relations Amendment Act 2018 policies that outline requirements for bus driver rest breaks.• The provision of suitable space allows for these rest breaks to occur at this proposed location.
Location – where we propose to make the change	Chaffers Street, Te Aro – outside no.2 and no.8
Impact	<ul style="list-style-type: none">• Improves safety and accessibility for bus drivers taking their breaks, ensuring they can park legally and access the routes when required.• Net parking impact – Converting 6 metered parking spaces to three bus layover spaces.• Pedestrian impact – Improved as bus drivers will safely alight the bus and cross at the signalised intersection to the toilet facilities in Waitangi Park
How this relates to the parking policy	<ul style="list-style-type: none">• Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 7,350• Annual parking revenue impact - \$24,453• 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 2022.3. If approved, the proposal will be installed within the following three months.

Traffic Resolution Plan: TR58-22 Chaffers Street, Te Aro - Bus layover parking



Legal Description:

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

Column One	Column Two	Column Three
Chaffers Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>West side, commencing 48.5 metres north of its intersection with Wakefield Street (Grid Coordinates X=2659335.2 m, Y=5988942.8 m), and extending in a northerly direction following the kerbline for 23 metres. (4 parallel carparks)</i>
Chaffers Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>West side, commencing 13 metres north of its intersection with Wakefield Street (Grid coordinates x= 1749313.2 m, y= 5427230.7 m), and extending in a northerly direction following the kerbline for 11 metres. (2 parallel carparks)</i>

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

Column One	Column Two	Column Three
Chaffers Street	<i>Bus Layover, 7am- 8pm Monday – Friday. Metered parking Saturday – Sunday 8:00 - 6:00pm</i>	<i>West side, commencing 10 metres south of its intersection with Cable Street (Grid coordinates X=1,749,346.79m Y=5,427,305.01m) and extending in an southerly direction following the western kerb line for 24 metres.</i>
Chaffers Street	<i>Bus Layover, 7am- 8pm Monday - Friday Metered parking Saturday – Sunday 8:00 - 6:00pm</i>	<i>West side, commencing 58 metres south of its intersection with Cable Street (Grid coordinates X=1,749,346.79m Y=5,427,305.01m) and extending in an southerly direction following the western kerb line for 12 metres.</i>

Prepared By: Renee Corlett **(Transitional Project lead)**
Approved By: Brad Singh **(Manager Transport & Infrastructure)**
Date: 24/05/2022

Feedback Received:

Name: Gajan
Suburb: Ngaio
Agree: Yes

Agree with moves to improve the bus service.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR58 -22 Chaffers Street, Te Aro – Bus layover parking.

Name: Andrew
Suburb: Miramar
Agree: Yes

This is a good solution and matches well with the parking reduction on Kent/Cambridge Tce while being closer to toilet facilities. Consider doing likewise to the other parking near the skate park on Cable St.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR58 -22 Chaffers Street, Te Aro – Bus layover parking.

Name: Mike on behalf of Living Streets Aotearoa
Suburb: Not Stated
Agree: Yes

We support those that support pedestrians (of all descriptions) and public transport, which include:

- those that support mode shift, including:

TR58-22 Chaffers Street, Te Aro – Bus layover parking

Officer's Response:

Thank you for your feedback on Traffic Resolution TR58 -22 Chaffers Street, Te Aro – Bus layover parking.

We are proposing a change in your area

Kia ora,

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

Proposal:

Reference	TR62-22 View Road, Houghton Bay – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none">• Install 14 metres of No Stopping At All Times restriction on the western side opposite no.40 View Road.• Install 15 metres of No Stopping At All Times restriction on the western side opposite no.50 View Road.
Why we are proposing the change	<ul style="list-style-type: none">• Council has received accessibility concerns from Greater Wellington Regional Council (GWRC) and Metlink regarding buses being obstructed along these narrow sections of View Road.• The current parking arrangement creates difficulty for buses manoeuvring along the road. The existing carriageway width measures between 6.6m 6.7m.• Any road measuring 6.9 metres or less makes it difficult for larger vehicles such as buses and emergency vehicles to negotiate when vehicles are parked on both sides of the street.• To improve accessibility for large vehicles, we are proposing a total of 29 metres of No Stopping At All Times where visibility is compromised. These changes will provide sufficient carriageway space for safe accessibility along View Road.
Location – where we propose to make the change	View Road, Houghton Bay – opposite no.40 and no.50
Impact	<ul style="list-style-type: none">• Improves safety and accessibility for service and emergency vehicles.• Net parking impact – removal of 5 unrestricted parking spaces.• Pedestrian impact – no change to existing pedestrian facilities.
How this relates to the parking policy	<ul style="list-style-type: none">• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along the transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 1,358• 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 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: TR62-22 View Road, Houghton Bay – No Stopping At All Times



Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Although the information displayed has been prepared with care and in good faith, this map is designed to be illustrative only. The council cannot guarantee the accuracy or completeness of the information and accepts no liability for any loss suffered as a result of reliance on it. Property boundary/Asset display may not be survey accurate, and can only be verified by a registered surveyor.
This map is drawn on the New Zealand Transverse Mercator projection, using New Zealand Geodetic Datum 2000. Cadastral information sourced from Land Information New Zealand. Crown Copyright Reserved.
Aerial photography flown over July 2021. Copyright Wellington City Council and New Zealand Aerial Mapping Limited.

Drawn: W.V	Designer: W.V	Project:
Approved (Project Director)		View Road No Stopping At All Times
Scale: (A4 1:250)	Original Size A4	
Date 25/02/2022		Plan 1

We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
View Road	<i>No Stopping At All Times</i>	<i>East side, commencing 120.5 metres north of its intersection with Twomey Grove and extending in a northerly direction following the eastern kerbline for 19 metres.</i>

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

Column One	Column Two	Column Three
View Road	<i>No Stopping At All Times</i>	<i>East side, commencing 304 metres north of its intersection with Hungerford Road (Grid coordinates X=1,749,754.57m Y=5,422,102.76m) and extending in a northerly direction following the eastern kerb line for 15 metres.</i>
View Road	<i>No Stopping At All Times</i>	<i>East side, commencing 340 metres north of its intersection with Hungerford Road (Grid coordinates X=1,749,754.57m Y=5,422,102.76m) and extending in a northerly direction following the eastern 33 metres.</i>

Prepared By:	Wilhelm Vaeluaga	Transport Engineer Assistant
Approved By:	Brad Singh	(Manager Transport & Infrastructure)
Date:	24/05/2022	

Feedback Received

Feedback Received:

Name: Patrick

Suburb: Houghton Bay

Agree: Yes

I would like you to extend proposed yellow lines from 49 View Rd to the end of 53 View Road which includes 3 driveways. This is a real pinch point, south bound drivers cannot see around the corner, north bound are hammering footpath or kerbing and stormwater outlets.

Officer's Response:

Thank you for your feedback on TR62-22 View Road, Houghton Bay – No Stopping At All Times

We have liaised with Tranzurban and determined that the proposed Broken Yellow Lines outlined in the plan are sufficient and will assess any resultant issues in the future should these changes be approved.

Name: Lance (Tranzurban Wellington)

Suburb: Rongotai

Agree: Yes

Tranzurban frequently operates the route 23 through this section of View Road. As outlined in the traffic resolution, the current width of the carriageway is below sufficient. Our buses will regularly become stuck along View Road, requiring drivers to go door knocking to locate residents of parked vehicles. Accidents & near misses are regularly reported along View Road too as buses are required to closely manoeuvre to stationary/parked vehicles.

Officer's Response:

Thank you for your feedback on TR62-22 View Road, Houghton Bay – No Stopping At All Times

Name: Derek

Suburb: Houghton Bay

Agree: Yes

I live at 36 View Road, close to these proposed changes, and support them. But this will make it easier for traffic to speed along View Road and increase danger for those living on this road and all driving or cycling on it. Speeding by some drivers on View Road has been a concern for several years and raised several times with WCC road engineers. I ask consideration be given again to road 'calming', such as the rectangular raised areas found elsewhere in the city, including on bus routes.

Officer's Response:

Thank you for your feedback on TR62-22 View Road, Houghton Bay – No Stopping At All Times

There is currently an investigation into speeding on View Road and will be assessed in due course.

Name: Andrew
Suburb: Miramar
Agree: Yes

It seems that every unsafe parking situation now needs to be marked out, rather than good sense applied when parking. However, WCC should look to do this more comprehensively, if possible, rather than one TR at a time.

Officer's Response:

Thank you for your feedback on TR62-22 View Road, Houghton Bay – No Stopping At All Times

Name: Emma (Greater Wellington Regional Council)
Suburb: Not Stated
Agree: Yes

1. Introduction

Greater Wellington Regional Council (Greater Wellington) welcomes the opportunity to provide comments on Wellington City Council's (WCC) proposed Traffic Resolution TR62-22 (the Traffic Resolution).

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

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

2. Specific Comments on the Traffic Resolution

Greater Wellington strongly supports the Traffic Resolution. Installing the broken yellow lines will improve bus accessibility and thoroughfare along View Road as currently buses have issues navigating parked cars on both sides of the road. There have been several incidents where buses get stuck between 2 parked cars on either side of the road, especially where there are bends in the road. Installing broken yellow lines around the highlighted bend in the traffic resolution will ensure buses and other oversized vehicles are able to traverse View Road safely and efficiently. This will also improve access for emergency vehicles.

The current width of the road is 6.6 metres and 6.7 metres. Buses and large vehicles find it difficult to manoeuvre around parked cars on both sides of the street where the width is less than 6.9 metres. Installing broken yellow lines will make navigating this section of View Road significantly easier for buses as it gives drivers more space on an already narrow road.

Greater Wellington supports this Traffic Resolution and WCC in any efforts to provide for the safe and efficient movement of people along transport corridors.

Officer's Response:

Thank you for your feedback on TR62-22 View Road, Houghton Bay – No Stopping At All Times

We are proposing a change in your area

Kia ora,

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

Proposal:

Reference	TR63-22 Highbury Road, Highbury – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none">• Install 71 metres of broken yellow lines on the eastern side, opposite no.39 Highbury Road.• Install 21 metres of broken yellow lines on the western side, outside no.37 Highbury Road.
Why we are proposing the change	<ul style="list-style-type: none">• Council has received accessibility concerns from Greater Wellington Regional Council (GWRC) and Metlink regarding buses being obstructed along these narrow sections of Highbury Road.• The current parking arrangement creates difficulty for buses manoeuvring along the road.• Council Officers have visited the site and determined the existing road width measuring 6.5 metres is too narrow to allow vehicle parking on both sides of the street and to allow buses to safely negotiate these sections of road.• To improve accessibility for large vehicles, we are proposing to install a total of 92 meters of No Stopping At All Times where visibility is compromised. These changes provide sufficient carriageway space for safe accessibility along Highbury Road.
Location – where we propose to make the change	Highbury Road, Highbury – outside no.37 and between no.52 to no.58.
Impact	<ul style="list-style-type: none">• Improves safety and accessibility for buses, trucks and emergency vehicles• Net parking impact – removal of 10 unrestricted parks• Pedestrian impact - no change to existing pedestrian facilities.
How this relates to the parking policy	<ul style="list-style-type: none">• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count - 508• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 2022.3. If approved, the proposal will be installed within the following three months.

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

Proposed:
No Stopping Lines
21 metres

Proposed:
No Stopping Lines
71 metres

LEGEND
Existing No Stopping Lines (red dashed line)
New No Stopping Lines (yellow dashed line)

SCALE 1:500 ORIGINAL SIZE
0 5 10 15 20 25 30

Absolutely Positively Wellington City Council
Mo Hoke Ki Poneke

Project: Highbury Road
Drawn: W V
Checked by: Zedley Mollie
Scale: (1:500)
Date: 15/03/2022

Although the information displayed has been prepared with care and in good faith, this map is designed to be illustrative only. The council cannot guarantee the accuracy or completeness of the information and accepts no liability for any loss suffered as a result of reliance on it. Property boundaries/asset display may not be survey accurate, and can only be verified by a registered surveyor. This map is drawn on the New Zealand Transverse Mercator projection, using New Zealand Geospatial Data 2000. Copyright information sourced from Land Information New Zealand. Crown Copyright Reserved. Aerial photography is from Google Earth, dated July 2021. Copyright Wellington City Council and

We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Highbury Road	<i>No Stopping At All Times</i>	<i>East side, commencing 103 metres south of its intersection with Disley Street and extending in a southerly direction following the kerbline for 30 metres</i>

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

Column One	Column Two	Column Three
Highbury Road	<i>No Stopping At All Times</i>	<i>West side, commencing 155 metres south of its intersection with Disley Street (Grid coordinates X=1,746,946.79m Y=5,427,298.09m) and extending in a westerly direction following the northern kerb line for 71 metres.</i>
Highbury Road	<i>No Stopping At All Times</i>	<i>East side, commencing 103 metres south of its intersection with Disley Street (Grid coordinates X=1,746,946.79 m Y=5,427,298.09 m) and extending in a southerly direction following the eastern kerb line for 51 metres.</i>

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

Approved By: Brad Singh **(Manager Transport & Infrastructure)**

Date: 24/05/2022

Feedback Received:

Name: Andrew
Suburb: Miramar
Agree: Yes

It seems that every unsafe parking situation now needs to be marked out, rather than good sense applied when parking. However, WCC should look to do this more comprehensively, if possible, rather than one TR at a time.

Officer's Response:

Thank you for your feedback on TR63-22 Highbury Road, Highbury – No Stopping At All Times.

Our proposal addresses existing accessibility issues for buses travelling along Highbury Road. Our policy is to assess parking issues as they arise from the public and further to our assessment, we collate feedback for the Traffic Resolutions to gauge the support from residents before these changes are approved by Council.

Name: Stephanie
Suburb: Highbury
Agree: Yes/No

I live at █ Highbury Road. I think the proposal is mostly fine, but not necessary - there are very rarely cars parked that far up the street, and people are very conscious of the need to ensure buses can get through. There are many other more narrow streets in Wellington, so I am doubtful it is a major issue for emergency vehicles.

I think if you do end up putting a no stopping zone in that it should commence a bit higher up Highbury Road, after the driveway for 39 Highbury Road. There are a lot of homes on the even-numbered side of the road that need parks, as well as homes on the odd-numbered side that don't have off-street parking. As I said, people rarely park that far up the road, but on occasion it is necessary. My home does not have off-street parking, and I am worried about my elderly parents having to park a long way away when they visit, as they already have trouble with my stairs. Also, I recently had an operation and was on crutches for a few weeks - I'm concerned about accessibility if I need another operation and was not able to park over the road from my house.

On another note, I think a new streetlight should be installed down the street, around #36. This is a very dark area at night and is quite dangerous for people who are walking. I live with my three teenage children, and I worry about them walking up after school/work in the winter when it is dark.

Officer's Response:

Thank you for your feedback on TR63-22 Highbury Road, Highbury – No Stopping At All Times.

Council assesses the efficiency of the road as these issues occur and do so sequentially.

Our proposal aims to balance the need for parking for locals as well as provide safety to all road users. The Broken Yellow Lines will ensure that this parking arrangement will remain as they should for parking to one side, to allow accessibility for buses and emergency vehicles and keep the footpath clear for pedestrian accessibility.

The length of the Broken Yellow Lines extending this far is for contingency on these odd occasions that cars are parked here, to ensure this area is kept clear and allow vehicles to move efficiently through Highbury Road.

Thank you for your concern regarding the street lighting on Highbury Road. A service request has been raised on your behalf to investigate the need for a potential streetlight in this area and you will be updated on the status of this request.

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:

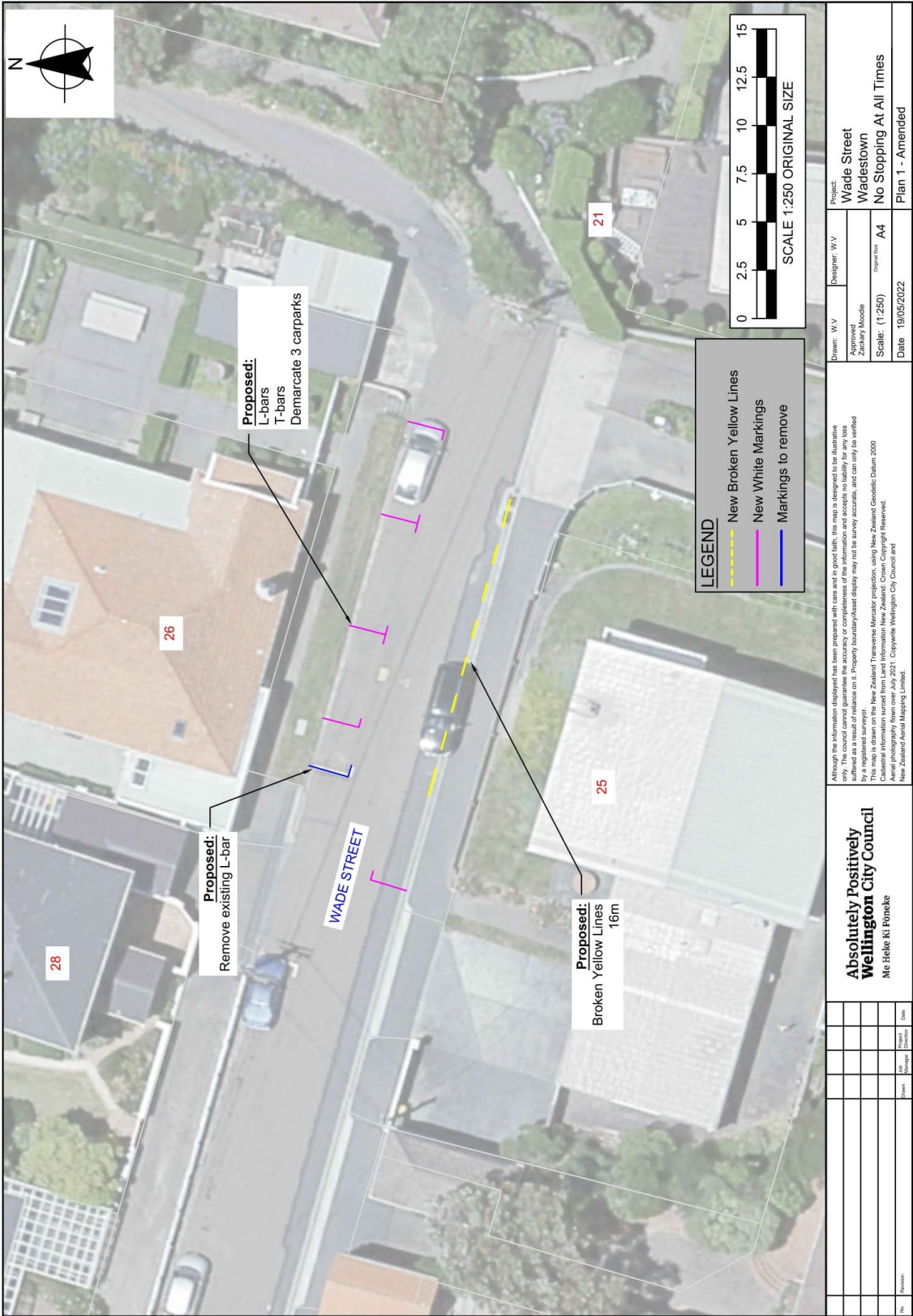
Reference	TR64-22 Wade Street, Wadestown - No Stopping At All Times (Amended)
What we'd like to do	<ul style="list-style-type: none">• Install 16 metres of No Stopping At All Times on Wade Street
Why we are proposing the change	<ul style="list-style-type: none">• We have received accessibility concerns from residents regarding vehicles parking on both sides of Wade Street.• The road width measures 6.3m which results in vehicles regularly parking on the footpath and obstructing pedestrian access.• Officers have determined the road width is too narrow to allow parking on both sides of the road and propose installing No Stopping Broken Yellow Lines on Wade Street to improve vehicle accessibility and an unobstructed footpath for pedestrians.• Council has previously engaged with the public. After receiving feedback from the public, the proposal was amended.• The amended plan shows that the No Stopping At All Times has been reduced from 20m to 16m in order to retain one carpark on the southern side of Wade Street.
Location – where we propose to make the change	Wade Street, Wadestown – outside no.25
Impact	<ul style="list-style-type: none">• Improves safety and accessibility for vehicles and pedestrians.• Net parking impact – removal of 2 unrestricted carparks• Pedestrian impact – positive. Pedestrians can regain full use of the footpath.
How this relates to the parking policy	<ul style="list-style-type: none">• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.• Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.
Additional Information	<ul style="list-style-type: none">• 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 2022.3. If approved, the proposal will be installed within the following three months.

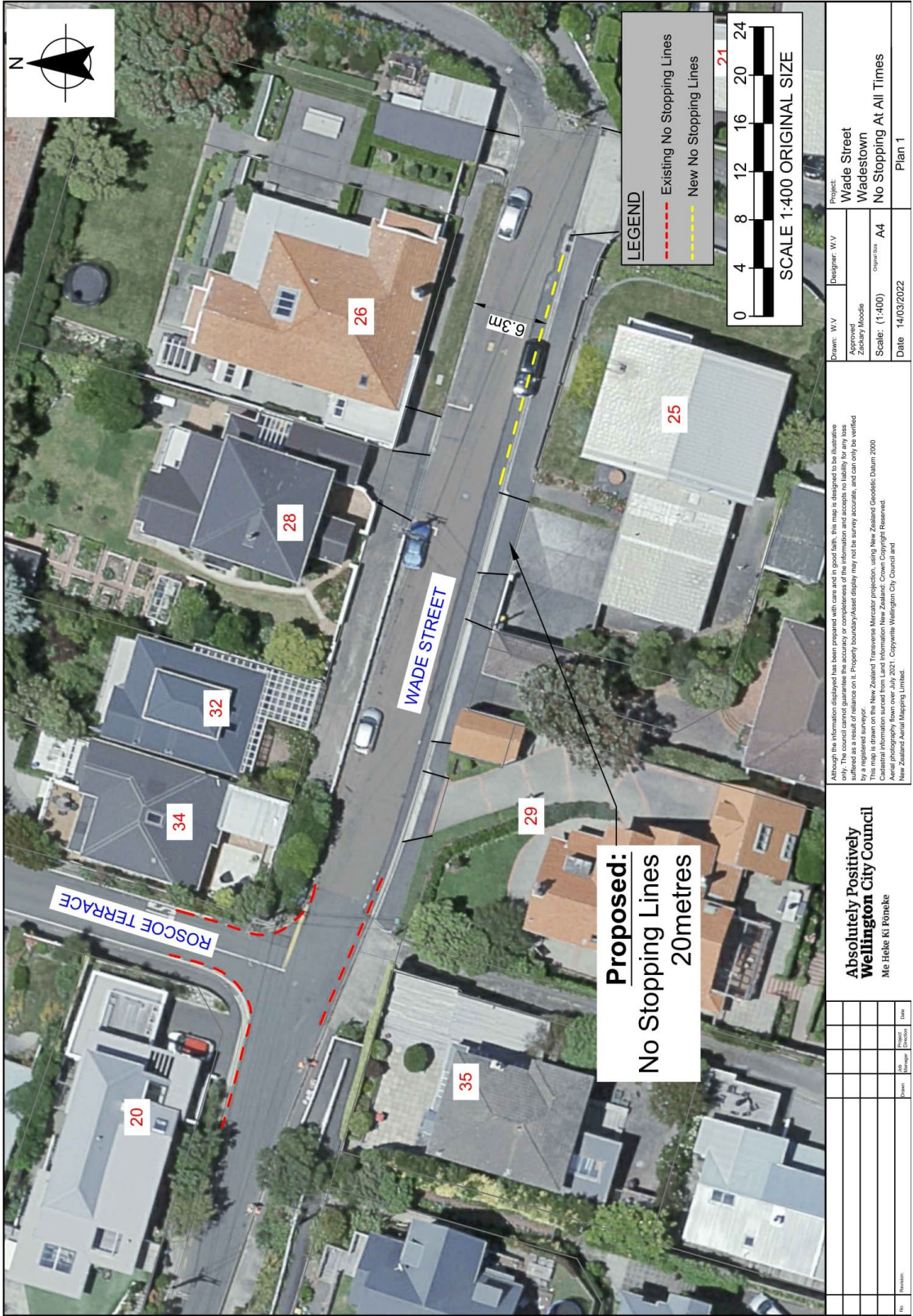
We are proposing a change in your area

Amended Traffic Resolution Plan: TR64-22 Wade Street, Wadestown – No Stopping At All Times



We are proposing a change in your area

Traffic Resolution Original Plan: TR64-22 Wade Street, Wadestown – 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
Wade Street	<i>No Stopping At All Times</i>	<i>South side, commencing 13 metres east of its intersection with Moorhouse Street (Grid coordinates X=1,748,787.84m Y=5,430,313.84m) and extending in a westerly direction following the southern kerb line for 16 metres.</i>

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

Approved By: Brad Singh **(Manager Transport & Infrastructure)**

Date: 24/05/2022

Feedback Received

Name: Bridget

Suburb: Wadestown

Agree: Yes/No

I'm just giving feedback in relation to the 20 metres of no stopping. I was actually the person that submitted feedback asking if the yellow lines that used to be at the corner of our driveway at number 25a Wade Street could be reinstated. They were only 2 car lengths not a full 20 metres. The reason I asked for them was because it was making it difficult for us to turn out of our driveway if a car was right on the corner and another one on the other side of the road. They were removed a couple of years ago when re-sealing was done but never painted back.

I think the 20-metre strip is too long and not needed. People will have nowhere to park as the people who live in lower Wade Street with walk on houses all park there and it will cause a lot of traffic congestion.

Is it possible to put the no stopping just for 2 cars lengths from the corner of 25a Wade Street?

Officer's Response:

Thank you for your response.

There is no record of Broken Yellow Lines issued by the Council for this corner outside 25/25A Wade Street.

We have reassessed the plan for this Traffic Resolution and determined that reducing the proposed 20m length of Broken Yellow lines to 16m will be sufficient in order to retain 1 car park outside 25 Wade Street. We encourage residents to utilise their property for off-street parking if possible.

Name: Cecily and Andrew

Suburb: Wadestown

Agree: No

We received a letter in our letter box on 7 April (dated 30 March) regarding car parking changes proposed for Wade Street. The proposal is to install 20 metres of No Stopping At All Times outside 25 Wade Street.

We oppose the proposal for two reasons: 1) it appears counter to the increase in demand for parking spaces that we have observed in the immediate neighbourhood; and 2) it will directly and negatively impact us (25 Wade Street), as we are the only property on that stretch of Wade Street without a garage or designated parking space.

We moved to █ Wade Street three years ago. Over the past 12-18 months, we have found it increasingly difficult to find an available parking space outside 26 Wade street. As a result, we have needed to park on the opposite side of the street (where the No Stopping will be enforced) more frequently. We have observed that some households own multiple vehicles and quite a few of our neighbours have teenage children who are learning or have learnt to drive. Given this situation, it is unlikely that the number of cars owned by local residents, and associated demand for on-street parking, will reduce in the foreseeable future. Removing the option for parking on the opposite side of the road is in effective halving the number of parking spots at the top of the Wade St zigzag, this will only exacerbate the demand problem.

We fully support the council's efforts to improve safety, accessibility and giving pedestrians better access to the footpath. Given the strong, and increasing, demand for parking spaces on this stretch of Wade St, we propose that you consider reducing the width of the footpath (currently 1.8m wide outside 25 Wade St, while nearby footpaths are 1.2m wide). This would prevent cars from encroaching onto the footpath and ensuring that the gap between parked cars on both sides is wide enough for service vehicles to pass.

Alternatively, we seek allocation of a parking space outside 26 Wade Street to be a designated parking spot for █ Wade Street. Our house is located right in the middle of the zigzag footpath, and as mentioned above, the only property without a garage or designated parking space. Other residents either have garages or access to reserved parking spots, and they also have the option of parking outside 26 Wade St as well (should they choose). The proposed change will have little impact on them given the various parking options that they have. We, however, would be required to solely rely on the three parking spaces outside 26 Wade St (which are also used by visitors and tradespeople). The proposed change could result in us being forced to park further up Wade St. Not only is this a major inconvenience given the distance to our house, we note that available parking spaces further up Wade St are also in short supply.

Further, the proposed change, as it currently stands, has the potential to negatively impact on the value of our property, as available car parking is a key consideration when purchasing a residential property. We were told at the time of our own purchase of █ Wade St that parking would not be an issue, and this is still true given the current parking options on both sides of the road. However, should this proposal be implemented, this would no longer be the case, as the number of convenient parking spaces will effectively be halved, and as mentioned above, we have already had to park outside 25 Wade more frequently as the opposite side is often full.

We would appreciate the opportunity to meet with you to discuss the above or any other options you may have to address our concerns.

We look forward to hearing from you.

Officer's Response:

Thank you for your response.

We have reassessed the plan for this Traffic Resolution and determined that reducing the proposed 20m length of Broken Yellow lines to 16m will be sufficient in order to retain 1 car park outside 25 Wade Street. We encourage residents to utilise their property for off-street parking if possible.

Council will not consider reducing the width of the footpath for the purpose of parking.

As part of the Council decision to ban courtesy footpath parking, this change is necessary for pedestrian safety and accessibility, as well as the efficient movement of large service and emergency vehicles through the road.

Name: Andrew

Suburb: Miramar

Agree: Yes

Strongly support any action that makes 'courtesy' parking on the footpath less common.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR64-22 Wade Street – No Stopping At All Times

Name: Bridget

Suburb: Wadestown

Agree: Yes

I think adding 20 metres of No Stopping broken yellow lines is a good idea for this part of Wade Street. It will improve accessibility for pedestrians and for residents who live in Moorhouse St and Wade Street. It will make it easier for big vehicles such as rubbish trucks to get through.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR64-22 Wade Street – No Stopping At All Times

We are proposing a change in your area

Kia ora,

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

Proposal:

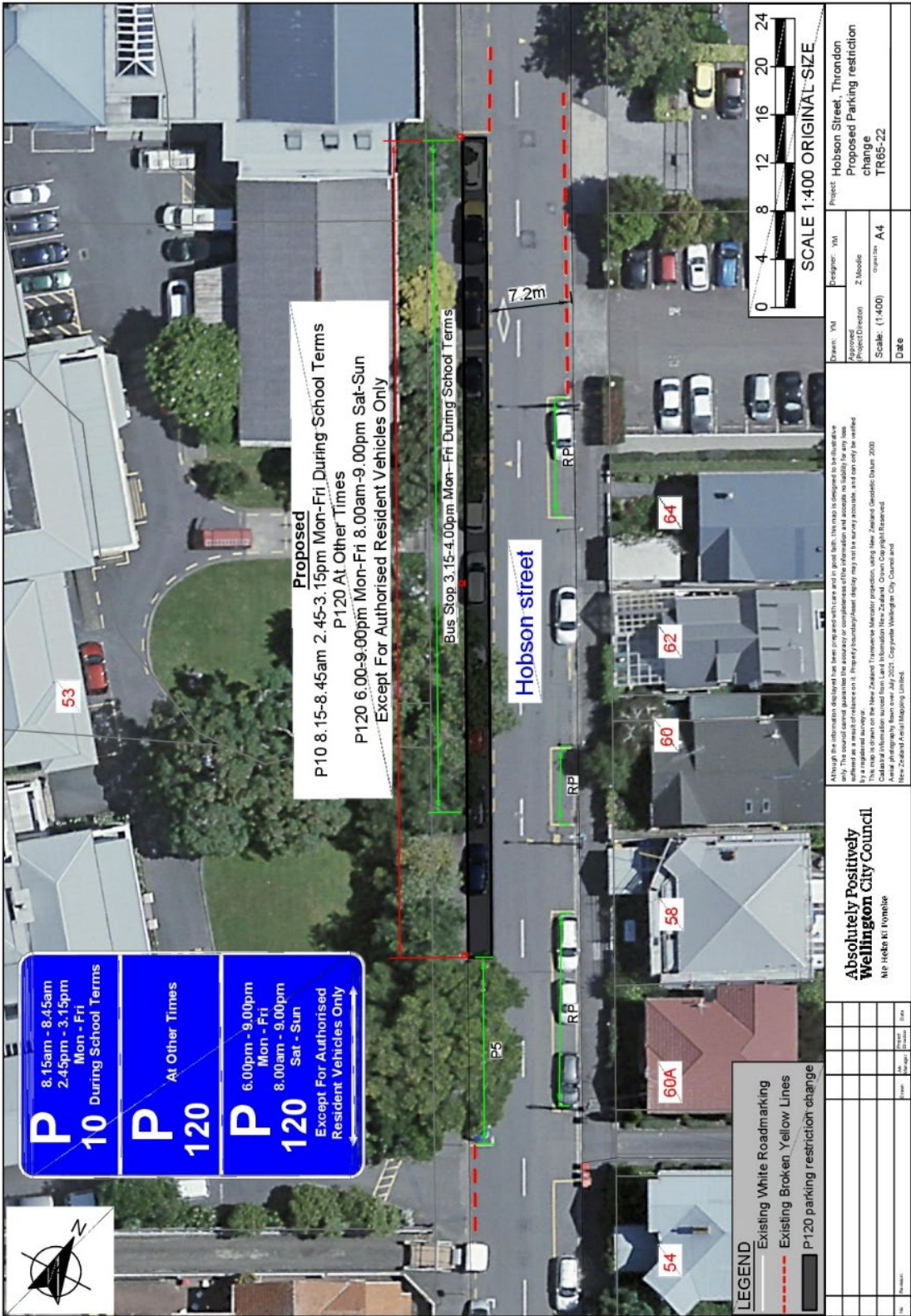
Reference	TR 65-22 – Hobson Street, Thorndon - Proposed P120 parking changes
What we'd like to do	<ul style="list-style-type: none">• To change the existing P120, 8:45am – 2:45pm Mon – Fri, During School Term to P120 “At other times” (“At other times” means between the hours of 8am-6pm but does not apply during the times specified by an immediately adjacent sign that notifies a different restriction).• To change the existing P120, 4:00pm – 9:00pm, Mon – Fri, Except Authorised vehicle to P120, 6:00pm – 9:00pm, Mon – Fri, Except Authorised Resident vehicle outside Queen Margaret College
Why we are proposing the change	<ul style="list-style-type: none">• We have received a request from the Council Parking Services team, to change the existing parking restrictions outside Queen Margaret College.• Currently the approved parking restrictions and signs are not enforceable at certain times and is also confusing for residents.• Officers propose to implement these parking changes to make it enforceable outside of school term and to be clearer for the residents with parking permits to park longer than 2 hours in the evenings and on weekends.
Location – where we propose to make the change	Hobson Street, Thorndon – outside Queen Margaret College
Impact	<ul style="list-style-type: none">• Improve parking provision for local residents.• Net parking impact – there will be no loss of parking availability for residents except for the period change in the parking restriction.• Pedestrian impact – no change as there are no alterations to the pedestrian facilities.
How this relates to the parking policy	<ul style="list-style-type: none">• Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 1,855• 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 2022.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Traffic Resolution Plan: TR65-22 – Hobson Street, Thorndon - Change P120 parking restrictions



We are proposing a change in your area

Legal Description:

Delete from *Schedule A (Class Restricted) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Hobson Street	<i>P120 Monday to Friday 8:45am - 2:45pm during school terms.</i>	<i>West side, commencing 65.5 metres from its intersection with Fitzherbert Terrace, (Grid Coordinates X= 1749099m, y= 5429577.3m), and extending in a southerly direction for 40 metres.</i>
Hobson Street	<i>P120 Except for Authorised Vehicles, Monday to Friday, 3:45pm - 9:00pm, Saturday and Sunday, 8:00am - 9:00pm</i>	<i>West side, 157.1 metres from its intersection with Fitzherbert Terrace and extending in a Southerly direction for 34 metres.</i>

Add to *Schedule A (Class Restricted) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Hobson Street	<i>P120 – At other times</i>	<i>West side, commencing 39 metres from it intersection with Fitzherbert Terrace, (Grid Coordinates X= 1,749,101,40m, y= 5,429,576,68m), and extending in a southerly direction for 69 metres.</i>
Hobson Street	<i>P120 Monday to Friday, 6:00pm - 9:00pm, Saturday and Sunday, 8:00am - 9:00pm Except for Authorised Resident Vehicles</i>	<i>West side, commencing 39 metres from it intersection with Fitzherbert Terrace, (Grid Coordinates X= 1,749,101,40m, y= 5,429,576,68m), and extending in a southerly direction for 69 metres.</i>

Prepared By: Yohannes Mesfun (Graduate Transport Engineer)

Approved By: Zackary Moodie (Team Leader Transport Engineering)

Date: 24/05/2022

Feedback Received:

Name: Andrew
Suburb: Miramar
Agree: Yes

Useful clearing up of ambiguity.

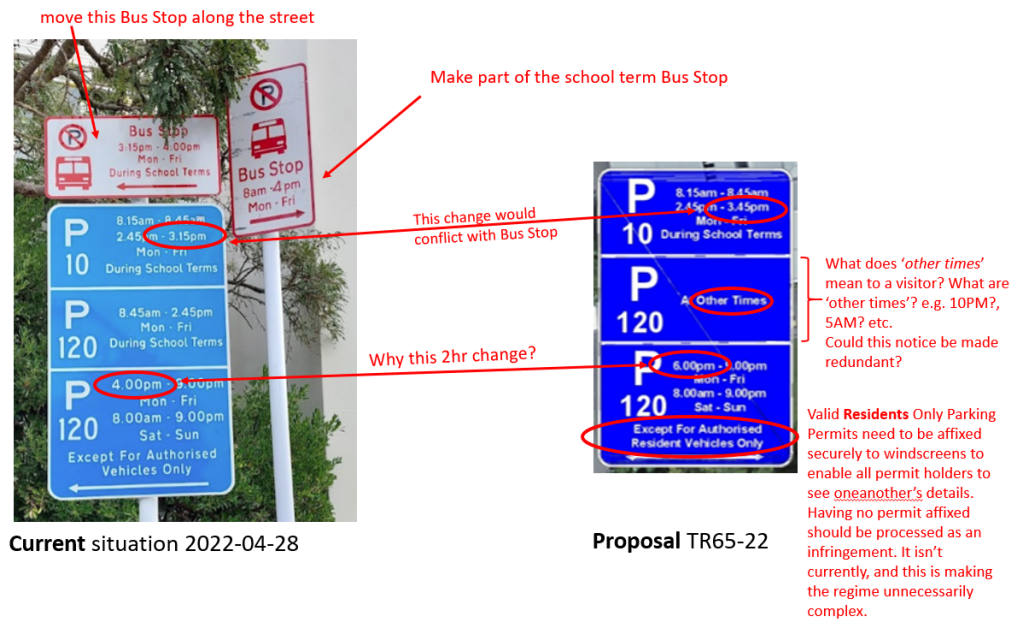
Officer's Response:

Thank you for your feedback on Traffic Resolution Plan: TR 65 -22 Hobson Street, Thorndon – Change P120 parking restriction.

Name: CM and RR
Suburb: Thorndon
Agree: Yes/No

1. Agreed that the current parking restriction signage is cryptic - visitors and residents alike get confused
2. Move the School Bus Stop:
 - retire the length of bus stop currently opposite residences Nos. 60-64
 - parked buses choke the road at this point
 - difficult to turn into, or reverse from, residences when buses are present
 - safer to reposition the bus stop between the fire hydrant and Fitzherbert Tce
 - wider street segment (no curbside parking on the east side there)
 - reduce noise resonance on the residences which are built close to their frontages
3. Wording between the TR paper and the associated Plan (p3) is internally inconsistent e.g., the P10 anomaly
4. Retain residents' parking in the P120 parking zones
 - BUT insist on an infringement notices if a valid Residents' Only Permit is NOT affixed to the windscreen
 - (only properly affixed permits empower all permit holders to immediately determine when they're competing for a parking space with a vehicle(s) that don't have valid permits).
5. P120's in the suburb, particularly during weekends & holidays, can hugely restrain amenity for residents
 - constrains resident's visitors (e.g., families, friends) to parking for only 2hrs
 - constrains residents also e.g., when parking a borrowed/hired vehicle (an 'unauthorised' vehicle), etc.
6. Illustrative diagram on next page showing example of current signage vs and proposed signage

Feedback Received



Move the current school bus stop to this location (refer to notes with this slide)



Officer's Response:

Thank you for your feedback on Traffic Resolution Plan: TR 65 -22 Hobson Street, Thorndon – Change P120 parking restriction. With regards to the feedback received, please check our response below:

1. We expect a positive impact on traffic, with less driver confusion.

2. We cannot justify the retention of the existing school bus stop hence this is a valuable asset for the school and it promotes an active mode shift to road users. The existing school bus stop provides services for 6 buses that pick up/drop off students for a limited time (approximately 15-20 minutes). Given that the bus stop is not used as a layover, there is a high bus turnover, which means that residents of no.62 -no.64 should be able to come in or out of the driveways without causing major conflicts with the buses at the bus stop.
3. Thank you for advising us on the inconsistency related to the P10 sign. The plan was fixed, and the restrictions will remain as it's for operational reasons.
4. Our parking officers will continue to monitor the amount of time that drivers park on the road. Parking services start to check resident parking permit by plate number so don't need to have the sticker in the windscreen.
5. Wellington city council has recently adopted a new parking policy.
<https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

Council officers must consider any request for parking changes in-line with this document.

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

This will involve, but not limited to:

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

Wellington City Council is currently developing a Parking Management Plan (PMP) to improve parking turnover across the city. One of the objectives of the PMP is to align the plan with the principles of our Parking Policy, which supports the shift in the type of transport used – this means less reliance on private vehicles and a shift to public transport and active travel. Any scheme devised will have this objective in mind as well as considering the parking hierarchy (as per the parking policy) where on these streets, residents are considered a higher priority than commuters.

The current strategy of the PMP is to first test the PMP on a small area and then progress, in a quick manner, for the delivery of the wider area (such as Thorndon). The idea behind looking at multiple areas of a suburb, rather than individual streets, is to avoid drivers from migrating from one road to another. Below is the process that WCC will be implementing:

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

Your feedback has been added to our database for further review. Once we have a parking plan for your area the plans will be shared with the community. Timelines will be provided to all affected parties during consultation stage.

6. Regarding the existing signage: after discussions with the school “Bus stop 8:00am – 4:00 pm” we will add “during school terms” on it and, we will make it “P120 at other times”, this will need to be progressed under another Traffic Resolution.
7. “At other times” means between the hours of 8am-6pm but does not apply during the times specified by an immediately adjacent sign that notifies a different restriction.

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:

Reference	TR66-22 Karepa Street, Brooklyn – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none">• Install 60 metres of No Stopping At All Times restrictions along the northern side of Karepa Street, Brooklyn.
Why we are proposing the change	<ul style="list-style-type: none">• Council has received concerns about visibility, accessibility, and pedestrian access from the public.• Currently, the road measures 5 to 7m wide. Parked cars create visibility issues at the bends and limits the access for emergency vehicles. Proposed broken yellow lines would improve the visibility for pedestrians at crossing points and provides space for emergency vehicles to pass through.• There is a new footpath project scheduled for further design and construction in the long term therefore we propose a short-term measure of broken yellow lines. This will improve driver visibility, emergency vehicle accessibility, and pedestrian access to footpaths.• To mitigate the issues described above, officers are proposing to install No Stopping Road markings at pinch points and 5 locations (see below).
Location – where we propose to make the change	North of the existing bus stop (7767, Karepa Street at Ashton Fitchett Drive) North of the existing bus stop (6767, Karepa Street opposite Ashton Fitchett Drive) Opposite to the driveway of no.98. At the crossing point of no.78 and no.76. At the crossing point of no.55 and no.57.
Impact	<ul style="list-style-type: none">• Reduce potential crashes with parked vehicles on the road.• Improves safety and forward visibility for drivers travelling on Karepa Street.• Net parking impact - removal of 1 unrestricted parking spaces.• Improving the emergency vehicle accessibility to Karepa Street.
How this relates to the parking policy	<ul style="list-style-type: none">• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count: 1,055 vehicles.• 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 2022.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Traffic Resolution Plan: TR66-22 Karepa Street, Brooklyn – No Stopping At All Times



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Karepa Street	<i>No Stopping At All Times</i>	<i>East side, commencing 140 metres south of its intersection with Apuka Street and extending in a southerly direction following the eastern kerb line for 91 metres.</i>
Karepa Street	<i>No Stopping At All Times</i>	<i>South side, commencing from its intersection with Apuka Street (grid coordinates x= 1,747,287.17m, y= 5,426,249.27m), and extending in a westerly direction following the Southern kerbline for 16.5 metres.</i>

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

Column One	Column Two	Column Three
Karepa Street	<i>No Stopping At All Times</i>	<i>West side, commencing 36 metres north of its intersection with Ashton Fitchett Dr (Grid coordinates X=1,747,185,14m Y=5,425,956,51m) and extending in a Northerly direction following the western kerb line for 12 metres.</i>
Karepa Street	<i>No Stopping At All Times</i>	<i>East side, commencing 421 metres north of its intersection with Mitchell Street (Grid coordinates X= 1,747,198,81m Y= 5,425,961,28m) and extending in a northerly direction following the eastern kerb line for 14 metres.</i>
Karepa Street	<i>No Stopping At All Times</i>	<i>East side, commencing 140 metres south of its intersection with Apuka Street (Grid coordinates X= 1,747,288,72m Y= 5,426,248,92m) and extending in a southerly direction following the eastern kerb line for 97 metres.</i>
Karepa Street	<i>No Stopping At All Times</i>	<i>West side, commencing 100 metres south of its intersection with Apuka Street (Grid coordinates X= 1,747,285,92m Y= 5,426,248,92m) and extending in a southerly direction following the western kerb line for 12 metres.</i>

We are proposing a change in your area

Karepa Street	<i>No Stopping At All Times</i>	<i>South side, commencing from its intersection with Apuka Street (grid coordinates x= 1,747,287.17m, y= 5,426,249.27m), and extending in a westerly direction following the Southern kerbline for 34</i>
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Prepared By: Amit Kochar **(Intermediate Transport Engineer)**

Approved By: Brad Singh **(Manager Transport & Infrastructure)**

Date: 24/05/2022

Feedback Received

Feedback Received:

Name: Perry
Suburb: Brooklyn
Agree: No

I object to any of this in Brooklyn. Get smaller buses for example and work with the public do not dictate.

It is our road listen to us we know we live here.

Officer's Response:

Thanks for your response regarding TR66-22 Karepa Street, Brooklyn – No Stopping At All Times.

Name: Sarah
Suburb: Brooklyn
Agree: Yes

Hi there,

I'm replying to the proposal for yellow dotted lines along Karepa St. in Brooklyn.

Our household fully supports this suggested change. We look forward to increased visibility on the street and safety for pedestrians.

We are also keen to see further progress on the footpath instalment along Karepa street.

Officer's Response:

Thanks for your response regarding TR66-22 Karepa Street, Brooklyn – No Stopping At All Times.

Name: Russell
Suburb: Brooklyn
Agree: Yes

I am a resident and live within the stretch of Karepa Street which is the subject of this proposal. I often walk the stretch of roadway referred to and I also drive my vehicle along it often as well. I share the concerns of those others regarding the visibility, accessibility and pedestrian safety of the present situation.

I am in complete agreement with the steps proposed here. Whilst the end game would be to have a pedestrian footpath, I acknowledge that is in a different time frame. The steps proposed here will instantly make this stretch of road safer for all users. I hope that the proposal is approved by the Regulatory Processes Committee.

My only recommendation is that Metlink be approached and requested to delete bus stops 7766 and 6766 which are located in this northern section of Karepa Street. My observation is that the presence of these stops creates a traffic obstruction in an area where there is already poor longer-range visibility for pedestrians and road users alike. I have never seen much in the way of passenger patronage at either of these stops but in any event stops 7764 and 6765 are located only about 100 metres away in a section of Apuka Street where longer-range visibility is not such an issue. Deleting the bus stops would improve traffic flow as well as improve visibility. Metlink use very large buses on this route and when they stop at these points they create an unsafe obstruction.

Officer's Response:

Thanks for your response regarding TR66-22 Karepa Street, Brooklyn – No Stopping At All Times. We have forwarded your inquiry to GWRC for investigation.

Name: Anonymous
Suburb: Not Stated
Agree: Yes

We support the proposal to have non-stop double lines across Karepa street. It is getting too dangerous to drive in this area. We also do not think it is a good idea for the bus to be driving in this location because too many blind corners. There should be a speed restriction as well.

Officer's Response:

Thanks for your response regarding TR66-22 Karepa Street, Brooklyn – No Stopping At All Times. With regards to speed restrictions, we will be working together with Waka Kotahi NZ Transport Agency (NZTA) to identify areas for speed reduction across the city. Brooklyn and other suburbs of the city will be investigated as part of the new Speed Limit bylaw.

Name: Jackie
Suburb: Brooklyn
Agree: Yes

As someone who both walks down this stretch of Karepa St and also catches the bus, this area has been a serious hazard area for years. I fully support this proposal. It will mean pedestrians will be safer, and buses will be able to move up and down the hill more freely.

Officer's Response:

Thanks for your response regarding TR66-22 Karepa Street, Brooklyn – No Stopping At All Times.

Name: Gregory
Suburb: Brooklyn
Agree: Yes

I drive this road daily and walk it regularly. I agree and fully support the proposal as an interim safety measure for all road users, motorists, cyclists and pedestrians until the footpath is installed. However, I think it needs to go further. There is a very narrow part of Karepa street between numbers 86 and 96. One side of this road has no stopping yellow lines but the other, between the house numbers referred, does not. I have seen cars parked on this narrow section of road (left hand side going down

Karepa) on many occasions. When this occurs, it makes this very busy road suitable for one way traffic only. If you meet traffic on this part of the road it is very difficult and unsafe for vehicles to reverse either up or down the road to allow traffic to flow because of the curve of the road at both ends. At night and if it is raining this is almost impossible. As you know this is also the main bus route and I have lost count of the times I have witnessed near misses not only with buses but other road users on this part of the road. A clear view of the road for all users of it is limited due to the increased number of cars parked on it and the number of corners it has. Adding additional no stopping at all timelines on this narrow piece of road outside the house numbers referred will enhance the overall safety of its use for all.

Officer's Response:

Thanks for your response regarding TR66-22 Karepa Street, Brooklyn – No Stopping At All Times. We have limited the sections of broken yellow lines where visibility was considered to be causing major safety issues. However, once we receive the future plans for the new footpath project, a new assessment of broken yellow lines will be made.

Name: Kelvin

Suburb: Brooklyn

Agree: Yes

The proposed changes to Karepa St are welcomed. I drive through this street several times a week and the congestion caused by increased parking on the side has made this an awkward section of road to use now. Meeting a bus is now a nightmare requiring drivers to reverse into oncoming traffic. The whole section of Karepa St from Mitchell St to Apuka St needs to be reviewed for safe use as there are several sections which need to have broken yellow lines applied to ensure safe passage for vehicles. Further safety work on the western edge of the road (e.g. footpath or safe parking spaces would also be welcomed.

Officer's Response:

Thanks for your response regarding TR66-22 Karepa Street, Brooklyn – No Stopping At All Times. We have limited the sections of broken yellow lines where visibility was considered to be causing major safety issues. However, once we receive the future plans for the new footpath project, a new assessment of broken yellow lines will be made.

Name: Andrew

Suburb: Miramar

Agree: Yes

Parking should not impede walking

Officer's Response:

Thanks for your response regarding TR66-22 Karepa Street, Brooklyn – No Stopping At All Times.

Name: Charles

Suburb: Brooklyn

Agree: Yes

I applaud the WCC on this proposal. As a pedestrian who uses this part of the street frequently, I am looking forward to a permanent footpath being installed as outlined in the long-term plan. I do feel

unsafe though when walking on the narrowest part of this road between numbers 86 to 92. This sometimes has cars parked in it forcing me to walk in the middle of the road to get through. This is dangerous because of the two blind corners and cars coming up or down the hill at speed. Unfortunately the proposal does not appear to address this part of the road. I would feel much safer if no stopping lines were added to this section of the road.

Officer's Response:

Thanks for your response regarding TR66-22 Karepa Street, Brooklyn – No Stopping At All Times. We have limited the sections of broken yellow lines where visibility was considered to be causing major safety issues. However, once we receive the future plans for the new footpath project, a new assessment of broken yellow lines will be made.

Name: Mike on behalf of Living Streets Aotearoa

Suburb: Not Stated

Agree: Yes

We support those that support pedestrians (of all descriptions) and public transport, which include:
- those that support or improve pedestrian access, including:

TR66-22 Karepa Street, Brooklyn – No Stopping At All Times;

Officer's Response:

Thanks for your response regarding TR66-22 Karepa Street, Brooklyn – No Stopping At All Times.

Name: Jenny

Suburb: Brooklyn

Agree: Yes

I would like to offer my wholehearted support for the changes you are proposing for Karepa Street. I live at number [REDACTED] and the width of the road, the way people park, and where pedestrians are forced to walk has been a matter of concern to me for some time. I have contacted you on a number of occasions, very concerned about the potential for loss of life.

Please go ahead with these changes. They are needed in the extreme.

Officer's Response:

Thanks for your response regarding TR66-22 Karepa Street, Brooklyn – No Stopping At All Times.

We are proposing a change in your area

Kia ora,

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

Proposal:

Reference	TR67-22 – Kellsmere Crescent, Island Bay – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none">• Install No Stopping At All Times on the southern side of Kellsmere Crescent.
Why we are proposing the change	<ul style="list-style-type: none">• Our Transport Engineering team received accessibility concerns from a resident of Kellsmere Crescent. The width of the road measures 6.4 metres.• Further to the public enquiry, our transport engineers visited the site and have identified several pinch points that compromise accessibility, particularly the lack of forward visibility due to the road topography.• To improve safety, our transport engineers are proposing to install No Stopping At All Times broken yellow lines along these pinch points.
Location – where we propose to make the change	Kellsmere Crescent, Island Bay – Outside no.5 (section A), no.7-no.9 (section B), no.23-no.25 (section C)
Impact	<ul style="list-style-type: none">• Mitigation of crashes associated with parked vehicles on the road.• Forward visibility improvements for traffic travelling in the south-westerly direction of Kellsmere Crescent.• Accessibility improvements especially for service trucks and emergency vehicles.• Net parking impact - removal of approximately ten unrestricted parking spaces.
How this relates to the parking policy	<ul style="list-style-type: none">• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none">• Low on-street parking demand.• Average daily traffic count: 230 vehicles.• 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

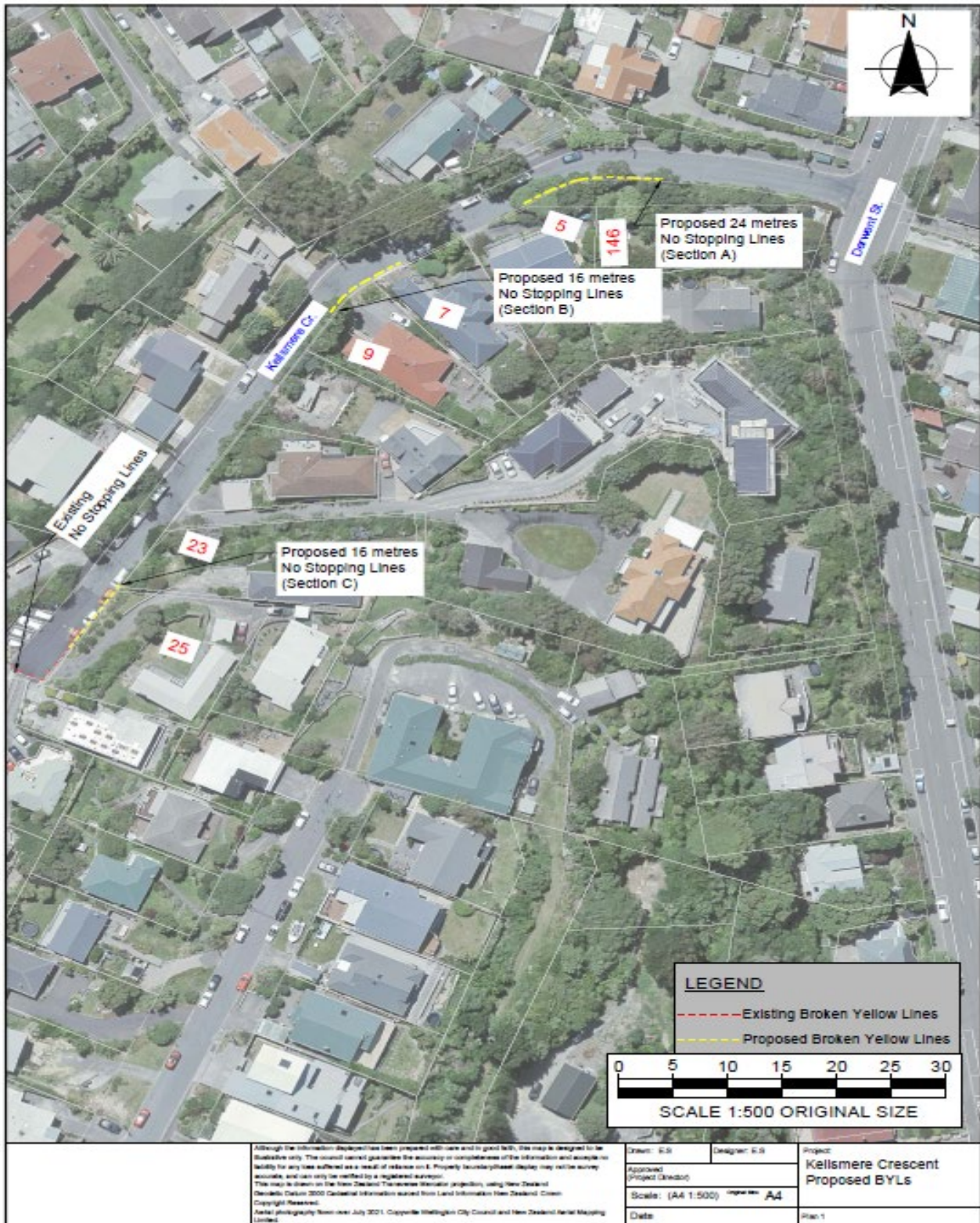
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Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 2022.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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Traffic Resolution Plan: TR67-22 Kelsmere Crescent, Island Bay – No Stopping At All Times



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
<i>Kellsmere Crescent</i>	<i>No Stopping At All Times</i>	<i>South side, commencing 34 metres west of its intersection with Derwent Street (Grid coordinates X=1,7480,033,83m Y=5,421,822,05m) and extending in a westerly direction following the southern kerb line for 24 metres.</i>
<i>Kellsmere Crescent</i>	<i>No Stopping At All Times</i>	<i>South side, commencing 88 metres west of its intersection with Derwent Street (Grid coordinates X=1,7480,033,83m Y=5,421,822,05m) and extending in a westerly direction following the southern kerb line for 16 metres.</i>
<i>Kellsmere Crescent</i>	<i>No Stopping At All Times</i>	<i>South side, commencing 177 metres west of its intersection with Derwent Street (Grid coordinates X=1,7480,033,83m Y=5,421,822,05m) and extending in a westerly direction following the southern kerb line for 16 metres.</i>

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

Approved By: Brad Singh **(Manager Transport & Infrastructure)**

Date: 24/05/2022

Feedback Received

Name: Pat

Suburb: Island Bay

Agree: Yes

I live at [redacted] Kellsmere Cres and there is a private drive to my property. There are also 2 other properties that use this driveway and there is parking at each of the properties including mine. There are 10-12 different cars that move up and down and so it does create issues with manoeuvring in and out of the drive.

I have no issues with the no stopping in the locations outlined but do want to include a section before the driveway to 15,17 and 19 Kellsmere Cres. Please refer to the plan and advise on whether this can be included.

Officer's Response:

Thanks for your feedback on TR67-22 – Kellsmere Crescent, Island Bay – No Stopping At All Times. Due to the limited number of parking spaces available on Kellsmere Crescent, we will be implementing broken yellow lines where visibility is considered a major issue. Given that the section between properties 15 to 19 does provide visibility to drivers coming from both sides of the road, the safety risk is considered minimal. Therefore, we are unable to justify the extension of broken yellow lines at this section of the road.

Name: Gregory

Suburb: Brooklyn

Agree: Yes

Nil to add.

Officer's Response:

(no action required)

Name: Tony

Suburb: Island Bay

Agree: Yes

I live at [redacted] Kellsmere Cres, and thought I should record that I'm in support of this proposal

Officer's Response:

Thanks for supporting our proposal.

Name: Andrew

Suburb: Miramar

Agree: Yes

Support. On-street parking should not impede visibility or safe transit.

Officer's Response:

Thanks for supporting our proposal on TR67-22 – Kellsmere Crescent, Island Bay – No Stopping At All Times.

Name: John

Suburb: Island Bay

Agree: Yes

We support the proposed idea of having No Stopping At all times on the Southern side of Kellsmere Crescent.

If this does not proceed, we would approve and would like to request yellow lines be painted on the southern side of the street along the full stretch of our retaining wall at the front of our property.

We reverse out of our garage and cars parked along the wall significantly impact our view of any cars travelling up the street.

I have attached a picture as reference



Officer's Response:

Thanks for supporting our proposal on TR67-22 – Kellsmere Crescent, Island Bay – No Stopping At All Times. We would like to confirm that this proposal should progress. With the proposed broken yellow lines, drivers will have a wider view of the road, which will help the viewing to the driveways in the vicinity. With regards to your driveway (outside property no. 13) given that is wider and parking is prohibited within 1m from a driveway entrance, reversing is not considered a cause of major safety issues. However, if you do notice that cars are illegally parked, please contact our parking enforcement team at 04-499-4444.

Name: Sue and Paul

Suburb: Island Bay

Agree: Yes

We support the changes as proposed and suggest that a further change be made to include a further no stopping area opposite no7-no9. This small corner in the road can prove dangerous for people coming around the corner from Derwent Street. It would also improve our (and our neighbours) ability to safely turn out of our driveways.

We have discussed the changes with our neighbours at no 1 and also at no 2 and all are supportive of the proposed changes and welcome the Council's action on what is an increasing problem in the street.

Officer's Response:

Thanks for supporting our proposal on TR67-22 – Kellsmere Crescent, Island Bay – No Stopping At All Times. Due to the limited number of parking spaces available on Kellsmere Crescent, we will be implementing broken yellow lines where visibility is considered a major issue. We do not plan to extend the broken yellow (other than what has been consulted) as other residents of the area would suffer from loss of parking spaces on the road – as such we need to balance the need for parking Vs. road safety aspects.

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	TR68-22 Kelburn Parade, Kelburn – Bus Stop #4915 relocation
What we'd like to do	<ul style="list-style-type: none">• Relocate Bus stop #4915 to allow safe entry and exit of buses.• Reconfigure onsite parking restrictions including mobility spaces.
Why we are proposing the change	<ul style="list-style-type: none">• Following feedback from consultation on TR91-21, WCC and GWRC officers have revised the proposed plan.• The proposed bus stop relocation achieves several purposes, in addressing current issues and delivering betterment.• The existing bus stop is located uphill (+1:12 street gradient) of the existing accessibility route through Victoria University (via Murphy building lifts and the bridge).• The proposed bus stop location will be adjacent to the University accessibility route and provides a safer place for patron arrival and departure.• The current bus shelters within the university site will be removed to increase footpath width.• GWRC and the University will be constructing a new shelter next to the proposed bus stop location.• Relocating the bus stop between the two existing pedestrian signalised crossings will encourage pedestrians to cross at these signalised crossings.• The existing bus stop location will become very congested when a pōwhiri (events) is held at the marae and is an ongoing OH&S issue. Visitors occasionally stand on the street in front of the waharoa and intermingle with bus patrons at the bus stop causing congestion in the vicinity of the signalised pedestrian crossing.• The new building design addresses the issue by widening the gap between buildings and relocating the waharoa closer to the ātea so there is a wider area for gathering. It is expected that the number of pōwhiri will increase significantly once the new building is in operation.• The main entry for the new building is located at the northern corner which has a ramp for accessibility into the main engagement space and addresses cultural protocol for entry onto the marae. The relocation of the bus stop will reduce the interaction between bus patrons and visitors accessing the main building entry to the Living Pā.• The proposed relocation of the bus stop provides connectivity to the main entry points to Kelburn Campus - The Hub (via the southern pedestrian signalised crossing), and the main administrative centre housed within Hunter Building (via the northern pedestrian signalised crossing).

We are proposing a change in your area

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Impact	<ul style="list-style-type: none"> Improves safety and accessibility for pedestrians and bus patrons Net parking impact – Net removal of four P120 parking spaces and two P5 parking spaces, and the addition of a loading zone Pedestrian impact – positive due to accessibility to a safe zone and the ease in utilising the pedestrian traffic lights to cross the street. Resizing Bus stop #4915. to allow buses to enter/exit safely.
How this relates to the parking policy	<ul style="list-style-type: none"> Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	<ul style="list-style-type: none"> Average monthly passenger number – 31,722. Average daily traffic count – 13,304 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022. 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.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 9 May 2022. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 2022. If approved, the proposal will be installed within the following three months.

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

Proposed Bus Shelter

New Development

Victoria University of Wellington

LEGEND

- Proposed New Restrictions
- Existing Restrictions
- Existing Yellow Road Markings
- New Yellow Road Markings
- Proposed Bus Shelter

SCALE 1:600 ORIGINAL SIZE

0 6 12 18 24 30 36

0 6 12 18 24 30 36

SCALE 1:600 ORIGINAL SIZE

Although the information displayed has been prepared with care and in good faith, this map is designed to be illustrative only. The Council cannot guarantee the accuracy or completeness of the information and accepts no liability for any loss suffered as a result of reliance on it. Property boundary/Asset display may not be survey accurate, and can only be verified by a registered surveyor.

This map is drawn on the New Zealand Transverse Mercator projection, using New Zealand Geodetic Datum 2000

Cadastral information sourced from Land Information New Zealand. Crown Copyright Reserved.

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Drawn: Z Moode	Designer: Z Moode	Project: Kelburn Parade Bus Stop Relocation TR68-22
Drafting Check: G Savic	Design Check: G Savic	
Approved (Project Director): S Teck Kong	Date:	

Sheet A4

We are proposing a change in your area

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

Legal Description:

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

Column One	Column Two	Column Three
<i>Kelburn Parade</i>	Mobility Parking Except for Vehicles Displaying an Operation Mobility Card, Monday to Saturday, 8:00am - 6:00pm	West side commencing 159 metres from its intersection with Salamanca Road and extending in a southerly direction for 14 metres.
<i>Kelburn Parade</i>	Bus Stop At All Times	West side commencing 250 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending in a southerly direction for 30 metres.

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

Column One	Column Two	Column Three
<i>Kelburn Parade</i>	P120 At All Times	West side commencing 186 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending in a southerly direction for 22 metres.
<i>Kelburn Parade</i>	P5 At All Times	West side commencing 208 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending in a southerly direction for 21 metres.
<i>Kelburn Parade</i>	P120 Monday to Saturday, 8:00am - 6:00pm	West side commencing 282.5 metres from its intersection with Salamanca Road and extending in a southerly direction for 42.5 metres.

We are proposing a change in your area

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

Column One	Column Two	Column Three
<i>Kelburn Parade</i>	No Stopping At All Times	West side commencing 225 metres from its intersection with Salamanca Road and extending in a southerly direction for 21 metres.
<i>Kelburn Parade</i>	No Stopping At All Times	East side, commencing 310 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 6.5 metres.
<i>Kelburn Parade</i>	No Stopping At All Times	West side commencing 275.5 metres from its intersection with Salamanca Road and extending in a southerly direction for 7 metres.

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

Column One	Column Two	Column Three
<i>Kelburn Parade</i>	No Stopping At All Times	West side, commencing 168 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 12 metres
<i>Kelburn Parade</i>	No Stopping At All Times	West side, commencing 215 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 35 metres.
<i>Kelburn Parade</i>	No Stopping At All Times	West side, commencing 296 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 9 metres.
<i>Kelburn Parade</i>	No Stopping At All Times	East side, commencing 293 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 9 metres.

We are proposing a change in your area

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

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

Column One	Column Two	Column Three
Kelburn Parade	Bus Stop At All Times	West side, commencing 180 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 35 metres.
Kelburn Parade	Loading Zone P15, Goods & Service Vehicles Only	West side, commencing 290 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 5.5 metres.
Kelburn Parade	Loading Zone P15, Goods & Service Vehicles Only	East side, commencing 310 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 6.5 metres.
Kelburn Parade	Mobility Parking Except for Vehicles Displaying an Operation Mobility Card, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 251 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 15 metres.

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

Kelburn Parade	Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.	West side, commencing 266 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 24 metres.
Kelburn Parade	Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.	West side, commencing 311 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 14 metres.

Prepared By: Gordana Savic

**(Public Transport Infrastructure
Programme Manager)**

Approved By: Brad Singh

**(Manager Transport &
Infrastructure)**

Date: 24/05/2022

Feedback Received

Feedback Received:

Name: Gregory
Suburb: Brooklyn
Agree: Yes

Nil to add.

Officer's Response:

Thank you for your Support on Traffic Resolution Plan: TR 68 -22 Kelburn Parade – Bus Stop Parking Changes.

Name: Andrew
Suburb: Miramar
Agree: Yes/No

I would support, but for the net removal of four P120 rather than net removal of the 4 P600 carparks as this does not seem to meet the parking policy to encourage turnover.

Officer's Response:

Thank you for your Support on Traffic Resolution Plan: TR 68 -22 Kelburn Parade – Bus Stop Parking Changes.

The Council's position is that people who use the parking spaces should contribute more towards the overall cost of providing parking spaces around the area of the University which that are mainly utilised by students. The proposal to charge for parking to metered P600 better reflects the value of parking, encourages turnover while offering the flexibility to park for longer periods.

Name: Andrew
Suburb: Kelburn
Agree: Yes

The changes will encourage more sustainable transport by providing better access on and off the buses, with a fantastic new bus shelter design. The removal of carparks also helps!

Officer's Response:

Thank you for your Support on Traffic Resolution Plan: TR 68 -22 Kelburn Parade – Bus Stop Parking Changes.

We are proposing a change in your area

Kia ora,

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

Proposal:

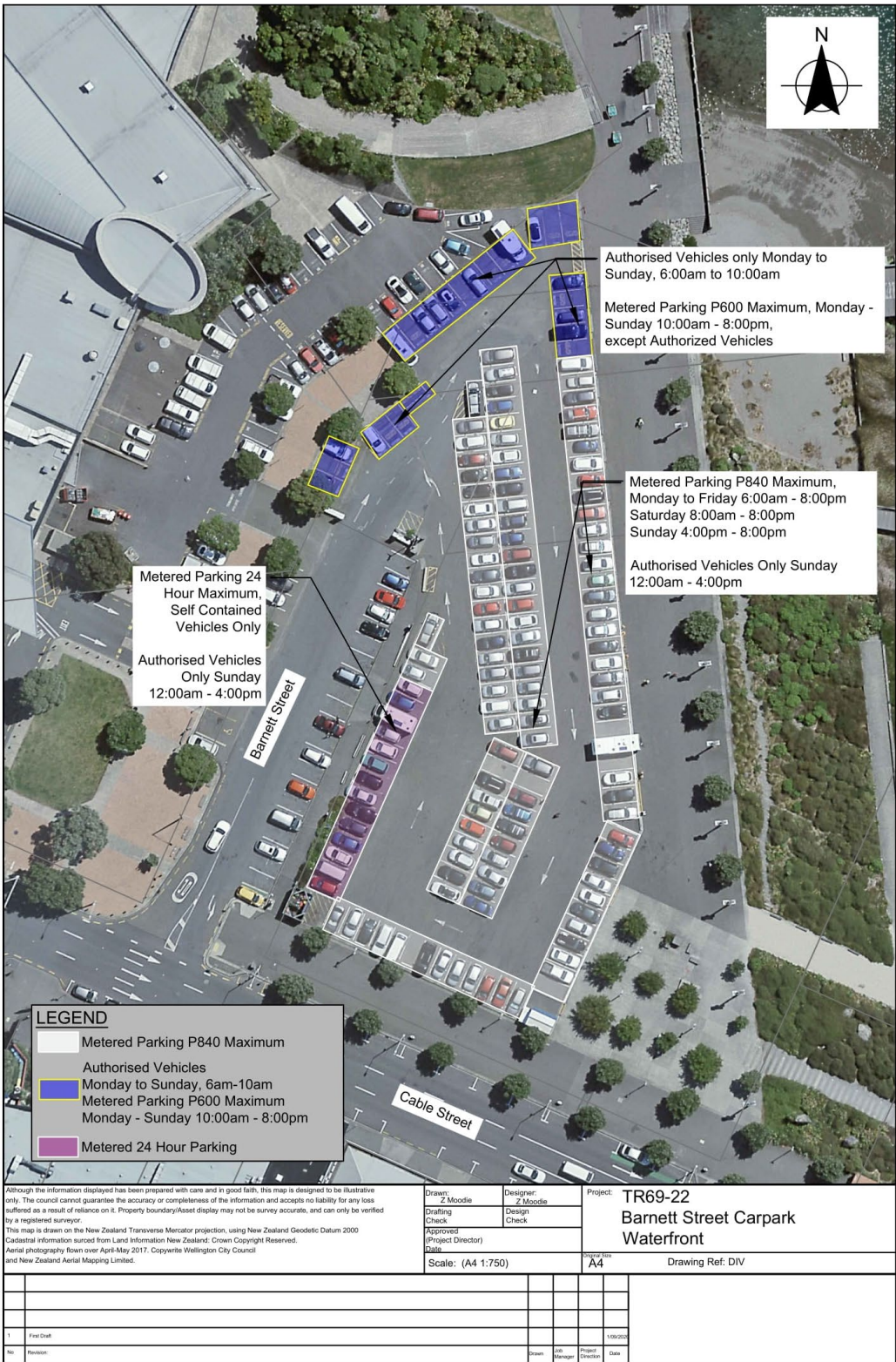
Reference	TR69-22 - Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces
What we'd like to do	<ul style="list-style-type: none">• Change the 25 Parking Spaces in Barnett Carpark (Blue) from P240 (4 hours) up to P600 (10 hours)• Change the 119 Parking Spaces in Barnett Carpark (white) from P240 (4 hours) up to P840 (14 hours)• Introduce a daily maximum charge that will be applicable once the first 6 hours have been paid
Why we are proposing the change	<ul style="list-style-type: none">• In July 2021, the management of Barnett Carpark was transferred to Wellington City Council Parking Services. Prior to this, it has been managed by an external contractor. The time restrictions were reduced to P240 to align with the Parking Policy and help to promote mode shift. This initiative provided an alternative short-term parking option in the city• Due to underutilisation of the carpark facility, Council proposes to reinstate all-day parking• A daily-max parking fee will align charges with parking of self-contained vehicles
Location – where we propose to make the change	Barnett Street Carpark, Wellington Waterfront
Impact	<ul style="list-style-type: none">• This change will apply to 144 metered parking spaces• New restrictions will apply from 1 July 2022• There are 14 x 24hr maximum metered spaces for self-contained vehicles within the carpark. These will not be changed by this proposal and current restrictions will still apply
How this relates to the Parking Policy 2020	<ul style="list-style-type: none">• The Parking Policy encourages an increase in the use of active modes of transport and public transport to move more people using less vehicles. This aligns with Council's wider climate objectives to decrease vehicle use, to contribute towards reduced carbon emissions.• Council has recommended this approach in response to the ongoing effects of the pandemic. Although the proposed change is not in line with some of the objectives of the Parking Policy, Council is committed to supporting economic activity and encouraging the public back into the Central City.

We are proposing a change in your area

Additional Information	<ul style="list-style-type: none">To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none">If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ Please note if you are giving feedback the consultation period opens 9.00am Monday 11 April 2022 and finishes 5.00pm Sunday 8 May 2022.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.
Next Steps	<ol style="list-style-type: none">Feedback collated by Tuesday 31 May 2022.The proposal will go to Regulatory Processes Committee on Wednesday 8 June 2022.If approved, the proposal will apply from 1 July 2022.

We are proposing a change in your area

Traffic Resolution Plan: TR69-22 Barnett Street Car Park, Te Aro - Increase in time restrictions and operating hours



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Barnett Street Carpark, Wellington Waterfront	Metered Parking, P240 Maximum, Sunday to Thursday 10:00am - 8:00pm, Friday and Saturday 10:00am - 10:00pm, except Authorised Vehicles	25 Parking Spaces, refer to attached traffic resolution plan (Blue)
Barnett Street Carpark, Wellington Waterfront	Metred Parking, P240 Maximum, Monday to Thursday 10:00am - 8:00pm, Friday and Saturday 8:00am - 10:00pm, Sunday 4:00pm - 8:00pm	119 Parking Spaces, refer to attached traffic resolution plan (White)

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

Column One	Column Two	Column Three
Barnett Street Carpark, Wellington Waterfront	Authorised vehicles only, Sunday 12:00am to 4:00pm	25 Parking Spaces, refer to attached traffic resolution plan (Blue)
Barnett Street Carpark, Wellington Waterfront	Authorised vehicles only, Sunday 12:00am to 4:00pm	119 Parking Spaces, refer to attached traffic resolution plan (White)

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

Column One	Column Two	Column Three
Barnett Street Carpark, Wellington Waterfront	Metered Parking, P600 Maximum, Monday - Sunday 10:00am - 8:00pm, except Authorised Vehicles	25 Parking Spaces, refer to attached traffic resolution plan (Blue)
Barnett Street Carpark, Wellington Waterfront	Metred Parking, P840 Maximum, Monday to Friday 6:00am - 8:00pm Saturday 8:00am - 8:00pm Sunday 4:00pm - 8:00pm	119 Parking Spaces, refer to attached traffic resolution plan (White)

We are proposing a change in your area

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

Column One	Column Two	Column Three
Barnett Street Carpark, Wellington Waterfront	<i>Authorised vehicles only, Monday - Sunday 6:00am to 10:00pm</i>	<i>25 Parking Spaces, refer to attached traffic resolution plan (Blue)</i>
Barnett Street Carpark, Wellington Waterfront	<i>Authorised vehicles only, Sunday 12:00am to 4:00pm</i>	<i>119 Parking Spaces, refer to attached traffic resolution plan (White)</i>

Prepared By: Renee Reedy **(Project Advisor)**

Approved By: Brad Singh **(Manager Transport &
Infrastructure)**

Date: 24/05/2022

Feedback Received

Feedback Received

Name: Andrew

Suburb: Miramar

Agree: No

A change totally in defiance of the parking policy I cannot support. If this space is under-utilised then it means that there is less pressure on the nearby on-street parking, for example to allow further bus layover on Cable St (to offset that lost due to the Newtown to CBD cycleway). Incredible expense is so often forced onto cycleway projects due to high parking use, long-term parking in the CBD should not be encouraged, the resulting empty car parks should become simple bike lanes and what parking there is should be in support of fast turnover. If long-term car parks from other places were being 'relocated' to this location for an overall benefit, and it was clear that this long-term use is needed for some reason, that would be a different matter.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces.

Council has recommended this approach in response to the on-going effects of the pandemic. Although the proposed change is not in line with some of the objectives of the Parking Policy, Council is committed to supporting economic activity and encouraging the public back into the Central City.

As you will be aware the Pandemic has significantly impacted the city, through the reduction of the numbers of people working in the city or visiting the central city for entrainment or shopping. This has impacted our retail and entertainment businesses.

Anecdotally, while we are starting to see the return of people to the city, the purpose of this Traffic Resolution is to provide some level of longer-term parking than that offered by our on-street offering, which mainly provides a 2-hour parking limit in weekdays with a three-hour limit to be introduced from 1 July in the evenings and weekends.

The progressive implementation of the Bike Network Plan and Let's Get Wellington Moving will result in parking spaces being reprioritised to support more active and public transport. Specifically, the Newtown to City cycleway will see the removal of long stay parking along Adelaide Road and Cambridge Terrace. Barnett Street Carpark will provide an alternative longer-term parking option.

Name: Mike on behalf of Living Streets Aotearoa

Suburb: Not Stated

Agree: No

Living Streets supports the WCC Parking Policy, and it is good to see that Traffic Resolutions are being assessed against that policy, and that most of this round of Traffic Resolutions <https://www.letstalk.wellington.govt.nz/traffic-resolutions-june-2022/widgets/369833/documents> support that policy. However, there is one notable exception.

TR69-22 - Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking

This TR explicitly notes that it is contrary to both the Parking Policy and Council's wider climate objectives, driven by underutilisation of the carpark facility on the assumption (no evidence is given) that this will support economic activity and encourage the public back into the central city.

We strongly oppose this TR, for the following reasons:

1. As Council officers know (see, for example, work done on the transitional cycleways) any direct linkage between parking provision and economic activity is tenuous at best;
2. There is no evidence supplied that there is demand in the area for the changes proposed;
3. This is prime waterfront land, and parking is generally acknowledged to be very poor use of such land. The underutilisation clearly shows that this land could be put to better use;
4. As well as being in conflict with the Parking Policy, by encouraging vehicle use it is in conflict with Council's transport policies and with Let's Get Wellington Moving's key focus on moving more people in fewer vehicles;
5. The proposal is also in direct conflict with the Climate Change policy, arguably the single most important policy because it is the only one in relation to which Council (and other bodies) has declared an emergency, with its effects being both existential and ever-increasing. In contrast, while the pandemic is clearly serious, its effects are neither existential nor ever-increasing, and no emergencies have been declared.

On that basis we urge that this TR be rejected.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces.

It's great to hear your support of the Parking Policy. We acknowledge the points you have raised about how the proposed changes to Barnett Street Carpark are contrary to both the Parking Policy and Council's wider climate objectives.

Council has recommended this approach in response to the on-going effects of the pandemic. Although the proposed change is not in line with some of the objectives of the Parking Policy, Council is committed to supporting economic activity and encouraging the public back into the Central City.

As you will be aware the Pandemic has significantly impacted the city, through the reduction of the numbers of people working in the city or visiting the central city for entrainment or shopping. This has impacted our retail and entertainment businesses.

Anecdotally, while we are starting to see the return of people to the city, the purpose of this Traffic Resolution is to provide some level of longer-term parking than that offered by our on-street offering,

which mainly provides a 2-hour parking limit in weekdays with a three-hour limit to be introduced from 1 July in the evenings and weekends.

Additionally, the Newtown to City cycleway will see the removal of long stay parking along Adelaide Road and Cambridge Terrace. Barnett Street Carpark will provide an alternative option near Courtenay Place.

Name: Tim

Suburb: Mount Victoria

Agree: No

I support the WCC Parking Policy, and it is good to see that Traffic Resolutions are being assessed against that policy and that most of this round of Traffic Resolutions support that policy. However, TR69-22 - Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces explicitly notes that it is contrary to both the Parking Policy and Council's wider climate objectives, driven by underutilisation of the carpark facility on the assumption (no evidence is given) that this will support economic activity and encourage the public back into the central city. I strongly oppose this TR, for the following reasons: 1. As Council officers know (see, for example, work done on the transitional cycleways) any direct linkage between parking provision and economic activity is tenuous at best; 2. There is no evidence supplied that there is demand in the area for the changes proposed; 3. This is prime waterfront land, and parking is generally acknowledged to be very poor use of such land. The underutilisation clearly shows that this land could be put to better use; 4. Climate change is an existential risk, getting more serious as time goes on, which the Council and other bodies have declared as an emergency. The pandemic is not an existential risk, the situation currently appears to be improving, and no emergencies have been declared; 5. The proposal is in direct conflict with two key Council policies. On that basis I urge that this TR be rejected.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces.

It's great to hear your support of the Parking Policy. We acknowledge the points you have raised about how the proposed changes to Barnett Street Carpark are contrary to both the Parking Policy and Council's wider climate objectives.

Council has recommended this approach in response to the on-going effects of the pandemic. Although the proposed change is not in line with some of the objectives of the Parking Policy, Council is committed to supporting economic activity and encouraging the public back into the Central City.

As you will be aware the Pandemic has significantly impacted the city, through the reduction of the numbers of people working in the city or visiting the central city for entrainment or shopping. This has impacted our retail and entertainment businesses.

Anecdotally, while we are starting to see the return of people to the city, the purpose of this Traffic Resolution is to provide some level of longer-term parking than that offered by our on-street offering, which mainly provides a 2-hour parking limit in weekdays with a three-hour limit to be introduced from 1 July in the evenings and weekends.

Additionally, the Newtown to City cycleway will see the removal of long stay parking along Adelaide Road and Cambridge Terrace. Barnett Street Carpark will provide an alternative option near Courtenay Place.

Name: Shannon

Suburb: Wellington Central

Agree: No

Increase in operating hours and time restrictions encourages private vehicle use within the city in conflict with councils carbon zero goals and other private vehicle related policies.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces.

Council has recommended this approach in response to the on-going effects of the pandemic. Although the proposed change is not in line with some of the objectives of the Parking Policy, Council is committed to supporting economic activity and encouraging the public back into the Central City.

As you will be aware, the Pandemic has significantly impacted the city, through the reduction of the numbers of people working in the city or visiting the central city for entrainment or shopping. This has impacted our retail and entertainment businesses.

Anecdotally, while we are starting to see the return of people to the city, the purpose of this Traffic Resolution is to provide some level of longer-term parking than that offered by our on-street offering, which mainly provides a 2-hour parking limit in weekdays with a three-hour limit to be introduced from 1 July in the evenings and weekends.

Name: Emily

Suburb: Ngaio

Agree: No

We support the WCC Parking Policy, and it is good to see that Traffic Resolutions (TRs) are being assessed against that policy and that most of this round of Traffic Resolutions support that policy. However, there is one notable exception: "TR69-22 - Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces" explicitly notes that it is contrary to both the Parking Policy and Council's wider climate objectives, driven by underutilisation of the carpark facility on the assumption (no evidence is given) that this will support economic activity and encourage the public back into the central city. We strongly oppose this TR, for the following reasons: As Council officers know (see, for example, work done on the transitional cycleways) any direct linkage between parking provision and economic activity is tenuous at best; There is no evidence supplied that there is demand in the area for the changes proposed; This is prime waterfront land, and parking is generally acknowledged to be very poor use of such land. The underutilisation clearly shows that this land could be put to better use; Climate change is an existential risk, getting more serious as time goes on, which the Council and other bodies have declared as an emergency. The pandemic is not an existential risk, the situation currently appears to be improving, and no emergencies have been declared; The proposal is in direct conflict with two key Council policies. On that basis we urge that this TR be rejected.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces.

It's great to hear your support of the Parking Policy. We acknowledge the points you have raised about how the proposed changes to Barnett Street Carpark are contrary to both the Parking Policy and Council's wider climate objectives.

Council has recommended this approach in response to the on-going effects of the pandemic. Although the proposed change is not in line with some of the objectives of the Parking Policy, Council is committed to supporting economic activity and encouraging the public back into the Central City.

As you will be aware the Pandemic has significantly impacted the city, through the reduction of the numbers of people working in the city or visiting the central city for entrainment or shopping. This has impacted our retail and entertainment businesses.

Anecdotally, while we are starting to see the return of people to the city, the purpose of this Traffic Resolution is to provide some level of longer-term parking than that offered by our on-street offering, which mainly provides a 2-hour parking limit in weekdays with a three-hour limit to be introduced from 1 July in the evenings and weekends.

Additionally, the Newtown to City cycleway will see the removal of long stay parking along Adelaide Road and Cambridge Terrace. Barnett Street Carpark will provide an alternative option near Courtenay Place.

Name: Paddy
Suburb: Karori
Agree: No

The parking periods are unnecessary long

Officer's Response:

Thank you for your feedback on Traffic Resolution TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces.

The purpose of this Traffic Resolution is to provide some level of longer-term parking than that offered by our on-street offering, which mainly provides a 2-hour parking limit in weekdays with a three-hour limit to be introduced from 1 July in the evenings and weekends.

Name: Nellie
Suburb: Kilbirnie
Agree: No

We support the WCC Parking Policy, and it is good to see that Traffic Resolutions (TRs) are being assessed against that policy and that most of this round of Traffic Resolutions support that policy.

However, there is one notable exception: “TR69-22 - Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces” explicitly notes that it is contrary to both the Parking Policy and Council's wider climate objectives, driven by underutilisation of the carpark facility on the assumption (no evidence is given) that this will support economic activity and encourage the public back into the central city. We strongly oppose this TR, for the following reasons: As Council officers know (see, for example, work done on the transitional cycleways) any direct linkage between parking provision and economic activity is tenuous at best; There is no evidence supplied that there is demand in the area for the changes proposed; This is prime waterfront land, and parking is generally acknowledged to be very poor use of such land. The underutilisation clearly shows that this land could be put to better use; Climate change is an existential risk, getting more serious as time goes on, which the Council and other bodies have declared as an emergency. The pandemic is not an existential risk, the situation currently appears to be improving, and no emergencies have been declared; The proposal is in direct conflict with two key Council policies. On that basis we urge that this TR be rejected.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces.

It's great to hear your support of the Parking Policy. We acknowledge the points you have raised about how the proposed changes to Barnett Street Carpark are contrary to both the Parking Policy and Council's wider climate objectives.

Council has recommended this approach in response to the on-going effects of the pandemic. Although the proposed change is not in line with some of the objectives of the Parking Policy, Council is committed to supporting economic activity and encouraging the public back into the Central City.

As you will be aware the Pandemic has significantly impacted the city, through the reduction of the numbers of people working in the city or visiting the central city for entrainment or shopping. This has impacted our retail and entertainment businesses.

Anecdotally, while we are starting to see the return of people to the city, the purpose of this Traffic Resolution is to provide some level of longer-term parking than that offered by our on-street offering, which mainly provides a 2-hour parking limit in weekdays with a three-hour limit to be introduced from 1 July in the evenings and weekends.

Additionally, the Newtown to City cycleway will see the removal of long stay parking along Adelaide Road and Cambridge Terrace. Barnett Street Carpark will provide an alternative option near Courtenay Place.

Name: James

Suburb: Crofton Downes

Agree: No

Nil

Officer's Response:

Thank you for your feedback on Traffic Resolution TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces.

Name: Rosel

Suburb: Newtown

Agree: No

We support the WCC Parking Policy, and it is good to see that Traffic Resolutions (TRs) are being assessed against that policy and that most of this round of Traffic Resolutions support that policy. However, there is one notable exception: "TR69-22 - Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces" explicitly notes that it is contrary to both the Parking Policy and Council's wider climate objectives, driven by underutilisation of the carpark facility on the assumption (no evidence is given) that this will support economic activity and encourage the public back into the central city. We strongly oppose this TR, for the following reasons: As Council officers know (see, for example, work done on the transitional cycleways) any direct linkage between parking provision and economic activity is tenuous at best; There is no evidence supplied that there is demand in the area for the changes proposed; This is prime waterfront land, and parking is generally acknowledged to be very poor use of such land. The underutilisation clearly shows that this land could be put to better use; Climate change is an existential risk, getting more serious as time goes on, which the Council and other bodies have declared as an emergency. The pandemic is not an existential risk, the situation currently appears to be improving, and no emergencies have been declared; The proposal is in direct conflict with two key Council policies. On that basis we urge that this TR be rejected.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces.

It's great to hear your support of the Parking Policy. We acknowledge the points you have raised about how the proposed changes to Barnett Street Carpark are contrary to both the Parking Policy and Council's wider climate objectives.

Council has recommended this approach in response to the on-going effects of the pandemic. Although the proposed change is not in line with some of the objectives of the Parking Policy, Council is committed to supporting economic activity and encouraging the public back into the Central City.

As you will be aware the Pandemic has significantly impacted the city, through the reduction of the numbers of people working in the city or visiting the central city for entrainment or shopping. This has impacted our retail and entertainment businesses.

Anecdotally, while we are starting to see the return of people to the city, the purpose of this Traffic Resolution is to provide some level of longer-term parking than that offered by our on-street offering, which mainly provides a 2-hour parking limit in weekdays with a three-hour limit to be introduced from 1 July in the evenings and weekends.

Additionally, the Newtown to City cycleway will see the removal of long stay parking along Adelaide Road and Cambridge Terrace. Barnett Street Carpark will provide an alternative option near Courtenay Place.

Name: Dhanya

Suburb: Kingsland, Auckland

Agree: No

I support the WCC Parking Policy, and it is good to see that Traffic Resolutions (TRs) are being assessed against that policy and that most of this round of Traffic Resolutions support that policy. However, there is one notable exception: "TR69-22 - Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces" explicitly notes that it is contrary to both the Parking Policy and Council's wider climate objectives, driven by underutilisation of the carpark facility on the assumption (no evidence is given) that this will support economic activity and encourage the public back into the central city. I strongly oppose this TR, for the following reasons: As Council officers know (see, for example, work done on the transitional cycleways) any direct linkage between parking provision and economic activity is tenuous at best; There is no evidence supplied that there is demand in the area for the changes proposed; This is prime waterfront land, and parking is generally acknowledged to be very poor use of such land. The underutilisation clearly shows that this land could be put to better use; Climate change is an existential risk, getting more serious as time goes on, which the Council and other bodies have declared as an emergency. The pandemic is not an existential risk, the situation currently appears to be improving, and no emergencies have been declared; The proposal is in direct conflict with two key Council policies. On that basis I urge that this TR be rejected.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces.

It's great to hear your support of the Parking Policy. We acknowledge the points you have raised about how the proposed changes to Barnett Street Carpark are contrary to both the Parking Policy and Council's wider climate objectives.

Council has recommended this approach in response to the on-going effects of the pandemic. Although the proposed change is not in line with some of the objectives of the Parking Policy, Council is committed to supporting economic activity and encouraging the public back into the Central City.

As you will be aware the Pandemic has significantly impacted the city, through the reduction of the numbers of people working in the city or visiting the central city for entrainment or shopping. This has impacted our retail and entertainment businesses.

Anecdotally, while we are starting to see the return of people to the city, the purpose of this Traffic Resolution is to provide some level of longer-term parking than that offered by our on-street offering, which mainly provides a 2-hour parking limit in weekdays with a three-hour limit to be introduced from 1 July in the evenings and weekends.

Feedback Received

Additionally, the Newtown to City cycleway will see the removal of long stay parking along Adelaide Road and Cambridge Terrace. Barnett Street Carpark will provide an alternative option near Courtenay Place.

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	TR70-22 Marine Parade, Seatoun - No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none">• Install No Stopping At All Times at the Worser Bay beach access
Why we are proposing the change	<ul style="list-style-type: none">• We have received safety and visibility concerns from residents about the access to Worser Bay beach.• Currently the beach access to Worser Bay enables vehicles to park across it which causes visibility and access issues for pedestrians getting to and from the beach.• The proposed 10 metres of No Stopping broken yellow lines will provide pedestrians safer access to the beach by improving intervisibility between pedestrians and oncoming vehicle drivers.
Location – where we propose to make the change	Marine Parade, Seatoun – opposite no.175
Impact	<ul style="list-style-type: none">• Net parking impact – removal of two unrestricted parking spaces.• Pedestrian impact – positive as it improves intervisibility for pedestrians and oncoming traffic.
How this relates to the parking policy	<ul style="list-style-type: none">• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.• Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count - 2063• 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 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: TR70-22 Marine Parade, Seatoun - No Stopping At All Times



We are proposing a change in your area

Legal Description:

Add to Schedule (D) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Marine Parade</i>	<i>No Stopping At All Times</i>	<i>East side, commencing 355 metres north of its intersection with Beere Haven Steps (Grid coordinates X=1,753,032.02m Y=5,424,325.85m) and extending in a northerly direction following the eastern kerb line for 10 metres.</i>

Prepared By: Corey Pugh (Assistant Transport Engineer)

Approved By: Brad Singh (Manager Transport & Infrastructure)

Date: 24/05/2022

Feedback Received

Name: Paula and Steve

Suburb: Seatoun

Agree: Yes

Great idea, we 100% support this change.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR70-22 Marine Parade – No Stopping At All Times

Name: Andrew

Suburb: Miramar

Agree: Yes

Parking here is really silly, given that the location is as much sand drift as it is legal road. I would encourage this to be extended, but this is a good start.

Officer's Response:

Thanks for your response. Given the medium/high parking demand in the area and speeding concerns related by other residents, we need to be careful with the removal of parking along Marine Parade. Removing parking is likely to increase speeding issues on the road, which is something that we want to avoid. However, our engineering team is working on a plan to modify the layout of Marine Parade with better road markings to best delineate parking and promote a slow speed approach.

Name: Mike on behalf of Living Streets Aotearoa

Suburb: Not Stated

Agree: Yes

We support those that support pedestrians (of all descriptions) and public transport, which include:

- those that support mode shift, including:

TR70-22 Marine Parade, Seatoun - No Stopping At All Times;

Officer's Response:

Thank you for your feedback on Traffic Resolution TR70-22 Marine Parade – No Stopping At All Times

We are proposing a change in your area

Kia ora,

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

Proposal:

Reference	TR71-22 Chesterton Street– No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none">• Install 33 metres of No Stopping At All Times on the eastern side of Chesterton Street, Johnsonville.
Why we are proposing the change	<ul style="list-style-type: none">• Our Transport Engineering team received safety concerns from the public regarding the lack of forward visibility which occurs on the road bend located between properties no.53 and no.55.• The forward visibility is compromised for southbound traffic due to parked vehicles, and this creates a safety hazard to them as there is an obstruction of visibility to oncoming traffic and vehicles have to cross the centre of the road into opposing traffic.• To mitigate the issues described above, our transport engineers are proposing to install No Stopping At All Times broken yellow lines around this bend.
Location – where we propose to make the change	Chesterton Street, Johnsonville – between properties no.53 to no.55.
Impact	<ul style="list-style-type: none">• Mitigation of crashes associated with parked vehicles on the road.• Forward visibility improvements for opposing traffic travelling along Chesterton Street.• Clear visibility for southbound traffic will enable a safer access to properties no.53 and no.55.• Net parking impact - removal of four unrestricted parking spaces.
How this relates to the parking policy	<ul style="list-style-type: none">• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count: 1,060 vehicles.• 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

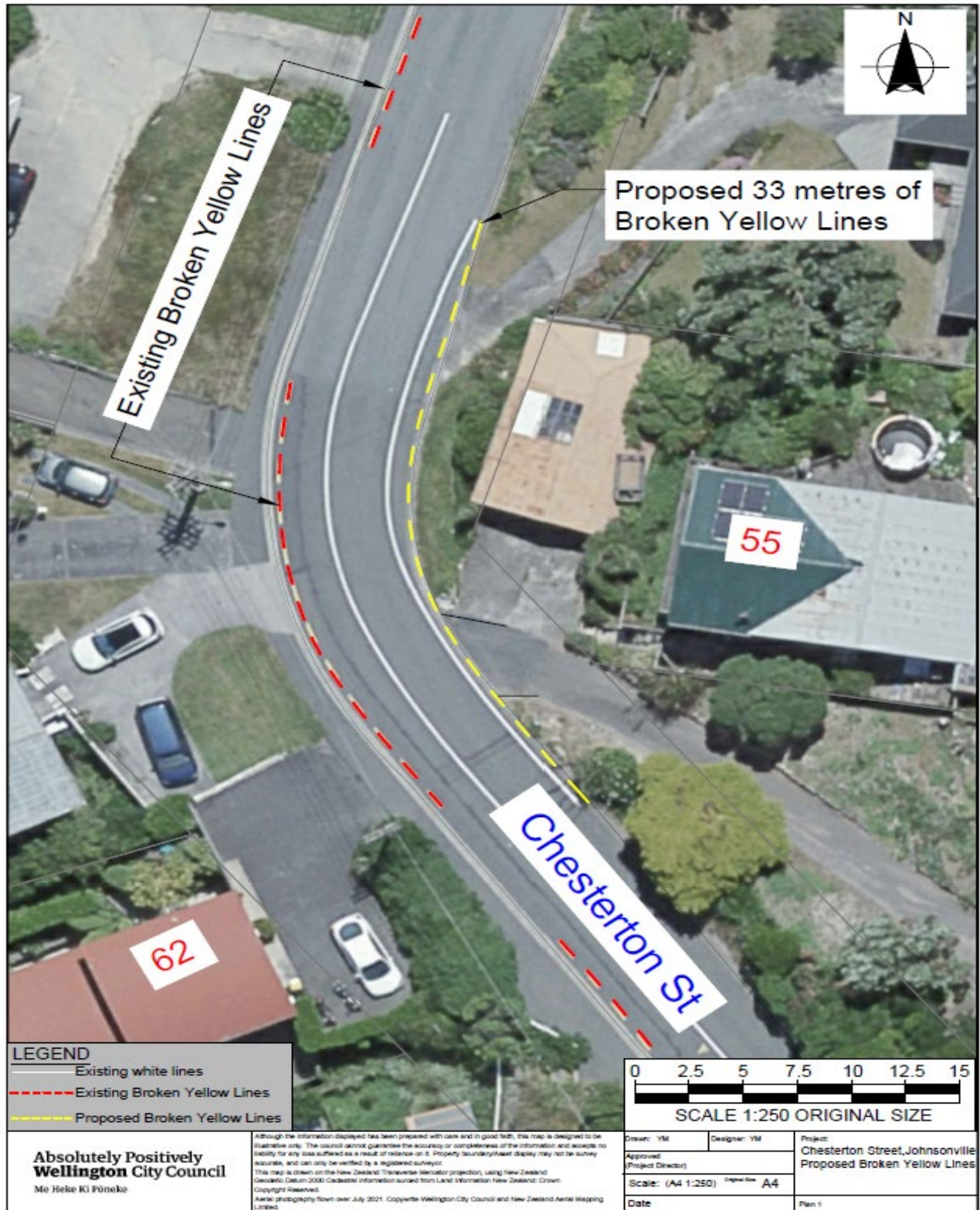
We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 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: TR71-22 Chesterton Street (Johnsonville) – No Stopping At All Times



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
<i>Chesterton Street</i>	<i>No Stopping At All Times</i>	<i>East side, commencing 115 metres north of its intersection with Chapman Street (Grid coordinates X= 1,751,926,36m Y=5,434,435,98m) and extending in a northerly direction following the eastern kerb line for 33 metres.</i>

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

Approved By: Brad Singh **(Manager Transport & Infrastructure)**

Date: 24/05/2022

Feedback Received

Feedback Received:

Name: Andrew
Suburb: Miramar
Agree: Yes

While this should not have to be addressed by a point-by-point marking and rulemaking, I support.

Officer's Response:

Thank you for your support on Traffic Resolution TR71-22 Chesterton Street- No Stopping At All Times.

Name: John
Suburb: Johnsonville
Agree: Yes/No

Why is it not on other side of road as well The parking spot on the road beside 62 Chesterton street has cause more accident or near miss There has only been one car parking there and that because the builders across the road has no parking in front of site The park at 62 is far more dangerous and is use all the time This would be best to delete that park I have seen more cars on that spot causing more potential danger I have lived at 55 Chesterton street for over 20 years There has only recently been a car in past year on your proposed but I'm sure there has been more trouble with that corner and has come from the 62 park space please rethink your idea or include that 62 park spot or you will still have accident on this corner

Officer's Response:

Thank you for your feedback. Implementing broken yellow lines opposite property no. 62 Chesterton Street may increase the likelihood of speeding issues along the road as the road would appear to be wider. Parked vehicles opposite property no. 62 do help reduce speeds hence the vehicles parked on the road promoting a chicane effect, which is positive from a safety point of view. Furthermore, the area opposite to property no. 62 Chesterton Street does have adequate forward visibility for drivers travelling along the road.

Name: Ben
Suburb: Not Stated
Agree: Yes

Thank you for taking the time to look at the yellow lines in my street - I raised the original ticket to have this appraised so very much appreciate the action.

One further thought: The proposal allows for the parking space outside #62 Chesterton street (where there is currently room for one car) to remain. I would appreciate consideration of whether it would be wise to extend the broken yellow lines across this space also. Cars parked in this space result in vehicles being forced to cross the centre line immediately before a blind corner.

It's manageable, but there are many near-misses here - I've been involved in some myself.

Once again, my thanks for looking at this.

Officer's Response:

Thanks for supporting our proposal. Implementing broken yellow lines opposite property no. 62 Chesterton Street may increase the likelihood of speeding issues along the road, as the road would appear to be wider. Parked vehicles opposite property no. 62 do help reduce speeds hence the vehicles parked on the road promoting a chicane effect, which is positive from a safety point of view. Furthermore, the area opposite to property no. 62 Chesterton Street does have adequate forward visibility for drivers travelling along the road.

We are proposing a change in your area

Kia ora,

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

Proposal:

Reference	TR72-22 Park Road, Miramar – Motorcycle Parking
What we'd like to do	<ul style="list-style-type: none">• Convert Keep Clear yellow hatched area into Motorcycle Parking on the western side of Park Road outside no.9.
Why we are proposing the change	<ul style="list-style-type: none">• Our Transport Engineering team received a request from the public to convert the existing Keep Clear yellow hatched area into motorcycle parking outside no.9 Park Road.• Currently the Keep Clear yellow hatched area is inadequate to accommodate a standard parked vehicle. By converting this area into a motorcycle park, we are efficiently utilising this area of road by creating better facilities for motorcycle users and increased support for local businesses.
Location – where we propose to make the change	Park Road, Miramar – outside no.9
Impact	<ul style="list-style-type: none">• Improves accessibility for motorcycle users and increased support for local businesses.• Net parking impact – no loss of parking as converting Keep Clear yellow hatched area into Motorcycle Parking At All Times.
How this relates to the parking policy	<ul style="list-style-type: none">• Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 6,477• 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 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: TR72-22 Park Road, Miramar – Motorcycle 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
Park Road	<i>Motorcycle Parking, At All Times</i>	<i>West side, commencing 61 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,039.6 m, y= 5,424,534.4 m), and extending in a northerly direction following the western kerbline for 3.5 metres.</i>

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

Approved By: Brad Singh **(Manager Transport & Infrastructure)**

Date: 24/05/2022

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Andrew

Suburb: Miramar

Agree: Yes

Strongly support the practical use of otherwise unused road space outside a very well-used local business.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR72-22 Park Road, Miramar – Motorcycle Parking

We are proposing a change in your area

Kia ora,

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

Proposal:

Reference	TR73-22 The Terrace, Wellington Central – Metered Mobility Parks
What we'd like to do	<ul style="list-style-type: none">• Convert two metered car parks into two metered mobility carparks on the western side of The Terrace outside no.56.• Remove 3 metres of broken yellow lines to allow for yellow hatching and mobility ramp.
Why we are proposing the change	<ul style="list-style-type: none">• Our Transport Engineering team have received a request from the Ministry of Social Development (MSD) to install mobility carparks directly outside no. 56 The Terrace to assist with the new Ministry for Disabled People which opens on the 1st June 2022.• This MSD facility will be accommodating an increased number of people with physical disabilities and therefore easy access to the building is required for mobility users.• Concerns have also been raised by the public regarding the lack of mobility parking for the area.• To accommodate these activities, we are proposing to convert two metered parking spaces into two metered mobility carparks.
Location – where we propose to make the change	The Terrace, Wellington Central – outside no.56
Impact	<ul style="list-style-type: none">• Improves safety and accessibility for mobility park users accessing the Ministry for Disabled People as well as other businesses.• Net parking impact – convert two metered parks into two metered mobility carparks.
How this relates to the parking policy	<ul style="list-style-type: none">• Mobility park users are the highest priority in the Council parking policy.• 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. This will be achieved, in part, through an improvement in mobility parking across the city.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 8,832• 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

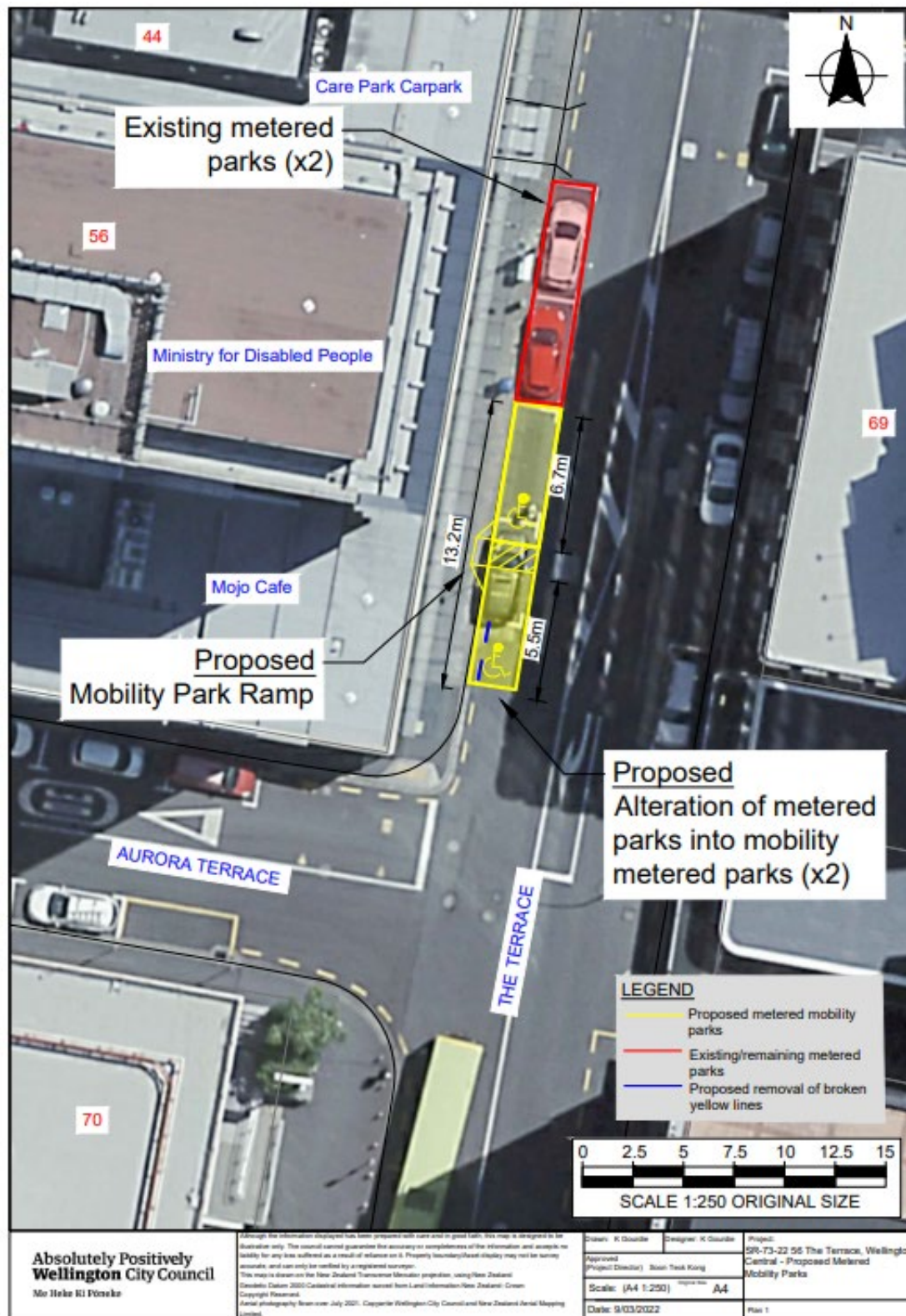
We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 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: TR73-22 The Terrace, Wellington – Metered Mobility Parks



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
The Terrace	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>West side, commencing 8.5 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 22 metres. (4 parallel carparks)</i>

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

Column One	Column Two	Column Three
The Terrace	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 8.5 metres.</i>

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

Column One	Column Two	Column Three
The Terrace	<i>Mobility Park At All Times, P120 Maximum, Monday to Sunday 8:00am - 8:00pm, Displaying an Operation Mobility Permit Only</i>	<i>West side, commencing 6 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 13.2 metres. (2 parallel carparks)</i>
The Terrace	<i>P120 Maximum, Monday to Friday 8:00am - 8:00pm</i>	<i>West side, commencing 19 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 11 metres. (2 parallel carparks)</i>

We are proposing a change in your area

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

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

Column One	Column Two	Column Three
<i>The Terrace</i>	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 6 metres.</i>

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

Approved By: Brad Singh **(Manager Transport & Infrastructure)**

Date: 24/05/2022

Feedback Received

Name: Andrew
Suburb: Miramar
Agree: Yes

Mobility parking is a key component in an equitable city and on-street mobility parking outside the door of the ministry for Disabled People is one of the best really good justifications for on-street parking

Officer's Response:

Thank you for your feedback on Traffic Resolution TR73 -22 The Terrace, Wellington Central– Metered Mobility Parks.

Name: Kamaljeet on behalf of Ministry of Social Development
Suburb: Not Stated
Agree: Yes

The Ministry of Social Development's (MSD), National Office is in 56 The Terrace. On the 1 July 2022, the new Ministry for Disabled People (MfDP) will be formed and will move into interim accommodation on level 4, 56 The Terrace. While permanent accommodation is being identified and developed for the new ministry, it is likely that the interim accommodation will be for a minimum of 18 months. The MfDP will increase the number of people with physical disabilities using this building and therefore there is an increased requirement for better accessibility into the building. To assist visitors to the MfDP, MSD approached Wellington City Council with the request to provide mobility parking adjacent to 56 The Terrace.

After considering the proposal as published by WCC in response to this request, MSD are, in principle, in favour of the proposal to convert two metered car parks into two metered mobility car parks on the western side of The Terrace outside no. 56 and MSD is in favour of the proposal to remove 3 metres of broken yellow lines to allow for yellow hatching and mobility ramp.

MSD do make the following comments and wish WCC to consider them in their decision making.

1. MSD note that cars turning left out of Aurora Terrace often ease into the traffic by creeping around the corner on to The Terrace and therefore the removal of the 3 metres of broken yellow lines will bring these cars closer to the vehicles parked in the mobility car parks. Is there some means of preventing this from happening or making it safer for the park cars?
2. The current car parks in front of 56 The Terrace are often used for the dropping off passengers (private vehicles / taxi's etc) particularly in the morning and afternoons.
3. Recent community input has suggested that the practice of dropping people of will continue for Disabled users and therefore have suggested a combination of metered parking and accessible drop off space as a consideration.
4. That the construction of the ramp associated with the mobility parks be completed prior to 1 July 2022 or as soon as possible after that date.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR73 -22 The Terrace, Wellington Central– Metered Mobility Parks.

Please find the below responses to each of your additional comments:

1. Officers have completed on-site investigations to determine if the area is suitable for mobility parking. In order to have enough room for the two parks and meet our mobility parking standards, we have had to remove 3 metres of broken yellow lines on the corner of The Terrace and Aurora Terrace.

From our onsite observations, we believe there is sufficient visibility when turning from Aurora Terrace which will not be affected if we remove 3 metres of broken yellow lines. The minimum requirement of broken yellow lines on an intersections corner is 6 metres as it is illegal to park within 6 metres of an intersection as stated in the Land Transport (Road User) Rule 2004. The current measurement of broken yellow lines is 9 metres, removing 3 metres will still mean there is 6 metres of broken yellow lines to help with visibility and is far enough from the new mobility parks.

2. We are unable to prevent people from using these parks as a drop off or pick up point. However, we do encourage you to report any illegal parking to our parking services at the time of the offence by calling our 24/7 contact centre on 04 499 4444 with all the details of the vehicle.

However, because this is short term parking and people are only dropping off or picking up, we also encourage you to report this to our parking services if it still occurs once the mobility parks are installed. They may choose to monitor the area more frequently and move people on, especially if you notice certain times of the day this is happening.

3. Although the mobility parks are not specifically a drop off point, people are still able to use them as this. You are required to pay for the space within 5-10 mins, which means you can stay in the space for a short period of time before a payment is required.
4. The proposed traffic resolution is scheduled to go to the RPC meeting on the 8th June. Once it has been approved, instructions will be sent to contactors to have the new parks installed. Although, we cannot guarantee this will all be installed by the 1 July 2022, we will try our best to have it installed as quickly as possible.

We appreciate you taking the time to provide us with feedback and hope the above information helps answer your concerns and queries.

Name: Mike on behalf of Living Streets Aotearoa

Suburb: Not Stated

Agree: Yes

We support those that support pedestrians (of all descriptions) and public transport, which include:

- and those that support disabled access, including:

TR73-22 The Terrace, Wellington Central – Metered Mobility Parks;

Officer's Response:

Thank you for your feedback on Traffic Resolution TR73 -22 The Terrace, Wellington Central– Metered Mobility Parks.

Name: Shannon

Suburb: Wellington Central

Agree: No

WCC should be looking to increase access to the cities facilities to provide equitable spaces for all. Metered mobility parking is a barrier and free mobility parks should be offered instead

Officer's Response:

Thank you for your feedback on Traffic Resolution TR73 -22 The Terrace, Wellington Central– Metered Mobility Parks.

The CBD is pay by space and payment is required, even for those parking in a mobility parking space. We are replacing the current standard metered parks with mobility metered parks. By keeping this as metered parking, we are keeping the parking consistent in the area and encouraging greater turnover of vehicles by helping benefit businesses with higher turnover of customers.

In addition to this, mobility park users also receive longer time then what they paid for in a metered space when presenting a mobility parking permit. This allows you to park for one hour over any time restriction of 30 minutes or longer or one hour over the time you have paid for. This is a concession that acknowledges that people with mobility issues can take longer to get to and from destinations.

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	TR74-22 Wakefield Street, Te Aro – Metered Mobility Parks
What we'd like to do	<ul style="list-style-type: none">• Remove one P5 Loading Zone and two metered parks on the northern side of Wakefield Street as approved in TR73 -20.• Convert this area into two metered mobility carparks near the new Tākina Convention and Exhibition Centre to allow yellow hatching and two mobility ramps for improved accessibility.
Why we are proposing the change	<ul style="list-style-type: none">• Wellington City Council's new Tākina Convention and Exhibition Centre (Tākina) at 197-221 Wakefield Street will provide a purpose-built venue for national and international conventions and exhibitions, in the heart of the CBD. The proposed new building design includes changes to the footpath and kerb alignments on Wakefield Street to accommodate a new signalised pedestrian crossing.• In line with the Wellington City District Plan's Central Area Parking Objectives and Policies to reduce car dependency for trips to the CBD, the new Tākina does not provide on-site parking, and will instead draw from the available public transport services, active modes connections (by way of new signalised pedestrian crossings on both Wakefield Street and Cable Street), and a new drop-off facility on Wakefield Street, for patrons travelling to the site.• In recognising the need to provide equitable access for all patrons including mobility impaired to the Tākina (and other activities nearby), it is proposed to establish two mobility carparks on Wakefield Street adjacent to the new building entrance.
Location – where we propose to make the change	Wakefield Street, Te Aro – outside nos.179-181 Wakefield Street.
Impact	<ul style="list-style-type: none">• Improves safety and accessibility for mobility impaired patrons to the Tākina and adjacent activities.• Net parking impact – converting one P5 Loading Zone and two metered parking spaces to two metered mobility carparks.• Pedestrian impact – positive due to improved facilities for mobility park users.
How this relates to the parking policy	<ul style="list-style-type: none">• Mobility carpark users are the highest priority in the Council parking policy.• Support safe movement – facilitate the safe and efficient movement of mobility impaired patrons to the Tākina by providing dedicated and conveniently located parking close to the building entrance.• Support access for all – ensure mobility impaired people can access the city, Council facilities, and venues. This proposal supports the Council's programmed improvements to mobility parking across the city.

We are proposing a change in your area

Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 18,500• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.• Although the new Tākina is not due to be completed until 2023, it is proposed that the legal traffic resolutions required to formalise the kerbside parking changes necessary for the Tākina to operate as planned, are now confirmed.
Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 2022.3. If approved, the proposal will be installed within the following three months.

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

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
Wakefield Street	<i>P5 Loading Zone.</i>	<i>North side, commencing 55 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,067.615m Y= 5,427,361.279m) and extending in an easterly direction for 6 metres (P5 Loading Zone)</i>

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

Column One	Column Two	Column Three
Wakefield Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>North side, commencing 61 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,071.98m Y= 5,427,358.3m) and extending in an easterly direction 11 metres (3 parallel)</i>

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

Column One	Column Two	Column Three
Wakefield Street	<i>Mobility Park At All Times, P120 Maximum, Monday to Sunday 8:00am - 8:00pm, Displaying an Operation Mobility Permit Only</i>	<i>North side, commencing 55 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,067.615m Y= 5,427,361.279m) and extending in an easterly direction for 15.2 metres. (2 parallel carparks)</i>

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

Approved By: Brad Singh **(Manager Transport & Infrastructure)**

Date: 24/05/2022

Feedback Received:

Name: Andrew
Suburb: Miramar
Agree: Yes

Support, but the justification should be made as to why a loading zone is not required here any longer, and perhaps convert a different set of carparks for that.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR74 -22 Wakefield Street, Te Aro – Metered Mobility Parks.

Impacts associated with removing the loading bay will be monitored and opportunities for introducing a replacement explored, should the need arise.

Name: Murray
Suburb: Not Stated
Agree: No

I have received a copy of the proposed changes outside our building and the impact this may have on our building location and its tenants.

While I can see the obvious enhancements these changes will bring to the operation of the conference centre the removal of the few car parks currently available at this very busy area of the city along with the several other current proposals altering or removing car park spaces will have a very adverse effect to the viability of the building.

In this current environment of post covid business operation, nervousness of employees/ bus owners to return to workplaces this will surely be yet another mental stumbling block they will need to take into consideration.

While I appreciate the need for disabled parking in the city, why has it become a problem for us to overcome when the design and facilities provided by the conference centre should have been provided for and costs covered by the owners of the facility.

Whilst it seems it is ok for the WCC to remove trees and not provide parking facilities it now seems that precious current provisions for public and business are shoved aside to enable a “rest” area and we wonder why this was not provided for as part of the overall development on the land set aside for it?

I would appreciate being part of the ongoing discussion around this and my comments included in determining the future outcome.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR74 -22 Wakefield Street, Te Aro – Metered Mobility Parks.

Whilst the two parallel parks on the northern side of Wakefield Street will be converted from standard metered parks to 'mobility parks', there are four standard metered parks retained on the southern side of the carriageway, with safe access between these and the northern footpath provided by way of the new signalised pedestrian crossing.

In addition, the new dedicated drop-off / pick-up facility on the northern side of Wakefield Street to the east of the new pedestrian crossing, will provide a useful pick-up / set down facility for visitors to the adjacent activities on this side of the street.

Since the Tākina has been specifically designed to encourage visitors to use modes other than private car to access the facility, by not providing on-site parking, it is however important to provide convenient and proximate mobility parking to ensure equitable access for all visitors. There is limited opportunity to provide these in a convenient location close to the building entrance, outside of those two car parks currently proposed.

Name: Mike on behalf of Living Streets Aotearoa

Suburb: Not Stated

Agree: Yes

We support those that support pedestrians (of all descriptions) and public transport, which include:

- those that support mode shift, including:

TR74-22 Wakefield Street, Te Aro – Metered Mobility Parks;

Officer's Response:

Thank you for your feedback on Traffic Resolution TR74 -22 Wakefield Street, Te Aro – Metered Mobility Parks.

Name: Shannon

Suburb: Wellington Central

Agree: No

Free mobility parking should be provided in lieu of paid parking. WCC should be looking to improve equitable access to the city. Paid mobility parking is a barrier

Officer's Response:

Thank you for your feedback on Traffic Resolution TR74 -22 Wakefield Street, Te Aro – Metered Mobility Parks.

This is out of scope for this traffic resolution. However, the CBD is pay by space and payment is required, even for those parking in a mobility parking space. We are replacing the current standard metered parks with mobility metered parks. By keeping this as metered parking, we are keeping the parking consistent in the area and encouraging greater turnover of vehicles by helping benefit businesses with higher turnover of customers.

In addition to this, mobility park users also receive longer time than what they paid for in a metered space when presenting a mobility parking permit. This allows you to park for one hour over any time restriction of 30 minutes or longer or one hour over the time you have paid for. This is a concession that acknowledges that people with mobility issues can take longer to get to and from destinations.

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:

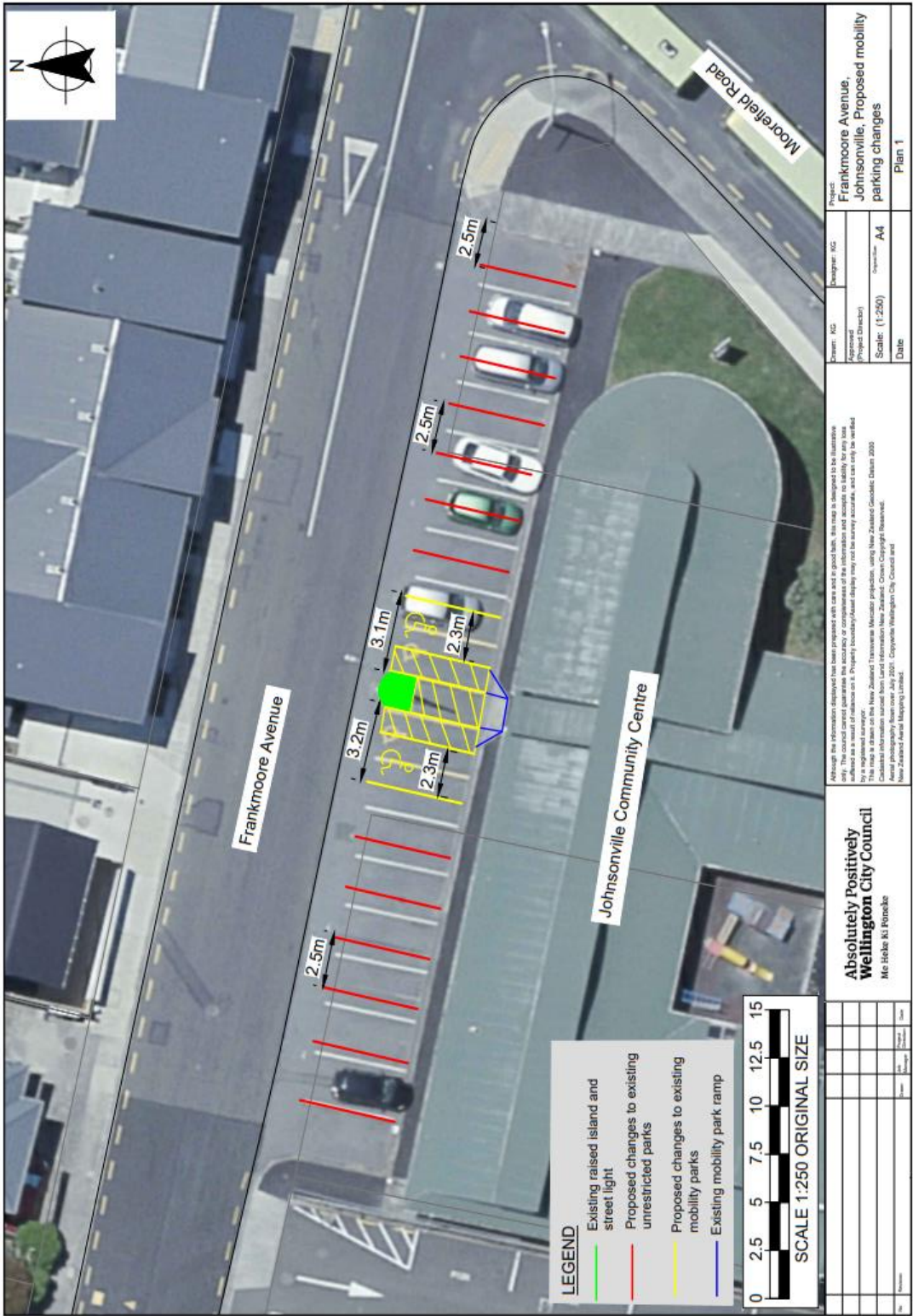
Reference	TR075-22 Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces; Remove one P120 parking space
What we'd like to do	<ul style="list-style-type: none">• Remove one P120 parking space on the south side of Frankmoore Avenue.• Move existing P120 community centre carpark in a westward direction to widen existing mobility park on the south side of Frankmoore Avenue to allow 0.9m of hatching for walkway.• Move existing P120 community centre carpark in an eastward direction to widen existing mobility park on the south side of Frankmoore Avenue to allow 0.8m of hatching for walkway.
Why we are proposing the change	<ul style="list-style-type: none">• Safety and accessibility concerns were raised by the Johnsonville Community Centre regarding the existing mobility parking spaces on Frankmoore Avenue.• A raised island with a streetlight located between the two existing mobility parks outside the Community Centre obstructs accessibility for mobility carpark users. If a mobility carpark user is sitting in the back seat of the vehicle or needing to access the rear of the vehicle, they are unable to easily access the mobility park ramp located behind the raised island.• In recognising the need to provide equitable access for all patrons including mobility impaired, to the Community Centre (and other activities nearby), it is proposed to re-configure the two mobility parks on Frankmoore Avenue and adjust the other parking accordingly.
Location – where we propose to make the change	Frankmoore Avenue, Johnsonville – outside no.3
Impact	<ul style="list-style-type: none">• Improves safety and accessibility for users in the mobility parking spaces.• Net parking impact – removal of one P120 community centre parking space.• Pedestrian impact – positive due to improved facilities for mobility carpark users.
How this relates to the parking policy	<ul style="list-style-type: none">• Mobility park users are the highest priority in the Council approved parking policy.• Support access for all – ensure mobility impaired people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.• Support safe movement – facilitate the safe and efficient movement of people.

We are proposing a change in your area

Additional Information	<ul style="list-style-type: none">• Average daily traffic count – 2,836.• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 29 November 2021 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 2022.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Traffic Resolution Plan: TR075-22 Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces;
Remove P120 parking space



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
Frankmoore Avenue	<i>P120 Monday to Sunday, 8am to 6pm</i>	<i>South side commencing 13 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 21 metres. (8 angle parks) (Johnsonville Community Center)</i>
Frankmoore Avenue	<i>P120 Monday to Sunday, 8am to 6pm</i>	<i>South side commencing 42 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 21 metres. (8 angle parks) (Johnsonville Community Center)</i>

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

Column One	Column Two	Column Three
Frankmoore Avenue	<i>P120 Mobility Parking, displaying a mobility parking permit only at all times Monday to Sunday, 8am to 6pm</i>	<i>South side commencing 34 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m Y=5,434,997.7789m) and extending in a westerly direction for 8 metres. (2 mobility parks) (Johnsonville Community Centre)</i>

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

Column One	Column Two	Column Three
Frankmoore Avenue	<i>P120 Monday to Sunday, 8am to 6pm</i>	<i>South side commencing 13 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 17.8 metres. (8 angle parks) (Johnsonville Community Centre)</i>

We are proposing a change in your area

Frankmoore Avenue	<i>P120 Monday to Sunday, 8am to 6pm</i>	<i>South side commencing 42 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 17.9 metres. (7 angle parks) (Johnsonville Community Centre)</i>
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Add to Schedule B (Class Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Frankmoore Avenue	<i>P120 Mobility Parking, displaying a mobility parking permit only at all times Monday to Sunday, 8am to 6pm</i>	<i>South side commencing 34 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m Y=5,434,997.7789m) and extending in a westerly direction for 8 metres. (2 mobility parks) (Johnsonville Community Centre)</i>

Prepared By:

Kate Gourdie

Transport Engineer Assistant

Approved By:

Brad Singh

(Manager Transport & Infrastructure)

Date:

24/05/2022

Feedback Received

Feedback Received:

Name: Gajan

Suburb: Johnsonville

Agree: No

The area has highly contended parking - particular for users of the pool and library. Parking should not be remove - without increasing parking elsewhere first.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR75 -22 Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces; Remove P120 parking space.

We have a new mobility parking policy, which means when installing new mobility parks, we must follow design and location guidelines to ensure that mobility parks are safe and accessible to be used by all mobility park users. We are currently working through upgrading existing mobility parks to meet these new standards which includes making both parks more accessible.

Mobility park users are the highest priority under the council approved parking policy. By removing one P120 park, we are ensuring that the mobility parks meet our mobility parking standards and are available to be used by all mobility park users providing better access the boot and back seat of the vehicle.

WCC parking policy also 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. While we appreciate that losing a P120 park is inconvenient, there still a lot of parking available within the vicinity as well as availability of public transport facilities.

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

Name: Andrew

Suburb: Miramar

Agree: Yes

A positive, practical change.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR75 -22 Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces; Remove P120 parking space.

Name: Kim on behalf of Johnsonville Community Centre

Suburb: Miramar

Agree: Yes/No

Feedback Received

The Johnsonville Community Centres preference is that the light and island between the current mobility carparks be removed, however if this is not feasible (as advised by WCC) then the Committee and staff support this proposal to widen the existing mobility parks.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR75 -22 Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces; Remove P120 parking space.

We have a new mobility parking policy, which means when installing new mobility parks, we must follow design and location guidelines to ensure that mobility parks are safe and accessible to be used by all mobility park users. We are currently working through upgrading existing mobility parks to meet these new standards which includes making both parks better accessible.

Mobility park users are the highest priority under the council approved parking policy. By removing one P120 park, we are ensuring that the mobility parks meet our mobility parking standards and are available to be used by all mobility park users providing better access the boot and back seat of their vehicle.

Removing the current streetlight is out of scope for this traffic resolution, however we have investigated this option as it has been raised to us previously. Unfortunately, there is no suitable location for the streetlight to be relocated. If this was pulled back to the footpath, it would create a hazard for pedestrians using the footpath and would be too far away for the roading carriageway, providing inadequate lighting over the road. Therefore, due to high costs and unsuitable location for the streetlight, we are unable to proceed with this option.

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

Name: Mike on behalf of Living Streets Aotearoa

Suburb: Not Stated

Agree: Yes

We support those that support pedestrians (of all descriptions) and public transport, which include:

- and those that support disabled access, including:

TR75-22 Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces; Remove one P120 parking space.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR75 -22 Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces; Remove P120 parking space.

Name: Shannon

Suburb: Wellington Central

Agree: Yes

Feedback Received

WCC should review all current mobility spaces to ensure adequate circulation space is provided around mobility spaces to ensure their safe use. This change is a positive for the area

Officer's Response:

Thank you for your feedback on Traffic Resolution TR75 -22 Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces; Remove P120 parking space.

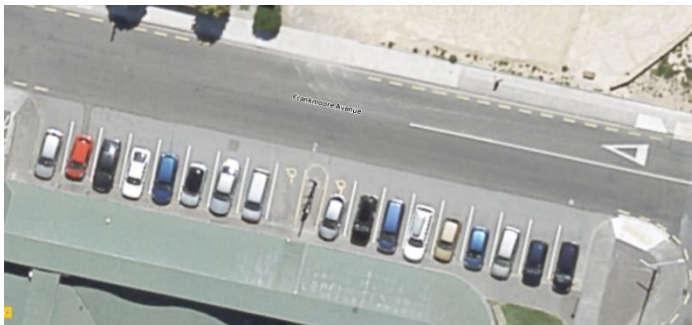
Name: Johnsonville Community Association

Suburb: Johnsonville

Agree: No

There is a problem with mobility access to the Community Centre

Car parking outside the Johnsonville Community Centre is a very important resource to support our community.



However, there is a problem with the providing access for some mobility challenged residents.

This is because, when both mobility parks are being used and the wheelchair is off-loaded at the back of the mobility vehicle, it is not possible to get past the curb around the streetlight.

This is because there is a low curb around the streetlight pole that blocks wheelchair access. In discussions with the WCC officers, the community asked if the curb could be removed which would make enough space between the mobility vehicle and the light pole for a wheelchair to get past the vehicle.



Feedback Received

Officers refused saying the curb is required to protect the streetlight pole. The curb is 0.8 metres from the base of the light pole.



It should be noted that this is only a problem when both mobility parks are being used. If only one mobility park is being used, then the wheelchair accesses the Community Centre by going around the light pole curbing and the empty mobility park.



Feedback Received

The WCC TR75-22 proposes fixing this by moving **both** mobility parks by 0.8 metres:

However, this will result in the loss of one standard car park on the Moorefield Roadside as there is not enough space:



The JCA have asked WCC Officers to explore all approaches to solve this mobility access problem without the loss of a car park. This has included a suggestion to move the Street light pole to the curb side and then extending it to provide adequate light similar to what has been done in other places:



Officers have refused to consider this option due to the cost of relocating the streetlight.

The JCA has requested officers provide a cost to relocate the streetlight but, to date, they have not provided this costing.

An Alternative Option is proposed

In further discussions with Kim from the Community Centre, it became clear that Wheelchair access from the street is not required for both mobility parks. All they are asking is for one access way for wheelchairs when both mobility parks are being used.

The JCA proposes that this can be done by only implementing the proposed change on one side of the streetlight pole. The proposed change on the side that leads to the loss of one car park is not required to fix this problem and is strongly opposed by the JCA.

The JCA also believes that some of the curbing on the side of the access way could be removed as, after the change, the side of mobility park would be over 1.6 metre from light pole (half a car park width). This would result in a wheelchair access way of 1.0 – 1.2 metres while still retaining some curb protection for the light pole.

Conclusion

While the JCA supports the need to fix Mobility user access to the Johnsonville Community Centre, as outlined above, it believes the problem can be remedied without needing to remove a car park.

It is for this reason that the JCA strongly opposes the changes outlined in TR72 that result in the loss of a standard car park.

The JCA also asks that WCC officers meet with both Kim from the Community Centre and the JCA to determine if this alternative solution can be implemented.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR75 -22 Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces; Remove P120 parking space.

We have a new mobility parking policy, which means when installing new mobility parks, we must follow design and location guidelines to ensure that mobility parks are safe and accessible to be used by all mobility park users. We are currently working through upgrading existing mobility parks to meet these new standards which includes making both parks better accessible. Mobility park users are the highest priority under the council approved parking policy. By removing one P120 park, we are ensuring that the mobility parks meet our mobility parking standards and are available to be used by all mobility park users providing better access the boot and back seat of the vehicle.

WCC parking policy also 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. While we appreciate that losing a P120 park is inconvenient, there still a lot of parking available within the vicinity as well as availability of public transport facilities. The Johnsonville Community Centre are in support of these changes as they are aware that it is not feasible to relocate the streetlight and all other options have been explored.

Unfortunately, there is no suitable location for the streetlight to be relocated. If this was pulled back to the footpath, it would create a hazard for pedestrians using the footpath and would be too far away for the roading carriageway, providing inadequate lighting over the roading corridor. The estimated costs to relocate the light is around 10k, however this would be dependent on location and if a new connection is required or an extension of the existing circuit is required. Therefore, due to high costs and unsuitable location for the streetlight, we are unable to proceed with this option. We have also explored removing part of the built-up kerb around the streetlight. There will still be insufficient room for mobility park users to get through especially if in a wheelchair and a large vehicle is parked in this space. By removing the built-up kerb, it would increase the chance of the streetlighting getting hit and damaged which we would want to avoid. The current built up kerb provides the sufficient amount of protection to prevent this from occurring.

We have however, reached out to CCS Disability Action to get their advice and guidance on whether they would support installing hatching only on one side as suggested rather than on both sides. That way we wouldn't lose a P120 carpark and still provide better accessibility for one park. We appreciate you taking the time to provide us with feedback on this traffic resolution 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:

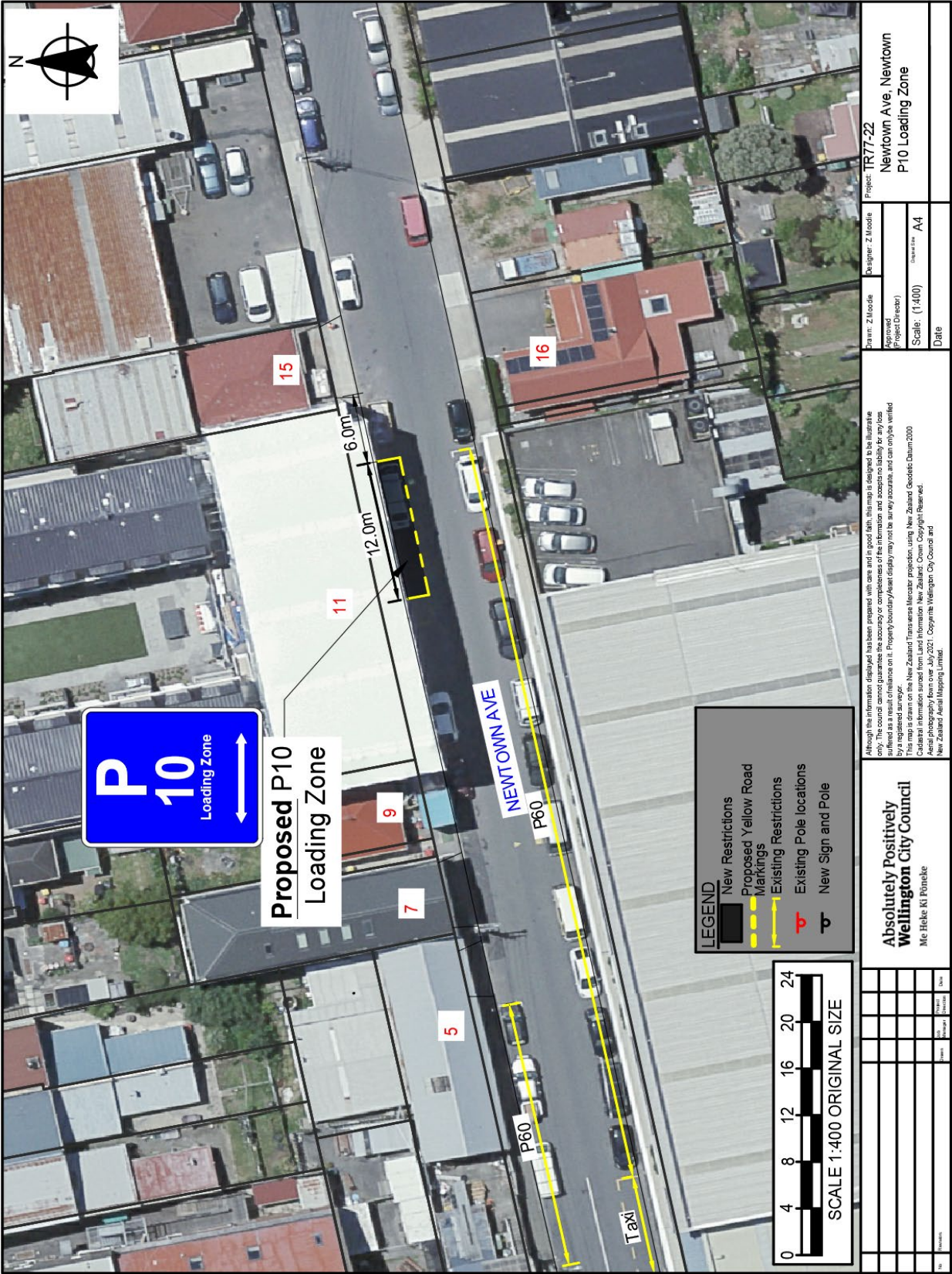
Reference	TR77-22 Newtown Avenue, Newtown – Loading Zone
What we'd like to do	<ul style="list-style-type: none">• Install 12 metres of Loading Zone space on the northern side of Newtown Avenue, Newtown adjacent to the newly constructed 56 apartment development.
Why we are proposing the change	<ul style="list-style-type: none">• Our Transport Engineering team received requests from the residents at this apartment development to reinstate the Loading zone that was previously in place during the construction.• The Construction Loading Zone was also utilised by the residents, service vehicles, rubbish collection, furniture moving and large item deliveries until it was removed at the end of the development.• Our transport engineers propose to install 12 metres of loading zone in front of this apartment development to continue to provide this loading facility for goods and services.
Location – where we propose to make the change	Newtown Avenue, Newtown – outside No.11
Impact	<ul style="list-style-type: none">• Improves accessibility for residents, goods and services.• Net parking impact – conversion of two unrestricted parking spaces to a 12 metre P10 loading zone.• Pedestrian impact – no change to the existing pedestrian facilities.
How this relates to the parking policy	<ul style="list-style-type: none">• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none">• Average daily traffic count: 1,076 vehicles.• 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 2022.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Traffic Resolution Plan: TR77-22 Newtown Avenue (Newtown) – Loading Zone



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Newtown Avenue	<i>Loading Zone Mon- Sun 8am-6pm</i>	<i>North side, commencing 79 metres east of its intersection with Riddiford Street (Grid coordinates x= 1748996.0 m, y= 5424830.0 m), and extending in an easterly direction following the northern kerbline for 12 metres.</i>

Prepared By:	Zackary Moodie	(Team Leader Transport Engineering)
Approved By:	Brad Singh	(Manager Transport & Infrastructure)
Date:	24/05/2022	

Feedback Received

Name: Helen
Suburb: Newtown
Agree: Yes

Kia ora,
I would like to give feedback on the proposal: TR77-22 Newtown Ave - Loading Zone.
I tried to do this online, but the online submission form doesn't seem to be active.
My feedback is, I am in favour of a loading zone being installed outside 11 Newtown Ave.
We moved into the apartments last year and it was very difficult to organise delivery of our shipment of furniture from overseas - the moving company advised we would have to reserve two carparks, but we don't have one car, let alone two! In the end we got help from the people who run the garage next door, but it was not ideal. A loading zone would have been very helpful.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR77-22 Newtown Ave - Loading Zone.

Name: Nic
Suburb: Newtown
Agree: Yes

As a current resident of ■ Newtown Avenue, moving into the apartment block was extremely difficult with the current lack of access on Newtown Avenue. This also affects deliveries to the block, refuse collection and maintenance. Constable Street isn't a viable alternative, with the bus stop dominating access from that side of the block. Losing two parking spaces for a large communal benefit seems an obvious trade-off to me.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR77-22 Newtown Avenue - Loading Zone.

Name: Andrew
Suburb: Miramar
Agree: Yes

A great response to a very reasonable request. It was a useful experiment to make this development 'car free' (and so no on-site space that would normally fill this role), but council should consider this kind of loading zone for other similar developments in the future. Is P10 long enough for the intended use?

Officer's Response:

Thank you for your feedback on Traffic Resolution TR77-22 Newtown Avenue - Loading Zone.
The P10 part is how long the vehicle can be unattended for. As long as you are actively unloading/loading you can stay until the activity is completed.

Feedback Received

Name: Mary
Suburb: Newtown
Agree: Yes

I would like to see the loading zone reinstated for the Constable Street development. Currently the access to the development is difficult for drop offs and pickups without blocking the road. This is inconvenient for other motorists and also dangerous. For instance, it is common to see children and their parents who are carrying loads while leaving a car onto a road outside the development.

It is very dangerous for people who are moving in or out as they have to navigate the busy roads. The safest way to do it is to park illegally in the bus stop at present. It is usual for there to be No available car parks at the time needed for a moving truck.

Waste management has had issues accessing our gate on the Newtown Ave side because of the parked cars on both sides narrowing the road and lack of convenient gaps between the cars to get the bins through. Rubbish collection starts as early as 5 am so the loading zone should be available from then.

People with disabilities are especially disadvantaged without a set down, pick up zone. I would like the council to consider how service vehicles would access the development, including ambulance, fire, community health staff and personal home care services.

I would also like to point out that there are no car parks for people in this development and hopefully less people living here wanting to use the road for parking over time. People knew this when they purchased here.

I would like to have the loading zone active 24 hours a day for everyone's convenience.

Thank you for the opportunity to provide my thoughts about this.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR77-22 Newtown Avenue - Loading Zone.

8am-6pm Mon-Sun is our standard enforceable hours anything outside of these hours other than the CBD is difficult to attend/enforce. Or afterhours services normally only attend safety/accessibility requests.

Name: G.H
Suburb: Newtown
Agree: Yes

I notice the proposal is for 8am - 6pm Mon to Fri - I'd like to propose 8am - 6pm 7 days, as people often move in/out on weekends, and we'd like the zone to be available for that.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR77-22 Newtown Avenue - Loading Zone.

8am-6pm Mon-Sun is our standard enforceable hours anything outside of these hours other than the CBD is difficult to attend/enforce. Or afterhours services normally only attend safety/accessibility requests.

Name: Zara and Lillah
Suburb: Newtown
Agree: Yes

Hello, we are writing as owners and occupiers of a property at █ Constable St in support of the reinstatement of the loading zone at 11 Newtown Ave for the complex.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR77-22 Newtown Avenue - Loading Zone.

Name: Juan
Suburb: Newtown
Agree: Yes

I want to support the making of the parking spaces into a loading zone.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR77-22 Newtown Avenue - Loading Zone.

Name: Helen
Suburb: Newtown
Agree: Yes

I'm writing to support the creation of a loading zone outside 11 Newtown Avenue.
I'm a resident of the apartment complex and have first-hand experience of the difficulties of moving in and out and rubbish collection without a dedicated loading zone.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR77-22 Newtown Avenue - Loading Zone.

Name: William
Suburb: Newtown
Agree: Yes

I am a resident of 16 Constable Street (the 56-unit development adjacent to the proposed loading zone) and believe that the proposal will be a positive addition to the surrounding area and the development itself.

As raised with Council, the original loading zone was useful for residents moving in or out, trade services operating on site and for services for the development such as waste and for body corporate building management purposes. The proposed permanent loading zone as requested by residents will allow more efficient serviceability for the development and come with only a small impact on parking spaces (2-3 lost).

16 Constable Street is appreciative of Council's willingness to consider the request for the permanent loading zone and for progressing implementation of it.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR77-22 Newtown Avenue - Loading Zone.

Name: Matt

Suburb: Newtown

Agree: Yes

I refer to the leaflet reference # TR77-22 Newtown Ave – Loading Zone. I am a resident in the apartments at █ Constable Street, which back onto Newtown Ave. I support the creation of a loading zone on Newtown Ave as set out in the leaflet. It was very poor planning to not have required this as a condition of consent to the apartment development, as the common areas of the complex have subsequently been damaged due to the inability to effectively deliver or remove bulky items from the Newton Ave entrance/exits, with reliance on the Constable St entrance/exit, which also has parking limitations - especially for trucks etc. Please let me know if you have any questions.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR77-22 Newtown Avenue - Loading Zone.

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	TR78-22 Rembrandt Avenue, Tawa – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none">• Install No Stopping At All Times on Rembrandt Avenue.
Why we are proposing the change	<ul style="list-style-type: none">• Our Transport Engineering team received concerns regarding driveway accessibility from a resident of Rembrandt Avenue.• The resident's access to their driveway is hindered due to the parking space positioned directly in front of their driveway.• Further to the enquiry from the resident, our transport engineers visited the site and have identified this unique layout of the driveway with respect to the location of the kerbside parking space.• To improve accessibility for the resident, officers propose to install No Stopping At All Times broken yellow lines along this kerbside parking space.
Location – where we propose to make the change	Rembrandt Avenue, Tawa – outside nos.27 and 29
Impact	<ul style="list-style-type: none">• Accessibility improvements to resident.• Net parking impact - removal of one unrestricted parking space.
How this relates to the parking policy	<ul style="list-style-type: none">• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none">• Low parking demand.• Average daily traffic count: 230 vehicles.• 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 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

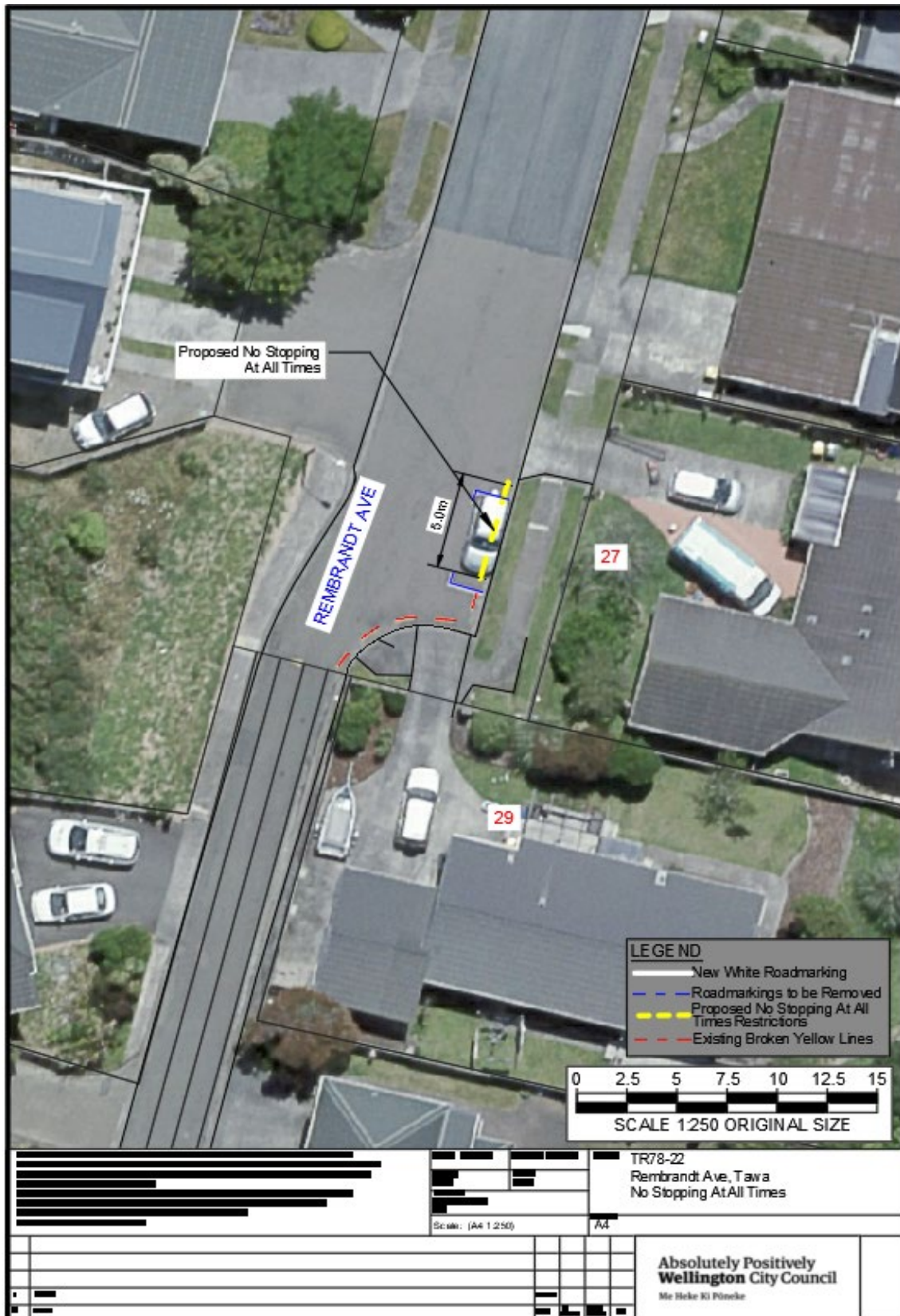
We are proposing a change in your area

Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 11 April 2022 and finishes at 5.00 pm Sunday 8 May 2022.• 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.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 9 May 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 8 June 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: TR78-22 Rembrandt Avenue, Tawa – No Stopping At All Times



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Rembrandt Avenue	<i>No Stopping At All Times</i>	<i>East side, commencing 658 meters south of its intersection with Main Road (Grid coordinates X=1,753,759.66m Y=5,442,888.29) and extending in a southerly direction following the eastern kerb line for 5 metres.</i>

Prepared By:

Zackary Moodie

(Team Leader Transport Engineering)

Approved By:

Brad Singh

(Manager Transport & Infrastructure)

Date:

24/05/2022

Feedback Received

Feedback Received:

Name: Phil

Suburb: Tawa

Agree: Yes

Essentially the changes will have no effect on me one way or another.

However, looking at what's proposed and aware how at times the parking space is abused I am in favour of the change.

I've seen at times it being a real hassle for the occupants of No 29.

Whilst you're at it (😄) it would be good if you were to paint No Stopping lines on both sides of the bend at the bottom of Rembrandt. As it is cars are very frequently parked on both sides of the road on the bend and at least twice already this year I've almost been involved in a head on because of this!

Officer's Response:

Thank you for your feedback on Traffic Resolution TR78-22 Rembrandt Ave, Tawa - No Stopping At All Times.

We will make contact regards to your additional enquiry.

Name: Andrew

Suburb: Miramar

Agree: Yes

A useful fix for quite a strange situation. One comes to wonder how this carpark came to be marked in the first place.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR78-22 Rembrandt Ave, Tawa - No Stopping At All Times.

Traffic Resolutions Summary Table RPC June 2022

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feed-back
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR50-22	Donald Street, Karori – School Bus Stop time limit change	School bus stop duration Mon – Fri 8:00am – 3.00pm	School bus stop duration Mon-Fri 8.00am - 4:30pm.	Safety	Public	N/A	N/A	2,122	N/A	<ul style="list-style-type: none"> Improved safety for all school bus users Net parking impact –no loss of parking availability except for an hour extension. Bus patron impact – positive as school students will be able to board safely. 	To extend the existing school bus stop duration from Mon – Fri 8:00am – 3.00pm to Mon-Fri 8:00am - 4:30pm.	Yes - 2 No - 0
TR51-22	Station Road, Khandallah – No Stopping At All Times	Unrestricted parking	No Stopping At All Times	Safety	Public	- 2	N/A	3,039	N/A	<ul style="list-style-type: none"> Improves accessibility for vehicles travelling on the narrow section of Station Road. Net parking impact – removal of 2 unrestricted parking space. 	Install 14 metres of broken yellow lines along the southern side of Station Road.	Yes - 2 No - 0
TR52-22	Tinakori Road, Thorndon – No Stopping At All Times	1 x Coupon Parking	No Stopping At All Times	Efficiency	Public	- 1	-\$4464	11,441	N/A	<ul style="list-style-type: none"> Improves traffic flow for vehicles Net parking impact – removal of one P120 coupon parking space. 	Extend the existing broken yellow lines by 7 metres along the northern side of Tinakori Road to remove an existing P120 coupon parking.	Yes - 3 No - 1
TR53-22	Ganges Road, Khandallah – Time Restricted Parking change to Loading Zone	Time Restrictions	Loading Zone	Efficiency	Public	N/A	N/A	3,191	N/A	<ul style="list-style-type: none"> Improve public parking availability. Net parking impact –no loss of parking availability in the area conversion of a time restricted parking to a loading zone. 	To convert one existing P60 time restricted parking outside the Khandallah Library to a loading zone.	Yes - 1 No - 1
TR54-22	Waru Street, Khandallah - No Stopping At All Times	Unrestricted parking	No Stopping At All Times	Safety, Accessibility	Public	- 5	N/A	576	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for All vehicles travelling along Waru Street. Net parking impact - removal of approx. five 	Install 34 metres of broken yellow lines on the eastern side of Waru Street outside no.40 to no.46.	Yes - 1 No - 1

Traffic Resolutions Summary Table RPC June 2022

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feed-back
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
										unrestricted parking spaces.		
TR56-22	Wellington Central, Wellington - Increase in metered parking time restrictions	Time Limited Metered Parking	Increase Limit of time Limited metered parking	Accessibility, Efficiency	Public	N/A	N/A	N/A	N/A	<ul style="list-style-type: none"> There are approximately 2700 P120 metered parking spaces and 340 P600 spaces throughout the Central City. The increase in time limit will apply from 1 July 2022. It excludes time restricted but unmetered parking spaces within Central Wellington. <p>There are no proposed changes to operating hours or fees for the metered parking spaces.</p>	<ul style="list-style-type: none"> Increase the time limit metered parking in all areas that are currently P120 (2 hours) to P180 (3hours) between the hours of: <ul style="list-style-type: none"> Monday - Friday 5.00pm to 8.00pm Saturday - Sunday 8.00am to 8.00pm Increase the time limit metered parking in all areas that are currently P600 (10 hours) to P720 (12 hours) between the hours of 8:00am – 8:00pm Monday – Sunday 	Yes - 5 No - 2 Not stated - 1
TR57-22	Braemar Terrace, Johnsonville – No Stopping At All Times	Unrestricted parking	No Stopping At All Times	Safety, Accessibility	Public	- 6	N/A	64	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles travelling along Braemar Terrace. Net parking impact - removal of 6 unrestricted parking space. Pedestrian impact - no change as there is no alteration to the pedestrian facilities. 	<ul style="list-style-type: none"> Council has received safety and accessibility concerns from local residents regarding the difficulty travelling along Braemar Terrace due to the narrowness of the road. The road width measures approximately 6 metres. With the existing vehicles parking on both sides of the road, the remaining lane width is insufficient for vehicles to manoeuvre through. We have to provide for unhindered access for emergency service vehicles and large vehicles such as rubbish/recycling services. To ensure there is adequate space for a vehicle to safely travel through this section of road and have unhindered access for emergency service vehicles we propose the installation of 35 metres of broken yellow lines. 	Yes - 1 No - 1

Traffic Resolutions Summary Table RPC June 2022

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feed-back
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR58-22	Chaffers Street, Te Aro – Bus layover parking	Metred Parking	Bus Parking	Safety, Accessibility	GWRC & Metlink	- 6 from 7am, 8pm Mon - Fri	-\$24,453	7,350	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for bus drivers taking their breaks, ensuring they can park legally and access the routes when required. Net parking impact – Converting 6 metered parking spaces to three bus layover spaces. Pedestrian impact – Improved as bus drivers will safely alight the bus and cross at the signalised intersection to the toilet facilities in Waitangi Park 	<ul style="list-style-type: none"> Install three bus parking spaces as a layover for drivers to wait before commencing their next scheduled service. Removal of 6 metered parking spaces. Bus layover only 7am-8pm Monday to Friday, metered parking spaces Saturday - Sunday 	Yes - 3 No - 0
TR62-22	View Road, Houghton Bay – No Stopping At All Times	Unrestricted parking	No stopping at all times	Safety, Accessibility	GWRC, Metlink	- 5	N/A	1,358	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for service and emergency vehicles. Net parking impact – removal of 5 unrestricted parking spaces. 	<ul style="list-style-type: none"> Install 14 metres of No Stopping At All Times restriction on the western side opposite no.40 View Road. Install 15 metres of No Stopping At All Times restriction on the western side opposite no.50 View Road. 	Yes - 5 No - 0
TR63-22	Highbury Road, Highbury – No Stopping At All Times	Unrestricted parking	No Stopping At All Times	Safety, Accessibility	GWRC, Metlink	- 10	N/A	508	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for buses, trucks, and emergency vehicles Net parking impact – removal of 10 unrestricted parks 	<ul style="list-style-type: none"> Install 71 metres on the eastern side, opposite no.39 Highbury Road. Install 21 metres on the western side, outside no.37 Highbury Road. 	Yes - 1 Yes/No - 1
TR64-22	Wade Street, Wadestown	Unrestricted parking	No Stopping At All Times	Safety, Accessibility	Public	- 2	N/A	220	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles and pedestrians. 	<ul style="list-style-type: none"> Install 16 metres of No Stopping At All Times on Wade Street 	Yes - 2 No - 1 Yes/No - 1

Traffic Resolutions Summary Table RPC June 2022

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feed-back
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
										<ul style="list-style-type: none"> Net parking impact – removal of 2 unrestricted carparks Pedestrian impact – positive. Pedestrians can regain full use of the footpath. 		
TR65-22	Hobson Street, Thorndon - Proposed P120 parking Changes	P120, 8:45am – 2:45pm Mon – Fri, During School Term P120, 4:00pm – 9:00pm, Mon – Fri, Except Authorised vehicle	P120 “At other times” (“At other times” means between the hours of 8am-6pm) P120, 6:00pm – 9:00pm, Mon – Fri, Except Authorised Resident vehicle	Safety, Accessibility	Parking Services	0		1,855	N/A	<ul style="list-style-type: none"> Improve parking provision for local residents. Net parking impact – there will be no loss of parking availability for residents except for the period change in the parking restriction. Pedestrian impact – no change as there are no alterations to the pedestrian facilities. 	<ul style="list-style-type: none"> To change the existing P120, 8:45am – 2:45pm Mon – Fri, During School Term to P120 “At other times” (“At other times” means between the hours of 8am-6pm but does not apply during the times specified by an immediately adjacent sign that notifies a different restriction). To change the existing P120, 4:00pm – 9:00pm, Mon – Fri, Except Authorised vehicle to P120, 6:00pm – 9:00pm, Mon – Fri, Except Authorised Resident vehicle outside Queen Margaret College 	Yes - 1 Yes/No - 1
TR66-22	Karepa Street, Brooklyn – No Stopping At All Times	Unrestricted Parking	No Stopping at all times	Safety, Accessibility	Public	- 1		1,055	N/A	<ul style="list-style-type: none"> Reduce potential crashes with parked vehicles on the road. Improves safety and forward visibility for drivers travelling on Karepa Street. Net parking impact - removal of 1 unrestricted parking spaces. Improving the emergency vehicle accessibility to Karepa Street. 	Install 60 metres of No Stopping restrictions broken yellow lines along the northern side of Karepa Street, Brooklyn.	Yes - 10 No - 1
TR67-22	Kellsmere Crescent, Island Bay –	Unrestricted Parking	No Stopping at all times	Safety, Accessibility	Public	- 10		230	N/A	<ul style="list-style-type: none"> Mitigation of crashes associated with parked vehicles on the road. 	Install, No Stopping At All Times on the southern side of Kellsmere Crescent.	Yes - 6 No - 0

Traffic Resolutions Summary Table RPC June 2022

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feed-back
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
	No Stopping At All Times									<ul style="list-style-type: none"> Forward visibility improvements for traffic travelling in the south-westerly direction of Kellsmere Crescent. Accessibility improvements especially for service trucks and emergency vehicles. Net parking impact - removal of approximately ten unrestricted parking spaces. 		
TR68-22	Kelburn Parade, Kelburn – Bus Stop #4915 relocation	The existing bus stop is located uphill (+1:12 street gradient) of the existing accessibility route through Victoria University (via Murphy building lifts and the bridge).	Proposed bus stop location will be adjacent to the University accessibility route and provides a safer place for patron arrival and departure.	Safety, Accessibility	WCC, GWRC	- 4	N/A	13,304	31,722 Monthly	<ul style="list-style-type: none"> Improves safety and accessibility for pedestrians and bus patrons Net parking impact – Net removal of four P120 parking spaces and two P5 parking space, and the addition of a loading zone Pedestrian impact – positive due to accessibility to a safe zone and the ease in utilising the pedestrian traffic lights to cross the street. Resizing Bus stop #4915. to allow buses to enter/exit safely. 	<ul style="list-style-type: none"> Relocate Bus stop #4915 to allow safe entry and exit of buses. Reconfigure onsite parking restrictions including mobility spaces. 	Yes - 2 Yes/No - 1
TR69-22	Barnett Street Carpark - Increase of time	Metered Parking	Re-instate all day metered parking to some parking	Efficiency	WCC		N/A		N/A	<ul style="list-style-type: none"> This change will apply to 144 metered parking spaces 	<ul style="list-style-type: none"> Change the 25 Parking Spaces in Barnett Carpark (Blue) from P240 (4 hours) up to P600 (10 hours) 	Yes - 0 No - 9

Traffic Resolutions Summary Table RPC June 2022

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feed-back
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
	restrictions and operating hours of metered parking spaces									<ul style="list-style-type: none"> New restrictions will apply from 1 July 2022 There are 14 x 24hr maximum metered spaces for self-contained vehicles within the carpark. These will not be changed by this proposal and current restrictions will still apply 	<ul style="list-style-type: none"> Change the 119 Parking Spaces in Barnett Carpark (white) from P240 (4 hours) up to P840 (14 hours) Introduce a daily maximum charge that will be applicable once the first 6 hours have been paid 	
TR70-22	Marine Parade, Seatoun - No Stopping At All Times	Unrestricted Parking	No Stopping At All Times	Safety	Public	- 2		2,063	N/A	<ul style="list-style-type: none"> Net parking impact – removal of two unrestricted parking spaces. Pedestrian impact – positive as it improves intervisibility for pedestrians and oncoming traffic. 	Install No Stopping At All Times at the Worser Bay beach access	Yes - 3 No - 0
TR71-22	Chesterton Street– No Stopping At All Times	Unrestricted Parking	No Stopping At All Times	Safety	Public	- 4		1,060	N/A	<ul style="list-style-type: none"> Mitigation of crashes associated with parked vehicles on the road. Forward visibility improvements for opposing traffic travelling along Chesterton Street. Clear visibility for southbound traffic will enable a safer access to properties no.53 and no.55. Net parking impact - removal of four unrestricted parking spaces. 	Install 33 metres of No Stopping At All Times on the eastern side of Chesterton Street, Johnsonville.	Yes - 2 Yes/No - 1

Traffic Resolutions Summary Table RPC June 2022

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feed-back
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR72-22	Park Road, Miramar – Motorcycle Parking	Keep Clear	Motorcycle parking	Accessibility	Public	0		6,477	N/A	<ul style="list-style-type: none"> Improves accessibility for motorcycle users and increased support for local businesses. Net parking impact – no loss of parking as converting Keep Clear yellow hatched area into Motorcycle Parking At All Times. 	Convert Keep Clear yellow hatched area into Motorcycle Parking on the western side of Park Road outside no.9.	Yes - 1 No - 0
TR73-22	The Terrace, Wellington Central – Metered Mobility Parks	Metered parking	Mobility parking	Safety, Accessibility	MSD	0		8,832	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for mobility park users accessing the Ministry for Disabled People as well as other businesses. Net parking impact – convert two metered parks into two metered mobility carparks. 	<ul style="list-style-type: none"> Convert two metered car parks into two metered mobility carparks on the western side of The Terrace outside no.56. Remove 3 metres of broken yellow lines to allow for yellow hatching and mobility ramp. 	Yes - 3 No - 1
TR74-22	Wakefield Street, Te Aro – Metered Mobility Parks	Loading Zone & 2 metered parking spaces	2 Metered Mobility Parking spaces	Safety, Accessibility	WCC	0	N/A	18,500	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for mobility impaired patrons to the Tākina and adjacent activities. Net parking impact – converting one P5 Loading Zone and two metered park to two metered mobility carparks. Pedestrian impact – positive due to improved facilities for mobility park users. 	<ul style="list-style-type: none"> Remove one P5 Loading Zone and two metered parks on the northern side of Wakefield Street as approved in TR73 -20. Convert this area into two metered mobility carparks near the new Tākina Convention and Exhibition Centre to allow yellow hatching and two mobility ramps for improved accessibility. 	Yes - 2 No - 2
TR75-22	Frankmoore Avenue, Johnsonville –	2 Mobility Parking & one	2 Mobility Parking	Safety, Accessibility	Public	- 1	N/A	2,836	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for users in 	<ul style="list-style-type: none"> Remove one P120 parking space on the south side of Frankmoore Avenue. 	Yes - 3 No - 2 Yes/No - 1

Traffic Resolutions Summary Table RPC June 2022

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feed-back
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
	Alterations to mobility parking spaces; Remove one P120 parking space	p120 parking space								<ul style="list-style-type: none"> the mobility parking spaces. Net parking impact – removal of one P120 community centre parking space. Pedestrian impact – positive due to improved facilities for mobility carpark users. 	<ul style="list-style-type: none"> Move existing P120 community centre carparks in a westward direction to widen existing mobility park on the south side of Frankmoore Avenue to allow 0.9m of hatching for walkway. Move existing P120 community centre carparks in an eastward direction to widen existing mobility park on the south side of Frankmoore Avenue to allow 0.8m of hatching for walkway. 	
TR77-22	Newtown Ave – Loading Zone	Unrestricted parking	Loading Zone	Accessibility	Public	- 2	N/A	1,076	N/A	<ul style="list-style-type: none"> Improves accessibility for residents, goods, and services. Net parking impact – conversion of two unrestricted parking spaces to a 12 metre P10 loading zone. Pedestrian impact – no change to the existing pedestrian facilities. 	Install 12 metres of Loading Zone space on the northern side of Newtown Ave, Newtown adjacent to the newly constructed 56 apartment development.	Yes - 10 No - 0
TR78-22	Rembrandt Ave – No Stopping At All Times	Unrestricted parking	No Stopping At All Times	Accessibility	Public	- 1	N/A	230	N/A	<ul style="list-style-type: none"> Accessibility improvements to resident. Net parking impact - removal of one unrestricted parking space. 	Install No Stopping At All Times on Rembrandt Avenue.	Yes - 2 No - 0

Table of Traffic Resolutions Legal Description RPC 8 June 2022

a.	Donald Street, Karori (TR50-22) School Bus Stop time limit change		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule.</i>		
	Column One	Column Two	Column Three
	Donald Street	Bus Stop, 8.00am to 3.00pm, Monday to Friday, during the school term	West side, commencing 142 metres west of its intersection with Scapa Terrace (Grid coordinates, x=1745980.7 m, y=5427950.5 m), and extending in a northerly direction following the western kerb line for 22 metres.
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Donald Street	Bus Stop, 8.00am to 4.30pm, Monday to Friday, during the school term	West side, commencing 142 metres west of its intersection with Scapa Terrace (Grid coordinates, x= 1745980.7 m, y=5427950.5 m), and extending in a northerly direction following the western kerb line for 22 metres.
b.	Station Road, Khandallah (TR51-22) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Station Road	No stopping, at all times.	South side, commencing 71 metres east of its intersection with Burma Road (Grid coordinates x=1,750,202,34m, y=5,432,826,28m) and extending in an easterly direction following the southern kerbline for 43 metres to its intersection with Cashmere Avenue.
c.	Tinakori Road, Thorndon (TR52-22) No Stopping At All Times		
	<i>Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Tinakori Road	No stopping, at all times.	West side, commencing 131 metres north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 46 metres
	<i>Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Tinakori Road	No stopping, at all times.	West side, commencing 170 metres north of its intersection with Upton Terrace Road (Grid coordinates x=1,748,290,95m, 5,428,921,62m) and extending in a northerly direction following the western kerbline for 50 metres.
	Tinakori Road	No stopping, at all times.	South side, commencing of its intersection with Harriett Street (Grid coordinates x=1,748,446,00m, y= 5,429,088,99m) and extending in a southerly direction following the Southerly kerbline for 50 metres.
d.	TR53-22 Ganges Road, Khandallah (TR53-22) Time Restricted Parking change to Loading Zone		
	<i>Delete from Schedule A (Time limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three

Table of Traffic Resolutions Legal Description RPC 8 June 2022

	Ganges Road	<i>P60 Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 60.8 metres south of its intersection with Agra Crescent (Grid Coordinates x=1,750,048.90 m, y=5,432,352.50 m), and extending in a southerly direction following the eastern kerbline for 2.9 metres. (1 angled space)</i>
	<i>Add to Schedule A (Time limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Ganges Road	<i>P10 Loading Zone Monday to Sunday, 8:00am - 6:00pm</i>	<i>East side, commencing 60.8 metres south of its intersection with Agra Crescent (Grid Coordinates x=1,750,048.90 m, y=5,432,352.50 m), and extending in a southerly direction following the eastern kerbline for 2.9 metres. (1 angled space)</i>
e.	Waru Street, Khandallah (TR54-22) No Stopping At All Times		
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Waru Street	<i>No Stopping At All Times</i>	<i>North side, commencing 156 metres from its intersection with Calcutta Street and extending in a westerly direction for 97 metres.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Waru Street	<i>No Stopping At All Times</i>	<i>West side, commencing 156 metres south of its intersection with Calcutta Street (Grid coordinates X=1,749,956.14m Y=5,431,728.54m) and extending in a southerly direction following the western kerb line for 131 metres.</i>
f.	Wellington Central, Wellington (TR56-22) Increase in metered parking time restrictions		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Wellington Central	Monday – Friday P120 8.00am – 8.00pm	See area on traffic resolution - Yellow - Centre - Green - Fringe
	Wellington Central	Saturday – Sunday P120 8.00am – 8.00pm	See area on traffic resolution - Yellow - Centre - Green - Fringe
	Wellington Central	Monday – Sunday P600 8.00am – 8.00pm	See area on traffic resolution Pink - Outer
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Wellington Central	Monday – Friday P120 8.00am – 5.00pm P180 5.00pm – 8.00pm	See area on traffic resolution - Yellow - Centre

Table of Traffic Resolutions Legal Description RPC 8 June 2022

			- Green - Fringe
	Wellington Central	Saturday – Sunday P180 8.00am – 8.00pm	See area on traffic resolution - Yellow - Centre - Green - Fringe
	Wellington Central	Monday – Sunday P720 8.00am – 8.00pm	See area on traffic resolution Pink - Outer
g.	Braemar Terrace, Johnsonville (TR57-22) No Stopping At All Times		
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Braemar Terrace	No Stopping, At All Times	South side, commencing from its intersection with Ohariu road and extending in a westerly direction following the southern kerbline for 5 metres.
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Ohariu Road	No Stopping, At All Times	North side, commencing at its intersection with Braemar Terrace (Grid coordinates X= 1,751,269,67m, Y= 5,435,403,29m) and extending in easterly direction following the northern kerb line for 7m.
	Ohariu Road	No Stopping, At All Times	North side, commencing at its intersection with Braemar Terrace (Grid coordinates X= 1,751,260,88m, Y= 5,435,398,82m) and extending in westerly direction following the northern kerb line for 7m.
	Braemar Terrace	No Stopping, At All Times	East side, commencing at its intersection with Ohariu Road (Grid coordinates X= 1,751,269,67m, Y= 5,435,403,29m) and extending in northerly direction following the eastern kerb line for 41m.
	Braemar Terrace	No Stopping, At All Times	West side, commencing at its intersection with Ohariu Road (Grid coordinates X= 1,751,260,88m, Y= 5,435,398,82m) and extending in northerly direction following the western kerb line for 8m.
h.	Chaffers Street, Te Aro (TR58-22) Bus layover parking		
	<i>Delete from Schedule (F) Metered Parking of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Chaffers Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	West side, commencing 48.5 metres north of its intersection with Wakefield Street (Grid Coordinates X=2659335.2 m, Y=5988942.8 m), and extending in a northerly direction following the kerbline for 23 metres. (4 parallel carparks)
	Chaffers Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am -	West side, commencing 13 metres north of its intersection with Wakefield Street (Grid coordinates x= 1749313.2 m, y= 5427230.7 m), and extending in a

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		8:00pm, Saturday and Sunday 8:00 - 6:00pm	northerly direction following the kerb line for 11 metres. (2 parallel carparks)
<i>Add to Schedule (B) Class Restricted of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Chaffers Street	Bus Layover, 7am-8pm Monday – Friday. Metered parking Saturday – Sunday 8:00 - 6:00pm	West side, commencing 10 metres south of its intersection with Cable Street (Grid coordinates X=1,749,346.79m Y=5,427,305.01m) and extending in a southerly direction following the western kerb line for 24 metres.
	Chaffers Street	Bus Layover, 7am-8pm Monday - Friday Metered parking Saturday – Sunday 8:00 - 6:00pm	West side, commencing 58 metres south of its intersection with Cable Street (Grid coordinates X=1,749,346.79m Y=5,427,305.01m) and extending in a southerly direction following the western kerb line for 12 metres.
i.	View Road, Houghton Bay (TR62-22) No Stopping At All Times		
<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	View Road	No Stopping At All Times	East side, commencing 120.5 metres north of its intersection with Twomey Grove and extending in a northerly direction following the eastern kerbline for 19 metres.
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	View Road	No Stopping At All Times	East side, commencing 304 metres north of its intersection with Hungerford Road (Grid coordinates X=1,749,754.57m Y=5,422,102.76m) and extending in a northerly direction following the eastern kerb line for 15 metres.
	View Road	No Stopping At All Times	East side, commencing 340 metres north of its intersection with Hungerford Road (Grid coordinates X=1,749,754.57m Y=5,422,102.76m) and extending in a northerly direction following the eastern 33 metres.
j.	Highbury Road, Highbury (TR63-22) No Stopping At All Times		
<i>Delete From Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Highbury Road	No Stopping At All Times	East side, commencing 103 metres south of its intersection with Disley Street and extending in a southerly direction following the kerbline for 30 metres
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Highbury Road	No Stopping At All Times	West side, commencing 155 metres south of its intersection with Disley Street (Grid coordinates

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			X=1,746,946.79m Y=5,427,298.09m) and extending in a westerly direction following the northern kerb line for 71 metres.
	Highbury Road	No Stopping At All Times	East side, commencing 103 metres south of its intersection with Disley Street (Grid coordinates X=1,746,946.79 m Y=5,427,298.09 m) and extending in a southerly direction following the eastern kerb line for 51 metres.
k.	Wade Street, Wadestown (TR64-22) No Stopping At All Times (Amended)		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Wade Street	No Stopping At All Times	South side, commencing 13 metres east of its intersection with Moorhouse Street (Grid coordinates X=1,748,787.84m Y=5,430,313.84m) and extending in a westerly direction following the southern kerb line for 16 metres.
l.	Hobson Street, Thorndon (TR65-22) Proposed P120 parking changes		
	<i>Delete from Schedule A (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Hobson Street	P120 Monday to Friday 8:45am - 2:45pm during school terms.	West side, commencing 65.5 metres from its intersection with Fitzherbert Terrace, (Grid Coordinates X= 1749099m, y= 5429577.3m), and extending in a southerly direction for 40 metres.
	Hobson Street	P120 Except for Authorised Vehicles, Monday to Friday, 3:45pm - 9:00pm, Saturday and Sunday, 8:00am - 9:00pm	West side, 157.1 metres from its intersection with Fitzherbert Terrace and extending in a Southerly direction for 34 metres.
	<i>Add to Schedule A (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Hobson Street	P120 – At other times	West side, commencing 39 metres from it intersection with Fitzherbert Terrace, (Grid Coordinates X= 1,749,101,40m, y= 5,429,576,68m), and extending in a southerly direction for 69 metres.
	Hobson Street	P120 Monday to Friday, 6:00pm - 9:00pm, Saturday and Sunday, 8:00am - 9:00pm Except for Authorised Resident Vehicles	West side, commencing 39 metres from it intersection with Fitzherbert Terrace, (Grid Coordinates X= 1,749,101,40m, y= 5,429,576,68m), and extending in a southerly direction for 69 metres.
m.	Karepa Street, Brooklyn (TR66-22) No Stopping At All Times		
	<i>Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three

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	Karepa Street	<i>No Stopping At All Times</i>	<i>East side, commencing 140 metres south of its intersection with Apuka Street and extending in a southerly direction following the eastern kerb line for 91 metres.</i>
	Karepa Street	<i>No Stopping At All Times</i>	<i>South side, commencing from its intersection with Apuka Street (grid coordinates x= 1,747,287.17m, y= 5,426,249.27m), and extending in a westerly direction following the Southern kerbline for 16.5 metres.</i>
<u>Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Karepa Street	<i>No Stopping At All Times</i>	<i>West side, commencing 36 metres north of its intersection with Ashton Fitchett Dr (Grid coordinates X=1,747,185,14m Y=5,425,956,51m) and extending in a Northerly direction following the western kerb line for 12 metres.</i>
	Karepa Street	<i>No Stopping At All Times</i>	<i>East side, commencing 421 metres north of its intersection with Mitchell Street (Grid coordinates X= 1,747,198,81m Y= 5,425,961,28m) and extending in a northerly direction following the eastern kerb line for 14 metres.</i>
	Karepa Street	<i>No Stopping At All Times</i>	<i>East side, commencing 140 metres south of its intersection with Apuka Street (Grid coordinates X= 1,747,288,72m Y= 5,426,248,92m) and extending in a southerly direction following the eastern kerb line for 97 metres.</i>
	Karepa Street	<i>No Stopping At All Times</i>	<i>West side, commencing 100 metres south of its intersection with Apuka Street (Grid coordinates X= 1,747,285,92m Y= 5,426,248,92m) and extending in a southerly direction following the western kerb line for 12 metres.</i>
	Karepa Street	<i>No Stopping At All Times</i>	<i>South side, commencing from its intersection with Apuka Street (grid coordinates x= 1,747,287.17m, y= 5,426,249.27m), and extending in a westerly direction following the Southern kerbline for 34</i>
n.	Kellsmere Crescent, Island Bay (TR67-22) No Stopping At All Times		
<u>Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Kellsmere Crescent	<i>No Stopping At All Times</i>	<i>South side, commencing 34 metres west of its intersection with Derwent Street (Grid coordinates X=1,7480,033,83m Y=5,421,822,05m) and extending in a westerly direction following the southern kerb line for 24 metres.</i>

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	Kellsmere Crescent	<i>No Stopping At All Times</i>	<i>South side, commencing 88 metres west of its intersection with Derwent Street (Grid coordinates X=1,7480,033,83m Y=5,421,822,05m) and extending in a westerly direction following the southern kerb line for 16 metres.</i>
	Kellsmere Crescent	<i>No Stopping At All Times</i>	<i>South side, commencing 177 metres west of its intersection with Derwent Street (Grid coordinates X=1,7480,033,83m Y=5,421,822,05m) and extending in a westerly direction following the southern kerb line for 16 metres.</i>
o.	Kelburn Parade, Kelburn (TR68-22) Bus Stop #4915 relocation		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kelburn Parade	<i>Mobility Parking Except for Vehicles Displaying an Operation Mobility Card, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side commencing 159 metres from its intersection with Salamanca Road and extending in a southerly direction for 14 metres.</i>
	Kelburn Parade	<i>Bus Stop At All Times</i>	<i>West side commencing 250 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending in a southerly direction for 30 metres.</i>
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kelburn Parade	<i>P120 At All Times</i>	<i>West side commencing 186 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending in a southerly direction for 22 metres.</i>
	Kelburn Parade	<i>P5 At All Times</i>	<i>West side commencing 208 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending in a southerly direction for 21 metres.</i>
	Kelburn Parade	<i>P120 Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side commencing 282.5 metres from its intersection with Salamanca Road and extending in a southerly direction for 42.5 metres.</i>
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kelburn Parade	<i>No Stopping At All Times</i>	<i>West side commencing 225 metres from its intersection with Salamanca Road and extending in a southerly direction for 21 metres.</i>
	Kelburn Parade	<i>No Stopping At All Times</i>	<i>East side, commencing 310 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 6.5 metres.</i>

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	Kelburn Parade	<i>No Stopping At All Times</i>	<i>West side commencing 275.5 metres from its intersection with Salamanca Road and extending in a southerly direction for 7 metres.</i>
<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Kelburn Parade	<i>No Stopping At All Times</i>	<i>West side, commencing 168 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 12 metres</i>
	Kelburn Parade	<i>No Stopping At All Times</i>	<i>West side, commencing 215 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 35 metres.</i>
	Kelburn Parade	<i>No Stopping At All Times</i>	<i>West side, commencing 296 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 9 metres.</i>
	Kelburn Parade	<i>No Stopping At All Times</i>	<i>East side, commencing 293 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 9 metres.</i>
<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Kelburn Parade	<i>Bus Stop At All Times</i>	<i>West side, commencing 180 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 35 metres.</i>
	Kelburn Parade	<i>Loading Zone P15, Goods & Service Vehicles Only</i>	<i>West side, commencing 290 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 5.5 metres.</i>
	Kelburn Parade	<i>Loading Zone P15, Goods & Service Vehicles Only</i>	<i>East side, commencing 310 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 6.5 metres.</i>
	Kelburn Parade	<i>Mobility Parking Except for Vehicles Displaying an Operation Mobility Card, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 251 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 15 metres.</i>
<u>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>West side, commencing 266 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 24 metres.</i>

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	Kelburn Parade	Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.	West side, commencing 311 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending for 14 metres.
p.	Barnett Street Carpark (TR69-22) Increase of time restrictions and operating hours of metered parking spaces		
	<i>Delete from Schedule F (Metered Parking) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Barnett Street Carpark, Wellington Waterfront	Metered Parking, P240 Maximum, Sunday to Thursday 10:00am - 8:00pm, Friday and Saturday 10:00am - 10:00pm, except Authorised Vehicles	25 Parking Spaces, refer to attached traffic resolution plan (Blue)
	Barnett Street Carpark, Wellington Waterfront	Metred Parking, P240 Maximum, Monday to Thursday 10:00am - 8:00pm, Friday and Saturday 8:00am - 10:00pm, Sunday 4:00pm - 8:00pm	119 Parking Spaces, refer to attached traffic resolution plan (White)
	<i>Delete from Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Barnett Street Carpark, Wellington Waterfront	Authorised vehicles only, Sunday 12:00am to 4:00pm	25 Parking Spaces, refer to attached traffic resolution plan (Blue)
	Barnett Street Carpark, Wellington Waterfront	Authorised vehicles only, Sunday 12:00am to 4:00pm	119 Parking Spaces, refer to attached traffic resolution plan (White)
	<i>Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Barnett Street Carpark, Wellington Waterfront	Metered Parking, P600 Maximum, Monday - Sunday 10:00am - 8:00pm, except Authorised Vehicles	25 Parking Spaces, refer to attached traffic resolution plan (Blue)
	Barnett Street Carpark, Wellington Waterfront	Metred Parking, P840 Maximum, Monday to Friday 6:00am - 8:00pm Saturday 8:00am - 8:00pm Sunday 4:00pm - 8:00pm	119 Parking Spaces, refer to attached traffic resolution plan (White)
	<i>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Barnett Street Carpark, Wellington Waterfront	Authorised vehicles only, Monday - Sunday 6:00am to 10:00pm	25 Parking Spaces, refer to attached traffic resolution plan (Blue)

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	Barnett Street Carpark, Wellington Waterfront	<i>Authorised vehicles only, Sunday 12:00am to 4:00pm</i>	<i>119 Parking Spaces, refer to attached traffic resolution plan (White)</i>
q.	Marine Parade, Seatoun (TR70-22) No Stopping At All Times		
	<i>Add to Schedule (D) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Marine Parade	<i>No Stopping At All Times</i>	<i>East side, commencing 355 metres north of its intersection with Beere Haven Steps (Grid coordinates X=1,753,032.02m Y=5,424,325.85m) and extending in a northerly direction following the eastern kerb line for 10 metres.</i>
r.	Chesterton Street, Johnsonville (TR71-22) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Chesterton Street	<i>No Stopping At All Times</i>	<i>East side, commencing 115 metres north of its intersection with Chapman Street (Grid coordinates X=1,751,926,36m Y=5,434,435,98m) and extending in a northerly direction following the eastern kerb line for 33 metres.</i>
s.	Park Road, Miramar (TR72-22) Motorcycle Parking		
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Park Road	<i>Motorcycle Parking, At All Times</i>	<i>West side, commencing 61 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,039.6 m, y= 5,424,534.4 m), and extending in a northerly direction following the western kerblines for 3.5 metres.</i>
t.	The Terrace, Wellington Central (TR73-22) Metered Mobility Parks		
	<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	The Terrace	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>West side, commencing 8.5 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerblines for 22 metres. (4 parallel carparks)</i>
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	The Terrace	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerblines for 8.5 metres.</i>
	<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three

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	The Terrace	<i>Mobility Park At All Times, P120 Maximum, Monday to Sunday 8:00am - 8:00pm, Displaying an Operation Mobility Permit Only</i>	<i>West side, commencing 6 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 13.2 metres. (2 parallel carparks)</i>
	The Terrace	<i>P120 Maximum, Monday to Friday 8:00am - 8:00pm</i>	<i>West side, commencing 19 metres north of its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 11 metres. (2 parallel carparks)</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	The Terrace	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Aurora Terrace (Grid Coordinates X=2658673.76677 m, Y=5990222.621286 m) and extending in a northerly direction following the kerbline for 6 metres.</i>
u.	Wakefield Street, Te Aro (TR74-22) Metered Mobility Parks		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Wakefield Street	<i>P5 Loading Zone.</i>	<i>North side, commencing 55 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,067.615m Y= 5,427,361.279m) and extending in an easterly direction for 6 metres (P5 Loading Zone)</i>
	<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Wakefield Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>North side, commencing 61 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,071.98m Y= 5,427,358.3m) and extending in an easterly direction 11 metres (3 parallel)</i>
	<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Wakefield Street	<i>Mobility Park At All Times, P120 Maximum, Monday to Sunday 8:00am - 8:00pm, Displaying an Operation Mobility Permit Only</i>	<i>North side, commencing 55 metres east of its intersection with Taranaki Street (Grid coordinates X= 1,749,067.615m Y= 5,427,361.279m) and extending in an easterly direction for 15.2 metres. (2 parallel carparks)</i>
v.	Frankmoore Avenue, Johnsonville (TR75-22) Alterations to mobility parking spaces; Remove one P120 parking space		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Frankmoore Avenue	<i>P120 Monday to Sunday, 8am to 6pm</i>	<i>South side commencing 13 metres from its intersection with Moorefield Road</i>

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			(Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 21 metres. (8 angle parks) (Johnsonville Community Center)
	Frankmoore Avenue	P120 Monday to Sunday, 8am to 6pm	South side commencing 42 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 21 metres. (8 angle parks) (Johnsonville Community Center)
	<u>Delete from Schedule B (Class Restriction) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Frankmoore Avenue	P120 Mobility Parking, displaying a mobility parking permit only at all times Monday to Sunday, 8am to 6pm	South side commencing 34 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m Y=5,434,997.7789m) and extending in a westerly direction for 8 metres. (2 mobility parks) (Johnsonville Community Centre)
	<u>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Frankmoore Avenue	P120 Monday to Sunday, 8am to 6pm	South side commencing 13 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 17.8 metres. (8 angle parks) (Johnsonville Community Centre)
	Frankmoore Avenue	P120 Monday to Sunday, 8am to 6pm	South side commencing 42 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 17.9 metres. (7 angle parks) (Johnsonville Community Centre)
	<u>Add to Schedule B (Class Restriction) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Frankmoore Avenue	P120 Mobility Parking, displaying a mobility parking permit only at all times Monday to Sunday, 8am to 6pm	South side commencing 34 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m Y=5,434,997.7789m) and extending in a westerly direction for 8 metres. (2 mobility parks) (Johnsonville Community Centre)
w.	Newtown Avenue, Newtown (TR76-22) Loading Zone		
	<u>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</u>		
	Column One	Column Two	Column Three
	Newtown Avenue	Loading Zone Mon- Sun 8am-6pm	North side, commencing 79 metres east of its intersection with Riddiford Street (Grid coordinates x= 1748996.0

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			<i>m, y= 5424830.0 m), and extending in an easterly direction following the northern kerbline for 12 metres.</i>
x.	Rembrandt Avenue, Tawa (TR78-22) No Stopping At All Times		
	<i>Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Rembrandt Avenue</i>	<i>No Stopping At All Times</i>	<i>East side, commencing 658 meters south of its intersection with Main Road (Grid coordinates X=1,753,759.66m Y=5,442,888.29) and extending in a southerly direction following the eastern kerb line for 5 metres.</i>

NAME FOR NEW PRIVATE RIGHT-OF-WAY, KHANDALLAH

Kōrero taunaki

Summary of considerations

Purpose

1. This report to Pūroro Hātepe | Regulatory Processes Committee proposes a name for a new private right-of-way off Kabul St in Khandallah, as shown on F Plan 3121A (Attachment 1 refers).

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

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

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

Relevant Previous decisions

A previous report recommending the name **Bamyan Way** for this private right-of-way was tabled under Standing Order 3.16.2(d). Resolution 2.1 of the Regulatory Processes Committee meeting on 11 August 2021 applies.

Significance

The decision is **rated medium significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy (June 2018).

The criteria that apply are:

Importance to Wellington City: Legislative requirements in relation to addressing for wayfinding are met by the recommended name. Adoption of this name will contribute to the wellbeing of the local community in several ways, including with regards to health and safety, wayfinding, and the visibility of te reo Māori in Wellington.

Community interest: Targeted engagement with pertinent stakeholders has been undertaken.

Consistency with existing policy: The recommendation is consistent

with the provisions of the Naming Policy: Te Māpihi Maurea.

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

Financial considerations

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

2. There are no financial implications of note.

Risk

☒ Low ☐ Medium ☐ High ☐ Extreme

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

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

Taunakitana

Officers' Recommendations

Officers recommend the following motion:

That Pūroro Hātepe | Regulatory Processes Committee:

- 1) Receives the information;
- 2) Agrees to name the new private right-of-way being developed off Kabul St in Khandallah, **Ara Koa**, as shown on F Plan 3121A.

Whakarāpopoto

Executive Summary

3. This report recommends the name **Ara Koa** for a new private right-of-way off Kabul Street in Khandallah. It is accessed via another private right-of-way, from which properties numbered 19, 19A to 19H, and 19J to 19L Kabul Street are accessed (F Plan 3121A refers).
4. Naming roads and right-of-ways allows addresses to be assigned and service connections made to new properties. It enables wayfinding, particularly for emergency services.
5. The developer has proposed the name **Ara Koa**. The Onslow Residents' Community Association has proposed the name **Bamyan Way**.
6. Renaming the current private right-of-way - to match the name of the new right-of-way - was considered. The majority of residents in the existing right-of-way wish to retain the present name of **Kabul Street**.

Takenga mai

Background

7. A new private right-of-way (ROW) is to be formed leading off another private right-of-way off Kabul Street. Application of the Australian and New Zealand Addressing Standard AS/NZS 4819:2011 means the new right-of-way must be named.
8. A previous report proposing the name **Bamyan Way** for this new right-of-way to the Regulatory Processes Committee currently lies on the table under resolution 2.1 of the Committee's meeting of 11 August 2021. The report was tabled rather than the motion defeated to allow Council officers to undertake further consultation with Ngāti Toa.

Kōrerorero

Discussion

9. Addresses enable property owners to construct dwellings and arrange service connections. They also enable wayfinding. This latter is of vital importance in the event of an emergency since delays carry the potential to adversely affect outcomes for people.

-
10. The Council's Naming Policy: Te Māpihi Maurea (the Policy) and the Australian and New Zealand Addressing Standard AS/NZS 4819:2011 (the Addressing Standard) guide the processes of allocating addresses and naming roads and ROWs.
 11. A new private ROW off Kabul St will initially give access to at least five new lots. The new ROW will be accessed from another existing private ROW. The latter gives access to properties numbered 19, 19A to 19H, and 19J to 19L, Kabul Street.
 12. The Addressing Standard requires ROWs with more than 5 lots to be named. Alphanumerically above 'E' – such as 19L – are now not sanctioned. The developer has also advised further new lots are to be created. Naming the new ROW will enable addresses to be allocated to all new properties gaining access from it in accord with the Addressing Standard.
 13. The new private ROW will lead off the existing private ROW, therefore it is pertinent to consider renaming the latter also. This is relevant in respect of signage since Council doesn't maintain signage on private land. If both ROWs bear the same name, then road signage could be placed on public land and maintained by Council to facilitate wayfinding. Wayfinding could potentially be compromised if the existing ROW retains its present name of Kabul Street.
 14. If both ROWs were to have the same – new – name, further development would be future-proofed with regards to addressing and wayfinding facilitated. Each property would be assigned a whole number for this portion of the address, for example, 1, 2, or 3, and have the one road name. As noted above, the Addressing Standard means that properties accessed from the new private ROW **cannot** be assigned further alphanumeric numbers off Kabul Street.
 15. Nevertheless, a majority of residents and owners of the properties numbered 19, 19A to 19H, and 19J to 19L, in Kabul Street (accessed via the existing ROW) have indicated that they would prefer to retain the status quo in respect of the name for that ROW. The residents' association, the Onslow Residents' Community Association, hasn't expressed a preference either way regarding the name of the existing ROW.
 16. The Onslow Residents' Community Association (ORCA) has previously proposed the name **Bamyan** for the new ROW. ORCA have reconfirmed their support for this name. Located at altitude, Bamyan, also known as Bamiyan, is approximately 140 kilometres away from Kabul, the capital of Afghanistan. Kabul is also the name of the province in which the city of Kabul is located. The proximity of Bamyan in relation to Kabul means it is pertinent to consider this name, despite the current predominant naming theme in Khandallah being Indian place names.
 17. Bamyan is the name of the city, valley, river, and province in this area of Afghanistan. On the 'silk' road, a traditional trading route, it is also an important site for Buddhists. Much of the Bamyan area is noted by UNESCO as being of cultural significance. Members of the New Zealand Defence Force served in the Bamyan area under the relevant UN charter, providing security, training, and assistance to the Hazara community. Should this name be allocated to the new ROW, the ROW would be known as **Bamyan Way**.
 18. Following consultation with a Māori language advisor, the developer has proposed the name **Koa**. Pronounced kaw – ah, and meaning to be joyful or happy, this name is also supported by purchasers of the newly created lots. The road name type of 'Ara' is

proposed for use with this name. 'Ara' is sanctioned by Land Information New Zealand as a road name type for use where names in te reo Māori are to be allocated to right-of-ways. Should Koa be allocated to the new ROW, therefore, the new ROW would be known as **Ara Koa**.

19. The owners and residents of the existing private ROW, known as Kabul St, were consulted with regards to the name for the new private ROW, since the new private ROW is accessed off this existing private ROW. Of those in this existing private ROW who responded during consultation, there was an even split between those expressing a preference for **Ara Koa** and those who preferred the name **Bamyan Way** for the new ROW. One respondent commented that they liked the name **Ara Koa**, but felt that **Bamyan Way** aligned better to the names of roads in Khandallah more generally.
20. Names that accord with an existing theme in a suburb meet the criteria outlined in the Policy to be awarded second-order priority for consideration. The first-order priority is given to appropriate te reo Māori names where the site is important to mana whenua. In this instance, there were no names identified as being particularly pertinent for use at this site.
21. Page nine of the Naming Policy: Te Māpihi Maurea specifies that road names should be relatively "rerekē / unique...poto / short...ngāwari / simple...[and] whakaute / respectful". Greater Wellington Regional Council (GWRC) holds a database of road names that are in-use or reserved for use in the region. GWRC has confirmed that both **Bamyan Way** and **Ara Koa** are available and sufficiently unique for use in the region. Naming the new private ROW will also meet the provisions of the Australia/New Zealand Addressing Standard 4819:2019 as per the Policy.
22. Application of the Council's Te Taihū: Te Reo Māori Policy is implicit in the Naming Policy: Te Māpihi Maurea. One of the purposes of the Council's Te Taihū: Te Reo Māori Policy is to "support the revitalisation of [te reo Māori] within Wellington City" (p. 2). Specific pertinent aspirations of the Te Taihū are –
 - *Te Mārama Pū / Critical Awareness: "more te reo place and space naming..." (H; p. 6)*
 - *Mana / Status: "ensure that we seek direct input to decision making from Māori community members, and...this contributes to improving wellbeing outcomes for Māori" (M; p. 7)*

Kōwhiringa

Options

23. The following options have been identified:
 - a) The Regulatory Processes Committee (the Committee) can agree to adopt the recommendations of this report and name the new private right-of-way, **Ara Koa**; or
 - b) The Committee can amend the recommendations of this report and name the new private right-of-way, **Bamyan Way**; and/or

- c) The Committee can agree to amend the recommendations of this report and decide to name both right-of-ways the same name, either **Ara Koa** or **Bamyan Way**; or
- d) The Committee can reject the recommendations of this report and refer the matter back to the relevant Council officers for further consultation.

Whai whakaaro ki ngā whakataunga

Considerations for decision-making

Alignment with Council's strategies and policies

24. Paras. 11, 22, 23, and 24 discuss alignment of the names discussed above with the relevant Council Strategies and Policies.

Engagement and Consultation

25. This matter sits within the middle of the International Association of Public Participation (IAP2) Spectrum as shown in the Council's Significance and Engagement Policy. This means that stakeholders should be involved "throughout the process to ensure public concerns and aspirations are consistently understood and considered" (p. 171). The engagement undertaken has sought to ensure that the decision to recommend the name **Ara Koa** has had due "regard to the views of the community and those affected by the decision" (p. 171).
26. Stakeholders consulted in this matter include Ngāti Toa, Taranaki Whānui, the Onslow Residents' Community Association, owners, and occupiers of properties in existing right-of-way, and the developer.

Implications for Māori

27. Ngāti Toa were contacted through their iwi representative on the Regulatory Processes Committee, Liz Kelly. Liz had indicated interest in proposing a name for the new ROW. Although the names, *Tieke*, *Kererū*, *Kākā*, and *Te Ara Pataka* were suggested by Ngāti Toa, they were unable to be used under the guidelines of the Policy. *Tieke* and *Kererū* are used elsewhere in the Wellington region. Council's property system is currently unable to include macrons on names, meaning the name *Kākā*, which has an alternative meaning when used without macrons, has the potential to cause offence. Naming the new private ROW *Te Ara Pataka* has adverse implications for wayfinding since there is a Pataka museum in Porirua. No objection was made to the proposed name of **Ara Koa**.
28. Taranaki Whānui ki Te Upoko o Te Ika were approached via Mataaho Aronui (Māori Strategic Outcomes), however they decided not to propose any names in this instance.
29. No known implications for iwi associated with the use of either of the two names discussed here have been identified.

Financial implications

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

Legal considerations

31. Allocation of street names is a statutory function of Council under Section 319A of the Local Government Act 1974. Naming roads and right-of-ways in accordance with the Council's Naming Policy: Te Māpihi Maurea permits the allocation of addresses that meet the Addressing Standard AS/NZS 4819:2011 and the provisions of the Local Government Act 1974 (S319(b)), and meets the provisions of S10(1)(a) the Local Government Act 2002.
32. Addresses facilitate way-finding for visitors to an area. To the extent that this enables the wellbeing of communities by reducing the possibility of delayed response by emergency services in the event of an adverse event, the timely naming of roads and ROWs in Wellington meets the provisions of Section 10(1)(a) and (b) of the Local Government Act 2002.

Risks and mitigations

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

Disability and accessibility impact

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

Climate Change impact and considerations

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

Communications Plan

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

Health and Safety Impact considered

37. Health and safety for residents and the public will be facilitated by naming this private ROW. Visitors to the area, including emergency services, will be able to locate their destination more easily.

Ngā mahinga e whai ake nei

Next actions

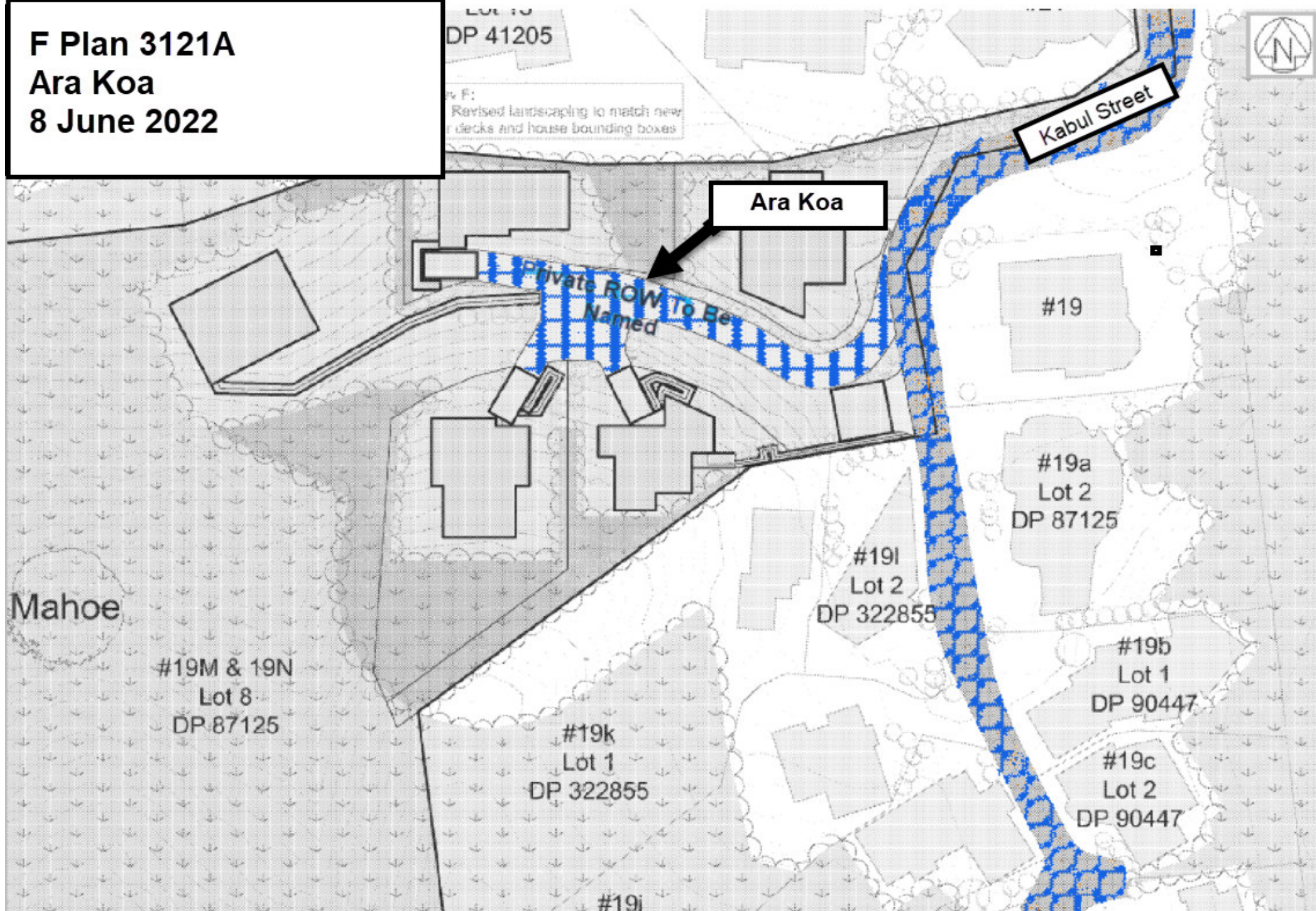
38. Should the recommendations of this report be endorsed, addresses will be allocated to the proposed new lots. This will facilitate the building of housing on the new lots. The developer will also be asked to display the appropriate signage showing the name of the new private ROW.

-
39. The relevant team in Council will be consulted with regards to the possible display of signage on the public part of Kabul Street to improve wayfinding in this area.
 40. Relevant parties will be notified regarding addresses allocated to the new properties accessed from the new ROW. These include Land Information New Zealand, Fire and Emergency New Zealand and New Zealand Post.
 41. Should Council reject the recommendation, then consultation will recommence as appropriate.

Attachments

Attachment 1. F Plan 3121A

F Plan 3121A
Ara Koa
8 June 2022



FORWARD PROGRAMME

Kōrero taunaki

Summary of considerations

Purpose

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

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

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

- ☐ 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

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 10 August 2022
 - New Ground Leases – Tawa Bowling Club, Miramar Tennis Club (Chief Customer and Community Officer)
 - Miramar Playcentre – new premises lease at Crawford Green Park (Chief Customer and Community Officer)
 - Traffic Resolutions (Chief Infrastructure Officer)
 - Proposed Road Closure (Chief Infrastructure Officer)
5. Wednesday 7 September 2022
 - Traffic Resolutions (Chief Infrastructure Officer)
 - Proposed Road Closure (Chief Infrastructure 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:

- ☐ 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

Not applicable.

Financial considerations

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

Risk

- ☒ Low ☐ Medium ☐ High ☐ 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

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 12 resolutions of the Pūroro Hātepe | Regulatory Processes Committee in May 2022:
 - 2 are in progress
 - 10 are complete
8. 44 in progress actions were carried forward from the last action tracking report. Of these:
 - 31 are still in progress
 - 13 have been completed
9. Further detail is provided in Attachment One.

Attachments

Attachment 1. Actions Tracking - June

#	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	
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	
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	This intersection is being upgraded. Changes to be made as part of the upgrade
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	

#	Date	Meeting	Report	Clause	Status	Comment
63	Wednesday, 8 September 2021	Pūroro Hātepe Regulatory Processes Committee	2.4 One new lease subject to the Reserves Act 1977 to Polo Ground Community and Sports Centre Inc.	2. Agree to grant a premises lease for a twelve-year term with one renewal term of ten years to Polo Ground Community and Sports Centre Inc (“Society”) for: a. The Polo Ground Pavilion (the premises) which is located at Polo Grounds, Miramar. The land is legally described as Lot 1 Deposited Plan 4550 and contained in CFR WN394/28 b. The leased area will be 523 sqm (approx) and will include the community room, the clubroom and storage rooms. (see attached plan Attachment “1”) c. Note that the lease will be executed following completion of refurbishment works to create the community and sports hub facilities and provided the Society has made the requisite payments and is not in breach of any provision in the Partnering Agreement between the Committee and the Society	In progress	The lease won't be executed until the refurbishment is done.
64	Wednesday, 8 September 2021	Pūroro Hātepe Regulatory Processes Committee	2.4 One new lease subject to the Reserves Act 1977 to Polo Ground Community and Sports Centre Inc.	3. Note that approval to grant the lease on reserve land is conditional on: a. Appropriate iwi consultation b. Public notification as required under sections 119 and 120 of the Reserves Act 1977 c. No sustained objections resulting from the above notification d. Legal and advertising costs being met by the Lessees (where applicable) b) TR102-21 (Part of) Tanera Crescent, Brooklyn - Stop Control	In progress	The club have requested to go through a public consultation process with another group to share the costs.
81	Wednesday, 10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	4. Note that the committee recommends that Garden Road is a high priority for an area based parking review and possible new residents parking scheme.	Complete	Installation completed
99	Wednesday, 10 November 2021	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	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	
101	Wednesday, 10 November 2021	Pūroro 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.	Complete	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	Pūroro Hātepe Regulatory Processes Committee	2.2 Development Contribution Remission Request for 132 Adelaide Road		Complete	A new policy has been approved - no new incentivised were added.

#	Date	Meeting	Report	Clause	Status	Comment
104	Wednesday, 10 November 2021	Pūroro 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 Owairo 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 Owairo 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.
139	Wednesday, 9 February 2022	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	d) TR05-22 Bay Road, Kilbirnie – Relocation of mobility parking, new loading zone	In progress	Instructions sent to contractors (waiting installation)
142	Wednesday, 9 February 2022	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	h) TR10-22 Highbury Road, Highbury – No Stopping At All Times	Complete	Installation completed
146	Wednesday, 9 February 2022	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	l) TR14-22 Wadestown Road, Wadestown – No Stopping At All Times (Amended)	Complete	Installation completed
148	Wednesday, 9 February 2022	Pūroro 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	Advised GWM that the TR has been approved.
150	Wednesday, 9 February 2022	Pūroro 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	Pūroro Hātepe Regulatory Processes Committee	2.1 Traffic Resolutions	q) TR19-22 Kensington Street, Te Aro – Car share parking spaces	Complete	Installation completed
155	Wednesday, 9 February 2022	Pūroro 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.

#	Date	Meeting	Report	Clause	Status	Comment
157	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	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 19th 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	In progress	Vosseler Shield is completed, the rest of the events listed are still in progress.
158	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	3. Recommendations in this report should not be amended without first carrying out further consultation with affected parties and verification from the Council's Traffic Engineer that the amendment is no likely to cause unreasonable impact on traffic.	In progress	
160	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	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	Complete	Installation completed
161	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	d) TR25-22 Highbury Road, Highbury – No Stopping At All Times	Complete	Instructions sent to contractors
163	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	e) TR26-22 Nether Green Crescent, Johnsonville – No Stopping At All Times	In progress	Instructions sent to contractors (waiting installation)
164	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	f) TR27-22 Tasman Street, Mount Cook – Parking Time Limit Change	Complete	Installation completed

#	Date	Meeting	Report	Clause	Status	Comment
166	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	g) TR30-22 Evesham Place, Newlands – No Stopping At All Times	In progress	Instructions sent to contractors (waiting installation)
167	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	h) TR32-22 Bowen Street, Wellington Central – Convert P10 park to P180 Mobility Park	In progress	Being installed with the new cycleway in the upcoming months
168	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	i) TR33-22 Helston Road, Johnsonville – No Stopping At All Times	Complete	Installation completed
169	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	j) TR34-22 Grass Street, Oriental Bay – New Resident Parking area	In progress	Instructions sent to contractors (waiting installation)
170	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	k) TR35-22 Mein Street, Newtown – Time Restricted P180 Parking	In progress	Instructions sent to contractors (waiting installation)
174	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	n) TR38-22 Medway Street Island Bay Bus stop 6960 extension	In progress	Instructions sent to contractors (waiting installation)
175	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	o) TR39-22 Middleton Road Johnsonville Bus Stop 3200 relocation	In progress	Instructions sent to contractors (waiting installation)
176	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	p) TR40-22 Onepu Road Lyall Bay Relocation of Bus Stop 6330	In progress	Instructions sent to contractors (waiting installation)
177	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	q) TR41-22 Quebec Street Kingston Extension and confirmation of Bus Stop 6730 6733 7730	In progress	Instructions sent to contractors (waiting installation)
178	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	r) TR43-22 Willis Street, Te Aro – Clearway	In progress	Instructions sent to contractors (waiting installation)
179	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	s) TR45-22 Waiapu Road, Kelburn – Resident's Parking Spaces	In progress	Instructions sent to contractors (waiting installation)
180	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	t) TR46-22 Ohariu Road, Johnsonville – No Stopping At All Times	In progress	Instructions sent to contractors (waiting installation)
181	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	u) TR47-22 Rintoul Street, Newtown – P60 Mobility parking	Complete	Installation complete.
182	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	v) TR48-22 Robieson Street, Roseneath – No Stopping At All Times	Complete	Installation complete.
183	Wednesday, 13 April 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Traffic Resolutions	w) TR49-22 Thane Road, Roseneath – No Stopping At All Times	In progress	Instructions sent to contractors (waiting installation)

#	Date	Meeting	Report	Clause	Status	Comment
186	Wednesday, 4 May 2022	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	1. Receive the information	Complete	The information was received by the committee.
187	Wednesday, 4 May 2022	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	2. Agree to close the following road for this event (as Listed below) to vehicles and cyclists including motorised scooters, subject to the conditions listed in the proposed Road Closure Impact Reports. • Beers at the Basin • Tawa Christmas Parade	In progress	
188	Wednesday, 4 May 2022	Pūroro Hātepe Regulatory Processes Committee	2.1 Proposed Road Closure	3. Recommendations in this report should not be amended without first carrying out further consultation with affected parties and verification from the Council's Traffic Engineers that the amendment is not likely to cause unreasonable impact on traffic.	In progress	
189	Wednesday, 4 May 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Background to oral submissions: Proposed road stopping adjoining 117 Seatoun Heights Road, Miramar	1. Receive the information	Complete	The information was received by the committee.
190	Wednesday, 4 May 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Background to oral submissions: Proposed road stopping adjoining 117 Seatoun Heights Road, Miramar	2. Thank all oral submitters.	Complete	

#	Date	Meeting	Report	Clause	Status	Comment
191	Wednesday, 4 May 2022	Pūroro Hātepe Regulatory Processes Committee	2.2 Background to oral submissions: Proposed road stopping adjoining 117 Seatoun Heights Road, Miramar	3. Advise submitters that it will consider the matter and make a decision on whether to uphold any objections at the next available meeting of the Regulatory Processes Committee.	Complete	
192	Wednesday, 4 May 2022	Pūroro Hātepe Regulatory Processes Committee	2.3 Forward Programme	1. Receive the information	Complete	The information was received by the committee.
193	Wednesday, 4 May 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Actions Tracking	1. Receive the information	Complete	The information was received by the committee.
194	Wednesday, 18 May 2022	Pūroro Hātepe Regulatory Processes Committee	2.1 Objection to a classification under the Dog Control Act 1996	1. Receive the information	Complete	The information was received by the committee.
195	Wednesday, 18 May 2022	Pūroro 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.
196	Wednesday, 18 May 2022	Pūroro Hātepe Regulatory Processes Committee	2.1 Objection to a classification under the Dog Control Act 1996	3. Agree to uphold the classification as a menacing dog.	Complete	
197	Wednesday, 18 May 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	Minutes (including the deliberations and decision of the committee) published on 25/05/2022