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

Time: 9:30am
Date: Wednesday, 10 August 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 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 8 June 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

PROPOSED ROAD CLOSURE

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Hātepe | Regulatory Processes 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:

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

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

Relevant Previous decisions

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

Significance

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

Financial considerations

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

Risk

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

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

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:
 - Polish Christmas Market
 - Thorndon Fair
 - T20 vs Bangladesh Cricket
 - Wellington Cycle Classic 2023
 - England Test Cricket
 - Newtown Festival 2023
 - Sri Lanka Test Cricket
- 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

1. Proposed Road Closures:
 - **Polish Christmas Market - Saturday 19 November 2022 6.00am to 11.30pm**
Rain day Sunday 20 November 2022 6.00am to 11.30pm
Rhodes Street (between Riddiford Street and Ferguson Street)
Arney Street (All of Arney Street)
 - **Thorndon Fair - Sunday 4 December 2022 7.00am to 6.00pm**
Tinakori Road (between Bowen Street and Harriett Street)
Hill Street (between Tinakori Road and Selwyn Terrace)
 - **T20 vs Bangladesh - Wednesday 7 December 2022 to Monday 12 December 2022 6.00am to 9.00pm**
Buckle Street Slip Lane (Between Buckle Street and Ellice Street)
 - **Wellington Cycle Classic 2023 - Sunday 15 January 6.00am to 4.00pm**
Lambton Quay (Whitmore to Willis Street)

Willis Street (Mercer Street to Hunter Street including Lambton Quay/Willeston Street Intersection)

Ballance Street (Lambton Quay to Stout Street)

Stout Street (Ballance Street to Lambton Quay)

Waring Taylor Street (Maginnity Street to Lambton Quay)

Johnston Street (Featherston Street to Lambton Quay)

Brandon Street (Featherston Street to Lambton Quay)

Panama Street (Featherston Street to Hunter Street)

Featherston street (Panama Street to Hunter Street)

Willeston Street (Victoria Street to Lambton Quay)

- **England Test Cricket - Monday 20 February 2023 to Thursday 2 March 2023
6.00am to 9.00pm**

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

- **Newtown Festival 2023 - Sunday 5 March 2023 5.00am to 9.00pm
Postponement Date is Sunday 2 April 2023**

Riddiford Street (between Hall Street and Rhodes Street)

Rintoul Street (between Riddiford Street and Millward Street)

Note: the segment of this Rintoul Street closure from Colombo Street and Riddiford Street begins on Saturday 4 March 2023 at 6.00pm to 11.30pm.

Colombo Street (Rintoul Street to Adelaide Road)

Note: the segment of Colombo Street closure from in front of number 9 Colombo to Rintoul Street begins on Saturday 4 March 2023 at 7.00am and extends to 11.30pm Sunday 5 March 2023

Manley Terrace (all of Manley Terrace)

Constable Street (between Riddiford Street and Daniel Street)

Hall Street (between Riddiford Street and Hall Avenue)

Emmett Street (all of Emmett Street)

Green Street (all Green Street)

Wilson Street (from in front of number 21 to Riddiford Street including the off-street public carpark)

Note: during this Wilson Street closure the open segment of this block of Wilson Street to Daniel St becomes two-way and this Wilson Street closure extends to 11.30pm Sunday 5 March 2023

Newtown Avenue (all of Newtown Avenue)

Note: the closure in front of 17 and 19 Newtown Avenue, where the stage set-up happens, begins on Saturday 4 March 2023 at 11am and extends to 11.30pm Sunday 5 March 2023

Normanby Street (from in front of number 14 to Riddiford Street)

Donald McLean Street (between Riddiford Street and Ferguson Street)

Note: the closure of the Donald Mclean laneway at 5 Donald Mclean Street begins on Saturday 4 March 2023 at 11am and extends to 11.30pm Sunday 5 March 2023

Ferguson Street (from in front of number 15 to Donald McLean Street)

Gordon Street (all of Gordon Street)

Gordon Place (all of Gordon Place)

Note: the Gordon Place closure from in front of number 7 to the end of Gordon Place begins on Saturday 4 March 2023 at 11am and extends to 11.30pm Sunday 5 March 2023

Florence Street (all of Florence Street)

Arney Street (all of Arney Street)

Proposed Temporary one-way Traffic and Bus Route during the Newtown Festival closure:

Daniell Street (from constable St to Mein St becomes ONE WAY NORTH, as the Festival Bypass towards the city)

Owen Street – from Mein Street to Constable Street becomes ONE WAY SOUTH (as the Festival Bypass from the City)

- **Sri Lanka Test Cricket Monday 13 March 2023 to Wednesday 22 March 2023 6.00am to 9.00pm**

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

Takenga mai | Background

2. 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.
3. 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 regulation 1965. This authority is delegated to the Regulatory Processes Committee.
4. 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 a communication plan is formulated.
- Any objections are followed up and resolved as far as practical.
- The event organiser works together with Council officers who modify any plan in response to public submissions and prepare an impact report for 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

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

Kōwhiringa | Options

6. Option 1: Agree to the temporary road closures

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

7. 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

8. Members of the public have been advised of the road closures and informed of their right to object.
9. The public notice advertising that the Council is proposing to consider these closures was notified via the following channels:
- Dominion Post
 - Social Media
 - Facebook
 - Twitter
 - Have Your Say

These are part of the Impacts Reports

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

10. Event organisers are working with residents' groups where applicable, community groups, local retailers and businesses have been advised of their intention to close the road.
11. This proposed road closure is subject to the government Covid – 19 guideline announcements (or any subsequent announcements) regarding events of this nature.
 - Government timelines will dictate any postponement dates should it be required.
12. Council intention to consider and propose temporary road closures was notified through an advertisement in the Dominion Post, Facebook, Twitter, Have Your Say. Notifications invited the public to make submissions on the proposed road closures. If approved event organiser 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, Wreda & Communications
13. Any correspondence received in response to the proposed closure has been included in the attached impact report.

Implications for Māori

14. There are no Te Tiri O Waitangi implications

Financial implications

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

Legal considerations

16. Nil

Risks and mitigations

17. All safety risks for the road closures are managed by way of the Traffic Management Plan.

Disability and accessibility impact

18. 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

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

Communications Plan

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

Health and Safety Impact considered


21. 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

22. 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.	Polish Market Impact  	Page 15
Attachment 2.	Polish Market Advert  	Page 18
Attachment 3.	Polish Christmas Market Map  	Page 20
Attachment 4.	Thorndon Fair Impact  	Page 21
Attachment 5.	Thorndon Fair Advert  	Page 24
Attachment 6.	Thorndon Fair Map  	Page 25
Attachment 7.	T20 vs Bangladesh Impact  	Page 26
Attachment 8.	International Cricket Advert  	Page 29
Attachment 9.	T20 VS Bangladesh Map  	Page 30
Attachment 10.	Cycle NZ Impact  	Page 31
Attachment 11.	Cycle 2023 Advert  	Page 34
Attachment 12.	Cycle NZ City 2023 Map  	Page 35
Attachment 13.	International Cricket England Impact  	Page 36
Attachment 14.	International Cricket England Advert  	Page 39
Attachment 15.	International Cricket England map  	Page 40
Attachment 16.	Newtown Festival Impact  	Page 41
Attachment 17.	Newtown Festival 2023 Advert  	Page 45
Attachment 18.	Newtown Festival 2023 Map  	Page 49
Attachment 19.	International Cricket Sri Lanka Impact  	Page 50
Attachment 20.	International Cricket Sri Lanka Advert  	Page 53

Attachment 21. International Cricket Sri Lanka Map [↓](#) 

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REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

POLISH CHRISTMAS MARKET
SATURDAY 19 NOVEMBER 2022 6.00AM TO 11.30PM
RAIN DAY SUNDAY 20 NOVEMBER 2022 6.00AM TO 11.30PM

1. Description of Event

The Dom Poliski (Polish) House has been located at 257 Riddiford Street Newtown since 1956. The Polish Christmas market has been held for over 4 years, last year there was overwhelming support for this market, so to cater for the growing number participants an application has been made to hold it on the street going forward.

It is expected the market will add to the on-street vibrancy in Newtown and the market is supported by the Newtown Residents Association an organisation with extensive experience in organising events such as the Annual Newtown Festival.

The proposed road closures to vehicles, cyclists and scooters are as follows:

Polish Christmas Market: Saturday 19 November 2022, 6.00am to 11.30pm Rain Day Sunday 20 November 2022 6.00am to 11.30pm; The outdoor market closes at 8.30pm

- **Rhodes Street** (between Riddiford Street and Ferguson Street)
- **Arney Street** (all Arney 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

Now in its fifth year, the Wellington Polish Christmas Market started in 2017 with a ban on single use bags before this became a legal requirement.

- The event had its own 100% cotton calico bags printed and continue to sell these to the present day
- From 2018 onwards, the event has had a zero-waste target. To achieve this:
- All food stalls are required to use compostable packaging materials like bubble wrap. Some stallholders collect and clean containers to allow for sustainable packaging of fragile items.
- Market goers are encouraged to bring keep cups
- Glass bottles are collected and reused by home brewing enthusiasts in the community, unwanted bottles will be advertised via social media.
- Christmas decorations made to decorate the market space are made from recycled materials.
- All market waste is handled through organisers own waste stations.

2. Events Directorate Support

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

REGULATORY PROCESSES COMMITTEE

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 9 July 2022
- Social Media, Monday 11th July 2022
- Twitter, Monday 11 July 2022
- Facebook, Monday 11 July 2022
- Have your say, Monday 11 July 2022

This is a regular annual event and in the years the event has run 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](#)

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 11.30pm on Saturday 19 November 2022 with Rain Day Sunday 20th November 2022 6.00am to 11.30pm.
- 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.

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





Public notice request form

BUS: Ad Bookings

Date notice is to run	Saturday 9 July 2022
Publication	X <input type="checkbox"/> The Dominion Post <input type="checkbox"/> Not sure – quotes required
Purchase order #	
Re-run job number	
Approver	

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 10 August 2022 to consider the following temporary road closure for Events.

Polish Market

Road closure

Saturday 19 November 2022 6.00am to 11.30pm

Rain day Sunday 20 November 2022 6.00am to 11.30pm

Rhodes Street (between Riddiford Street and Ferguson Street)

Arney Street (all of Arney Street)

No Parking outside 255 and 257 Riddiford Street

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 22 July 2022. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email Street.activities@wcc.govt.nz

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

NOTES

DEADLINES

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

Note deadlines are likely to change around public holidays.



WCC, AAM

event Name: Polish Christmas Market
from: 19/11/2022 6:00:00 am Until: 19/11/2022 11:30:00 pm
event Type: Road Closure
event Details: Rain Day Sunday 20 November 2022, 6am to 11:30pm

REGULATORY PROCESSES COMMITTEE

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

THORNDON FAIR SUNDAY 4 DECEMBER 2022 7.00 AM TO 6.00 PM

1. Description of Event

Thorndon Fair is an iconic event held yearly in the capital. Thorndon School have organised this popular event with stallholders, shopkeepers, arts and craft enthusiasts and entertainers for over 25 years. The fair is the major fundraiser for the school and is held each year on the first Sunday in December with the last few years being interrupted by COVID.

The proposed road closures to vehicles, cyclists and scooters are as follows: Thorndon Fair: Sunday 4 December 2022 7.00am to 6.00pm.

- **Tinakori Road** (between Bowen Street and Harriett Street)
- **Hill Street** (between Tinakori Road and Selwyn Terrace)

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 organiser recognises a fair of this size has the potential to have a considerable impact on the environment and climate. To minimise the impact, the event organiser will:

- Encourage attendees to take public transport to and from the fair, promoted via social media channels, in information packs and on the event website.
- Run a waste minimisation programme on the day of the fair. This includes information sheets on bins and volunteers to help encourage people to put their waste in the correct bins.
- Encourage environmental and climate conscious stall holders (i.e., e-bikes, second-hand clothing and repurposed items from jewellery to homeware).
- Promote reusable shopping bags.
- Run a second-hand book stall.
- They will continue to identify ways the fair can operate with less impact on the environment and climate.

2. Events Directorate Support

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

REGULATORY PROCESSES COMMITTEE

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 28 May 2022
- Social Media, Friday 3 June 2022
- Twitter, Friday 3 June 2022
- Facebook, Friday 3 June 2022
- Have your say, Friday 3 June 2022

This is a regular annual event and in over 25 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 7.00am to 6.00pm on Sunday 4th 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.

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- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Thorndon Fair on Sunday 4 December 2022, 7.00am to 6.00pm, subject to an Alcohol Licence being obtained.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

Attachments

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

Maria Taumaa

Prepared By
Maria Taumaa
Street Activities Coordinator

Approved By 
Jacqui Austin
Team Leader Street Activities and Audit Coordination

Proposal to Close Roads

The Regulatory Processes Committee will meet on Wednesday 10 August 2022 to consider the following temporary road closure for Events.

Thorndon Fair Sunday 4 December 2022

Road Closure 7am to 6pm

Tinakori Road (Bowen Street to Harriet Street)

Hill Street (Tinakori Street to Selwyn Terrace)

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 10 June 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.



vent Name: Thorndon Fair

rom: 4/12/2022 7:00:00 am

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

vent Type: Road Closure

vent Details:

REGULATORY PROCESSES COMMITTEE

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

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

***T20 VS BANGLADESH
WEDNESDAY 7 DECEMBER 2022 TO MONDAY 12 DECEMBER 2022 6.00AM TO
9.00PM SET UP AND PACK DOWN***

1. Description of Event

The Basin reserve will host several international cricket games this season in which they close Buckle Street allowing for a greater space for food vendors and a safe entry point ensuring spectators do not have a busy road to cross to enter the ground.

The proposed road closures to vehicles and cyclists, are as follows: T20 vs Bangladesh: Wednesday 7 December 2022 to Monday 12 December 2022 6.00am to 9.00pm Set Up and Pack Down

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

Please refer to the map attachment for further detail.

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

Climate Change

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

2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 9 July 2022
- Social Media, Monday 11 July 2022

REGULATORY PROCESSES COMMITTEE

- Twitter, Monday 11 July 2022
- Facebook, Monday 11 July 2022
- Have your say, Monday 11 July 2022

Basin Reserve Trust has held many international and domestic cricket events and there have been no issues over the last few years.

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

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

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

Traffic Impact

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

Conditions:

- The road closure is valid from 6.00am to 9.00pm on Wednesday 7 December to Monday 12 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.

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- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the T20 vs Bangladesh on Wednesday 7 December to Monday 12 December 2022, 6.00am to 9.00pm, subject to an Alcohol Licence being obtained.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

Attachments

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

Maria Taumaa

Prepared By

Maria Taumaa

Street Activities Coordinator

Approved By
Jacqui Austin



Team Leader Street Activities and Audit Coordination

THE DOMINION POST
9 Jul 2022

Proposal to Close Roads

International Cricket at Basin Reserve

The Regulatory processes Committee will meet on Wednesday 10 August 2022 to consider the following temporary road closure for Events.

International Cricket at Basin Reserve

T20 vs Bangladesh

Wednesday 7 December 2022 to Monday 12 December 2022

6.00am to 9.00pm Setup and Pack Down

Road closure

Slip Lane (Between Buckle street and Ellice Street)

England Test

Monday 20 February 2023 to Thursday 2 March 2023

6.00am to 9.00pm Set up and Pack Down

Road closure

Slip Lane (Between Buckle street and Ellice Street)

Sri Lanka Test

Monday 13 March 2023 to Wednesday 22 March 2023

6.00am to 9.00pm Set Up and Pack Down

Road closure

Slip Lane (Between Buckle street and Ellice Street)

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 22 July 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.

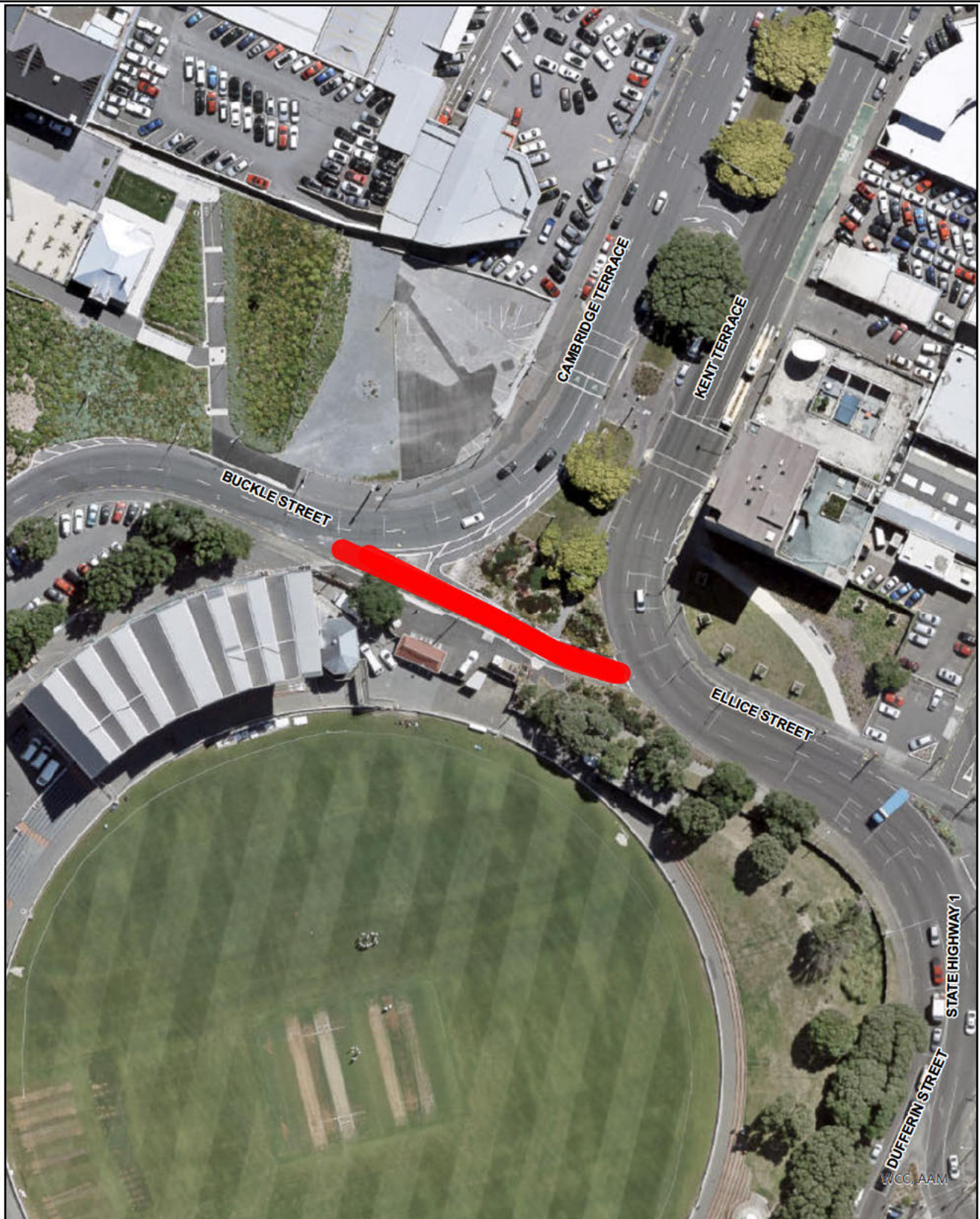
Wellington City Council

PO Box 2199, Wellington 6140

Wellington.govt.nz

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke



event Name: International Cricket at the Basin

from: 7/12/2022 6:00:00 am Until: 22/03/2023 9:00:00 pm

event Type: Road Closure

event Details: T20 vs Bangladesh

Wednesday 6 December 2022 to Monday 12 December 2022 6.00am to 9.00pm Setup and Pack Down
England Test

Monday 20th February 2023 to Wednesday 2 March 2023 6.00am to 9.00pm Set up and Pack Down
Sri Lanka Test

REGULATORY PROCESSES COMMITTEE

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

WELLINGTON CYCLE CLASSIC 2023 SUNDAY 15 JANUARY 2023 6.00 AM TO 4.00 PM

1. Description of Event

Sandoval promotions will stage a top cycling event, The New Zealand Cycle Classic, emphasising the Wellington as a top sport event destination.

The event is planned for Sunday 15 January 2023 in downtown Wellington, bottom of Lambton Quay area, on a completely closed circuit. This event was held last year and was very well supported by participants and members of the public.

This New Zealand Cycle classic will be designed and programmed to provide the highest possible level of economic impact and media exposure for the Capital. The event will feature races for men and women, children both local and potentially national clubs. The event will finish in the CBD with the final stage of the 2022 New Zealand Cycle Classic.

The proposed road closures to vehicles and cyclists, are as follows: Wellington Cycle Classic 2023: Sunday 15 January 2023 6.00 am to 4.00 pm

- **Lambton Quay** (Whitmore Street to Willis Street)
- **Willis Street** (Mercer Street to Hunter Street including Lambton Quay/Willeston Street intersection)
- **Ballance Street** (Lambton Quay to Stout Street)
- **Stout Street** (Ballance to Lambton Quay)
- **Waring Taylor Street** (Maginnity Street to Lambton Quay)
- **Johnston Street** (Featherston Street to Lambton Quay)
- **Brandon Street** (Featherston Street to Lambton Quay)
- **Panama Street** (Featherston Street to Hunter Street)
- **Featherston Street** (Panama Street to Hunter Street)
- **Willeston Street** (Victoria 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

One of the main aims for the Classic is to engage with the community and encourage more people to take up cycling, at all levels and all abilities. Cycling's health and social benefits are well documented but as a form of transport, a bicycle is hard to beat. It is non-polluting, human, or electric powered, takes up little space and is often the quickest form of transport for journeys of less than 5 km, especially around towns and cities.

REGULATORY PROCESSES COMMITTEE

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Wellington City Council**
Me Heke Ki Pōneke

For a city like Wellington where cycling is promoted and part of the long-term plan, events like the New Zealand Cycle Classic are a reminder of the myriad of benefits cycling can bring and at a high-performance sporting level, can often be inspiration for the next generation of cyclists to take up the sport at a competitive level.

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 2 July 2022
- Social Media, Wednesday 6 July 2022
- Twitter, Wednesday 6 July 2022
- Facebook, Wednesday 6 July 2022
- Have your say, Wednesday 6 July 2022

This is now becoming 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 Sunday 15th January 2023.

REGULATORY PROCESSES COMMITTEE

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

- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where the road closures transitions from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.
- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- 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 Closure - Wellington City

The Regulatory processes Committee will meet on Wednesday 10th August 2022 to consider the following temporary road closure for Events.

Wellington Cycle Classic 2023

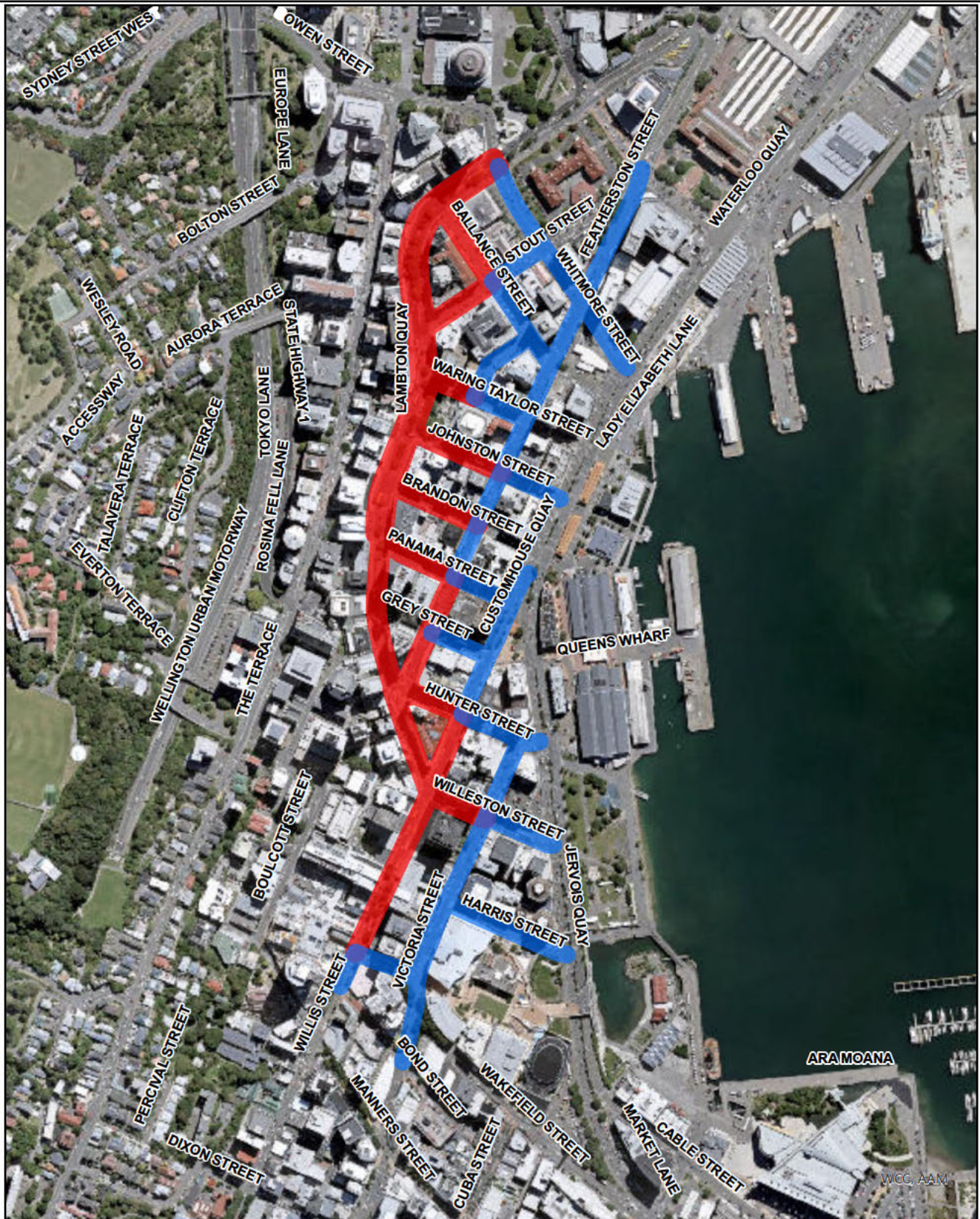
Sunday 15 January 2023 6.00 am to 4.00 pm

Road Closure

- **Lambton Quay** (Whitmore Street to Willis Street)
- **Willis Street** (Mercer Street to Hunter Street including Lambton Quay/Willeston Street intersection)
- **Ballance Street** (Lambton Quay to Stout Street)
- **Stout Street** (Ballance Street to Lambton Quay)
- **Waring Taylor Street** (Maginnity Street to Lambton Quay)
- **Johnston Street** (Featherston Street to Lambton Quay)
- **Brandon Street** (Featherston Street to Lambton Quay)
- **Panama Street** (Featherston Street to Lambton Quay)
- **Featherston Street** (Panama Street to Hunter Street)
- **Willeston Street** (Victoria street to Lambton Quay)

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 15 July 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



vent Name: NZ Cycle Classic

rom: 15/01/2023 6:00:00 am Until: 15/01/2022 4:00:00 pm

vent Type: Road Closure

vent Details: Blue Area is the Detour Roads, Red Area is the Closure

REGULATORY PROCESSES COMMITTEE

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

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

ENGLAND TEST CRICKET MONDAY 20 FEBRUARY 2023 TO THURSDAY 2 MARCH 2023 6.00AM TO 9.00PM SET UP AND PACK DOWN

1. Description of Event

The Basin reserve will host several international cricket games this season in which they close Buckle Street allowing for a greater space for food vendors and a safe entry point ensuring spectators do not have a busy road to cross to enter the ground.

The proposed road closures to vehicles and cyclists, are as follows: England Test: Monday 20 February 2023 to Thursday 2 March 6.00am to 9.00pm Set up and Pack down.

- **Slip lane** (Buckle Street and Ellice Street)

Please refer to the map attachment for further detail.

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

Climate Change

The Basin Reserve has attempted to minimise its environmental impact. In practical terms this means after each match they try and ensure nothing is left behind to show event ever occurred. If anything had to be changed to accommodate, it is returned to its original state afterwards.

Waste Management is a key part of the Basin Reserve Trust Statement of intent. After each event there is a specialised waste management team to man a series of bins around the Basin.

The venue has been working with food vendors to ensure all plated, cutlery is compostable or recyclable. As a result, the volume of actual waste has been slowly dropping in recent years.

2. Events Directorate Support

The Events Unit has no 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 9 July 2022
- Social Media, Monday 11 July 2022
- Twitter, Monday 11 July 2022
- Facebook, Monday 11 July 2022
- Have your say, 11 July 2022

REGULATORY PROCESSES COMMITTEE

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

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

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

Traffic Impact

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

Conditions:

- The road closure is valid from 6.00am to 9.00pm on Monday 20th February 2023 to Thursday 2 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.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.

REGULATORY PROCESSES COMMITTEE

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

- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the England Test on Monday 20 February 2023 to Thursday 2 March 2023, subject to an Alcohol Licence being obtained.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

Attachments

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

Maria Taumaa

Prepared By
Maria Taumaa
Street Activities Coordinator

Approved By
Jacqui Austin
Team Leader Street Activities and Audit Coordination



THE DOMINION POST
9 Jul 2022

Proposal to Close Roads

International Cricket at Basin Reserve

The Regulatory processes Committee will meet on Wednesday 10 August 2022 to consider the following temporary road closure for Events.

International Cricket at Basin Reserve

T20 vs Bangladesh

Wednesday 7 December 2022 to Monday 12 December 2022

6.00am to 9.00pm Setup and Pack Down

Road closure

Slip Lane (Between Buckle street and Ellice Street)

England Test

Monday 20 February 2023 to Thursday 2 March 2023

6.00am to 9.00pm Set up and Pack Down

Road closure

Slip Lane (Between Buckle street and Ellice Street)

Sri Lanka Test

Monday 13 March 2023 to Wednesday 22 March 2023

6.00am to 9.00pm Set Up and Pack Down

Road closure

Slip Lane (Between Buckle street and Ellice Street)

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 22 July 2022. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

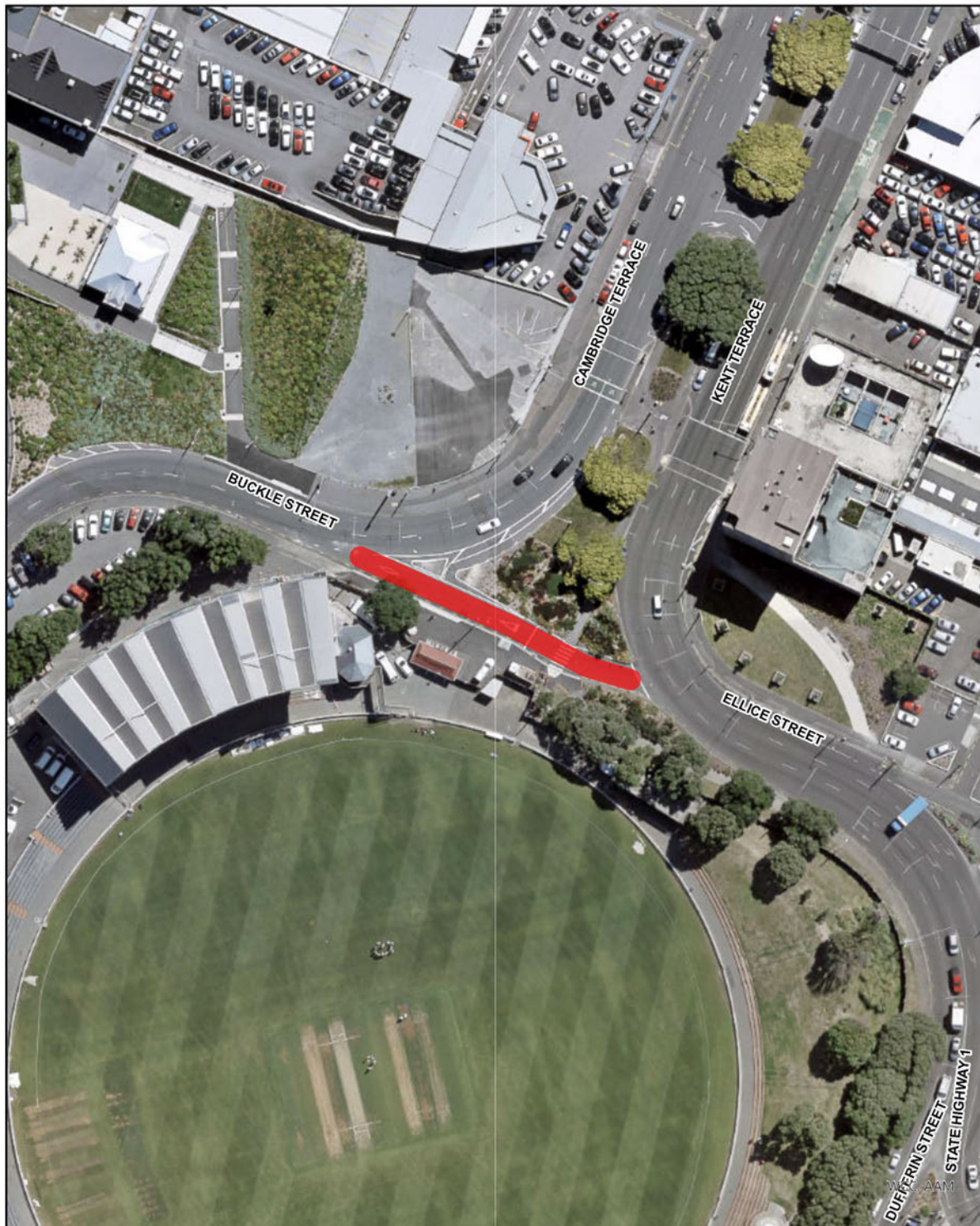
This proposed road closure is subject to the Government Covid-19 guidelines regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

Wellington City Council

PO Box 2199, Wellington 6140
Wellington.govt.nz

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Event Name: International Cricket at the Basin From: 6/12/2022 6:00:00 am Until: 22/03/2023 9:00:00 pm

Event Type: Road Closure

Event Details: Closure is 6am - 9pm daily for the following dates

T20 vs Bangladesh

Wednesday 6 December 2022 - Monday 12 December 2022

England Test

Monday 20th February 2023 - Wednesday 2 March 2023

Sri Lanka Test

Monday 13th March 2023 - Wednesday 22nd March

REGULATORY PROCESSES COMMITTEE

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

NEWTOWN FESTIVAL 2023
SUNDAY 5 MARCH 2023 5.00AM TO 9.00PM
Postponement date is Sunday 2 April 2023

1. Description of Event

The annual Newtown Festival and Fair is a successful community event attracting very large crowds. The Newtown Festival started over 10 years ago as a small community fair and has grown to include 12 stages and over 420 stalls. It is held on the first Sunday in March every year though this year's event has a postponement date for the first Sunday in April. This event is run by the Newtown Festival community that involves retailers, residents, community groups and over 200 volunteers are involved.

The proposed road closures to vehicles, cyclists and scooters, are as follows: Newtown Festival 2023: Sunday 5 March 2023 5.00am to 9.00pm

Postponement Date These same closures but on Sunday 2 April 2023 (and similarly including, as outlined below **Saturday 1 April**)

- **Riddiford Street** (between Hall Street and Rhodes Street)
- **Rintoul Street** (between Riddiford Street and Millward Street)
Note: the segment of this Rintoul Street closure from Colombo Street and Riddiford Street begins on **Saturday 4 March 2023 at 6.00pm to 11.30pm.**
- **Colombo Street** (from the west side of Rintoul Street to Adelaide Road)
Note: the segment of Colombo Street closure from in front of number 9 Colombo to Rintoul Street begins on **Saturday 4 March 2023 at 7.00am and extends to 11.30pm Sunday 5 March 2023**
- **Manley Terrace** (all of Manley Terrace)
- **Constable Street** (between Riddiford Street and Daniel Street)
- **Hall Street** (between Riddiford Street and Hall Avenue)
- **Emmett Street** (all of Emmett Street)
- **Green Street** (all Green Street)
- **Wilson Street** (from in front of number 21 to Riddiford Street including the off-street public carpark)
Note: during this Wilson Street closure the open segment of this block of Wilson Street to Daniel St becomes two-way and this Wilson Street closure extends to **11.30pm Sunday 5 March 2023**
- **Newtown Avenue** (all of Newtown Avenue)
Note: the closure in front of 17 and 19 Newtown Avenue, where the stage set-up happens, begins on **Saturday 4 March 2023 at 11am and extends to 11.30pm Sunday 5 March 2023**
- **Normanby Street** (from in front of number 14 to Riddiford Street)
- **Donald McLean Street** (between Riddiford Street and Ferguson Street)
Note: the closure of the Donald McLean laneway at 5 Donald McLean Street begins on **Saturday 4 March 2023 at 11am and extends to 11.30pm Sunday 5 March 2023**
- **Ferguson Street** (from in front of number 15 to Donald McLean Street)
- **Gordon Street** (all of Gordon Street)

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- **Gordon Place** (all of Gordon Place)
- Note: the **Gordon Place closure from in front of number 7 to the end of Gordon Place begins on Saturday 4 March 2023 at 11am and extends to 11.30pm Sunday 5 March 2023**
- **Florence Street** (all of Florence Street)
- **Arney Street** (all of Arney Street)
- Proposed Temporary one-way Traffic and Bus Route during the Newtown Festival closure:
- Daniell Street (from Constable St to Mein St becomes ONE WAY NORTH, as the Festival Bypass towards the city)
- Owen Street – from Mein Street to Constable Street becomes ONE WAY SOUTH (as the Festival Bypass from the City)

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 previous 25 annual Newtown Festivals have focused on being car free – closing the streets of central Newtown to vehicular traffic and prioritising walking and public transport for the day. These days includes 6 temporary bus stops, a special Newtown Festival bus service run by Metlink that runs in addition to normal bus services, designated bicycle parking, e-scooter hire drop off zones, an electric vehicle display and reserved car sharing parking.

Since 2002 Newtown Festival's Zero waste team has concentrated on minimising the rubbish to landfill from the festival.

Newtown Festival won a Wellington Airport Community award for this in 2015. For the 150 food and drink stalls they emphasise "reuse, compost and recycle".

Organisers decoratively cover up all the footpath rubbish bins and run 22 zero waste stations that feature compost bins and recycling bins crewed by volunteers, there are no stand-alone rubbish bins within the two kilometres of closed roads. Volunteers will run two outdoor dishwashers sterilising re-usable plates, cups, bowls and utensils.

The end of day site street clean is done by hand, using people power from local sports teams.

The festival has digitised a lot of paper out of the process, liquor licensing applications, risk management plan, TMP and traffic management handbook, registering for a stall is online, the 450 stall info packs are done digitally.

The weeks of festival set up and pack down uses donated e-scooters, e-bikes and walking wherever possible. The production coordinator uses an electric van.

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 9 July 2022
- Social Media, Monday 11 July 2022
- Twitter, Monday 11 July 2022

REGULATORY PROCESSES COMMITTEE

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

- Facebook, Monday 11 July 2022
- Have your say, Monday 11 July 2022

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

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: [Local Government Act 1974, Section 342, Schedule 10, clause 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 5.00am to 9.00pm on Sunday 5 March 2023 with a Postponement date from 5.00am to 9.00pm on Sunday 2 April 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.
- 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.

REGULATORY PROCESSES COMMITTEE

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- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- The landowner agrees to alcohol at the Newtown Festival 2023 Sunday 5 March 2023 5.00am to 9.00pm with a Postponement date from 5.00am to 9.00pm on Sunday 2 April 2023 subject to an Alcohol Licence being obtained.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

Attachments

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

Maria Taumaa

Prepared By
Maria Taumaa
Street Activities Coordinator

Approved By 
Jacqui Austin
Team Leader Street Activities and Audit Coordination



Public notice request form

BUS: Ad Bookings

Date notice is to run	Saturday 9 July 2022
Publication	X <input type="checkbox"/> The Dominion Post <input type="checkbox"/> Not sure – quotes required
Purchase order #	
Re-run job number	
Approver	

- 1. Proposal to Close Roads**
2. The Regulatory Processes Committee will meet on Wednesday 10 August 2022 to consider the following temporary road closure for Events.
3. Newtown Festival 2023
- 4. Road Closure Part 1**
- 5. Sunday 5 March 2023 from 5.00am to 9.00pm**
- 6. Resilience Contingency 1: Postponement**
Date These same closures but on Sunday 2 April 2023 (and similarly including, as outlined below **Saturday 1 April**)
7. **Riddiford Street** (between Riddiford Street and Rhodes Street)
8. **Rintoul Street** (between Riddiford Street and Millward Street)
- 9. Note: the segment of this Rintoul Street closure from Colombo Street and Riddiford Street begins on Saturday 4 March 2023 at 6.00pm to 11.30pm.**
10. **Colombo Street** (from the west side of Manley Terrace to Rintoul Street)
- 11. Note: the segment of Colombo Street closure from in front of number 9 Colombo to Rintoul Street begins on Saturday 4 March 2023 at 7.00am and extends to 11.30pm Sunday 5 March 2023**
12. **Manley Terrace** (all of Manley Terrace)
13. **Constable Street** (between Riddiford Street and Daniell Street)
14. **Hall Street** (between Riddiford Street and Hall Avenue)
15. **Emmett Street** (all of Emmett Street)
16. **Green Street** (all Green Street)
- 17. Wilson Street (from in front of number 21 to Riddiford Street including the off-street public carpark)**
- 18. Note: during this Wilson Street closure the open segment of this block of Wilson Street to Daniell St becomes two-way and this**

**Wilson Street closure extends to 11.30pm
Sunday 5 March 2023**

19. **Newtown Avenue** (all of Newtown Avenue)

**20. Note: the closure in front of 17 and 19
Newtown Avenue, where the stage set-up
happens, begins on Saturday 4 March 2023
at 11am and extends to 11.30pm Sunday 5
March 2023**

21. **Normanby Street** (from in front of number 14
to Riddiford Street)

22. **Donald McLean Street** (all of Donald Mclean
Street)

**23. Note: the closure of the Donald Mclean
laneway at 5 Donald Mclean Street begins
on Saturday 4 March 2023 at 11am and
extends to 11.30pm Sunday 5 March 2023**

24. **Ferguson Street** (from in front of number 15
to Donald McLean Street)

25. **Gordon Street** (all of Gordon Street)

26. **Gordon Place** (all of Gordon Place)

**27. Note: the Gordon Place closure from in
front of number 7 to the end of Gordon
Place begins on Saturday 4 March 2023 at
11am and extends to 11.30pm Sunday 5
March 2023**

28. **Florence Street** (all of Florence Street)

29. **Arney Street** (all of Arney Street)

**30. Proposed Temporary one-way Traffic and
Bus Route During the Newtown Festival
closure:**

**31. Daniell Street – from constable St to Mein
St becomes ONE WAY NORTH (as the
Festival Bypass towards the city)**

**32. Owen Street – from Mein Street to
Constable Street becomes ONE WAY
SOUTH (as the Festival Bypass from the
City)**

33. Any person objecting to a proposed road
closure must

34. Contact the City Council in writing before 4pm, Friday 22 July 2022. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email Street.activities@wcc.govt.nz
35. **This proposed road closure is subject to the Government Covid-19 guidelines regarding events of this nature.**
36. **Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.**

NOTES

DEADLINES

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

Note deadlines are likely to change around public holidays.



vent Name: Newtown Festival

from: 5/03/2023 5:00:00 am Until: 5/03/2023 9:00:00 pm

vent Type: Road Closure

vent Details: Postponement Date Sunday 5th March 2023 5am - 9pm

REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

SRI LANKA TEST CRICKET

***MONDAY 13 MARCH 2023 TO WEDNESDAY 22 MARCH 2023 6.00AM TO 9.00PM
PACK UP AND PACK DOWN***

1. Description of Event

The Basin reserve will host several international cricket games this season in which they close Buckle Street allowing for a greater space for food vendors and a safe entry point ensuring spectators do not have a busy road to cross to enter the ground.

The proposed road closures to vehicles and cyclists, are as follows: Sri Lanka Test: Monday 13 March 2023 to Wednesday 22 March 2023 6.00am to 9.00pm

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

Please refer to the map attachment for further detail.

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

Climate Change

The Basin Reserve has attempted to minimise its environmental impact. In practical terms this means after each match they try and ensure nothing is left behind to show event ever occurred. If anything had to be changed to accommodate, it is returned to its original state afterwards.

Waste Management is a key part of the Basin Reserve Trust Statement of intent. After each event there is a specialised waste management team to man a series of bins around the Basin.

The venue has been working with food vendors to ensure all plated, cutlery is compostable or recyclable. As a result, the volume of actual waste has been slowly dropping in recent years.

2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

- Dominion Post, Saturday 9 July 2022
- Social Media, Monday 11 July 2022
- Twitter, Monday 11 July 2022
- Facebook, Monday 11 July 2022

REGULATORY PROCESSES COMMITTEE

- Have your say, Monday 11 July 2022

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

4. Objections

There have been no objections to this road closure request.

5. Traffic Impact Assessment

Prior Closures

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: [Local Government Act 1974, Section 342, Schedule 10, clause 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 9.00pm on Monday 13 March 2023 to Wednesday 22 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.
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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.
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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



THE DOMINION POST
9 Jul 2022

Proposal to Close Roads

International Cricket at Basin Reserve

The Regulatory processes Committee will meet on Wednesday 10 August 2022 to consider the following temporary road closure for Events.

International Cricket at Basin Reserve

T20 vs Bangladesh

Wednesday 7 December 2022 to Monday 12 December 2022

6.00am to 9.00pm Setup and Pack Down

Road closure

Slip Lane (Between Buckle street and Ellice Street)

England Test

Monday 20 February 2023 to Thursday 2 March 2023

6.00am to 9.00pm Set up and Pack Down

Road closure

Slip Lane (Between Buckle street and Ellice Street)

Sri Lanka Test

Monday 13 March 2023 to Wednesday 22 March 2023

6.00am to 9.00pm Set Up and Pack Down

Road closure

Slip Lane (Between Buckle street and Ellice Street)

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 22 July 2022. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email Street.activities@wcc.govt.nz

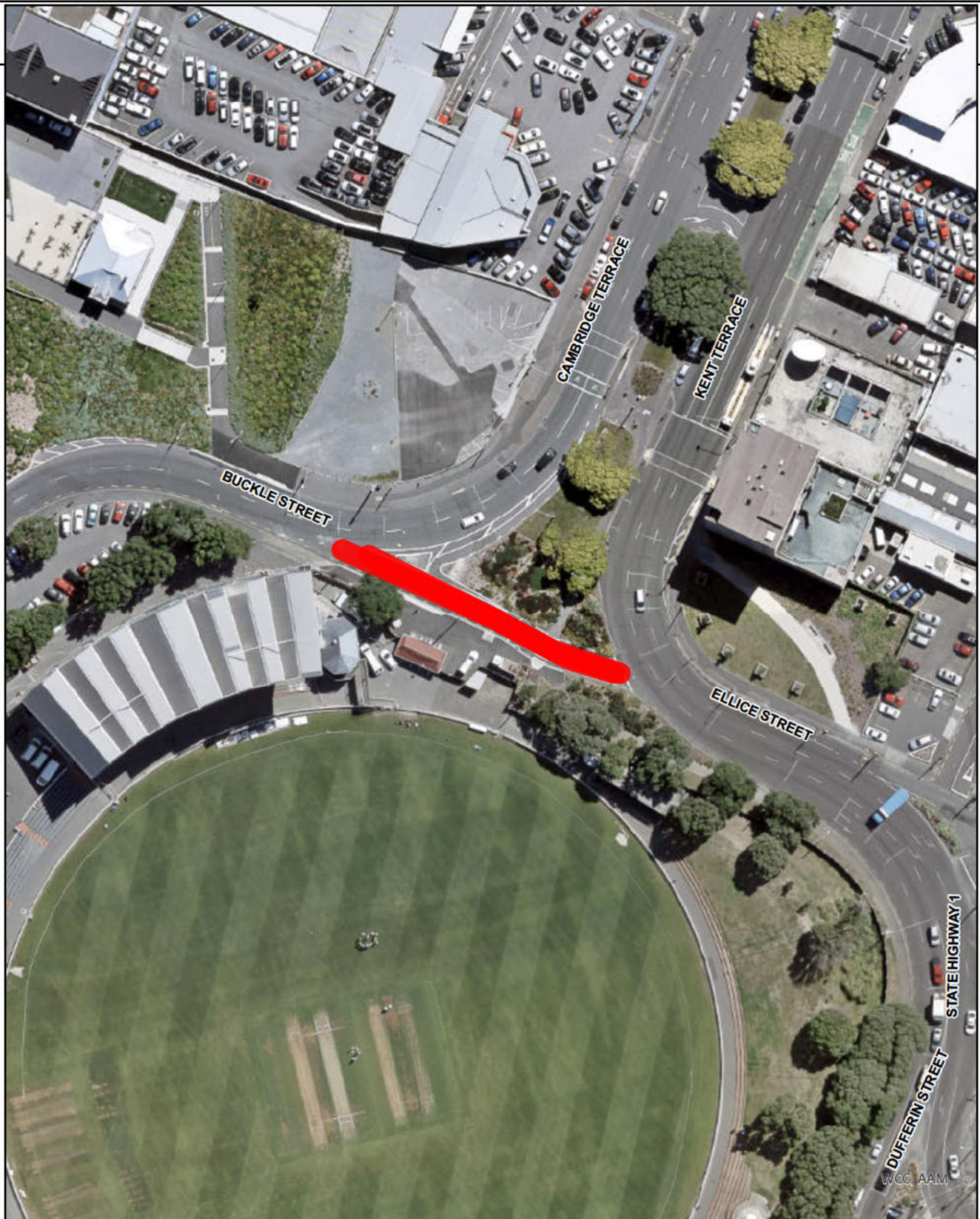
This proposed road closure is subject to the Government Covid-19 guidelines regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

Wellington City Council

PO Box 2199, Wellington 6140
Wellington.govt.nz

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke



event Name: International Cricket at the Basin

from: 7/12/2022 6:00:00 am Until: 22/03/2023 9:00:00 pm

event Type: Road Closure

event Details: T20 vs Bangladesh

Wednesday 6 December 2022 to Monday 12 December 2022 6.00am to 9.00pm Setup and Pack Down
England Test

Monday 20th February 2023 to Wednesday 2 March 2023 6.00am to 9.00pm Set up and Pack Down
Sri Lanka Test

TRAFFIC RESOLUTIONS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Hātepe | Regulatory Processes Committee to consider the traffic resolutions outlined in this report for approval.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

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

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

Relevant Previous decisions

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

Significance

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

Financial considerations

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

Risk

☐ Low ☒ Medium ☐ High ☐ Extreme

Author	Sharon Bennett, 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. TR80-22 – Norwich Street, Wadestown – No Stopping At All Times.
 - b. TR81-22 – Raroa Road, Kelburn – No Stopping At All Times.
 - c. TR82-22 – Salamanca Road, Kelburn – P180 Time limited parking; mobility parking; authorised vehicle parking.
 - d. TR83-22 – Northland Road, Northland – Proposed P60 to P15 time limit.
 - e. TR84-22 – Glanmire Road, Newlands – Proposed No Stopping At All Times.
 - f. TR85-22 – Rintoul Street, Newtown – P5 Time restricted changes.
 - g. TR87-22 – Rintoul Street, Newtown – Proposed P10 pick up and drop off parking spaces.
 - h. TR88-22 – Lyall Parade, Lyall Bay – No Stopping At All Times.
 - i. TR90-22 – Hania Street, Mount Victoria – Coupon Parking to P10 (limited times) with Coupon parking at other times.
 - j. TR91-22 – Avon Street and Melbourne Road, Island Bay – Stop control intersection.
 - k. TR92-22 – Tasman Street, Mt Cook – No Stopping At All Times.
 - l. TR93-22 – Oriel Avenue, Tawa – Proposed broken yellow lines and pedestrian refuge island.
 - m. TR94-22 – Harrold Street, Highbury – Proposed broken yellow lines.
 - n. TR122-22 – Chaytor Street, Karori – Bus Lane.
 - o. TR123-22 – Gavaskar Place, Khandallah – No Stopping At All Times.
 - p. TR124-22 – Victoria Street, Te Aro – Authorised vehicles only, At All Times.
 - q. TR125-22 – Bolton Street and The Terrace, Wellington central – Give Way control intersection.
 - r. TR126-22 – Havelock Street, Mornington – No Stopping At All Times.
 - s. TR127-22 – Cockayne Road, Khandallah – Mobility parking.
 - t. TR128-22 – Coutts Street, Rongotai – Proposed parking time restriction change.
 - u. TR129-22 – Omar Street, Khandallah – Proposed No Stopping At All Times.
 - v. TR131-22 – Aitken Street, Pipitea – Proposed P5 Loading zone.

Whakarāpopoto | Executive Summary

1. A total of twenty-four proposed traffic resolutions were issued for consultation between Monday 27 June 2022 and Sunday 10 July 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-two traffic resolutions are being recommended for approval (refer to recommendations).
2. Two traffic resolutions were deferred for the following reasons:
Deferred to assess the potential impact this would have on access for Emergency Service Vehicles. Deferred to further consult with the wider Brooklyn community.

Takenga mai | Background

3. Twenty-four proposed traffic resolutions were publicly advertised in the Dominion Post on Monday 27 June 2022. Copies were 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.

Kōrerorero | Discussion

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

Kōwhiringa | Options

5. The attached 'Traffic Resolutions Summary Table RPC 10 August 2022' summarises the proposed changes which are detailed in the attached Traffic Resolutions.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

6. 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

7. Twenty-four proposed traffic resolutions were publicly advertised in the Dominion Post on Monday 27 June 2022. Copies were 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.

Implications for Māori

8. Not applicable

Financial implications

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

Legal considerations

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

Risks and mitigations

11. None identified

Disability and accessibility impact

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

Climate Change impact and considerations

13. 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

14. Not Required




Health and Safety Impact considered






















15. 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

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

Attachments

Attachment 1.	TR80-22 - Norwich Street, Wadestown – No Stopping At All Times ↓ 	Page 60
Attachment 2.	TR81-22 - Raroa Road, Kelburn - No Stopping At All Times ↓ 	Page 72
Attachment 3.	TR82-22 Salamanca Road, Kelburn - P180 Time limited parking; mobility parking; authorised vehicle parking ↓ 	Page 81
Attachment 4.	TR83-22 for Northland Road, Northland - Proposed P60 to P15	Page 88

	time limit ↓ 	
Attachment 5.	Table of Traffic Resolutions Legal Description RPC 10 August 2022 ↓ 	Page 96
Attachment 6.	TR84-22 Glanmire Road, Newlands – Proposed No Stopping At All Times ↓ 	Page 105
Attachment 7.	TR85-22 Rintoul Street, Newtown - P5 time restriction changes ↓ 	Page 110
Attachment 8.	TR87-22 Rintoul Street - Proposed P10 pick up and drop off parking spaces ↓ 	Page 115
Attachment 9.	TR88-22 for Lyall Parade, Lyall Bay - No Stopping At All Times ↓ 	Page 123
Attachment 10.	TR90-22 – Hania Street – Coupon Parking to P10 (limited times) with Coupon Parking at other times ↓ 	Page 130
Attachment 11.	TR91-22 – Avon Street and Melbourne Road, Island Bay- Stop Control intersection ↓ 	Page 135
Attachment 12.	TR92-22 for Tasman Street, MT Cook - No Stopping At All Times ↓ 	Page 140
Attachment 13.	TR93-22 for Oriel Ave, Tawa - Proposed Broken Yellow Lines and pedestrian refuge island ↓ 	Page 146
Attachment 14.	TR94-22 for Harrold Street, Highbury - Proposed Broken Yellow Lines ↓ 	Page 154
Attachment 15.	TR122-22 - Chaytor Street, Karori- Bus Lane ↓ 	Page 163
Attachment 16.	TR123-22 Gavaskar Place, Khandallah - No Stopping At All Times ↓ 	Page 170
Attachment 17.	TR124-22 Victoria Street -Authorised Vehicles Only, At All Times ↓ 	Page 175
Attachment 18.	TR125-22 – Bolton Street and The Terrace, Wellington Central – Give Way control intersection ↓ 	Page 181
Attachment 19.	TR126-22 Havelock Street, Mornington - No Stopping At All Times ↓ 	Page 189
Attachment 20.	TR127-22 – Cockayne, Khandallah- Mobility Parking ↓ 	Page 201
Attachment 21.	TR128-22– Coutts Street, Rongotai - Proposed parking time restriction change ↓ 	Page 207
Attachment 22.	TR129-22 – Omar Street, Khandallah- Proposed NSAAT ↓ 	Page 212
Attachment 23.	TR131-22 Aitken Street, Pipitea – Proposed P5 Loading Zone ↓ 	Page 219
Attachment 24.	Traffic Resolution Summary Table ↓ 	Page 225

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR80-22 Norwich Street, Wadestown – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> • Install 83 metres of broken yellow lines on the eastern side of the road, outside no.9 to no.15 and outside no.19 to no.27. • Install 26 metres of broken yellow lines on the western side of the road, between properties nos. 30 to 34. • Formalise the bus stops located at the intersections of Norwich Street/Mairangi Road; Wilton Road/Norwich Street and Mairangi Road/Norwich Street. Bus Stop IDs: 4936; 4935 and 5935.
Why we are proposing the change	<ul style="list-style-type: none"> • We have received a request from a local resident regarding bus accessibility along multiple sections of Norwich Street, which is classified as a narrow road, having a road width of approximately 7m. • Due to topography constraints, accessibility and visibility are limited for drivers and bus drivers, particularly when vehicles park on both sides of the road. • To ensure there is adequate road space for a vehicle to safely travel through and provide unhindered access and forward visibility, Council proposes the installation of broken yellow lines along multiple sections of Norwich Street. • To reduce the potential of an increase in vehicle speeds, Council's engineers have designed the sections of broken yellow lines to be partially on the eastern side and the western side (between properties 30 to 36). This configuration promotes a chicane effect, which is positive as it helps promote a slow speed approach. • In addition to the proposed broken yellow lines, it is being proposed to formalise the bus stops located along Norwich Street (IDs: 4936; 4935 and 5935). The changes will enable bus drivers to safely lead-in/out of the bus stops.
Location – where we propose to make the change	Norwich Street, Wadestown – outside no.9 to no.15; no.19 to no.27 and no.30 to no.34.; northern side of Norwich Street, where the road intersects with Mairangi Road; eastern side of Wilton Road, where the road intersects with Norwich Street. and; on the north-western side of Mairangi Road, where the road intersects with Norwich Street.
Impact	<ul style="list-style-type: none"> • Improves safety and accessibility for residents and bus drivers • Net parking impact – removal of approximately 19 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"> • Road classification: Collector. • Average daily traffic count – 510 vehicles.

We are proposing a change in your area

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	<ul style="list-style-type: none">• Average monthly bus patronage number – 4936(140 on board); 4935 (162 on board); and 5935(1 on board).• 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 27 June 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 27 June 2022 and finishes at 5.00 pm Sunday 10 July 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 11 July 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

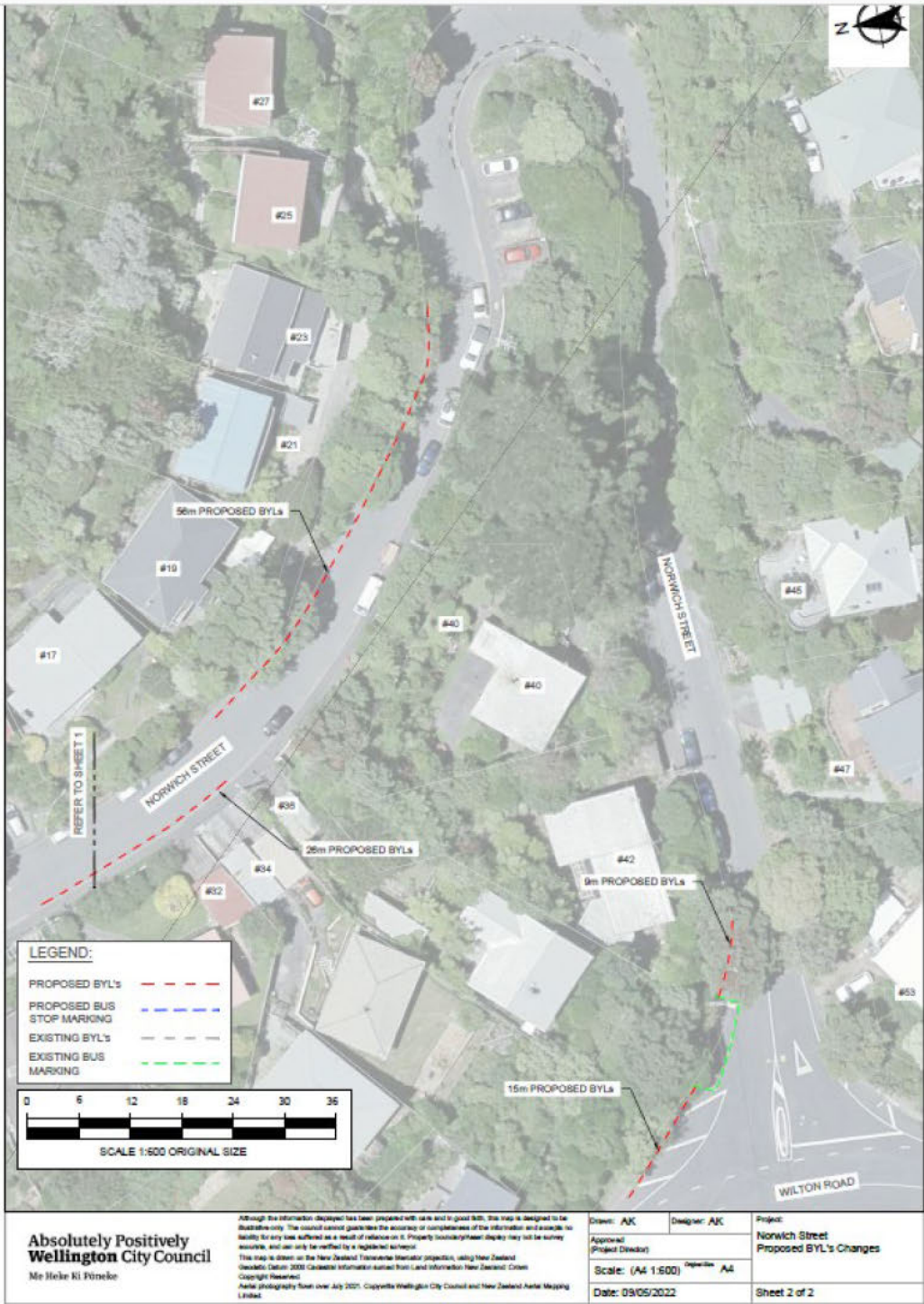
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Traffic Resolution Plan: TR80-22 Norwich Street, Wadestown – No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



We are proposing a change in your area

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 Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Norwich Street	<i>Bus Stop, At All Times</i>	North-eastern side, commencing 11.3 metres south of its intersection with Wilton Road (Grid coordinates X=1,747,779.65m Y=5,430,318.86m) and extending in a south-eastern direction following the northern kerb line for 15 metres.
Norwich Street	<i>Bus Stop, At All Times</i>	North-western side, commencing 25.6 metres west of its intersection with Mairangi Road (Grid coordinates X=1,747,962.25m Y=5,430,387.77m) and extending in a western direction following the northern kerb line for 15 metres.
Mairangi Road	<i>Bus Stop, At All Times</i>	South-western side, commencing 33.6 metres south of its intersection with Norwich Street (Grid coordinates X=1, 1,747,958,80m Y=5,430,350.87m) and extending in a northern direction following the northern kerb line for 15 metres.

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

Column One	Column Two	Column Three
Norwich Street	<i>No Stopping At All Times</i>	North-eastern side, commencing 2.4 metres south of its intersection with Wilton Road (Grid coordinates X=1,747,778.23m Y=5,430,333.78m) and extending in a south-eastern direction following the northern kerb line for 15 metres.
Norwich Street	<i>No Stopping At All Times</i>	North-eastern side, commencing 21.3 metres south of its intersection with Wilton Road (Grid coordinates X=1,747,780.79m Y=5,430,308.60m) and extending in a south-eastern direction following the northern kerb line for 9 metres.

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Norwich Street	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 270 metres south of its intersection with Wilton Road (Grid coordinates X=1,747,857.25m Y=5,430,261.96m) and extending in a north-eastern direction following the northern kerb line for 56 metres.</i>
Norwich Street	<i>No Stopping At All Times</i>	<i>Western side, commencing 230 metres south of its intersection with Mairangi Road (Grid coordinates X=1,747,844.60m Y=5,430,320.90m) and extending in a north-western direction following the northern kerb line for 26 metres.</i>
Norwich Street	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 160 metres south of its intersection with Mairangi Road (Grid coordinates X=1,747,861.50m Y=5,430,346.35m) and extending in a north-eastern direction following the northern kerb line for 27 metres.</i>
Norwich Street	<i>No Stopping At All Times</i>	<i>North-western side, commencing 42 metres west of its intersection with Mairangi Road (Grid coordinates X=1,747,948.29m Y=5,430,393.28m) and extending in a north-eastern direction following the northern kerb line for 15 metres.</i>
Norwich Street	<i>No Stopping At All Times</i>	<i>South-western side, commencing 48.6 metres south of its intersection with Norwich Street (Grid coordinates X=1,747,949.51m Y=5,430,339.25m) and extending in a northern direction following the northern kerb line for 15 metres.</i>

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

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

Date:

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Feedback Received:

Name: ICStewart

Suburb: Wadestown

Agree: Yes

I strongly support these changes. I live on Norwich St, in a house which will have adjacent parking removed. Buses being blocked by parked cars is a very frequent problem, as well as drivers of moving vehicles having to do some very awkward reversing manoeuvres to let them past. On occasion buses have to resort to leaning on their horns until someone comes out and moves a car so they can pass. This is obviously not conducive to residents' quiet enjoyment of the neighbourhood. I think the trade-off in terms of visitors and/or tradespeople having to park slightly further away is very reasonable.

Officer's Response: Thanks for your feedback on TR80-22 Norwich Street, Wadestown – No Stopping At All Times.

Name: Dallas & Robin Elvy

Suburb: Wadestown

Agree: Not Stated

"That the broken yellow line on the eastern side of the road outside number 9 to number 15 be extended to include number 7 to number 15."

The road width outside number 9 to number 15 is the same as that outside number 7.

If cars are legitimately parked on both sides of the road outside number 7, the buses cannot pass. This happens frequently. When it does the bus stops and the driver sounds its horn to attract attention. At least one car must be moved (if the driver can be located) before the road can be cleared for the bus to proceed. On occasions a tow truck has been called to remove said vehicle. Local residents know this and those parking outside number 22 (26 on your map) usually park on the footpath to avoid this situation.

Note Street numbering on the western side of Norwich Street in your map is incorrect. The house directly opposite number 7 is number 22, not 26.

Officer's Response: Thanks for your feedback on TR80-22 Norwich Street, Wadestown – No Stopping At All Times.

Given that parking demand is medium to high, we have limited the sections of broken yellow lines (BYLs) where visibility is mostly compromised. Drivers travelling outside property no. 7 Norwich Street has wider visibility of the road and parked vehicles. From a safety point of view, the section of the road outside property no.7 operates relatively safe, with no reported crashes. Due to the need for parking and low safety risks, we are unable to justify extending BYLs to include property no.7.

Name: Mike Gilbert

Suburb: Wadestown

Agree: Yes

I live on upper Norwich St. Norwich St is too narrow to have parking on both sides AND be on a bus route. Us residents have learned where to park and where not to park, but visitors are regularly sideswiped if they park in the "wrong" place, and occasionally buses end up reversing up or down Norwich St because they simply can't get through. The yellow lines are really just informing visitors of the local knowledge. The proposed yellow lines probably don't quite go far enough if anything.

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They won't lower the number of realistically available on-street parks, will reduce damage to parked cars and make everybody's lives less stressful.

Officer's Response: Thanks for your feedback on TR80-22 Norwich Street, Wadestown – No Stopping At All Times.

Name: Sean Rahuu

Suburb: Wadestown

Agree: Yes

I feel that there needs to be a bus stop formalised at the bottom of the road too. With marking. Opposite the proposed stop near corner of Wilton road.

Officer's Response: Thanks for your feedback on TR80-22 Norwich Street, Wadestown – No Stopping At All Times. We have limited the scope of work on this plan to be focused on Norwich Street, where major visibility and accessibility constraints occur. WCC and Greater Wellington are working together to review sites that require bus stops to be removed and/or formalised. We will look at changes on Wilton Road as part of this review.

Name: Valis

Suburb: Wadestown

Agree: No

Coming down Norwich, after the hairpin turn, there should be BYLs on the odd numbered side of the street for at least the lower half. As cars are regularly parked on the even numbered side, if a car parks on the other side, the buses cannot get through at all. This has caused backups on the street before, making it the part of the street most in need of BYLs, so it's odd this has been left off the plan. Also, bus stop 5936 at the bottom of the street on the odd numbered side currently has no markings or bus stop sign at all. There are bus drivers who will not drop passengers off there or pick them up. Again, this stop needs formalisation more than any other on the street, yet it was also left off the plan. Note the stop needs to be far enough down the street towards Wilton Rd that it is not in the narrow part of Norwich St, where it will block all traffic. Thank you.

Officer's Response: Thanks for your feedback on TR80-22 Norwich Street, Wadestown – No Stopping At All Times.

Given that parking demand is medium to high, we have limited the sections of broken yellow lines (BYLs) where visibility is mostly compromised. With regards to bus stop 5936, WCC and Greater Wellington are working together to review sites that require bus stops to be removed and/or formalised. We will look at changes at the required changes as part of this review.

Name: Nick Perrin

Suburb: Wilton

Agree: Yes

But I believe the same should be extended to the SW side of lower Norwich St between the shared driveway to numbers 39, 41 and 43 Norwich St down to the intersection with Wilton Road. The residents of lower Norwich St have a tacit agreement to park only on the NE side of this stretch.

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Visitors often park on the SE side quite legally, but the buses can't get through. Also, my car, parked opposite my address at No 45, has been damaged three times by vehicles going from Wilton Rd to Mairangi Rd when cars have parked on the SW side. Although this is contrary to the "chicane effect" in the proposal (and vehicles do often speed going down towards Wilton Rd, I believe it would be safer in the long run to make my side of the street (the SW) a no stopping at all times zone. Perhaps a speed bump should be installed as well to reduce speeding. By the way, NZ Post insists my suburb is Wilton, but you seem to be assuming Norwich St is Wadestown, but it is Wadestown only in part, I think.

Officer's Response: Thanks for your feedback on TR80-22 Norwich Street, Wadestown – No Stopping At All Times. Given that parking demand is medium to high, we have limited the sections of broken yellow lines (BYLs) where visibility is mostly compromised. The section of Norwich Street from no.39 Norwich St to the intersection with Wilton Road has a road width of approximately 8m and it does not have visibility constraints – which means that drivers can safely park without impacting bus accessibility. A review of crashes has been undertaken and the result indicated no incidents on this section of the road – as such, we are unable to justify extending BYLs in the referred location.

Name: Howdenan

Suburb: Wadestown

Agree: Yes

Norwich Street is a narrow thoroughfare that is a main route for several buses. There is often instances where cars park opposite each other (on both sides of the road) making it difficult or impossible for buses to pass. This either results in the buses not being able to pass, or as has occurred to me four times in the last year, my vehicle getting hit by the bus. I am in full support of the installation of the broken yellow lines and feel that this is a pragmatic solution to the issue. It should be noted that if it were possible, the preference would be that the bus route is changed to eliminate the problem all together.

Officer's Response: Thanks for your feedback on TR80-22 Norwich Street, Wadestown – No Stopping At All Times. WCC and Greater Wellington are working together to review sites that require bus stops to be removed and/or formalised. We will look at changes at the required changes as part of this review.

Name: Patrick Morgan (Cycling Action Network)

Suburb: Te Aro

Agree: Yes

We support this.

Enabling bus passengers to move with less delay helps achieve Wellington's mode shift, climate action, and liveability goals.

Officer's Response: Thanks for your feedback on TR80-22 Norwich Street, Wadestown – No Stopping At All Times.

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

We are proposing a change in your area

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I support this proposal. Anything that improves bus movement efficiency and safety and comfort for passengers is worthy.

One question – in choosing a “chicane” approach, was there any consideration of how changes might affect pedestrians. Norwich St has only one footpath. Does WCC have a view on whether it is better to have parking next to the footpath or on the opposite side of the road? Parked cars next to the footpath can help reduce the risk of cars being parked on the footpath or make that highly likely if the area is perceived as narrow. Parked cars can provide some protection from traffic but make road crossing more difficult by affecting the ability of the pedestrian to see cars and cars to see the pedestrian. It would be good for WCC to develop a position on this question given the number of narrow streets with only one footpath (or none) and parking on only one side.

Officer's Response: Thanks for your feedback on TR80-22 Norwich Street, Wadestown – No Stopping At All Times. Our preference is to have parking spaces where drivers and passengers can easily access the footpath, hence most parking spaces have been kept on the south-western side of Norwich Street. However, outside properties nos.15 to 19 (where there is no footpath) parking has been kept for two reasons: residents and visitors of these properties won't need to cross the road and, with the promotion of the chicane effect a slow speed approach is going to be achieved – with this, pedestrian safety improves as a result of the slow environment that will be created.

Name: Mike Mellor (Living Streets Aotearoa)

Suburb:

Agree: Yes

We support this change, assisting buses and their passengers.

Officer's Response: Thanks for your feedback on TR80-22 Norwich Street, Wadestown – No Stopping At All Times.

Name: RSHAD

Suburb: Wadestown

Agree: Yes

These changes are absolutely key to reduce the incredibly high rates of damage caused to residents' cars from being hit by busses. Ideally - the busses would be re-routed as Norwich St is clearly not able to withstand the volume of parking (many houses either don't have off-street parking options or are flats with multiple cars per household all street parking), as well as being a bus route. Applying this changes is the next best option to ensure residents can safely park their vehicles while maintaining overall safety and visibility on the street as a whole.

Officer's Response: Thanks for your feedback on TR80-22 Norwich Street, Wadestown – No Stopping At All Times. With the proposed changes, we also expect an elimination of the issues associated with cars being hit by buses. Regarding a new bus route to be created, WCC and Greater Wellington are working together to review sites that require bus stops to be removed and/or formalised. We will look at changes at the required changes as part of this review.

Name: Julie1

Suburb: Wadestown

Agree: No

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Being a resident of Norwich Street for excess of 12 years, utilising the bus, private car and walking, the proposal is very good, however, there are some areas of the proposal which I disagree with. I agree with formalising the bus stops located at the intersections of Norwich Street/Mairangi Road; Wilson Road/Norwich Street and Mairangi Road/Norwich Street. Bus Stop IDs: 4936, 4935 and 5935. I disagree with some of the proposed broken yellow lines proposed. Living at the top of the street and utilising Norwich Street down to Wilton road regularly, the proposal to have a chicane of three separate parking areas reduces the parking spaces further and the line of site for driving up and down the road, as opposed to having a chicane of two parking areas, which would have slightly more parking available than the current proposal and the line of site for seeing oncoming traffic would be better. I agree with yellow broken lines outside 19 to 27 (eastern side) because, currently, cars are not parking here, as they are parking on the western side of the road for the length of 19 to 27 (there are no house numbers on the western side, so I am unable to specify street numbers). I disagree with the yellow broken lines outside No 9 to 15 (eastern side). I feel the yellow broken lines should be on the western side of the road No 22 to 34. Currently, all the residents parking on the road already park on the eastern side of the road between No 9 to 17. My observation is that it is visitors who are parking on the western side for short periods of time and are causing the blockages to the road (22 to 34). For No 22 to 34 (western side) there are less parking spaces, as opposed to on the eastern side where there are more parking spaces, due to where the driveways are situated. Because you legally need to be one metre either side of a driveway, parking on the eastern side (9 to 15) allows for more parks, as opposed to parking on the western side (22 to 34) where there will be less parking. If the yellow lines were on the western side 22-34 this allows people to drive up and down the road on the wider part of the bend on the western side (line of sight to see ongoing traffic is further on the western side, as opposed to the eastern side) and then move to the eastern side at 36 and continue on the wider part of the bend, as opposed to the narrower side of the bend. Because the two parking chicanes are already being utilised (as opposed to the proposed three parking chicanes), by the residents, the bus drivers and people transiting Norwich Street, the flow of traffic appears to be working well and it is safe for driving up and down the road. If the placement of yellow lines were to occur on the eastern side No 9 to 15, I feel the line of sight for drivers will be hindered, as you will have to switch three times to different sides of the road, as opposed to just two times, and the bend in the road also hinders a person's sight. Parking already occurs on the eastern side No 2 to 7, which makes it easier for seeing traffic in both directions because the line of sight is longer on the western side part of the bend. Also, with having the yellow lines on the western side (22 to 36) makes it a lot easier for vehicles traveling up Norwich Street from Wilton Road to pull over and, at times off the road, for buses or wider vehicles travelling down Norwich Street to pass, especially when the bus is unable to back up. This has occurred on numerous occasions and is even worse during peak time (0700 to 0900 and 0730 and 0930) when there are more buses traversing Norwich Street in both directions. Thank you for considering my feedback.

Officer's Response: Thanks for your feedback on TR80-22 Norwich Street, Wadestown – No Stopping At All Times. We have limited the scope of work on this plan to be focused on Norwich Street, where major visibility and accessibility constraints occur. The broken yellow lines (BYLs) between properties no.9 to 15 were proposed on the eastern side of the road due to the lack of footpath on this side, however, to facilitate access to residents of these properties and to promote the chicane effect (explained in the 'Why we are proposing the change'). Implementing BYLs between properties no. 22 to 34 (rather than from property no.9 to 15) is unlikely to promote a slow-speed approach, which we want to promote.

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Name: MJOT

Suburb: Wilton

Agree: Yes

Agree with the proposed changes for broken yellow lines and formalising the bus stop. In addition we would like to note: - We think that a bus stop should be formalised at the bottom of the street opposite stop number 4936. There is a stop marked on the Metlink app as 5936 but this has no formal status or markings, and no bus stop sign. It would be useful to add this in and mark it, particularly now the Mairangi bus route extends through to Johnsonville, and a lot of bus drivers aren't aware a stop exists there. - We think broken yellow lines should also be added to the street headed down towards Wilton road from number 37 Norwich Street to the bottom of the street (number 53 Wilton road/where the bus stop number 5936 would be. If a car parks on that side of the road it becomes impossible for a car or bus to get through. - We also think broken yellow lines should be added between number 26 headed up towards bus stop 4935/Mairangi Road.

Officer's Response: Thanks for your feedback on TR80-22 Norwich Street, Wadestown – No Stopping At All Times.

Given that parking demand is medium to high, we have limited the sections of broken yellow lines (BYLs) where visibility is mostly compromised. With regards to bus stop 5936, WCC and Greater Wellington are working together to review sites that require bus stops to be removed and/or formalised. We will look at changes at the required changes as part of this review.

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Kia ora,

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

Proposal:

Reference	TR81-22 Raroa Road, Kelburn – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 39 metres of broken yellow lines on the north-western side of Raroa Road outside no. 129 to no. 133 and 35 metres of broken yellow lines on the south-eastern side, outside no. 148 to no. 150.
Why we are proposing the change	<ul style="list-style-type: none"> Council has received safety concerns from local residents living on Raroa Road regarding visibility constraints caused by the topography of the road, which makes it difficult for drivers to see parked vehicles when travelling along the road. A safety investigation has been undertaken by our Council's engineers who are proposing to install sections of No Stopping At All Times where visibility is compromised.
Location – where we propose to make the change	Raroa Road, Kelburn - outside no. 129 to no. 133 and outside no. 148 to no. 150.
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles. Net parking impact – removal of approximately 14 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 – 7,434. 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 27 June 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 27 June 2022 and finishes at 5.00 pm Sunday 10 July 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.

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Next Steps

1. Feedback collated by Monday 11 July 2022.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022.
3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR81-22 Raroa Road, Kelburn –No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
Raroa Road	<i>No Stopping At All Times</i>	<i>South-eastern side, commencing 200 metres east of its intersection with Mount Pleasant Road (Grid coordinates X=1,747,315.33m Y=5,427,202.81m) and extending in an eastern direction following the northern kerb line for 35 metres.</i>
Raroa Road	<i>No Stopping At All Times</i>	<i>North-western side, commencing 628 metres east of its intersection with Entrance Street (Grid coordinates X=1,747,294.24m Y=5,427,298.42m) and extending in a northern direction following the western kerb line for 39 metres.</i>

Prepared By: Evandro Scherer (Senior Transport Engineer)

Approved By: Zackary Moodie (Team Leader Transport Engineering)

Date:

We are proposing a change in your area

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Feedback Received:

Name: ICStewart

Suburb: Wadestown

Agree: Yes

I support these changes. I use Raroa Road several times a month as a driver and I believe they will improve safety and visibility, particularly for cyclists who are of course forced to pull out into the middle of the road around parked cars and are endangered if this happens close to blind corners.

Officer's Response: Thanks for your feedback on TR81-22 Raroa Road, Kelburn – No Stopping At All Times.

Name: Input

Suburb: Highbury

Agree: No

I think the yellow line should be extended to where the steeps start down to Norway street. It needs to further around the corner so that one is completely thru the corner before coming across a parked car otherwise the car is likely to get hit.

Officer's Response: Thanks for your feedback on TR81-22 Raroa Road, Kelburn – No Stopping At All Times. We have limited our scope of work where visibility has been identified to be major, however, there are additional works being planned in the area by our Cycling team, who will be reviewing the whole corridor.

Name: Jacqui Agar

Suburb: Kelburn

Agree: Yes

I totally support what is proposed.

I also recently had raised an issue with the council after a serious car accident had occurred on the bend where 150 and 153 Raroa Road are located. (Ref SR 272878) (along with several smaller incidents).

I would like to add a request for car park markings between 141 and 149 Raroa Road, as currently cars that are parking there are often not adhering to the required clearance for driveways, and at times park over the fire hydrant between 147 and 149.

With the blind corner, coupled with the speed that some vehicles are travelling, obstruction of the car pads means it can be a pretty dangerous exercise reversing out into Raroa Road.

Officer's Response: Thanks for your feedback on TR81-22 Raroa Road, Kelburn – No Stopping At All Times. We have limited our scope of work where visibility has been identified to be major, however, there are additional works being planned in the area by our Cycling team, who will be reviewing the whole corridor, including the section between property no. 141 to 149.

Name: Dr. Nash Chetty

Suburb: Aro Valley

Agree: Yes

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I do accept the proposal, however, the proposed broken yellow line from North to South needs to be extended to as close as possible to house number 139.

Reasons-

- 1- If there is no further extension of the yellow line to house number 139 it allows cars to park in that area, around 2 to 3 cars can do so
- 2- This parking of cars in that area causes major blind spots for cars and buses coming down that road as well as for the occupants to reverse out of their driveways.

Officer's Response: Thanks for your feedback on TR81-22 Raroa Road, Kelburn – No Stopping At All Times. We have limited our scope of work where visibility has been identified to be major, however, there are additional works being planned in the area by our Cycling team, who will be reviewing the whole corridor, including the section outside property no.139.

Name: CJV

Suburb: Brooklyn

Agree: Yes

As an almost daily bike rider or driver/passenger on this road to get to and from work, I strongly support this proposal to lessen the danger posed by the parked cars on this stretch causing conflict for moving vehicles. Seems particularly problematic for buses.

Officer's Response: Thanks for your feedback on TR81-22 Raroa Road, Kelburn – No Stopping At All Times.

Name: Viv S

Suburb: Aro Valley

Agree: Yes

Raroa road is extremely dangerous to pedestrians and cyclists and requires more traffic calming measures in addition to these proposed changes.

Officer's Response: Thanks for your feedback on TR81-22 Raroa Road, Kelburn – No Stopping At All Times. We currently don't have any plans to implement traffic calming devices along this corridor, however, our Cycling team is working on plans to improve pedestrian and cycling amenities.

Name: Kateclarke7

Suburb: Mount Cook

Agree: Yes

Fantastic Should be parking only on one side of Raroa Rd whole way. Very narrow for drivers

Officer's Response: Thanks for your feedback on TR81-22 Raroa Road, Kelburn – No Stopping At All Times. We have limited our scope of work where visibility has been identified to be major, however, there are additional works being planned in the area by our Cycling team, who will be reviewing the whole corridor and issues associated with the width of the road should be mitigated.

We are proposing a change in your area

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Name: Patrick Morgan (Cycling Action Network)

Suburb: Te Aro

Agree: Yes

We support this. It will facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.

Officer's Response: Thanks for your feedback on TR81-22 Raroa Road, Kelburn – No Stopping At All Times.

Name: Hamish Campbell

Suburb: Aro Valley-Highbury

Agree: Yes

The proposal includes yellow lines outside my property 131 Raroa road Aro valley and corner I live on, and yellow lines further down the road

I would like to support this proposal for a few reasons.

Firstly, I have an issue of continued illegal parking over my driveway (131 Raroa) or abutting right up against my driveway. At times I have been literally blocked in.

Legally cars can't park on my drive, and they must also allow for enough clearance for me to pull out of my drive. This issue has been ongoing for months. I have left notes on the cars many times, these were read and ignored. Since then I have had to call the council. Despite this, cars still seem to see my drive as a possible parking spot, or they don't appreciate the issue it causes when they park so close. Some cars are repeat offenders. Others I haven't called the council on because they moved in time or because I'm wary of responses from the owners of the cars. But I shouldn't have to call to have people not park on my driveway.

Secondly, because cars either park over or even right up against my drive it makes pulling out of my driveway more dangerous for me. Because of how they park I have no clearance to pull out safely. As such, I have to pull out into the middle of the road to be able to get the nose of my car out far enough out to avoid the parked cars. This is dangerous for me because parked cars up the road mean I cannot easily see traffic coming down the hill and because I am on a blind corner, cars coming up the hill do not see me. Several times I have had cars coming up the hill slam on their breaks because I am literally blocking traffic trying to get out past the parked cars by or on my drive and they didn't see me. It's an accident waiting to happen. This also means it takes me several attempts to try to pull out because of traffic coming up and down the hill. I have to pull back into my drive otherwise traffic comes to a complete halt. Cars coming up can't reverse due to cars behind them. Cars coming down are the same and the parked car means I cannot turn out onto the road so I can only pull back into my drive to stop the congestion.

Thirdly, the cars parked by my house and on the corner in effect are creating a one-way narrow street. This is making it really difficult for traffic coming up and down the hill. Raroa isn't a quiet street. These cars are causing jams, especially when heavy traffic comes like buses and trucks because they either have to wait or they have to try and navigate through the narrow gap. Several times I have watched the buses practically get stuck because of traffic getting jammed from the parked cars making the road so narrow. There is no room for traffic with cars parked on this blind corner.

Lastly, it's a blind corner. Cars parked on this corner are increasing the risk of an accident. Cars travel at speed on this street and with the cars parked on the corner and only enough room for one to flow through the gap, people do not know whether there is another car coming around the corner. Every

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day you see cars have to hit the brakes because all of sudden there's another car and there is no room to manoeuvre.

Thanks for considering my submission and I hope to see yellow lines outside my house in the near future so I can pull out of my driveway and safely

Officer's Response: Thanks for your feedback on TR81-22 Raroa Road, Kelburn – No Stopping At All Times.

Name: James Greenwell

Suburb: Aro Valley-Highbury

Agree: Yes

Firstly, I have an issue of continued illegal parking over my driveway (131 Raroa) or abutting right up against my driveway. At times I have been literally blocked in.

Legally cars can't park on my drive, and they must also allow for enough clearance for me to pull out of my drive. This issue has been ongoing for months. I have left notes on the cars many times, these were read and ignored. Since then I have had to call the council. Despite this, cars still seem to see my drive as a possible parking spot, or they don't appreciate the issue it causes when they park so close. Some cars are repeat offenders. Others I haven't called the council on because they moved in time or because I'm wary of responses from the owners of the cars. But I shouldn't have to call to have people not park on my driveway.

Secondly, because cars either park over or even right up against my drive it makes pulling out of my driveway more dangerous for me. Because of how they park I have no clearance to pull out safely. As such, I have to pull out into the middle of the road to be able to get the nose of my car out far enough out to avoid the parked cars. This is dangerous for me because parked cars up the road mean I cannot easily see traffic coming down the hill and because I am on a blind corner, cars coming up the hill do not see me. Several times I have had cars coming up the hill slam on their breaks because I am literally blocking traffic trying to get out past the parked cars by or on my drive and they didn't see me. It's an accident waiting to happen. This also means it takes me several attempts to try to pull out because of traffic coming up and down the hill. I have to pull back into my drive otherwise traffic comes to a complete halt. Cars coming up can't reverse due to cars behind them. Cars coming down are the same and the parked car means I cannot turn out onto the road so I can only pull back into my drive to stop the congestion.

Thirdly, the cars parked by my house and on the corner in effect are creating a one-way narrow street. This is making it really difficult for traffic coming up and down the hill. Raroa isn't a quiet street. These cars are causing jams, especially when heavy traffic comes like buses and trucks because they either have to wait or they have to try and navigate through the narrow gap. Several times I have watched the buses practically get stuck because of traffic getting jammed from the parked cars making the road so narrow. There is no room for traffic with cars parked on this blind corner.

Lastly, it's a blind corner. Cars parked on this corner are increasing the risk of an accident. Cars travel at speed on this street and with the cars parked on the corner and only enough room for one to flow through the gap, people do not know whether there is another car coming around the corner. Every day you see cars have to hit the brakes because all of sudden there's another car and there is no room to manoeuvre.

Thanks for considering my submission and I hope to see yellow lines outside my house in the near future so I can pull out of my driveway and safely

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Officer's Response: Thanks for your feedback on TR81-22 Raroa Road, Kelburn – No Stopping At All Times.

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

I support this proposal. Safety is more important than parking provision. This is another road with only one footpath and a lot of blind corners. I would ask you to consider how the proposals would affect crossing safety for pedestrians.

Officer's Response: Thanks for your feedback on TR81-22 Raroa Road, Kelburn – No Stopping At All Times. We currently don't have any plans to implement traffic calming devices along this corridor, however, our Cycling team is working on plans to improve pedestrian and cycling amenities.

Name: Mike Mellor (Living Streets Aotearoa)

Suburb:

Agree: Yes

We support this change.

Officer's Response: Thanks for your feedback on TR81-22 Raroa Road, Kelburn – No Stopping At All Times.

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Kia ora,

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

Proposal:

Reference	TR82-22 Salamanca Road, Kelburn – P180 Time limited parking; mobility parking; authorised vehicle parking
What we'd like to do	<ul style="list-style-type: none"> • Convert 40 unrestricted parking spaces into P180 restricted parking within the Club Kelburn carpark. • Convert 3 unrestricted parking spaces into staff parks within the Club Kelburn carpark. • Change 1 unrestricted parking spaces into P180 mobility park within the Club Kelburn carpark. • Confirm existing No Stopping Restrictions in the Club Kelburn carpark.
Why we are proposing the change	<ul style="list-style-type: none"> • We have received a request from Club Kelburn to install time restricted parking in their facilities carpark. • There are currently no time restrictions, and the club are having on-going problems with various staff and students from the University, all day commuters and general public parking in the carpark and not using the facility. • Placing legal restrictions on these parks will enable Wellington City Council Parking Services to enforce these parks and provide adequate parking for those using the facilities rather than all day parking commuters.
Location – where we propose to make the change	Salamanca Road, Kelburn – no.65. (Club Kelburn Carpark)
Impact	<ul style="list-style-type: none"> • Improves accessibility for users of the facilities at Club Kelburn. • Net parking impact: P180 - 40 Parking spaces P180 Mobility Parking – 1 Parking space Club Kelburn Staff Parking – 3 Parking spaces
How this relates to the parking policy	<ul style="list-style-type: none"> • Prioritising short stay parking over all day commuter parking. • Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. • 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 – N/A • 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 27 June 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

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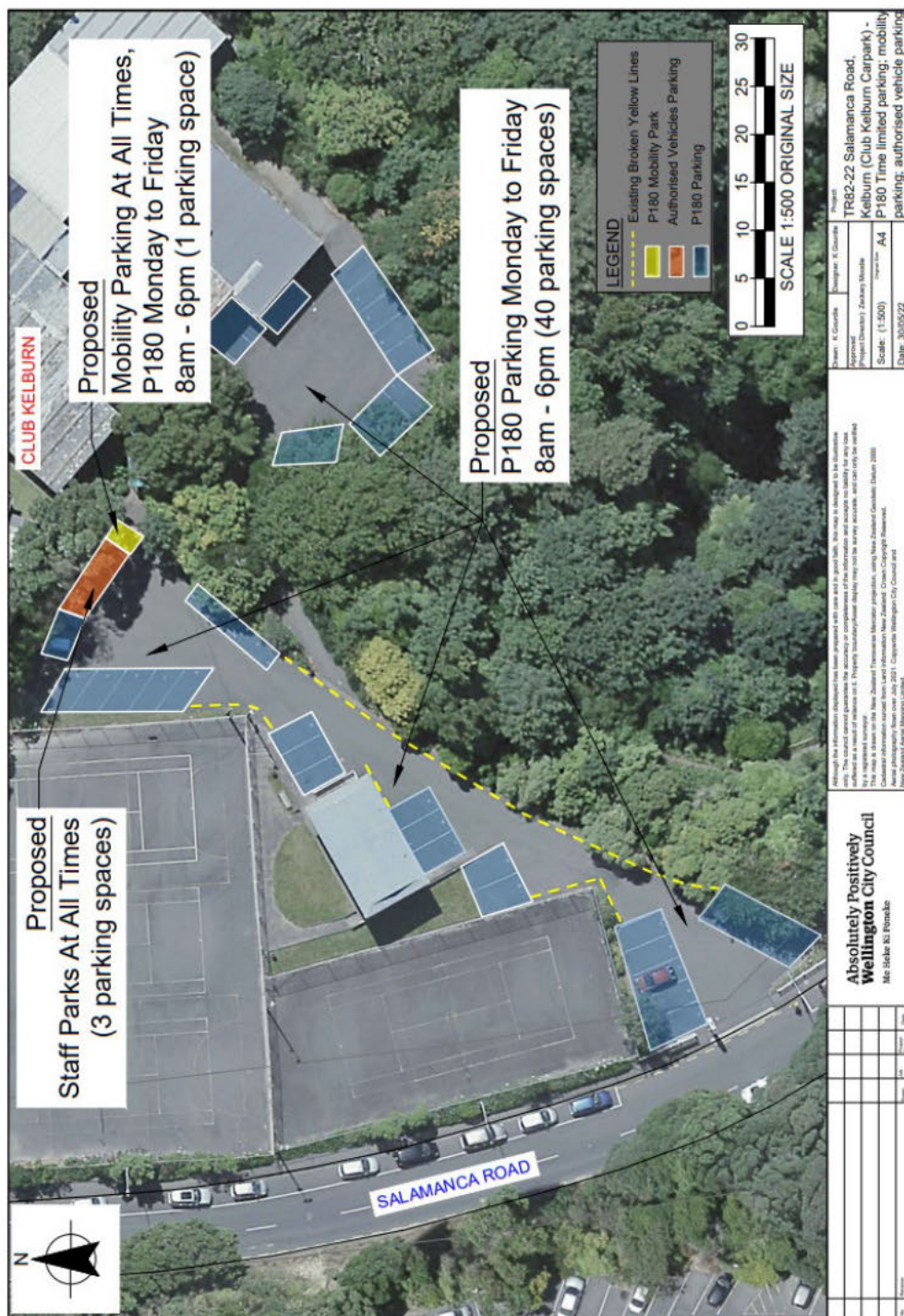
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Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, 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 27 June 2022 and finishes at 5.00 pm Sunday 10 July 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 11 July 2022. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022. If approved, the proposal will be installed within the following three months.

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**Traffic Resolution Plan: TR82-22 Salamanca Road, Kelburn - P180 Time limited parking; mobility parking;
authorised vehicle parking**



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Legal Description:

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

Column One	Column Two	Column Three
Club Kelburn Carpark	<i>P180 Maximum, Monday to Friday 8:00am – 6:00pm</i>	<i>40 Parking spaces within Club Kelburn carpark, refer to attached plan (blue)</i>

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

Column One	Column Two	Column Three
Club Kelburn Carpark	<i>Mobility Parking At All Times, P180 Maximum Monday to Friday 8:00am – 6:00pm, Displaying an Operation Mobility Permit Only</i>	<i>North side of the Club Kelburn carpark, refer to attached plan (yellow) (1 Parking space)</i>
Club Kelburn Carpark	<i>Authorised Vehicles Only At All Times</i>	<i>North side of Club Kelburn Carpark, refer to attached plan (orange) (3x staff parking spaces)</i>

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

Column One	Column Two	Column Three
Club Kelburn Carpark	<i>No Stopping At All Times</i>	<i>West side, commencing 16 metres north of its intersection with Salamanca Road (Grid Coordinates X=1,748,179.68m Y=5,427,762.04m) and extending in a northerly direction, following the western kerb line for 12 metres</i>
Club Kelburn Carpark	<i>No Stopping At All Times</i>	<i>West side, commencing 41 metres north of its intersection with Salamanca Road (Grid Coordinates X=1,748,179.68m Y=5,427,762.04m) and extending in a northerly direction, following the western kerb line for 5 metres</i>
Club Kelburn Carpark	<i>No Stopping At All Times</i>	<i>West side, commencing 57 metres north of its intersection with Salamanca Road (Grid Coordinates X=1,748,179.68m Y=5,427,762.04m) and extending in a northerly direction, following the western kerb line for 9 metres</i>

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Club Kelburn Carpark	<i>No Stopping At All Times</i>	<i>East side, commencing 15 metres north of its intersection with Salamanca Road (Grid Coordinates X=1,748,179.68m Y=5,427,762.04m) and extending in a northerly direction, following the eastern kerb line for 51 metres</i>
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Prepared By:

Parrish Evans

(Community Recreation Leases
Advisor)

Approved By:

Zackary Moodie

(Team Leader Transport
Engineering)

Date:

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Feedback Received:

Name: Patrick Morgan (Cycling Action Network)

Suburb: Te Aro

Agree: Yes

We support this. It's consistent with WCC policy to prioritise short stay parking over all day commuter parking.

It will support business wellbeing.

Officer's Response: Thank you for your feedback on Traffic Resolution TR82 -22 Salamanca Road, Kelburn - P180 Time limited parking; mobility parking; authorised vehicle parking.

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

I support this proposal. It is time for us to stop providing commuter parking in areas like Kelburn. There are regular bus services and the cable car. There are parking buildings in town and walking is good for people.

That said, I'm also not sure why people need to drive to the gym. What proportion of their customers have a good excuse for such inappropriate behaviour?

In the Thorndon Transport Project, before it was cut off at the knees by WCC without discussion with the members of the working group, I had raised the issue of having booking arrangements for carparks in places like in front of the eye hospital. The answer was that the technology wouldn't support that, but that's not actually an answer. We need to be providing better parking availability for people who need it and none for people who don't. I couldn't see why you couldn't book a carpark when you booked your relative's eye appointment. In this case, why can't we have people obliged to book a carpark and provide some evidence of need. They are presumably club members and staff, so could identify when joining that they have particular transport needs and deserve to clutter up a public space with a large blob of metal.

I have two further comments that are not directly related to the resolution, but I would like them to be considered by WCC:

1. The block between Salamanca and the other end of the University has no public roads. 1.5 km x 0.5 km is not a respectable central city block size. That is unacceptable. When I was (as a Living Streets planner) raising this with the University in the context of the Gordon Wilson Flats, they replied that they thought this was a good thing, because it meant they could make decisions about the area inside the University. It is not a good thing, because the decisions they are making are terrible. They have dead-end routes with no pedestrian exit that don't look dead end (I once got trapped in one and had to climb a railing and walk through a garden to get where I was going), in a campus with a rape problem. They give priority to trucks over pedestrians (judging from their signage) beside their student accommodation and on the walking route to the Boyd Wilson entrance. And so on.
2. The arrangements for vehicles getting in and out of the Club Kelburn complex is poor. There is poor visibility, a lot of traffic, a lot of pedestrians, and a very narrow footpath on only one side of the road. There needs to be some work to ensure that people taking a car in and out can see pedestrians and give way to pedestrians. With more vehicle turnover as a result of the TR, this problem will get worse.

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Officer's Response: Thank you for your feedback on Traffic Resolution TR82 -22 Salamanca Road, Kelburn - P180 Time limited parking; mobility parking; authorised vehicle parking.

In response to your further comments:

- 1) We appreciate you taking the time to raise these further concerns around the lack of public roads around the university. Unfortunately, this is out of scope for this traffic resolution. However, you can access the Boyd Wilson Field by using Mackenzie Street which turns into Waiteata Road. These are both public roads which lead you to the other side of Kelburn Campus in which there is a pedestrian accessway on the opposite side of Boyd Wilson Field next to Te Puni Village. Any concerns within the campus itself is privately owned by Victoria University of Wellington and suggest contacting them directly again regarding your concerns.
- 2) The entrance to the Club Kelburn carpark will be monitored once the parking changes have been implemented and opportunities for introducing changes to improve pedestrian safety, should the need arise.

Name: Mike Mellor (Living Streets Aotearoa)

Suburb:

Agree: Yes

We support this proposal in principle, but traffic generated by the increased parking turnover will accentuate the difficulties that pedestrians have here with a narrow footpath, a wide driveway, and a very awkward crossing of Salamanca Rd. The car park access and immediate area need to be reviewed from a pedestrian perspective.

Officer's Response: Thank you for your feedback on Traffic Resolution TR82 -22 Salamanca Road, Kelburn - P180 Time limited parking; mobility parking; authorised vehicle parking.

The entrance to the Club Kelburn carpark will be monitored once the parking changes have been implemented and opportunities for introducing changes to improve pedestrian safety, should the need arise.

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Kia ora,

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

Proposal:

Reference	TR83-22 – Northland Road, Northland - Proposed P60 to P15 time limit
What we'd like to do	<ul style="list-style-type: none"> Convert the existing P60 To P15 Parking
Why we are proposing the change	<ul style="list-style-type: none"> We have received a request from the business owners on Northland Road to change the parking time limit outside the shopping area from P60 to P15 parking limit. The business owners are concerned that these existing P60 parking spaces outside their shops are underutilized which may result in a loss of customers. The existing one-hour time limit reduces the availability and turnover of parking for their customers.
Location – where we propose to make the change	Northland Road, Northland – outside no.51
Impact	<ul style="list-style-type: none"> Improves the accessibility of customers to the businesses. Net parking impact – time restriction changes only.
How this relates to the parking policy	<ul style="list-style-type: none"> Support business wellbeing – ensure parking management and pricing controls support economic activity across the city, suburban centres and mobile trades and services.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 3,735 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 27 June 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, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 June 2022 and finishes at 5.00 pm Sunday 10 July 2022. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

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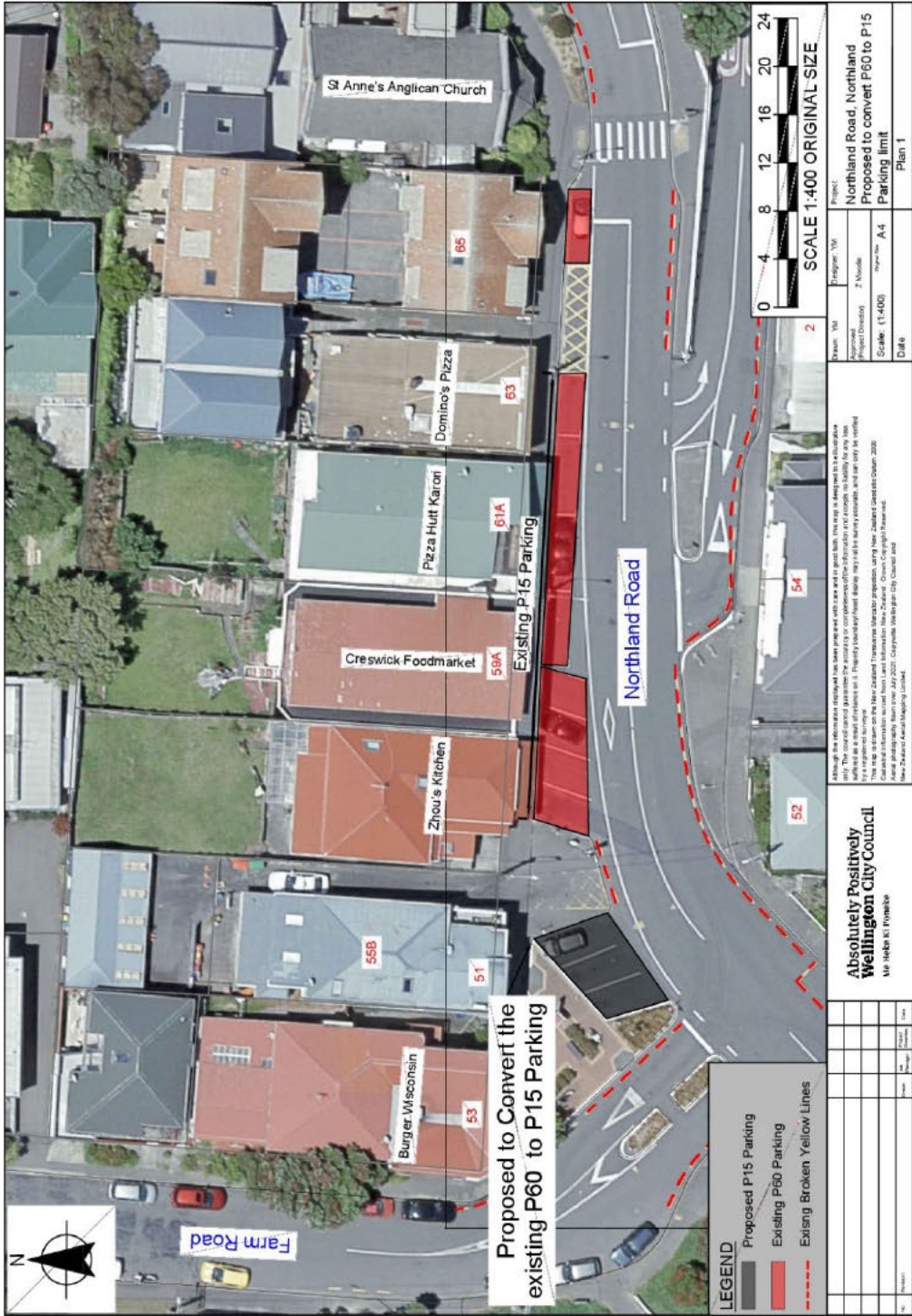
Next Steps

1. Feedback collated by Monday 11 July 2022.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022.
3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR83-22 – Northland Road, Northland - Proposed P60 to P15 time limit



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Legal Description:

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

Column One	Column Two	Column Three
Northland Road	<i>P60, At All Times</i>	<i>North side, commencing 4 metres east of Farm Road and extending in an easterly direction following the northern kerbside for 9 metres. (Angle parking)</i>

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

Column One	Column Two	Column Three
Northland Road	<i>P15, At All Times</i>	<i>North side, commencing 4 metres east of Farm Road (Grid coordinates x= 1,747,138,24m, y= 5,428,300,96m), and extending in an easterly direction following the northern kerbside for 9 metres. (Angle parking)</i>

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

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

Date:

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Feedback Received:

Name: Harbour View

Suburb: Northland

Agree: Yes

Pizza delivery cars especially park outside the shops for too long resulting in people using the parks to access the shops not being able to park

Officer's Response: Thank you for your feedback on TR83-22 – Northland Road, Northland - Proposed P60 to P15 time limit.

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

Name: JC Horne

Suburb: Northland

Agree: Yes

I support the proposal to change the parking time limit from P60 to P15.

The reasons for my support:

1. to facilitate access to Creswick Food Market, 59 Northland Road, by people in cars;
2. independent groceries throughout the city deserve this type of support from council and the public.

In addition, I recommend that the time limit should be P15 at all times.

Officer's Response: Thank you for your feedback on TR83-22 – Northland Road, Northland - Proposed P60 to P15 time limit

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

Name: Antonia in Northland

Suburb: Northland

Agree: Yes

This is a very unsafe pedestrian crossing as any cars parked in this spot obscure visibility of people (especially children) who are about to cross the road. There have been many near-misses at this crossing - with adults, children, dogs, babies in buggies. It's a route that children walk to Northland School so there are hundreds of children using this crossing every day. You might like to view the comments on Northland Parents FB page <https://www.facebook.com/groups/northlandparents> (you'll need to 'join group' to view this - I'm admin of this FB group, so I'll let you in if you explain why you're joining the group). Cars don't seem to see pedestrians waiting at the crossing there (often because a car or van is obscuring the view). Also the 30 kph speed limit is often not adhered to, which means cars are often travelling too fast through here to actually stop. Making this a P15 (from P60) parking stop I guess is one SMALL way to help reduce the risk of this crossing as permanent/large vehicles won't park here. But in the longer term, it would be great if WCC could make this a safer crossing, especially for our tamariki. Thanks for listening.

Officer's Response: Thank you for your feedback on TR83-22 – Northland Road, Northland - Proposed P60 to P15 time limit

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

Name: Patrick Morgan (Cycling Action Network)

Suburb: Te Aro

Agree: Yes

We support this. It's consistent with WCC policy to prioritise short stay parking and assist parking turnover.

Officer's Response: Thank you for your feedback on TR83-22 – Northland Road, Northland - Proposed P60 to P15 time limit

We appreciate the feedback you have submitted on this proposal.

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

Excellent proposal.

Officer's Response: Thank you for your feedback on TR83-22 – Northland Road, Northland - Proposed P60 to P15 time limit

We appreciate the feedback you have submitted on this proposal.

Name: James Fenton

Suburb: Northland

Agree: Yes

Traffic within the Northland shops needs further attention than this proposal, however i support the need to amend parking times

Officer's Response: Thank you for your feedback on TR83-22 – Northland Road, Northland - Proposed P60 to P15 time limit

We appreciate the feedback you have submitted on this proposal.

Name: J Patel

Suburb: Northland

Agree: Yes

I support the proposal to change the parking time limit from P60 to P15 at all times.

The reasons for my support is that it will support accessibility for all businesses in Northland. The shorter time limit will increase traffic flow and make it easier for customers to get parking to access Northland businesses. **At all times** is essential as all businesses in Northland are busier after the typical 9-5pm hours and in the weekends.

Officer's Response: Thank you for your feedback on TR83-22 – Northland Road, Northland - Proposed P60 to P15 time limit

We appreciate the feedback you have submitted on this proposal.

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Name: Mike Mellor (Living Streets Aotearoa)

Suburb:

Agree: Yes

We support this, and consideration also needs to be given to improving the adjacent substandard bus stop.

Officer's Response: Thank you for your feedback on TR83-22 – Northland Road, Northland - Proposed P60 to P15 time limit

We appreciate the feedback you have submitted on this proposal.

Name: Sara Clarke (Creswick Valley Residents Association)

Suburb: Creswick Valley

Agree: Yes

This submission is on behalf of the members and supporters of Creswick Valley Residents Association (CVRA).

CVRA supports the change proposed by WCC - that the three carparks in front of Burger Wisconsin/Hell Pizza are made P15 At All Times.

We note that the existing P60 time limit dates from a time when there were services - including a doctor and hairdressers - that did require customers to be able to stay in the area for a longer period. That is no longer the case and the change to P15 has been requested by the local business owners. We support this.

Can we also request that P15 signage be installed on the single car park outside 65 Northland Road. This car park was always considered part of the short stay parking for the shops, but there is no signage there - it may have been removed when the pedestrian crossing was installed. Recently, some vehicles have been permanently parked there. Given the high turnover and demand for parking at peak times for the shops and takeaways, having this available for short term parking is appropriate.

And finally, we reiterate again that CVRA has requested a review of the parking on this whole section of Northland Road from the shops and through to the tunnel, and of Garden Rd. We have requested the Council consult with Garden Rd residents in particular about implementing a residents parking zone. This is an issue that needs to be progressed and we would welcome discussion on this.

Officer's Response: Thank you for your feedback on TR83-22 – Northland Road, Northland - Proposed P60 to P15 time limit

Regarding to install P-15 outside no.65: that spot is not P15 and, we are investigating to raise the pedestrian crossing so there might have some changes to that parking space.

Regarding to install residents parking:

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 **Kelburn** 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

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Three WCC business units have formed a 'Working Group' to formulate a process to implement the Parking Policy across the Wellington Region. As part of this Working Group, an implementation plan will be devised to roll out parking changes across Wellington in-line with the Parking Policy.

Kelburn will be looked at as part of the implementation plan.

One of the objectives of the Parking Policy is to support the shift in type of transport used – this means less reliance on private vehicles and a shift to public transport and active travel. Any scheme devised will have this objective 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.

We appreciate you taking the time to provide us with feedback, however unfortunately a timeline as to when the investigation will be completed is currently uncertain.

Table of Traffic Resolutions Legal Description RPC 10 August 2022

a.	TR80-22 Norwich Street, Wadestown – No Stopping At All Times		
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Norwich Street	<i>Bus Stop, At All Times</i>	North-eastern side, commencing 11.3 metres south of its intersection with Wilton Road (Grid coordinates X=1,747,779.65m Y=5,430,318.86m) and extending in a south-eastern direction following the northern kerb line for 15 metres.
	Norwich Street	<i>Bus Stop, At All Times</i>	North-western side, commencing 25.6 metres west of its intersection with Mairangi Road (Grid coordinates X=1,747,962.25m Y=5,430,387.77m) and extending in a western direction following the northern kerb line for 15 metres.
	Mairangi Road	<i>Bus Stop, At All Times</i>	South-western side, commencing 33.6 metres south of its intersection with Norwich Street (Grid coordinates X=1, 1,747,958,80m Y=5,430,350.87m) and extending in a northern direction following the northern kerb line for 15 metres.
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Norwich Street	<i>No Stopping At All Times</i>	North-eastern side, commencing 2.4 metres south of its intersection with Wilton Road (Grid coordinates X=1,747,778.23m Y=5,430,333.78m) and extending in a south-eastern direction following the northern kerb line for 15 metres.
	Norwich Street	<i>No Stopping At All Times</i>	North-eastern side, commencing 21.3metres south of its intersection with Wilton Road (Grid coordinates X=1,747,780.79m Y=5,430,308.60m) and extending in a south-eastern direction following the northern kerb line for 9 metres.
	Norwich Street	<i>No Stopping At All Times</i>	Eastern side, commencing 270 metres south of its intersection with Wilton Road (Grid coordinates X=1,747,857.25m Y=5,430,261.96m) and extending in a north-eastern direction following the northern kerb line for 56 metres.
	Norwich Street	<i>No Stopping At All Times</i>	Western side, commencing 230 metres south of its intersection with Mairangi Road (Grid coordinates X=1,747,844.60m Y=5,430,320.90m) and extending in a north-western direction following the northern kerb line for 26 metres.
	Norwich Street	<i>No Stopping At All Times</i>	Eastern side, commencing 160 metres south of its intersection with Mairangi Road (Grid coordinates X=1,747,861.50m Y=5,430,346.35m) and extending in a north-eastern

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			<i>direction following the northern kerb line for 27 metres.</i>
	Norwich Street	No Stopping At All Times	North-western side, commencing 42 metres west of its intersection with Mairangi Road (Grid coordinates X=1,747,948.29m Y=5,430,393.28m) and extending in a north-eastern direction following the northern kerb line for 15 metres.
	Norwich Street	No Stopping At All Times	South-western side, commencing 48.6 metres south of its intersection with Norwich Street (Grid coordinates X=1,747,949.51m Y=5,430,339.25m) and extending in a northern direction following the northern kerb line for 15 metres.
b.	(TR81-22) Raroa Road, Kelburn – No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Raroa Road	No Stopping At All Times	South-eastern side, commencing 200 metres east of its intersection with Mount Pleasant Road (Grid coordinates X=1,747,315.33m Y=5,427,202.81m) and extending in an eastern direction following the northern kerb line for 35 metres.
	Raroa Road	No Stopping At All Times	North-western side, commencing 628 metres east of its intersection with Entrance Street (Grid coordinates X=1,747,294.24m Y=5,427,298.42m) and extending in a northern direction following the western kerb line for 39 metres.
c.	(TR82-22) Salamanca Road, Kelburn – P180 Time limited parking; mobility parking; authorised vehicle parking		
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Club Kelburn Carpark	P180 Maximum, Monday to Friday 8:00am – 6:00pm	40 Parking spaces within Club Kelburn carpark, refer to attached plan (blue)
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Club Kelburn Carpark	Mobility Parking At All Times, P180 Maximum Monday to Friday 8:00am – 6:00pm, Displaying an Operation Mobility Permit Only	North side of the Club Kelburn carpark, refer to attached plan (yellow) (1 Parking space)
	Club Kelburn Carpark	Authorised Vehicles Only At All Times	North side of Club Kelburn Carpark, refer to attached plan (orange) (3x staff parking spaces)
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Club Kelburn Carpark	No Stopping At All Times	West side, commencing 16 metres north of its intersection with Salamanca Road (Grid Coordinates X=1,748,179.68m Y=5,427,762.04m) and extending in a northerly direction,

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			following the western kerb line for 12 metres
	Club Kelburn Carpark	No Stopping At All Times	West side, commencing 41 metres north of its intersection with Salamanca Road (Grid Coordinates X=1,748,179.68m Y=5,427,762.04m) and extending in a northerly direction, following the western kerb line for 5 metres
	Club Kelburn Carpark	No Stopping At All Times	West side, commencing 57 metres north of its intersection with Salamanca Road (Grid Coordinates X=1,748,179.68m Y=5,427,762.04m) and extending in a northerly direction, following the western kerb line for 9 metres
d.	(TR83-22) Northland Road, Northland - Proposed P60 to P15 time limit		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule.</i>		
	Column One	Column Two	Column Three
	Northland Road	P60, At All Times	North side, commencing 4 metres east of Farm Road and extending in an easterly direction following the northern kerbside for 9 metres. (Angle parking)
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Northland Road	P15, At All Times	North side, commencing 4 metres east of Farm Road (Grid coordinates x= 1,747,138,24m, y= 5,428,300,96m), and extending in an easterly direction following the northern kerbside for 9 metres. (Angle parking)
e.	(TR84-22) Glanmire Road, Newlands – No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Glanmire Road	No Stopping At All Times	Eastern side, commencing 215 metres north of its intersection with Black Rock Road (Grid coordinates X=1,752,615.22m Y=5,434,373.35m) and extending in a northern direction following the eastern kerb line for 30 metres.
f.	(TR85-22) Rintoul Street, Newtown – P5 time restriction changes		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Rintoul Street	P5 Monday to Sunday, 8:00am - 8:30pm	East side, commencing 97.5 metres south of its intersection with Waripori Street (Grid coordinates x= 2658833.9m, y= 5986032.0), and extending in a southerly direction following the eastern kerb line for 8 metres.
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Rintoul Street	P5 Monday to Saturday 7:00am – 8:30pm and Sunday 7:30am – 8:30pm	East side, commencing 97.5 metres south of its intersection with Te Wharepouri Street (Grid coordinates x= 265,8833.9m, y= 598,6032.1m), and extending in a southerly direction

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			following the eastern kerb line for 8 metres.
g.	(TR87-22) Rintoul Street, Newtown - Proposed P10 pick up and drop off parking spaces		
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Rintoul Street	P10, 8-9am 3-4pm School Days Only	East side, commencing 100 metres north of its intersection with Te Wharepouri street (Grid coordinates X=1,748,812.00m Y=5,424,329.57m) and extending in a southerly direction following the eastern kerb line for 22 metres.
h.	(TR88-22) Lyall Parade, Lyall Bay - No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Lyall Parade	No Stopping, At All Times	South side, commencing 64 metres east of Freyberg Street (Grid coordinates x= 1,750,088,29m, y= 5,423,062,21m), and extending in an easterly direction following the southern kerbside for 8 metres.
	Lyall Parade	No Stopping, At All Times	North side, commencing 54 metres east of Freyberg Street (Grid coordinates x= 1,750,088,29m, y= 5,423,062,21m), and extending in an easterly direction following the northern kerbside for 4 metres.
i.	(TR90-22) Hania Street, Mount Victoria – Converting Coupon Parking to P10 (during limited times) and Coupon Parking at other times.		
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Hania Street	P10 Monday- Friday 3:15pm 5:30pm, Saturday 9am-12pm, Coupon parking at all other times	South-eastern side, commencing 59.89 metres south of its intersection with Pirie Street (Grid coordinates X=1,749,290.64m Y=5,426,687.46m) and extending in a southern direction following the eastern kerb line for 5 metres.
j.	(TR91-22) Avon Street and Melbourne Road, Island Bay- Stop Control intersection		
	<i>Add to Schedule G (Give way and Stop) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Avon Street	Stop control	South-eastern side, commencing 1.5 metres east of its intersection with Melbourne Road (Grid coordinates X=1,748,642.29m Y=5,422,676.88m).
k.	(TR 92-22) Tasman Street, Mount Cook - Time Restricted change to Coupon Parking		
	<i>Add to Schedule A (Time limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Tasman Street	Coupon parking, Monday – Friday, 8:00am-6:00pm	East side, commencing 62 metres east of its intersection with Rugby Street (x=1,748,842.25m, y=5,426,364.01m), and extending in a northerly direction following the eastern kerbline for 12 metres.
l.	(TR 93-22) Oriel Avenue, Tawa – Proposed Broken Yellow Lines and pedestrian refuge island		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three

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	Oriel Avenue	<i>No stopping, At All Times</i>	<i>West side, its intersection with Greyfriars Crescent (x= 1,752,417,28m, y= 5,439,692,46m), and extending in a northerly direction following the western kerbline for 27 metres.</i>
	Oriel Avenue	<i>No stopping, At All Times</i>	<i>East side, its intersection with Gonville Street (x= 1,752,423,53m, y= 5,439,721,08m), and extending in a southerly direction following the eastern kerbline for 30 metres.</i>
	Gonville Street	<i>No stopping, At All Times</i>	<i>South side, its intersection with Oriel Avenue (x= 1,752,423,53m, y= 5,439,721,08m), and extending in a easterly direction following southern kerbline for 5 metres.</i>
m.	(TR94-22) Harrold Street, Highbury – Proposed Broken Yellow Lines		
	<i>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
	Column One	Column Two	Column Three
	Harrold Street	<i>No stopping At All Times</i>	<i>North side, commencing 32.9 metres east of its intersection with Norna Crescent (Grid coordinates x=1747176.75m, y=5427410.17m) and extending in an easterly direction following the northern kerb line for 39 metres.</i>
n.	(TR122-22) Chaytor Street, Karori – Bus Priority Lane		
	<i>Delete from Schedule C (Turning and One Way Restrictions) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Chaytor St	<i>Omnibuses Only, At All Times. Lanes may be used by bicycles, motorcycles police and traffic enforcement vehicles and any vehicle for a distance of 50m for the purpose of turning into or out of a side street or property</i>	<i>Kerbside south-bound lane, commencing 86 metres north/west of its intersection with Curtis Street and extending in a northerly direction following the eastern kerbline for 435 metres</i>
	Chaytor St	<i>Omnibuses Only, Monday to Friday At All Times. Lanes may be used by bicycles, police and traffic enforcement vehicles and any vehicle for a distance of 50m for the purpose of turning into or out of a side street or property</i>	<i>Kerbside south-bound lane, commencing 86 metres west of its intersection with Curtis Street and extending in a southerly direction following the eastern kerbline for 315 metres</i>
	<i>Add to Schedule C (Turning and One Way Restrictions) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Chaytor St	<i>Bus Lane, At All Times. Bus Lane may be used by bicycles, motorcycles, Emergency services,</i>	<i>Kerbside south-bound lane, commencing 328m north/west of its intersection with Curtis Street (Grid coordinates X=1,746,839.135m</i>

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		traffic enforcement vehicles, passenger service vehicles and any vehicle for a distance of 50m for the purpose of turning into or out of a side street or property.	Y= 5,428,168.948 m) and extending in an southerly direction following the eastern kerbline for 605 metres.
o.	(TR123-22) Gavaskar Place, Khandallah - No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Gavaskar Place	No Stopping At All Times	West side commencing 36 metres from its intersection with Satara Crescent (Grid coordinates X=1748968.55m Y=5432693.74) and extending in a southerly direction following the western kerbline for 10 metres.
	Gavaskar Place	No Stopping At All Times	West side commencing at its intersection with Satara Crescent (Grid coordinates X=1,748,994.35m Y=5,432,719.66m) and extending in a southerly direction following the western kerbline for 24 metres.
	Satara Crescent	No Stopping At All Times	South side commencing at its intersection with Gavaskar Place (Grid coordinates X=1,748,994.35m Y=5,432,719.66m) and extending in a westerly direction following the southern kerbline for 9 metres.
	Satara Crescent	No Stopping At All Times	South side commencing at its intersection with Gavaskar Place (Grid coordinates X=1,749,004.14m Y=5,432,714.76m) and extending in an easterly direction following the southern kerbline for 5 metres.
p.	(TR124-22) Victoria Street, Te Aro - Authorised Vehicles Only, At All Times		
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Victoria Street	Authorised Vehicles only, At All Times	West side, commencing 111 metres north of its intersection with Ghuznee Street (Grid coordinates X=1,748,530.03 m, Y=5,427,238.73 m) and extending on the footpath in a northerly direction between the western kerbline and property boundary for 40 metres (Refer to attached plan – Yellow and Blue boxes)
q.	(TR125-22) Bolton Street and The Terrace, Wellington Central – Give Way control intersection		
	<i>Add to Schedule G (Give way and Stop) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Bolton Street	The Terrace	North western side, commencing 1.5 metres west of its intersection with The Terrace (Grid coordinates X=1,748,682.66m Y=5,428,681.98m)
r.	(TR126-22) Havelock Street, Mornington – No Stopping At All Times		

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	<u>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Havelock Street	No Stopping At All Times	North Side, commencing 192 metres north-east of its intersection with Farnham St. (Grid Coordinates X= 1,747,757.3204 m, Y 5,424,435.768 m) and extending for 5 metres in a northerly direction.
	<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Havelock Street	No Stopping At All Times	West Side, commencing 166 metres north of its intersection with Farnham St. (Grid Coordinates X = 1,747,757.3204 m, Y = 5,424,435.768 m) and extending in a northerly direction following the western kerbline for 31 metres.
s.	(TR127-22) Cockayne Road, Khandallah- Mobility Parking		
	<u>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Nairnville Park Carpark	Mobility Parking At All Times, Displaying an Operation Mobility Permit Only	South side, of its intersection with Cockayne Road (Grid Coordinates x = 1,749,700,55m, y = 5,432,024,12m) and extending in a westerly direction following the southern kerbline for 6 metres.
	Nairnville Park Carpark	Staff Parking Only	South side, commencing 21 metres west from its intersection with Cockayne Road (Grid Coordinates x = 1,749,700,55m, y = 5,432,024,12m) and extending in a westerly direction following the southern kerbline for 6 metres.
	Nairnville Park Carpark	Staff Parking Only	South side, commencing 60 metres west from its intersection with Cockayne Road (Grid Coordinates x = 1,749,700,55m, y = 5,432,024,12m) and extending in a westerly direction following the southern kerbline for 3 metres.
	<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Nairnville Park Carpark	No Stopping At All Times	South side, commencing 30 metres west from its intersection with Cockayne Road (Grid Coordinates x = 1,749,700,55m, y = 5,432,024,12m) and extending in a westerly direction following the southern kerbline for 23 metres.
	Nairnville Park Carpark	No Stopping At All Times	North side, commencing 57 metres west from its intersection with Cockayne Road (Grid Coordinates x = 1,749,700,55m, y = 5,432,024,12m) and extending in a southerly direction following the northern kerbline for 13.5 metres.
t.	(TR128-22) Coutts Street, Rongotai - Proposed parking time restriction change and No Stopping Restrictions		

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	<u>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Coutts Street	No Stopping At All Times	South side, commencing 45 metres east of its intersection with Salek Street (Grid Coordinates x = 402111m, y = 797744m) and extending in an easterly direction following the southern kerblne for 17 metres.
	<u>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Coutts Street	Bus Stop Monday to Friday, 8:00am - 9:00am During School Term only	South side, commencing 33.5 metres from its intersection with Mamari Street, (Grid Coordinates X= 1,750,801,14m, y= 5,423,993,01m), and extending in a southerly direction for 15 metres.
	Coutts Street	Bus Stop Monday to Friday, 8:00am - 9:00am During School Term only, P15 At All Other Times	South side, commencing 33.5 metres from its intersection with Mamari Street, (Grid Coordinates X= 1,750,801,14m, y= 5,423,993,01m), and extending in a southerly direction for 10 metres.
	<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Coutts Street	No Stopping At All Times	South side, commencing 45 metres east of its intersection with Salek Street (Grid Coordinates x = 1,750,745,73m, y = 5,424,027,93m) and extending in an easterly direction following the southern kerblne for 17 metres.
u.	(TR 129-22) Omar Street, Khandallah - Proposed no stopping at all times		
	<u>Add to Schedule A (Class Restricted) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Coutts Street	Bus Stop Monday to Friday, 8:00am - 9:00am "During School Term only"	South side, commencing 133 metres south of its intersection with Rangoon Street, (Grid Coordinates X= 1,750,573.48m, y= 5,433,054.60m), and extending in a southerly direction for 5 metres.
v.	(TR131-22) Aitken Street, Pipitea – Proposed P5 Loading Zone		
	<u>Remove from Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Aitken Street	No Stopping At All Times	North side, commencing from its intersection with Guthrie Street (Grid Coordinates X=2659011.009342 m, Y=5990683.640556 m) and extending in an easterly direction following the kerblne for 66.5 metres.
	<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>		
	Column One	Column Two	Column Three
	Aitken Street	No Stopping At All Times	North side, commencing from its intersection with Guthrie Street (Grid Coordinates X=2659011.009342 m, Y=5990683.640556 m) and extending in an easterly direction following the kerblne for 31.5 metres.
	Aitken Street	No Stopping At All Times	North side, commencing 58.5 meters east of its intersection with Guthrie

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			<i>Street (Grid Coordinates X= 2659069.381m, Y= 5990680.294m) and extending in an easterly direction for 8 meters, to its intersection with Mulgrave Street</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	<i>Aitken Street</i>	<i>P5 Loading Zone At All Times</i>	<i>North side, commencing 31.5 meters east of its intersection with Guthrie Street (Grid Coordinates X= 2659042.423m, Y= 5990681.693m) and extending in an easterly direction following the kerbline for 27 metres.</i>

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR84-22 Glanmire Road, Newlands – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 30m of broken yellow lines on the southern side of the bend located on the approaches to property no. 42 Glanmire Road.
Why we are proposing the change	<ul style="list-style-type: none"> Council has received a request from a local resident to improve visibility and accessibility on the approaches to property no. 42, where there is a bend composed of a banked hill. With the increase in parking demand, drivers park their vehicles on the downhill section of the bend, creating a safety issue caused by the lack of visibility. To improve safety, Officers propose No Stopping At All Times Restrictions as this option improves visibility and reduces the likelihood of crashes associated with parked vehicles on the road.
Location – where we propose to make the change	Outside property no. 42 Glanmire Road.
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles. Net parking impact - removal of approximately five unauthorized parking spaces.
How this relates to the parking policy	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 – 2,008 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 27 June 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 27 June 2022 and finishes at 5.00 pm Sunday 10 July 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

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	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 11 July 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022.3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR84-22 Glanmire Road, Newlands – No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
Glanmire Road	<i>No Stopping At All Times</i>	<i>Eastern side, commencing 215 metres north of its intersection with Black Rock Road (Grid coordinates X=1,752,615.22m Y=5,434,373.35m) and extending in a northern direction following the eastern kerb line for 30 metres.</i>

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

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

Date:

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Feedback Received:

Name: Psykke

Suburb: Churton Park

Agree: Yes

When I lived in the area that spot was always way too narrow for any parked cars.

Officer's Response: Thanks for providing your feedback and supporting TR84-22 Glanmire Road, Newlands – No Stopping At All Times.

Name: Patrick Morgan (Cycling Action Network)

Suburb: Te Aro

Agree: Yes

We support this.

Officer's Response: Thanks for providing your feedback and supporting TR84-22 Glanmire Road, Newlands – No Stopping At All Times.

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

Supported.

Officer's Response: Thanks for providing your feedback and supporting TR84-22 Glanmire Road, Newlands – No Stopping At All Times.

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Kia ora,

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

Proposal:

Reference	TR85-22 Rintoul Street, Newtown – P5 time restriction changes
What we'd like to do	<ul style="list-style-type: none"> Change P5 restricted car park from Monday to Sunday 8am - 8:30pm to Monday to Saturday 7am - 8:30pm and Sunday 7:30am - 8:30pm.
Why we are proposing the change	<ul style="list-style-type: none"> We have received request from the dairy to change the times of the current P5 parking space to reflect their store hours. Officers propose to change the time of the current P5 to help support the business as the dairy relies on the availability of short-term kerb-side parking.
Location – where we propose to make the change	Rintoul Street, Newtown – outside no.201
Impact	<ul style="list-style-type: none"> Improves accessibility to the dairy and provide higher turnover of vehicles during the dairy store hours. Net parking impact – Change of current P5 times.
How this relates to the parking policy	<ul style="list-style-type: none"> Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 7,674 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 27 June 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 27 June 2022 and finishes at 5.00 pm Sunday 10 July 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.

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Next Steps

1. Feedback collated by Monday 11 July 2022.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 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: TR85-22 Rintoul Street, Newtown – P5 time restriction changes



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Rintoul Street	<i>P5 Monday to Sunday, 8:00am – 8:30pm</i>	<i>East side, commencing 97.5 metres south of its intersection with Waripori Street (Grid coordinates x= 2658833.9m, y= 5986032.0), and extending in a southerly direction following the eastern kerb line for 8 metres.</i>

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

Column One	Column Two	Column Three
Rintoul Street	<i>P5 Monday to Saturday 7:00am – 8:30pm and Sunday 7:30am – 8:30pm</i>	<i>East side, commencing 97.5 metres south of its intersection with Te Wharepouri Street (Grid coordinates x= 265,8833.9m, y= 598,6032.1m), and extending in a southerly direction following the eastern kerb line for 8 metres.</i>

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

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

Date:

We are proposing a change in your area

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Wellington City Council**
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Feedback Received:

Name: CJV

Suburb: Brooklyn

Agree: Yes

Seems like a good idea

Officer's Response: Thank you for your feedback on Traffic Resolution TR85 -22 Rintoul Street, Newtown - P5 time restriction changes.

Name: Patrick Morgan (Cycling Action Network)

Suburb: Te Aro

Agree: Yes

We support this to align parking with business hours.

Officer's Response: Thank you for your feedback on Traffic Resolution TR85 -22 Rintoul Street, Newtown - P5 time restriction changes.

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

Strongly supported. This is an appropriate use of public space in front of small community shops. I used to live in Luxford Street and valued the local shops.

Officer's Response: Thank you for your feedback on Traffic Resolution TR85 -22 Rintoul Street, Newtown - P5 time restriction changes.

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR87-22 Rintoul Street, Newtown - Proposed P10 pick up and drop off parking spaces
What we'd like to do	<ul style="list-style-type: none"> Install 4 X P10 parking spaces between 8-9am, 3-4pm School days only
Why we are proposing the change	<ul style="list-style-type: none"> We have received requests from the South Wellington Intermediate School for a drop off and pick up area on Rintoul Street. There have been accessibility issues for parents dropping off and collecting their children from the school for some time. Currently the school has no on-street designated pick up and drop off area. Officers therefore propose to create a pickup and drop zone for the school to ensure traffic flow and safe passage to school.
Location – where we propose to make the change	Outside no.143 Rintoul Street, Newtown
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for (vehicles, school kids entering the school etc). Net parking impact – No impact change, time change only Pedestrian impact – positive, improved for school kids to have a short distance to walk from cars to the school entrance.
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. Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 3,058 Annual parking revenue impact – No Impact 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 27 June 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. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 June 2022 and finishes at 5.00 pm Sunday 10 July 2022.</p>

We are proposing a change in your area

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Wellington City Council
Me Heke Ki Pōneke

	<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">Feedback collated by Monday 11 July 2022.The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022.If approved, the proposal will be installed within the following three months.

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Proposed P10 8-9am 3-4pm
Mon-Fri During School Terms Only

P10
8.00-9.00am
3.00-4.00pm
Mon-Fri
During School
Terms Only

22.0m

South
Wellington
Intermediate
School

LEGEND
New Restrictions
Existing Broken Yellow Lines

0 2.5 5 7.5 10 12.5 15
SCALE 1:250 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 boundaries shown may not be surveyed accurately, 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. Cartographical information sourced from Land Information New Zealand. Crown Copyright Reserved. Aerial photography from over April/May 2021. Copyright Wellington City Council and New Zealand Aerial Mapping Limited.

Drawn: Z Moode Designer: Z Moode
Drafting Check Design Check
Approved Project Director
Date
Scale: (A4 1:250) A4
Project: Raintoul Street, Newtown
Proposed P10 pick up and drop off parking spaces
TR87-22
Drawing Ref: DIV

**Absolutely Positively
Wellington City Council**
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We are proposing a change in your area

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

Legal Description:

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

Column One	Column Two	Column Three
Rintoul Street	<i>P10, 8-9am 3-4pm School Days Only</i>	<i>East side, commencing 100 metres north of its intersection with Te Wharepouri street (Grid coordinates X=1,748,812.00m Y=5,424,329.57m) and extending in a southerly direction following the eastern kerb line for 22 metres.</i>

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

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

Date:

We are proposing a change in your area

Absolutely Positively
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Feedback Received:

Name: Alexandra Marett

Suburb: Berhampore

Agree: No

I am one of the owner occupiers of 169 Rintoul Street. I am making this submission on behalf of myself and the other co-owner.

I oppose the proposed changes to remove four on-street parking spaces and turn them into 4x p10 parking spaces unless the parking spaces on Rintoul Street between Wakefield hospital to Te Wharepouri Street are turned into Residents-only car parking.

This side of Rintoul Street to Te Wharepouri Street consists of pre-1930s houses. Therefore most do not have any off-street parking available to them. This would be well over the 40% outlined in the Council's parking policy.

During the school term, teachers and parents take any spare parking spaces available on this side of Rintoul Street. It is very rare that you will find more than one parking space available at any point during the day including after school hours. Therefore taking away four parking spaces from residents will guarantee that residents who live around SWIS will struggle/find it impossible to park close to their home during the day. To say that a resident cannot park in this new designated zone between two-time windows is removing the ability during the day for residents to use this as on-street parking space. Therefore to say that the resolution will have no impact change, is not true. On Te Wharepouri Street, there are no available car parks after 5pm because they are used by residents. On the Rintoul Street side from Wakefield Hospital to Riddiford Street, these parking spaces are taken by Wellington Regional hospital staff parking overflow, staff parking from the neighbouring Newtown retail area and residents of pre-1930s houses (that is a feature of the street). I have the following three questions to Council about the process:

- 1) In the consultation document, there is no mention of the SWIS's ability to create a drop off/pick up zone on their own school site. Has this been looked at by Wellington City Council as an option?
- 2) Could the Council officers involved in this resolution please let me know of the process to get Residents-only parking considered as part of the change proposed by the Resolution?
- 3) When assessing parking space impact, if a resident cannot park and leave their car during the day between 8-4pm, how does this not meet criteria of having an impact? Is it the Council's definition of an on-street parking space that it is not to be used by cars left during the day on the street?

Officer's Response: Thanks for providing your feedback and for TR87-22 Rintoul Street, Newtown - Proposed P10 pick up and drop off parking spaces.

Regard your points raised:

1. It is common practice to allocate short term pickup drop off zones on the street outside school, Given the multiple parking uses along Rintoul Street, we have had to balance the needs of the medical centres, residents and SWIS, hence we have limited the 4 parks to P10 parking for the pickup drop of times for the school. To promote a parking turnover of the parents and minimise the illegal and dangerous parking during these times.
2. 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.

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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 Newtown 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

Three WCC business units have formed a 'Working Group' to formulate a process to implement the Parking Policy across the Wellington Region. As part of this Working Group, an implementation plan will be devised to roll out parking changes across Wellington in-line with the Parking Policy.

Newtown will be looked at as part of the implementation plan.

One of the objectives of the Parking Policy is to support the shift in type of transport used this means less reliance on private vehicles and a shift to public transport and active travel, focusing on people moving along transport corridors rather than people parking or storing stationary vehicles. 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 but short-term visitor parking to the school or other business take priority.

3. This section of the report on impact focuses on the loss of parking from the installation of Broken Yellow Lines or loss of revenue due to the removal of paid parking spaces, as these parks have not been removed but changed to more accommodate the need for parking turnover in the area there has been no net loss of parking spaces.

Name: Kris McGillivray

Suburb: Newtown

Agree: Yes

I would like to provide some feedback on a proposed change to parking on Rintoul Street outside South Wellington Intermediate School. Reference TR87-22.

While I support the change to introduce 10min parking spaces outside the school, might you also consider the following changes as part of this project?

1. The painting of yellow no parking lines across nearby driveways. As a local resident I have often encountered vehicles parked across our shared driveway and neighbouring property's driveways while they wait to pick up students. The addition of these lines may help to keep driveways free for residents to access at all times.
2. The change of the bus stop outside the school and immediately north of these parks to have similar restrictions to the ones being introduced in this proposal i.e., only in operation during term time. As I understand it this stop is only used by the number 654 bus during school terms with the number 1 bus using a separate stop 100m up the street outside Wakefield Hospital so should have little to no impact on bus services. This would provide more on street parking which has been in short supply during the ongoing construction work around Wakefield Hospital.

Officer's Response: Thanks for providing your feedback and for supporting TR87-22 Rintoul Street, Newtown - Proposed P10 pick up and drop off parking spaces.

Regard your points raised:

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1. We can easily install Broken Yellow Lines over driveways at the request of the resident, I will log a new request for service to have Broken Yellow Lines proposed over your driveway.
2. Thank you for highlighting this, I have investigated further and confirmed with GWRC/Metlink that this stop was time restricted during school term, I will have the sign that was originally there reinstated.

Name: CJV

Suburb: Brooklyn

Agree: Yes

Good idea. Should stop people parking in inappropriate places, including pulling into the aged care facility parking, at the same time as nurses and caregivers are arriving for afternoon shift, causing unsafe situations.

Officer's Response: Thanks for providing your feedback and for supporting TR87-22 Rintoul Street, Newtown - Proposed P10 pick up and drop off parking spaces.

Name: Patrick Morgan (Cycling Action Network)

Suburb: Te Aro

Agree: Yes

We support this.

Officer's Response: Thanks for providing your feedback and for supporting TR87-22 Rintoul Street, Newtown - Proposed P10 pick up and drop off parking spaces.

Name: Paula Warren

Suburb: Kelburn

Agree: Not opposed

School traffic is a serious problem in Wellington One estimate when I was on the Regional Transport Committee was that 30% of city traffic was school related traffic. There's no excuse for that. We have buses. We have footpaths (in most places). Parents need exercise which they could get walking their kids to school instead of going to the gym.

It may be a safety positive that kids don't need to walk far, but that's only because we aren't managing school walking environments correctly. And having watched the area around Clifton Terrace School for years, I have concluded that the real safety hazard for kids there are the parents and their driving and parking behaviour. But not walking far is not a positive in terms of exercise, building navigation skills and socialisation. There is strong international evidence that kids walking themselves to school helps build navigation skills, body strength and agility, and resilience. And kids of that age need opportunities to be in unstructured interaction with others. The street near their school is a relatively safe place for that to occur, particularly when there are a lot of other people around.

So I do not oppose this but would like to see WCC insist that the school carry out a traffic demand management process to wean their parents off car use. Either WCC or GWRC should provide assistance to them for that.

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Officer's Response: Thanks for providing your feedback and for supporting TR87-22 Rintoul Street, Newtown - Proposed P10 pick up and drop off parking spaces.
Council has Behaviour Change Specialist working with schools to try and encourage walking/cycling or public means of getting to school.
Council also has Minor works programs to improve walking facility to school to make it safer for children,
Council cycle network improvement will further help encourage children cycling to schools.
However there is still a need to provide a pick up drop off for those that can't use other means than a private vehicle.

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR88-22 – Lyall Parade, Lyall Bay, - No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> • Install 8 metres of Broken Yellow Lines, remove 1 unrestricted parking, and install "No Stopping" road markings. • Install 4 metres of Broken Yellow Lines outside Seaview Takeaway.
Why we are proposing the change	<ul style="list-style-type: none"> • We have received safety concerns from residents and the public regarding the existing angled parking arrangement close to the existing pedestrian crossing, creating visibility issues. Mainly when using the crossing from the beach side to the shops. • Removing 1 unrestricted parking will ensure there is sufficient visibility for the drivers to see the pedestrians using the pedestrian crossing.
Location – where we propose to make the change	Lyall Parade, Lyall Bay – outside Seaview Takeaway shop and southern side of the road
Impact	<ul style="list-style-type: none"> • Improves safety of the existing pedestrian crossing. • Net parking impact – removal of 1 unrestricted park.
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 – 10,447 • 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 27 June 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, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. • Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 June 2022 and finishes at 5.00 pm Sunday 10 July 2022. • What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

We are proposing a change in your area

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Wellington City Council**
Me Heke Ki Pōneke

Next Steps

1. Feedback collated by Monday 11 July 2022.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022.
3. If approved, the proposal will be installed within the following three months.

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Wellington City Council**
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LEGEND

- Existing Unrestricted Parking
- Existing White Road Marking
- Existing Unrestricted Parking
- Existing Broken Yellow Lines

SCALE 1:400 ORIGINAL SIZE

Lyall Parade, Lyall Bay
Proposed to remove 1 unrestricted parking

Project: Lyall Parade, Lyall Bay
Drawn: TM
Approved: 2 of 2
Scale: 1:400
Page: 1 of 1

Absolutely Positively Wellington City Council
Māori Heiwhiri o Te Whanganui-a-Tara

Although the information shown on this map is believed to be correct, it is not a guarantee of accuracy. The Council does not accept liability for any loss or damage arising from the use of this map. The map is provided for information only and is not intended to be used for any other purpose. The map is not to be used for any other purpose. The map is not to be used for any other purpose. The map is not to be used for any other purpose.

We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Lyall Parade	<i>No Stopping, At All Times</i>	<i>South side, commencing 64 metres east of Freyberg Street (Grid coordinates x= 1,750,088,29m, y= 5,423,062,21m), and extending in an easterly direction following the southern kerbside for 8 metres.</i>
Lyall Parade	<i>No Stopping, At All Times</i>	<i>North side, commencing 54 metres east of Freyberg Street (Grid coordinates x= 1,750,088,29m, y= 5,423,062,21m), and extending in an easterly direction following the northern kerbside for 4 metres.</i>

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

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

Date:

We are proposing a change in your area

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Feedback Received:

Name: Ash Moore

Suburb: Lyall Bay

Agree: Yes

I live at across the road. I am in favour of the changes proposed. I have seen many near misses on the pedestrian crossing. It was only a matter of time before someone is seriously injured. Thanks for making it safer.

Officer's Response: Thank you for your feedback on TR88-22 – Lyall Parade, Lyall Bay, - No Stopping At All Times

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

Name: Viv S

Suburb: Aro Valley

Agree: Yes

I often go to Lyall Bay as my family lives there, this would be a positive change for making the parade safer, in my opinion

Officer's Response: Thank you for your feedback on TR88-22 – Lyall Parade, Lyall Bay, - No Stopping At All Times

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

Name: Kateclarke7

Suburb: Mount Cook

Agree: Yes

Doesn't go far enough. Angle parking should all be converted to parallel or removed in total. Very dangerous for pedestrian/cycle movement. Also whole of the Parade should be 30km/hr.

Officer's Response: Thank you for your feedback on TR88-22 – Lyall Parade, Lyall Bay, - No Stopping At All Times

Regarding convert the existing angle parking to parallel parking: The road measured 15.5 metres which is wide enough for the cyclist to travel on that area safely while we maintain the existing angle parking.

Regarding speed limit changing:

Waka Kotahi NZ Transport Agency (NZTA) and WCC are working together on a plan to improve safety by reducing speeds in critical areas of the city. Lowering speed on our roads will help to minimise the severity of crashes when they occur. Lower speeds give road users a second chance to either avoid a crash or at least walk away from one if it happens.

WCC is committed to creating a safe transport system and we are currently working on gathering sufficient funding and resources available to review speed limits where the current limit doesn't match the road and the environment around it.

Lyall Bay will be included for speed review

We are proposing a change in your area

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Wellington City Council
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Once funding and resources are available, our engineering team will be looking at identifying critical roads in your area where lowering speed limits will positively impact the community living in the area. Given that the review of the speeds on our roads is still a work in progress, we are therefore unable to justify any immediate changes at this present time.

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

Name: Zvenoid

Suburb: Seatoun

Agree: No

Where will dog walkers & surfers park? Are you trying to destroy a bit of exercise and fresh air and well-being by making it more difficult for people?? This is ridiculous

Officer's Response: Thank you for your feedback on TR88-22 – Lyall Parade, Lyall Bay, - No Stopping At All Times

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

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

Name: Patrick Morgan (Cycling Action Network)

Suburb: Te Aro

Agree: Yes

We support this. Also, we'd like the angle parks along Lyall Parade changed to parallel parks to improve safety for people on bikes.

Officer's Response: Thank you for your feedback on TR88-22 – Lyall Parade, Lyall Bay, - No Stopping At All Times

The road measured 15.5 metres which is wide enough for the cyclist to travel safely while we maintain the existing angle parking.

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

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

Strongly support. Pedestrian safety should be the highest priority for any road configuration.

Officer's Response: Thank you for your feedback on TR88-22 – Lyall Parade, Lyall Bay, - No Stopping At All Times

We appreciate the feedback you have submitted on this proposal.

We are proposing a change in your area

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Name: Mike Mellor (Living Streets Aotearoa)

Suburb:

Agree: Yes

We support the focus on pedestrian safety at this well-used crossing

Officer's Response: Thank you for your feedback on TR88-22 – Lyall Parade, Lyall Bay, - No Stopping At All Times

We appreciate the feedback you have submitted on this proposal.

Name: jamr

Suburb: Mount Cook

Agree: Yes

I support this improvement for pedestrian safety

Officer's Response: Thank you for your feedback on TR88-22 – Lyall Parade, Lyall Bay, - No Stopping At All Times

We appreciate the feedback you have submitted on this proposal.

We are proposing a change in your area

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Wellington City Council**
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Kia ora,

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

Proposal:

Reference	TR90-22 Hania Street, Mount Victoria – Converting Coupon Parking to P10 (during limited times) and Coupon Parking at other times.
What we'd like to do	<ul style="list-style-type: none"> Convert coupon parking space into a P10 Monday-Friday 3:15pm to 5:30pm and Saturdays 9am to 12pm, whilst it will remain as coupon parking at all other times.
Why we are proposing the change	<ul style="list-style-type: none"> Council has received a request from a business that operates a dance academy outside no.5 Hania Street. Due to the nature of the business, there are congestion issues during pick-up and drop off hours. To mitigate the concerns the business has requested officers to implement time-restricted parking (P10) from 3.15 pm to 5.30 pm – Monday to Friday and on Saturdays, from 9 am to 12 pm. Outside of these hours, parking would continue operating as Coupon Parking. Officers have pre-engaged with the business and got their support for the proposal of P10 parking at specific times of the week. The proposal will help reduce congestion and promote parking turnover, which is an existing issue on the road.
Location – where we propose to make the change	Hania Street, Mount Victoria – outside no.5
Impact	<ul style="list-style-type: none"> Improves parking turnover. Net parking impact – no loss of parking.
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 – 1,343 vehicles. Road Classification: Local 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 27 June 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 27 June 2022 and finishes at 5.00 pm Sunday 10 July 2022. What we do with your personal information:

We are proposing a change in your area

Absolutely Positively
Wellington City Council
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	<p>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.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 11 July 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 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: TR90-22 Hania Street, Mount Victoria – Coupon Parking to P10 (limited times) with Coupon Parking at other times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Hania Street	<i>P10 Monday- Friday 3:15pm - 5:30pm, Saturday 9am-12pm, Coupon parking at all other times</i>	<i>South-eastern side, commencing 59.89 metres south of its intersection with Pirie Street (Grid coordinates X=1,749,290.64m Y=5,426,687.46m) and extending in a southern direction following the eastern kerb line for 5 metres.</i>

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

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

Date:

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

I support having coupon parking converted to 10-minute parking. But I do not understand why it should be restricted to some hours.

Coupon parking is essentially commuter parking, or people intending to be there for some time. We need less of that and more short-term parking that increases turnover and increases availability for people doing a short stop – delivery vehicles, people wanting to pick something up or drop something off, call in to check something in a shop, etc.

And having the same arrangement all day makes enforcement and compliance easier.

So I would recommend that this be a 10-minute parking space 24/7.

Officer's Response: Thanks for providing your feedback and for supporting TR90-22 Hania Street, Mount Victoria – converting Coupon Parking to P10 (during limited times) and Coupon Parking at other times.

Our proposal aims to promote parking turnover only during business hours and for limited hours so that other businesses in the area, visitors and the ones with Coupon Parking Exempt can make use of parking on Hania Street without major issues.

Name: Cindy Gordon (En Pointe Dance Academy)

Suburb: Mt Victoria

Agree: Yes

In essence this all looks fine - however my understanding that the front of the building (approx. 4 parks) would have the limited parking not just one park.

If this could be considered, please in the light of children drop off/pick up consists of multiple cars not just one and having approx. 4 parks would alleviate this considerable.

Officer's Response: Thanks for providing your feedback and for supporting TR90-22 Hania Street, Mount Victoria – converting Coupon Parking to P10 (during limited times) and Coupon Parking at other times.

Given the multiple businesses along Hania Street, we had to balance their needs and the need for parking at En Pointe Academy, hence we have limited the P10 parking to one. With the P10 parking, we can promote a high parking turnover. The expectation is that parents pick up/drop off their children without suffering from the lack of parking.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR91-22 Avon Street and Melbourne Road, Island Bay- Stop Control intersection
What we'd like to do	<ul style="list-style-type: none"> Install Stop control on Avon Street at its intersection with Melbourne Road.
Why we are proposing the change	<ul style="list-style-type: none"> Due to an increase in housing developments on Avon Street, the number of vehicles accessing the road from the western approach of Avon Street and from Melbourne Road has increased significantly. With the increase in traffic, safety concerns have increased. Residents living in the area requested improvements at the intersection of Avon Street with Melbourne Road, where visibility is limited. Avon Street and Melbourne Road have both hilly topographies. The topography and vegetation constraints limit visibility for drivers approaching Avon Street from Melbourne Road. The layout of Avon Street with Melrose Road causes driver confusion hence drivers have a false impression that the road continues straight and as visibility is limited, the traffic from Melbourne Road is overlooked. Installing a Stop control on Avon Street will increase driver awareness's to the intersection and therefore, it will improve the safety at this intersection by reducing the probability of crashes in the area.
Location – where we propose to make the change	Avon Street at its intersection with Melbourne Road, Island Bay.
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles Reduces crash likelihood at the intersection
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: 510 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 27 June 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 27 June 2022 and finishes at 5.00 pm Sunday 10 July 2022.

We are proposing a change in your area

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	<ul style="list-style-type: none"> What we do with your personal information: All submissions (including 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 11 July 2022. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 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: TR91-22 Avon Street and Melbourne Road, Island Bay- Stop Control intersection



We are proposing a change in your area

**Absolutely Positively
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Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Avon Street	<i>Stop control</i>	<i>Avon Street eastern approach, at its intersection with Melbourne Road (Grid coordinates X=1,748,642.29m Y=5,422,676,88m).</i>

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

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

Date:

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Feedback Received:

Name: Peter Dear

Suburb: Island Bay

Agree: No

I would like to point out that the proposed stop sign is on the wrong street. It should be on Melbourne Rd as this is the give way Rd. The road code states that all traffic gives way to the right and the Avon St. traffic is definitely on Melbourne Roads right and Melbourne Rd also is changing direction. This is a T intersection, and the top of the T is Avon St and has the right of way.

Officer's Response:

Thanks for providing your feedback on TR91-22 Avon Street and Melbourne Road, Island Bay- Stop Control intersection. From a safety point of view implementing the Stop Control where the TR is being proposed helps reduce the crash likelihood. Due to the lack of visibility from Melbourne Road to Avon Street drivers are likely to not-notice that Avon Street continues towards its eastern side. Therefore, our recommendation is to keep the plan as consulted.

Name: Patrick Morgan (Cycling Action Network)

Suburb: Te Aro

Agree: Yes

We support this to improve safety.

Officer's Response: Thanks for providing your feedback and supporting TR91-22 Avon Street and Melbourne Road, Island Bay- Stop Control intersection.

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

Supported

Officer's Response: Thanks for providing your feedback and supporting TR91-22 Avon Street and Melbourne Road, Island Bay- Stop Control intersection.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR 92-22 Tasman Street, Mount Cook - Time Restricted change to Coupon Parking
What we'd like to do	<ul style="list-style-type: none"> Convert the existing P30 time restricted parking outside Wellington Seventh-days Adventist Church to coupon parking.
Why we are proposing the change	<ul style="list-style-type: none"> We have received request from residents to remove the current P30 parks from outside the Wellington Seventh-days Adventist Church. These were installed to provide short term customer parking for the veterinary clinic which has now closed, therefore the P30 time limit is no longer required.
Location – where we propose to make the change	Tasman Street, Mount Cook – outside Wellington Seventh-days Adventist Church.
Impact	<ul style="list-style-type: none"> Improve public parking availability in the area. Net parking impact – there will be no loss of parking availability except for parking time restriction change.
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.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 10,447 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 27 June 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, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 June 2022 and finishes at 5.00 pm Sunday 10 July 2022. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

We are proposing a change in your area

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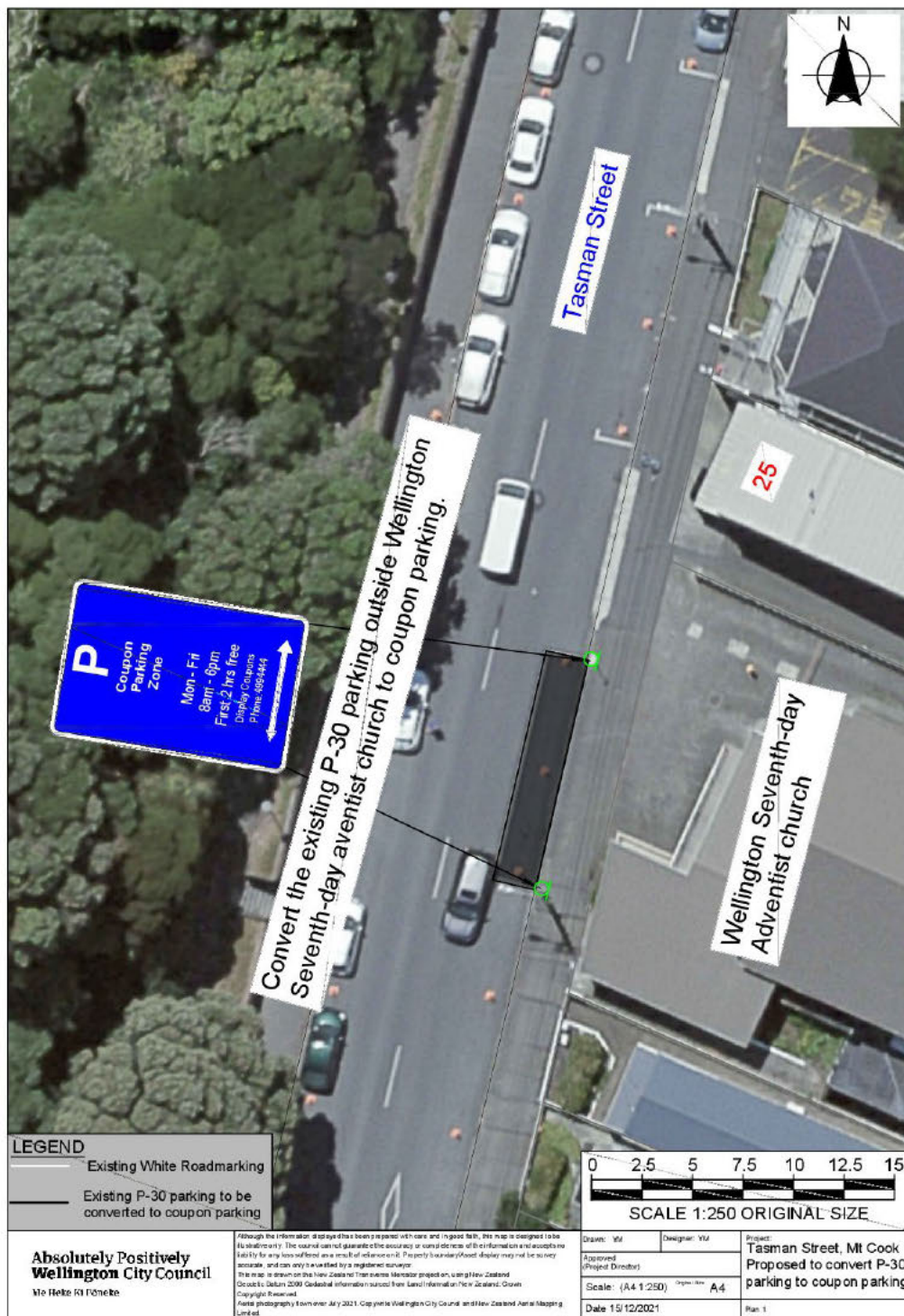
Next Steps

1. Feedback collated by Monday 11 July 2022.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022.
3. If approved, the proposal will be installed within the following three months.

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TR92-22 – Tasman Street, Mount Cook - Time Restricted change to Coupon Parking



We are proposing a change in your area

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Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Tasman Street	<i>Coupon parking, Monday – Friday, 8:00am-6:00pm</i>	<i>East side, commencing 62 metres east of its intersection with Rugby Street (x=1,748,842.25m, y=5,426,364.01m), and extending in a northerly direction following the eastern kerbline for 12 metres.</i>

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

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

Date:

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Feedback Received:

Name: KateClarke7

Suburb: Mount Cook

Agree: No

Mt Cook parking should be for residents and visitors to homes/businesses NOT commuter parking which is what daily coupon parking encourages. Then an assessment as to how much street space is actually required and remove street parking that isn't required.

Officer's Response: Thank you for your Feedback TR 92-22 Tasman Street, Mount Cook - Time Restricted change to Coupon Parking.

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 **Mount Cook** 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

Three WCC business units have formed a 'Working Group' to formulate a process to implement the Parking Policy across the Wellington Region. As part of this Working Group, an implementation plan will be devised to roll out parking changes across Wellington in-line with the Parking Policy.

Mount Cook will be looked at as part of the implementation plan.

One of the objectives of the Parking Policy is to support the shift in type of transport used – this means less reliance on private vehicles and a shift to public transport and active travel. Any scheme devised will have this objective 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. We appreciate you taking the time to provide us with feedback, however unfortunately a timeline as to when the investigation will be completed is currently uncertain.

Residents who have Coupon Parking Exemption Permit can also utilise these spaces.

Name: Paula Warren

Suburb: Kelburn

Agree: No

I oppose this. As in relation to TR90-22, I note that coupon parking encourages commuter parking. This should be discouraged. Having a 30-minute parking slot in this area will provide more availability of parking for people wanting to visit the park, visit a local business, or visit a local resident.

Officer's Response: Thank you for your Feedback TR 92-22 Tasman Street, Mount Cook - Time Restricted change to Coupon Parking.

Council don't encourage commuter vehicles by only allowing free to 2-hour parking in a coupon parking zone. After that, you will need to pay for and display a coupon.

Residents who have Coupon Parking Exemption Permit can also utilise these spaces.

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Moreover, the current 30 mins parking is normally not suitable for the visitors and people who wants to visit the park or local business.

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

We are proposing a change in your area

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Wellington City Council**
Me Heke Ki Pōneke

Kia ora,

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

Proposal:

Reference	TR 93-22 Oriel Avenue, Tawa – Proposed Broken Yellow Lines and pedestrian refuge island
What we'd like to do	<ul style="list-style-type: none"> • Install pedestrian refuge island and appropriate road markings. • Install 27 metres & 35 metres of broken yellow lines on both sides of Oriel Street.
Why we are proposing the change	<ul style="list-style-type: none"> • We have received safety concerns from Redwood School and students regarding unsafe crossing points especially between Gonville Street and Greyfriars Crescent on Oriel Ave.
Location – where we propose to make the change	Oriel Avenue, Tawa – between Gonville Street and Greyfriars Crescent on Oriel Avenue.
Impact	<ul style="list-style-type: none"> • Net parking impact – removal of 5 unrestricted parking spaces. • Pedestrian impact – improves safety and accessibility for pedestrian to cross the road on Oriel Avenue.
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 – 1,634 • 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 27 June 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, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. • Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 June 2022 and finishes at 5.00 pm Sunday 10 July 2022. • What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

We are proposing a change in your area

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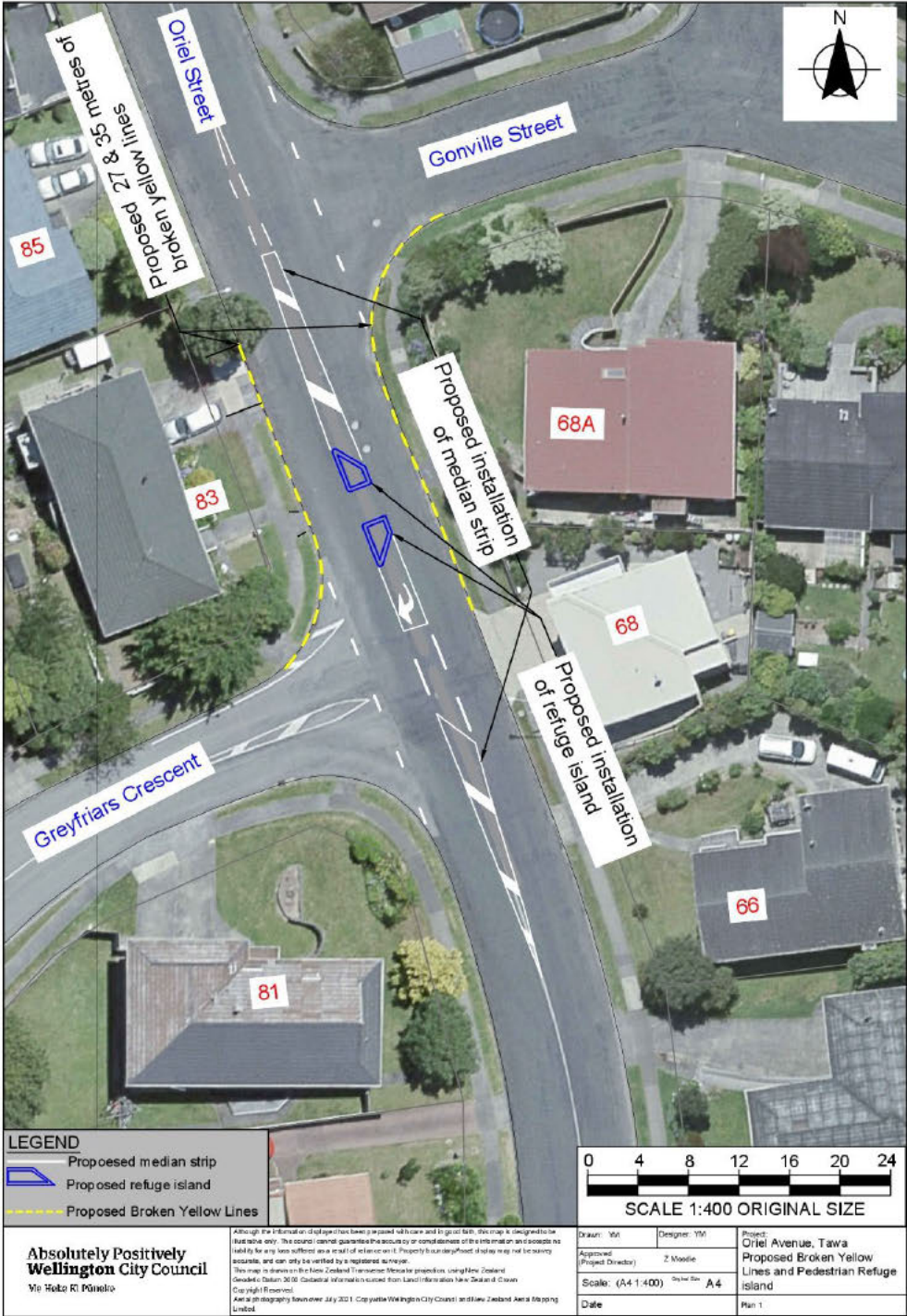
Next Steps

1. Feedback collated by Monday 11 July 2022.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 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 93-22 Oriel Avenue, Tawa – Proposed Broken Yellow Lines and pedestrian refuge island



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
Oriel Avenue	<i>No stopping, At All Times</i>	<i>West side, its intersection with Greyfriars Crescent (x= 1,752,417,28m, y= 5,439,692,46m), and extending in a northerly direction following the western kerbline for 27 metres.</i>
Oriel Avenue	<i>No stopping, At All Times</i>	<i>East side, its intersection with Gonville Street (x= 1,752,423,53m, y= 5,439,721,08m), and extending in a southerly direction following the eastern kerbline for 30 metres.</i>
Gonville Street	<i>No stopping, At All Times</i>	<i>South side, its intersection with Oriel Avenue (x= 1,752,423,53m, y= 5,439,721,08m), and extending in a easterly direction following southern kerbline for 5 metres.</i>

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

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

Date:

We are proposing a change in your area

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

Feedback Received:

Name: Tawa Parent

Suburb: Redwood

Agree: Yes

This will make it safer for my children to walk to school and safer for me to turn out of Greyfriars Crescent. At present it is unsafe for children walking to school as cars often drive at or close to 50kmph north on Oriel and there is limited visibility, due to parked cars combined with a corner to the south and an intersection. Children must time crossing with movements of traffic from 4 directions, when taking into account all streets in intersections to north and south

Officer's Response: Thank you for your feedback on TR 93-22 Oriel Avenue, Tawa – Proposed Broken Yellow Lines and pedestrian refuge island
Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

Name: Renee McDermott (On behalf of Redwood School Students)

Suburb: Redwood

Agree: Yes

There are numerous students who cross Oriel Ave in the morning and afternoons. The road is wide, busy and visibility isn't fantastic. It would put parents' minds at ease and encourage walking to school which reduces congestion on Redwood Ave outside the school morning and afternoon. As a community I believe parents want to encourage children to walk to school as its good for their health and fitness but want to do it in a way that is safer.

Officer's Response: Thank you for your feedback on TR 93-22 Oriel Avenue, Tawa – Proposed Broken Yellow Lines and pedestrian refuge island
Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

Name: AMMJY

Suburb: Tawa

Agree: Yes

My children cross Oriel Ave to get to school and this would greatly increase their safety. It would be fantastic!

Officer's Response: Thank you for your feedback on TR 93-22 Oriel Avenue, Tawa – Proposed Broken Yellow Lines and pedestrian refuge island
Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

Name: Kateclarke7

Suburb: Mount Cook

Agree: Yes

Pedestrian Safety

We are proposing a change in your area

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Officer's Response: Thank you for your feedback on TR 93-22 Oriel Avenue, Tawa – Proposed Broken Yellow Lines and pedestrian refuge island
Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

Name: Heena

Suburb: Redwood

Agree: Yes

The changes will be safety for all kids walking to school and otherwise and for pedestrians all the time.

Officer's Response: Thank you for your feedback on TR 93-22 Oriel Avenue, Tawa – Proposed Broken Yellow Lines and pedestrian refuge island
Council appreciates the feedback you have submitted on this proposal.

Name: Patrick Morgan (Cycling Action Network)

Suburb: Te Aro

Agree: Yes

We support this to improve safety.

Officer's Response: Thank you for your feedback on TR 93-22 Oriel Avenue, Tawa – Proposed Broken Yellow Lines and pedestrian refuge island
Council appreciates the feedback you have submitted on this proposal.

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

Strongly support. Pedestrian movements and pedestrian safety must be the number 1 priority in allocating road space.

Officer's Response: Thank you for your feedback on TR 93-22 Oriel Avenue, Tawa – Proposed Broken Yellow Lines and pedestrian refuge island
Council appreciates the feedback you have submitted on this proposal.

Name: Caitlin Roberts (Room 16 Redwood School)

Suburb: Redwood

Agree: Yes

Last year, my class was investigating how we can improve Active Travel in our school community. Feedback told us that Oriel Ave in particular was a barrier to this and prevented some parents from allowing their children to use Active Travel to get to school. My class therefore took action, writing letters to the council in the hope that changes might be made. I am thrilled to see their voices being heard and agree with the proposed changes.

We are proposing a change in your area

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Wellington City Council
Me Heke Ki Pōneke

Please also see below a letter composed completely independently by four students from Redwood School who were a part of my class that investigated the issues last year. They share their thoughts about the proposed changes for traffic resolution TR93-22. I also got my old class together (these are Year 5s - the Year 6s involved last year have since moved on to intermediate. They give a big thumbs up to the changes too!

Dear Wellington City Council,
Kia ora, we are Vanessa, Devon, Kaia and Sophia from Redwood Primary school. Last year, as part of our class Instead project, we asked the council to make Oriel Avenue more safe. Our persuasive letters have been read and now the council wants to add an Island to Oriel Ave, near Gonville street. We all strongly support the idea because active travel is a big part of stopping climate change and safe ways to cross Oriel Avenue which would make more people walk.

We agree with this idea because the children will not have to worry about the potential of getting hit or run over. The kids' parents wouldn't have to worry about walking or driving their kids to school and that would lift pressure off the whole family. The more people walking, the less traffic at Redwood Avenue, which means less danger for the children walking there, and in turn, the Road patrollers will have less stress on their plate.

The island will also be good for pedestrians and kids walking to school and other places.
Overall we think it is a brilliant idea to put a refuge island on Oriel Ave!

Yours sincerely

Vanessa Hutchins, Devon Brown, Kaia McDermott and Sophia Donald from Redwood School.



Officer's Response: Thank you for your feedback on TR 93-22 Oriel Avenue, Tawa – Proposed Broken Yellow Lines and pedestrian refuge island

Thank you for the lovely picture & happy to see them feel safe. Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

We are proposing a change in your area

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Wellington City Council**
Me Heke Ki Pōneke

Name: Mike Mellor (Living Streets Aotearoa)

Suburb:

Agree: Yes

We support this improvement of pedestrian facilities and submit that the refuge should be of sufficient size to accommodate all footpath users, including mobility scooters and those pushing prams and buggies. More such refuges should be provided around the city

Officer's Response: Thank you for your feedback on TR 93-22 Oriel Avenue, Tawa – Proposed Broken Yellow Lines and pedestrian refuge island
Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR94-22 Harrold Street, Highbury – Proposed Broken Yellow Lines
What we'd like to do	<ul style="list-style-type: none"> Install 39 metres of broken yellow along the northern side of Harrold Street.
Why we are proposing the change	<ul style="list-style-type: none"> Council Officers have received a request from a local resident concerned about vehicles parking on both sides of Harrold Street restricting access for road users. The road width in this street measures approximately 5 metres. With the current parking arrangement allowing vehicles to park on both sides of the road and on the footpath, this leaves inadequate lane width for vehicles to travel through. To ensure there is adequate space for a vehicle to safely travel through this street and also unhindered access for emergency service vehicles, Officers propose the installation of No Stopping At All Times Restrictions.
Location – where we propose to make the change	Harrold Street, Highbury – north side between no.5A to no.9
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles on Harrold Street. Net parking impact – removal of 7 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"> Average daily traffic count – 330 To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 27 June 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, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 June 2022 and finishes at 5.00 pm Sunday 10 July 2022. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing

We are proposing a change in your area

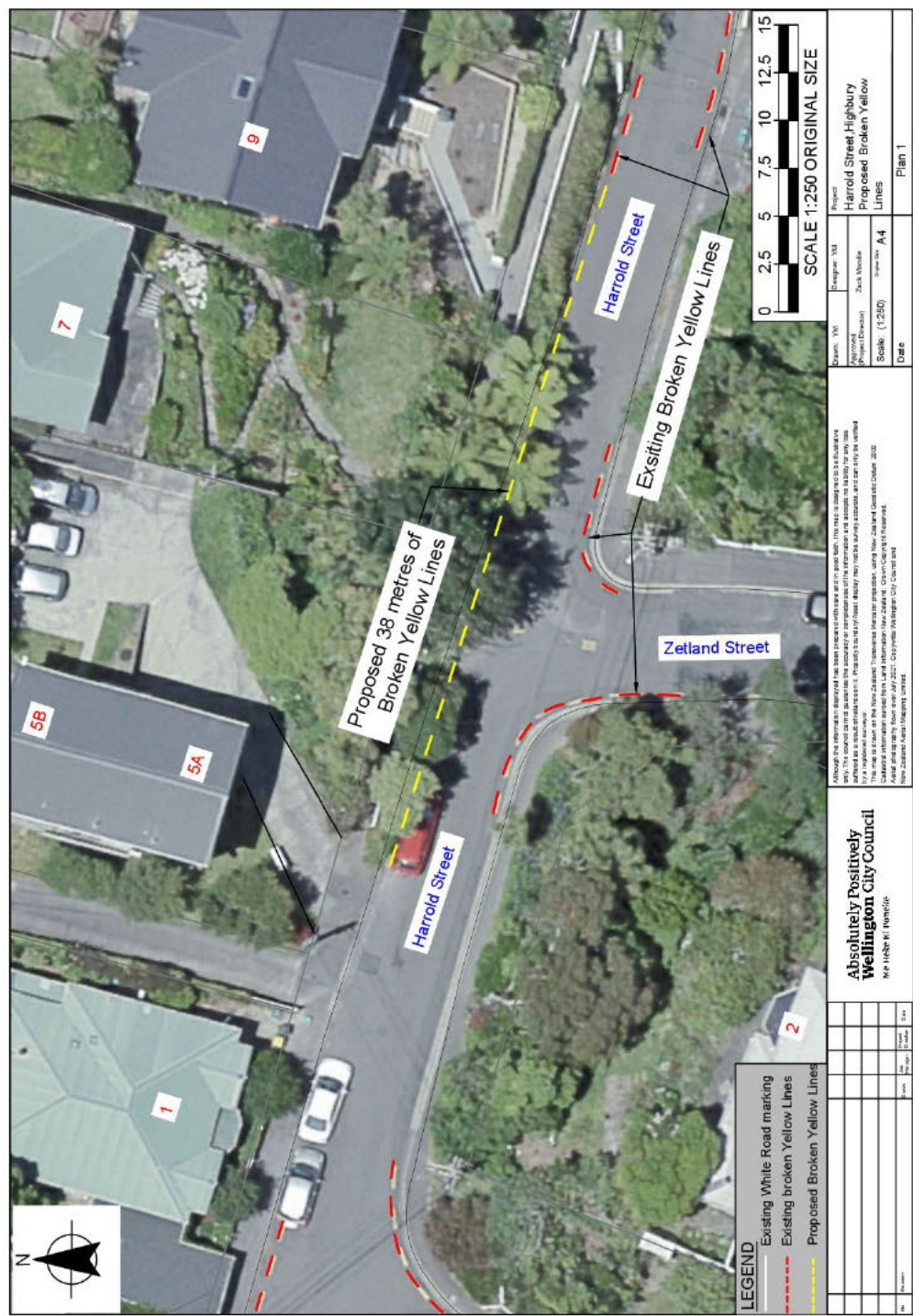
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	you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 11 July 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 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 94-22 Harrold Street, Highbury – Proposed Broken Yellow Lines



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 Resolution Schedule

Column One	Column Two	Column Three
Harrold Street	No stopping At All Times	North side, commencing 32.9 metres east of its intersection with Norna Crescent (Grid coordinates $x=1747176.75m$, $y=5427410.17m$) and extending in an easterly direction following the northern kerb line for 38 metres.

Prepared By: Yohannes Mesfun (Graduate Transport Engineer)

Approved By: Zackary Moodie (Team Leader Transport Engineering)

Date:

We are proposing a change in your area

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

Feedback Received:

Name: Mike Vautier

Suburb: Highbury

Agree: No

This would be quite disruptive to the current parking situation. We suggest an alternative option that would address the problem without causing so much impact.

- 1) add yellow lines on the south side of Harrold St (opposite numbers 3 and 5), not the north side.
- 2) extend the existing yellow lines on the north side a little, below Zetland St, i.e. outside number 9.

See diagram below.

Why this is preferable:

- this would allow cars to park where they normally do now. (Normally there are residents' cars parked on the north side. The problems arise when an occasional car is parked on the south side as well).
- drivers turning between Zetland and upper Harrold (which is most of the traffic) have better visibility
- more parks are retained
- the proposed approach could cause congestion with cars exiting and entering the driveways of numbers 3 and 5.

Attached diagram, showing alternative option:



Officer's Response: Thank you for your feedback on TR94-22 Harrold Street, Highbury – Proposed Broken Yellow Lines

We are proposing a change in your area

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The width of the road does not allow for parking on both sides of the road, as this restricts access for vehicles and emergency vehicles that may need to access this street. The broken yellow lines are proposed for the northern side of the street due to there being a footpath on the southern side and therefore safer for vehicles to park and exit their vehicles on this side of the road. The broken yellow lines are also extending over the intersection based on the Land Transport (Road User) Rule 2004 6.3 which outlines (2).

A driver must not stop, stand, or park a vehicle on any part of a road, whether attended or unattended, within an intersection or within 6 m of an intersection. There is also sufficient parking for two vehicles on the opposite side of the road.

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

Name: Input

Suburb: Highbury

Agree: No

This response will also be made by 7 and 9 Harrold who also share the same view. This would be quite disruptive to the current parking situation. We suggest an alternative option that would address the problem without causing so much impact. 1) add yellow lines on the south side of Harrold St (opposite numbers 3 and 5), not the north side. 2) extend the existing yellow lines on the north side a little, below Zetland St, i.e. outside number 7 Harrold Street. Refer to attached file please. Why this is preferable: - this would allow cars to park where they normally do now. (Normally there are residents' cars parked on the north side. The problems arise when an occasional car is parked on the south side as well). - drivers turning between Zetland and upper Harrold (which is most of the traffic) have better visibility - more parks are retained - the proposed approach could cause congestion with cars exiting and entering the driveways of numbers 3 and 5.



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer's Response: Thank you for your feedback on TR94-22 Harrold Street, Highbury – Proposed Broken Yellow Lines

The width of the road does not allow for parking on both sides of the road, as this restricts access for vehicles and emergency vehicles that may need to access this street. The broken yellow lines are proposed for the northern side of the street due to there being a footpath on the southern side and therefore safer for vehicles to park and exit their vehicles on this side of the road. The broken yellow lines are also extending over the intersection based on the Land Transport (Road User) Rule 2004 6.3 which outlines (2).

A driver must not stop, stand, or park a vehicle on any part of a road, whether attended or unattended, within an intersection or within 6 m of an intersection. There is also sufficient parking for two vehicles on the opposite side of the road.

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

Name: W_Patrick

Suburb: Highbury

Agree: No

I live at 9 Harrold Street and the proposal is to extend broken yellow lines outside my house. I agree that some more yellow lines are required on Harrold Street to prevent blockage of traffic. However, the current proposal is not the right one, because it removes two parking spots outside 5A Harrold Street. These are essential for garage-less local residents like me, and also for tradespeople, delivery people etc to access the path leading to numbers 7, 9 and 11 Harrold Street. Together with the other most-impacted residents (i.e. those living on the north side of Harrold Street), I believe there is a much better solution. This is shown in the attached image and involves: 1. Adding yellow lines on the SOUTH side of Harrold St (opposite numbers 3 and 5A), not the north side. 2. Extending the existing yellow lines on the north side a little, below Zetland Street, i.e. outside numbers 7 and 9 Harrold Street. Why this is preferable: 1. It allows residents to park where they normally do now. Normally there are residents' cars parked on the north side, outside 5A Harrold Street. The problems arise when an occasional car is parked on the south side as well. 2. It retains the spaces outside 5A Harrold Street for delivery vans, tradespeople etc. during the day. 3. Drivers turning between Zetland and upper Harrold have better visibility. Drivers entering and exiting lower Harrold have guaranteed access because of the yellow lines outside numbers 7 and 9. 4. More parks are retained. 5. The proposed approach will cause congestion outside numbers 1 and 2 Harrold Street, especially for cars exiting and entering the driveways of numbers 3 and 5.

We are proposing a change in your area

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



Officer's Response: Thank you for your feedback on TR94-22 Harrold Street, Highbury – Proposed Broken Yellow Lines

The width of the road does not allow for parking on both sides of the road, as this restricts access for vehicles and emergency vehicles that may need to access this street. The broken yellow lines are proposed for the northern side of the street due to there being a footpath on the southern side and therefore safer for vehicles to park and exit their vehicles on this side of the road. The broken yellow lines are also extending over the intersection based on the Land Transport (Road User) Rule 2004 6.3 which outlines (2).

A driver must not stop, stand, or park a vehicle on any part of a road, whether attended or unattended, within an intersection or within 6 m of an intersection. There is also sufficient parking for two vehicles on the opposite side of the road.

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

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

Supported. I note, however, that making car movements easier tends to make drivers drive faster. This is another Wellington street with only one footpath, and a configuration that means pedestrians are often needing to cross in awkward places. This is not a fit environment for fast vehicles. It should be reduced to 30kph (as should most of Wellington's small streets).

We are proposing a change in your area

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

Officer's Response: Thank you for your feedback on TR94-22 Harrold Street, Highbury – Proposed Broken Yellow Lines

Waka Kotahi NZ Transport Agency (NZTA) and WCC are working together on a plan to improve safety by reducing speeds in critical areas of the city. Lowering speed on our roads will help to minimise the severity of crashes when they occur. Lower speeds give road users a second chance to either avoid a crash or at least walk away from one if it happens.

WCC is committed to creating a safe transport system and we are currently working on gathering sufficient funding and resources available to review speed limits where the current limit doesn't match the road and the environment around it.

Highbury will be included for speed review

Once funding and resources are available, our engineering team will be looking at identifying critical roads in your area where lowering speed limits will positively impact the community living in the area. Given that the review of the speeds on our roads is still a work in progress, we are therefore unable to justify any immediate changes at this present time.

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

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

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR122-22 Chaytor Street, Karori – Bus Priority Lane
What we'd like to do	<ul style="list-style-type: none"> Revise the existing two resolutions for the bus priority lanes in Chaytor Street to give priority to buses on arterial roads where buses are routinely caught in traffic queues during the morning peak period into a single resolution to ensure consistency for the entirety of the bus lane.
Why we are proposing the change	<ul style="list-style-type: none"> The proposal to install bus priority lanes in Wellington City is to give priority to buses on arterial roads where buses are routinely caught in traffic queues during the morning peak period (7am - 9am). Introduction of bus lanes in these locations is also expected to reduce bus travel times, benefit passengers, and make the use of public transport more attractive. This programme is in line with Wellington City Council's commitment to encourage greater use of public transport, to help our environment and provide more efficient travel into the city. The bus lanes will be restricted to large passenger service vehicles, motorcycles, bicycles, Police and traffic enforcement vehicles, emergency vehicles, licensed small passenger service vehicles (in service/under hire) and any vehicle for a distance of not more than 50 metres for the purpose of turning into or out of side streets and properties. The bus priority lane restrictions will apply At All Times. The previous traffic resolutions are made up of two sections 170-01 from 2001 which is Mon- Fri and 100-04 from 2004- which is at all times. (as illustrated below). This new resolution will replace the x2 previous resolutions with one single resolution for the entirety of the Bus Lane and will be operational at all times 7 days a week. Wellington City Council are installing static cameras throughout the city as part of the 2021 LTP, in several identified bus lanes and high complaint areas, to assist Parking Services to provide efficient, effective, and consistent enforcement. The operating days and hours of the bus lane is required to be the same from start to finish of the bus lane to ensure it can be enforced efficiently and accurately using new static camera technology.
Location – where we propose to make the change	Chaytor Street: Karori Road to Birdwood Street
Impact	<ul style="list-style-type: none"> No impact as this TR is re-resolute existing bus lanes restrictions so they can be legally enforced.
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 while reducing private vehicle usage.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<ul style="list-style-type: none"> Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes
Additional Information	<ul style="list-style-type: none"> Average daily traffic count - 13,281 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 27 June 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 27 June 2022 and finishes at 5.00 pm Sunday 10 July 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 11 July 2022. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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

Traffic Resolution Plan: TR122-22 Chaytor Street, Karori – Bus Lane



We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Legal Description:

Delete from Schedule C (Turning and One Way Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Chaytor St	<i>Omnibuses Only, At All Times. Lanes may be used by bicycles, motorcycles police and traffic enforcement vehicles and any vehicle for a distance of 50m for the purpose of turning into or out of a side street or property</i>	<i>Kerbside south-bound lane, commencing 86 metres north/west of its intersection with Curtis Street and extending in a northerly direction following the eastern kerbline for 435 metres</i>
Chaytor St	<i>Omnibuses Only, Monday to Friday At All Times. Lanes may be used by bicycles, police and traffic enforcement vehicles and any vehicle for a distance of 50m for the purpose of turning into or out of a side street or property</i>	<i>Kerbside south-bound lane, commencing 86 metres west of its intersection with Curtis Street and extending in a southerly direction following the eastern kerbline for 315 metres</i>

Add to Schedule C (Turning and One Way Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Chaytor St	<i>Bus Lane, At All Times. Bus Lane may be used by bicycles, motorcycles, Emergency services, traffic enforcement</i>	<i>Kerbside south-bound lane, commencing 328m north/west of its intersection with Curtis Street (Grid coordinates X=1,746,839.135m Y= 5,428,168.948 m) and extending in a southerly direction following the eastern kerbline for 605 metres.</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<i>vehicles, passenger service vehicles and any vehicle for a distance of 50m for the purpose of turning into or out of a side street or property</i>	
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Prepared By: Mel Goodger (Parking - Commercial Operations)

Approved By: Zackary Moodie (Team Leader Transport Engineering)

Date:

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Pareesha Mehta-Wilson (GWRC)

Suburb: Wellington

Agree: Yes

Greater Wellington Regional Council (Greater Wellington) welcomes the opportunity to provide comments on Wellington City Council's (WCC) proposed Traffic Resolution TR122-22 (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 support all measures that are designed to provide for bus priority and to improve the reliability of travel time when using buses.

Greater Wellington supports the change to allow consistent and efficient enforcement of the bus lane at all times. This will ensure buses and other eligible vehicles are able to safely use the bus lane and pull in parallel with the kerb at bus stops without having to navigate parked vehicles. Enforcement of the bus lane will also ensure travel time from Karori is more reliable and open up the possibility of future improvements to public transport from Karori.

We look forward to continuing to work with WCC to improve public transport in Wellington City. Please let me know if you have any questions.

Officer's Response: Thank you for your feedback. Combining the existing two resolutions into one, will ensure we are able to implement consistent enforcement for the entirety of the bus lane from its beginning to end.

Name: CJV

Suburb: Brooklyn

Agree: Yes

I live in Brooklyn and work in Karori. I travel up and down Chaytor st 5 days a week. I support any measure to improve public transport in our city. Please also make it more clear through signage or paint that it can legally be used by bikes.

Officer's Response: Thank you for your feedback, we will be reviewing the signage as part of this process.

Name: Patrick Morgan (Cycling Action Network)

Suburb: Te Aro

Agree: Yes

We support this to improve bus travel time and enable more effective enforcement of the bus and bike lane.

Officer's Response: Thank you for your feedback

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

We are proposing a change in your area

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

Strongly supported. Bus priority is vital.

Officer's Response: Thank you for your feedback

Name: Mike Mellor (Living Streets Aotearoa)

Suburb:

Agree: Yes

We support this but given the importance of this stretch of road as part of the high-frequency bus network it should be a bus-only lane rather than a bus lane. Proper bus priority is vital, and more such lanes are needed.

Officer's Response: Thank you for your feedback. We need to ensure that we also allow access for cyclists, and vehicles turning onto Curtis St, and that existing carparks can still be accessed so a Bus Lane rather than a Bus Only Lane is more suited for these reasons. This new resolution does not change the existing restrictions in place, it is combining the two existing resolutions into one single resolution to ensure consistent operating hours for enforcement for the entirety of the bus lane from its beginning to end.

Name: jmar

Suburb: Mount Cook

Agree: Yes

I support enabling this bus lane to be enforced as it will make buses more reliable

Officer's Response: Thank you for your feedback. Combining the existing two resolutions into one, will ensure we are able to implement consistent enforcement for the entirety of the bus lane from its beginning to end.

Name: Sarah Melville

Suburb: Karori

Agree: Not Stated

We have lived at Chaytor Street for 25 years and support the prioritising of public transport.

We also know the importance of respectful and open consultation processes.

I look forward to hearing from.

Officer's Response: Thank you for your feedback. Combining the existing two resolutions into one, will ensure we are able to implement consistent enforcement for the entirety of the bus lane from its beginning to end.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR123-22 Gavaskar Place, Khandallah - No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> • Install No stopping At All Times
Why we are proposing the change	<ul style="list-style-type: none"> • Council has received concerns from local residents regarding vehicles parking on both sides of Gavaskar Place obstructing refuse/recycling trucks and emergency vehicles accessing the street. • The existing carriageway width measures 5.6 metres or below along this street which makes it difficult for larger vehicles to pass when there are vehicles parking on both sides of the street. • Officers propose to install No Stopping broken yellow lines along one side on the road to ensure adequate space for refuse/recycling trucks and emergency vehicles to access the street. • In response to the feedback we received from Councils initial consultation for TR59-22, we are now proposing broken yellow lines on the opposite side of the road following the western kerb line.
Location – where we propose to make the change	Gavaskar Place, Khandallah – outside no.4
Impact	<ul style="list-style-type: none"> • Improves safety and accessibility for service trucks and emergency vehicles • Net parking impact – removal of three 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 – Not available • 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 27 June 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

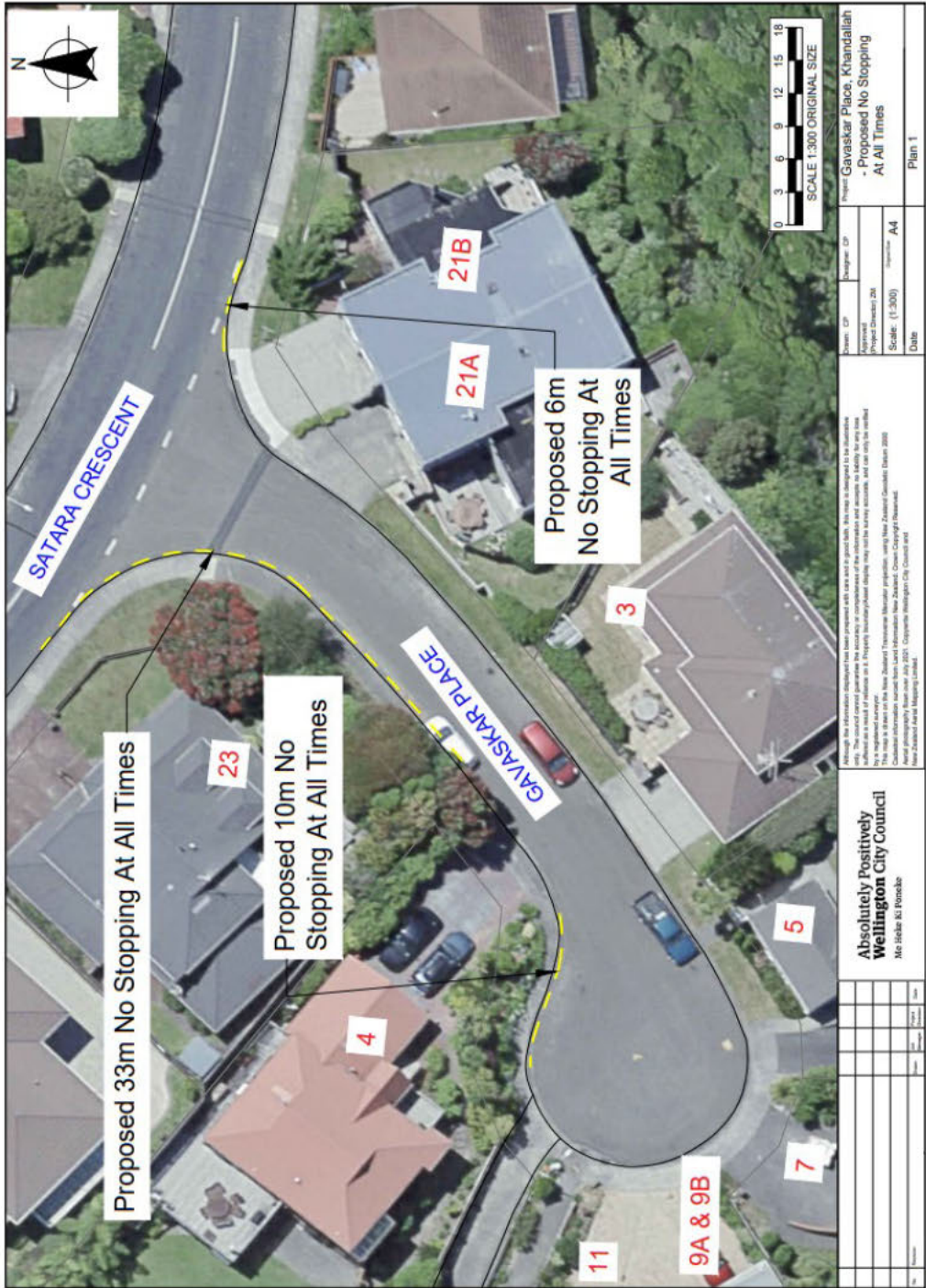
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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 7 June 2022 and finishes at 5.00 pm Sunday 10 July 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 11 July 2022.The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022.If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR123-22 Gavaskar Place, Khandallah - 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
Gavaskar Place	<i>No Stopping At All Times</i>	<i>West side commencing 36 metres from its intersection with Satara Crescent (Grid coordinates X=1748968.55m Y=5432693.74) and extending in a southerly direction following the western kerbline for 10 metres.</i>
Gavaskar Place	<i>No Stopping At All Times</i>	<i>West side commencing at its intersection with Satara Crescent (Grid coordinates X=1,748,994.35m Y=5,432,719.66m) and extending in a southerly direction following the western kerbline for 24 metres.</i>
Satara Crescent	<i>No Stopping At All Times</i>	<i>South side commencing at its intersection with Gavaskar Place (Grid coordinates X=1,748,994.35m Y=5,432,719.66m) and extending in a westerly direction following the southern kerbline for 9 metres.</i>
Satara Crescent	<i>No Stopping At All Times</i>	<i>South side commencing at its intersection with Gavaskar Place (Grid coordinates X=1,749,004.14m Y=5,432,714.76m) and extending in an easterly direction following the southern kerbline for 5 metres.</i>

Prepared By: Babitha Babu (Transport Engineer)

Approved By: Zackary Moodie (Team Leader Transport Engineering)

Date:

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

Supported.

Officer's Response: Thank you for your feedback on TR123-22 Gavaskar Place, Khandallah - No Stopping At All Times.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR124-22 Victoria Street, Te Aro - Authorised Vehicles Only, At All Times
What we'd like to do	<ul style="list-style-type: none"> Install Authorised Vehicles Only signage on the western side of Victoria Street located on the shared public footpath space.
Why we are proposing the change	<ul style="list-style-type: none"> We have received complaints from Wellington Water service maintenance teams regarding access to the underground wastewater treatment pump station located on Victoria Street. This critical piece of infrastructure requires 24-hour access in an event of an emergency and during regular maintenance. Wellington Water on many occasions have found private vehicles blocking access to the hatches due to vehicles parking on the public footpath where the hatches are located. We propose the installation of signage for no parking except for Authorised Vehicles only, so that Wellington Water can safely access the wastewater pump station during regular maintenance and emergency events and deter people from parking in this location. We propose dedicating a zone that vendors can book through the Street Activities team as part of trading in public places (ie. Food trucks, market stalls, etc.). Vendors would be provided a map showing which space within that zone they can use.
Location – where we propose to make the change	Victoria Street, Te Aro – outside no.154
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for Wellington Water drainage vehicles. Pedestrian impact – positive impact providing more footpath space but also ensuring no vehicles are parked in this location unless for maintenance of the pump station or an emergency. Allows for potential use of public space for events and/or trading in public places.
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"> 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 27 June 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 27 June 2022 and finishes at 5.00 pm Sunday 10 July 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 11 July 2022.The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022.If approved, the proposal will be installed within the following three months.

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

Proposed Area to be provided for food-trucks and market stalls.
Construction not required

Proposed No Parking (except for authorised vehicles) Sign to be mounted on post

FOOTPATH

Wellington Water access point

VICTORIA STREET

Proposed No Parking (except for authorised vehicles) Sign to be mounted on post

Proposed Gubnaster Textile Indicators 30mm diameter, placed at approx. 100mm spacing, to be aligned with pavements.

LEGEND

- No Parking except Authorised Vehicles
- Street market stall/hot food Zones

SCALE 1:100 ORIGINAL SIZE

Project: PMD	Design: PMD	Drawn: PMD
Approved:	Approved:	Approved:
Scale: (1:100)	Scale: (1:100)	Scale: (1:100)
Date: 28/09/2023	Date: 28/09/2023	Date: 28/09/2023

Project Volunteer Corner/Middle Street Proposed Changes

Plan 1

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Victoria Street	<i>Authorised Vehicles only, At All Times</i>	<i>West side, commencing 111 metres north of its intersection with Ghuznee Street (Grid coordinates X=1,748,530.03 m, Y=5,427,238.73 m) and extending on the footpath in a northerly direction between the western kerbline and property boundary for 40 metres (Refer to attached plan – Yellow and Blue boxes)</i>

Prepared By: Paige Boyd (Graduate Urban Designer)

Approved By: Zackary Moodie (Team Leader Transport Engineering)

Date:

We are proposing a change in your area

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

Feedback Received:

Name: CJV

Suburb: Brooklyn

Agree: Yes

I support clear signage for parking here.

Officer's Response: Thanks for providing your feedback and for supporting TR124-22 Victoria Street

Name: Andrew Lensen

Suburb: Te Aro

Agree: Yes

Tēnā koutou, I would like to write in support of this change to install "authorised vehicle only" signs and add zones for vendors on this part of Victoria Street. As a current resident on Victoria Street, and soon to be moving into the new apartments opposite this area, it will be great to know that more action is being taken to prevent private vehicles from blocking the footpath and to support placemaking in the city. However, I do think this TR could be improved by removing the on-street parking adjacent to this space on Victoria Street. This would allow for the extension of the footpath in the area (e.g. adding boardwalks, akin to what is proposed for Dixon St). The reason I believe this change should be included is that adding street vendors to this space would still incur a loss of space for pedestrians - however, I think this is justified and can be mitigated by taking more space from on-street parking. Thank you for considering my submission and I look forward to speaking to it. Ngā mihi, Andrew Lensen

Officer's Response: Thanks for providing your feedback and for supporting TR124-22 Victoria Street

Name: Patrick Morgan (Cycling Action Network)

Suburb: Te Aro

Agree: Yes

We support this to enable Wellington Water to access the pumping station.

Officer's Response: Thanks for providing your feedback and for supporting TR124-22 Victoria Street

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

Supported. This is, however, another good illustration of why WCC needs to enforce parking on footpath rules. On an average walk from Wesley Road to Manners St I would generally have to cope with 2-3 vehicles parked on the footpath. Plus several vehicles sticking out of garages that were not built for SUVs, and some seriously deficient footpaths.

Officer's Response: Thanks for providing your feedback and for supporting TR124-22 Victoria Street

Name: Mike Mellor (Living Streets Aotearoa)

Suburb:

Agree: Yes

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

We support protecting Wellington Water access and using appropriate public space for events, but we do not support allowing vehicles to access and park on existing footpaths. (We do not understand the term “shared public footpath space” used here. We understand that the space here is a footpath, which means that it is neither a shared space nor a shared path).

The impact on pedestrians is said to be “positive impact providing more footpath space”, but no such additional space is shown, the proposal actually being to reduce effective footpath space by allowing parking on it; and it is unclear how providing such parking will help in “ensuring that no vehicles are parked in this location”.

Officer’s Response: Thanks for providing your feedback and for supporting TR124-22 Victoria Street

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR125-22 Bolton Street and The Terrace, Wellington Central – Give Way control intersection
What we'd like to do	<ul style="list-style-type: none"> Install a Give Way control on Bolton Street at its intersection with The Terrace.
Why we are proposing the change	<ul style="list-style-type: none"> Council has received a public enquiry regarding the lack of adequate priority control at the intersection of Bolton Street with The Terrace. This is an intersection between a Local and an Arterial Road, with medium traffic volumes. The investigation undertaken by our Council engineers indicates that the current layout of the intersection is not considered standard, with a total of four recorded crashes over the past five years (2017-2022). A Give Way control at the intersection of Bolton Street with The Terrace will help improve driver conspicuously for drivers and reduce the crash likelihood.
Location – where we propose to make the change	Bolton Street at its intersection with The Terrace, Wellington Central.
Impact	<ul style="list-style-type: none"> Safer turning for vehicles at this intersection
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: 2,040 (Bolton Street) and 9,518 (The Terrace) 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 27 June 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 27 June 2022 and finishes at 5.00 pm Sunday 10 July 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

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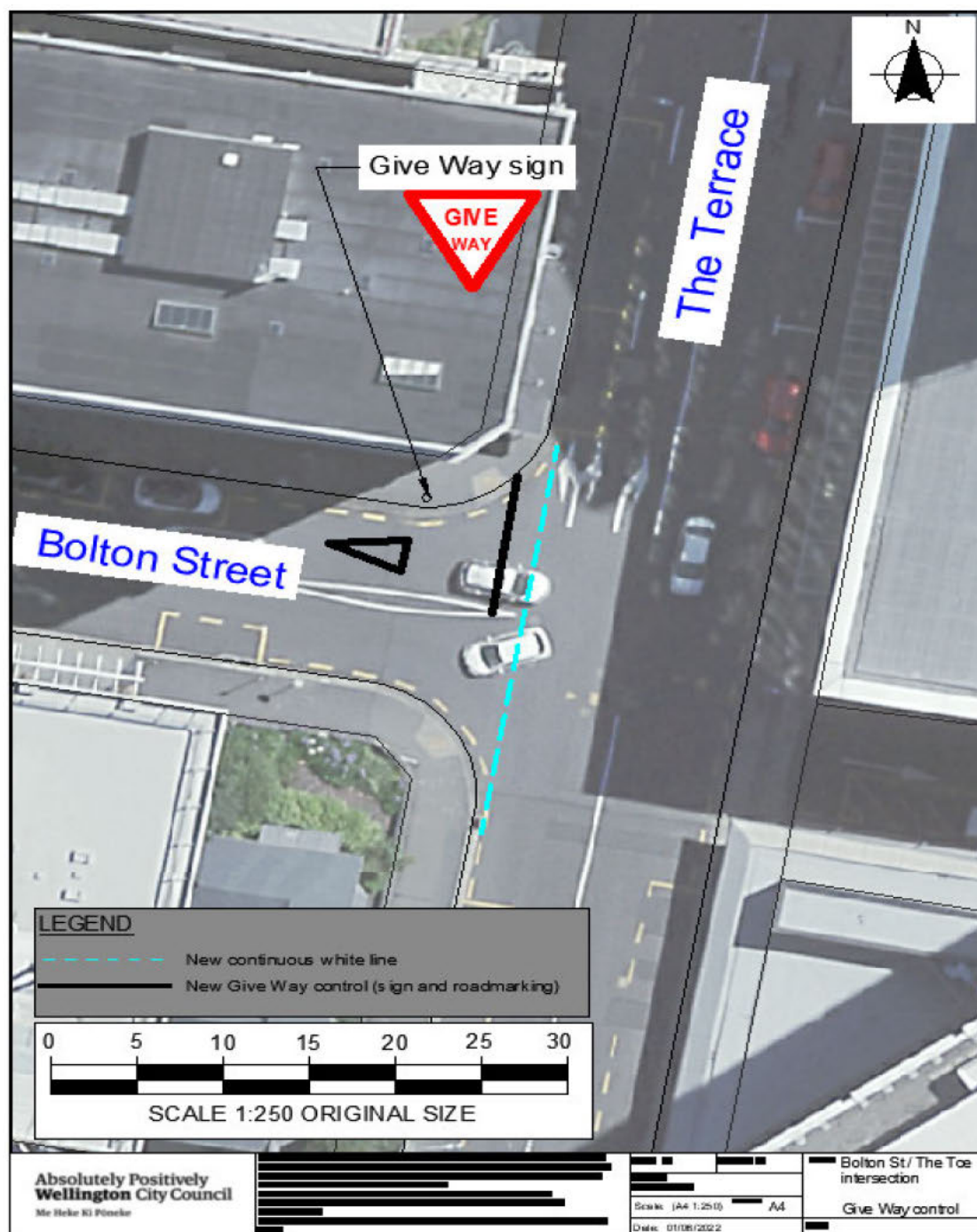
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	you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 11 July 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022.3. If approved, the proposal will be installed within the following three months.

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**Traffic Resolution Plan: TR125-22 Bolton Street and The Terrace, Wellington Central – Give Way
control intersection**



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Legal Description:

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

Column One	Column Two	Column Three
Bolton Street	<i>The Terrace</i>	<i>North western side, commencing 1.5 metres west of its intersection with The Terrace (Grid coordinates X=1,748,682.66m Y=5,428,681,98m)</i>

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

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

Date:

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Feedback Received:

Name: psykke

Suburb: Churton Park

Agree: No

Not enough. Make a speedbump type pedestrian crossing here as well including a stop. Currently very dangerous to cross as a pedestrian.

Officer's Response: Thanks for your feedback on TR125-22 Bolton Street and The Terrace, Wellington Central – Give Way control intersection. The referred section of Bolton Street currently operates in a 30km/h speed environment. With existing broken yellow lines at the intersection, pedestrians crossing Bolton Street (north to south, or vice-versa) can be seen by drivers at a point further away. Our investigation indicates that the intersection of Bolton Street with The Terrace operates relatively safe for pedestrians, with no record of crashes at this point. Therefore, we are unable to justify a crossing point at this moment, however, council officers will continue monitoring pedestrian demand and if justifiable, we may include a pedestrian crossing on our Minor Works prioritisation list, which is subject to funding availability.

Name: Rachel Brown

Suburb: Kelburn

Agree: Not Stated

This proposal for this corner of Bolton Street and The Terrace is long long overdue. I have lived in the area for more than 40 years and in nothing has changed to this corner, despite traffic increasing as two hotels were built, parking buildings put in and an office block and conversion of a building to an apartment block.

However I think that a Give Way is not sufficient and that it should be STOP sign.

1. In addition there is a need for a pedestrian crossing. I note the number of pedestrians using the intersection is not recorded as part of the WCC information, yet pedestrians wait for cars to move off the corner, and pedestrians are ducking and diving around cars.
2. Cars also use the intersection to do a U-turn i.e. turn right from The Terrace into Bolton Street and then left towards the Beehive. This then holds up traffic more.
3. The provision of Mevo spaces on the northerly side of Bolton Street prevents there being two lanes of traffic in the late afternoon in Bolton Street – one waiting to turn left and one to turn right. It would be great if the Mevos were moved to other side of the road.
4. A further addition needed is for the space in front of Bolton Street on The Terrace being cross hatched yellow – for example Glenmore Street in front of St Mary's Street (actually for some reason this area is not as necessary as it was some years ago. A space here would allow cars to move freely.

Officer's Response: Thanks for your feedback on TR125-22 Bolton Street and The Terrace, Wellington Central – Give Way control intersection. Please find out our response to the enquiries below:

- Request for a pedestrian crossing

The referred intersection of Bolton Street/The Terrace currently operates in a 30km/h speed environment. With existing broken yellow lines at the intersection, pedestrians crossing Bolton Street (north to south, or vice-versa) can be seen by drivers at a point further away.

Our investigation indicates that the intersection of Bolton Street with The Terrace operates relatively safe for pedestrians, with no record of crashes at this point. Therefore, we are unable to justify a

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crossing point at this moment, however, council officers will continue monitoring pedestrian demand and if justifiable, we may include a pedestrian crossing on our Minor Works prioritisation list, which is subject to funding availability.

- Vehicles making U-turn movements

A site visit has been undertaken multiple times and we could not notice vehicles making U-turn movements at this intersection. Furthermore, our database did not indicate public enquiries made to our Transport Engineering team with complaints related to vehicles making U-turns at this intersection. We will continue to monitor this issue over the course of the year.

- Provision of car share to spaces be moved on the northerly side of Bolton Street

The current location of the car share spaces does help users to easily access these spaces from dense areas (i.e.: The Terrace and Bowen Street) so users of car share spaces. Moving the car-share spaces to the northerly side of Bolton Street is likely to discourage the promotion of alternative modes of transport.

- Yellow hatching at the intersection

Our current policy to implement yellow hatchings is limited to intersections of roads that give access to narrow roads or sites where Emergency services need to access, such as Fire Stations and Hospitals. These requests, however, are looked at on a case-by-case basis.

Given that the intersection of Bolton Street with The Terrace is for both wider roads, for consistency matters we are unable to justify implementing yellow hatchings.

Name: Patrick Morgan (Cycling Action Network)

Suburb: Te Aro

Agree: Not Stated

It's unclear how adding a Give Way control at this location will address the identified issue. The priority rules already mean turning traffic must give way. To reduce the risk of crashes we suggest the Council:

- lowers traffic speeds through traffic calming and setting 30 kmh speed limits
- sharpen the radius of the corner to reduce travel speeds
- consider installing a Stop control.

Officer's Response: Thanks for your feedback on TR125-22 Bolton Street and The Terrace, Wellington Central – Give Way control intersection. Please find out our response to the enquiries below:

- Lower traffic speeds through traffic calming and setting 30km/h speed limits

The referred intersection of Bolton Street/The Terrace currently operates in a 30km/h speed environment, and we are considering extending these speed limits as part of a wider plan that Waka Kotahi NZ Transport Agency (NZTA) and WCC are working to improve safety by reducing speeds in other urban environments, such the continuation of Bolton Street (towards Kelburn).

- Sharpen the radius of the corner to reduce travel speeds

The referred intersection of Bolton Street/The Terrace currently operates in a 30km/h speed environment. As verified in our speed count data, drivers travel in a slow speed environment, particularly when making turning movements. At this stage, we are unable to justify such changes.

- Consider installing a Stop control.

As per NZTA's guidelines, a Stop control should be only installed where drivers don't have visibility of oncoming cars from a point of 9m of the intersection or less, otherwise, a Give Way control priority should be installed. For consistency matters, we will keep the Give Way control as our traffic guideline instruct us.

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Name: Paula Warren

Suburb: Kelburn

Agree: No

No, this is not the answer to the real problem and may add to the problem.

The real problem is that this is a very high pedestrian movement zone, particularly at peak hours, and it is a nightmare. This is the route I use to get to the railway station, often dragging a trolley full of tools for a day out in a restoration project. Because the area around Whitmore is not designed for pedestrians, and there is no easy way to get into Woodward St without using steps, by the far the best route is to follow the Terrace, cross to the Beehive, walk down Bowen and through the cenotaph area, and then cross in front of the university and into the underpass at the end of that. Which is all quite nice except for Bolton Street.

You need to square up the intersection by putting kerb extensions in at the corners, so the crossing distance is shorter, traffic turning into Bolton has to slow down more to get around the square corner, it's easier to see the traffic when starting the crossing, and the traffic is more likely to notice the pedestrian. Ideally a zebra crossing, but otherwise make the give way a stop sign so pedestrians can be sure the motorist is noticing them. A car at a give way sign is just concentrating on traffic in the street and trying to get through without stopping. That means they really don't think about pedestrians at all – don't even look at that part of the street.

Officer's Response: Thanks for your feedback on TR125-22 Bolton Street and The Terrace, Wellington Central – Give Way control intersection. The referred section of Bolton Street currently operates in a 30km/h speed environment. With existing broken yellow lines at the intersection, pedestrians crossing Bolton Street (north to south, or vice-versa) can be seen by drivers at a point further away.

Our investigation indicates that the intersection of Bolton Street with The Terrace operates relatively safe for pedestrians, with no record of crashes at this point. Therefore, we are unable to justify a crossing point at this moment, however, council officers will continue monitoring pedestrian demand and if justifiable, we may include a pedestrian crossing on our Minor Works prioritisation list, which is subject to funding availability.

Regarding implementing a Stop Control, as per NZTA's guidelines a Stop control should be only installed where drivers don't have visibility of oncoming cars from a point of 9m of the intersection or less, otherwise, a Give Way control priority should be installed. For consistency matters, we will keep the Give Way control as our traffic guideline instruct us.

Name: Mike Mellor (Living Streets Aotearoa)

Suburb:

Agree: Neutral

We do not oppose this, but we are surprised that no mention appears to be made of pedestrians, major users of this intersection. Any alterations here need to facilitate pedestrians crossing, such as squaring off the corners with The Terrace, reducing their radius, which will also help slow traffic down.

Officer's Response: Thanks for your feedback on TR125-22 Bolton Street and The Terrace, Wellington Central – Give Way control intersection. The referred section of Bolton Street currently operates in a 30km/h speed environment. With existing broken yellow lines at the intersection, pedestrians crossing Bolton Street (north to south, or vice-versa) can be seen by drivers at a point further away.

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Our investigation indicates that the intersection of Bolton Street with The Terrace operates relatively safe for pedestrians, with no record of crashes at this point. Therefore, we are unable to justify a crossing point at this moment, however, council officers will continue monitoring pedestrian demand and if justifiable, we may include a pedestrian crossing on our Minor Works prioritisation list, which is subject to funding availability.

Name: citiesareforpeople

Suburb: Te Aro

Agree: Yes

I cross this intersection often as a pedestrian and sometimes in a car. A give way control would encourage drivers to look more carefully before entering The Terrace and give a clearly marked place to stop. I think this would improve safety for both pedestrians and drivers.

Officer's Response: Thanks for your feedback on TR125-22 Bolton Street and The Terrace, Wellington Central – Give Way control intersection.

Name: Andrew Ecclestone

Suburb:

Agree: Yes

I'm writing to provide support for the proposal to install a Give Way control at the intersection of Bolton Street with The Terrace.

I have crossed this junction many times as a pedestrian and have always been worried about the way cars approach it. Because there is no stop line on the road surface, or Give Way sign, cars approaching the junction down Bolton Street often treat the turn on to The Terrace as their right of way. Because there is no indication they should come to a halt before making the manoeuvre, it puts pedestrians at risk. This is a busy footpath, and the lack of traffic control markings is out of keeping with the standards people expect.

The absence of a line behind which cars should wait before turning on to The Terrace also increases the risk of accidents with other vehicles. Particularly at busy times, The Terrace can have numerous vehicles parked on either side of the road, which reduce visibility North-South along The Terrace, making turns from Bolton Street more hazardous.

I urge the Council to install at least a Give Way control at the junction, if not a Stop sign.

Officer's Response: Thanks for your feedback on TR125-22 Bolton Street and The Terrace, Wellington Central – Give Way control intersection. We expect safety to be improved as you described. With regards to the justification for us not implementing a Stop Control - as per NZTA's guidelines a Stop control should be only installed where drivers don't have visibility of oncoming cars from a point of 9m of the intersection or less, otherwise, a Give Way control priority should be installed. For consistency matters, we will keep the Give Way control as our traffic guideline instruct us.

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Kia Ora,

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

Proposal:

Reference	TR126-22 Havelock Street, Mornington – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 24 metres of No Stopping At All Times on Havelock Street. This Traffic Resolution has been amended to install <u>24 metres</u> of No Stopping At All Times on Havelock Street. As opposed to the proposed 26 metres during consultation.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety and accessibility concerns from residents regarding parking Havelock Street. The road width on the bend outside no.25 measures 6.5m which results in vehicles regularly parking on the footpath obstructing pedestrian access and access for large emergency vehicles. The road width outside no.23 measures 4.2m which also results in vehicles parking on the footpath. Officers have determined the road width is too narrow for parking on both sides of the bend outside no.25 and too narrow for parking either side outside no.23. Therefore, officers propose installing No Stopping Broken Yellow Lines on Havelock Street to improve vehicle accessibility and an unobstructed footpath for pedestrians.
Location – where we propose to make the change	Havelock Street, Mornington – Between no.23 & no.27
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for emergency vehicles and pedestrians. Net parking impact – removal of 4 unauthorised carparks Pedestrian impact – positive. Pedestrians 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 27 June 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

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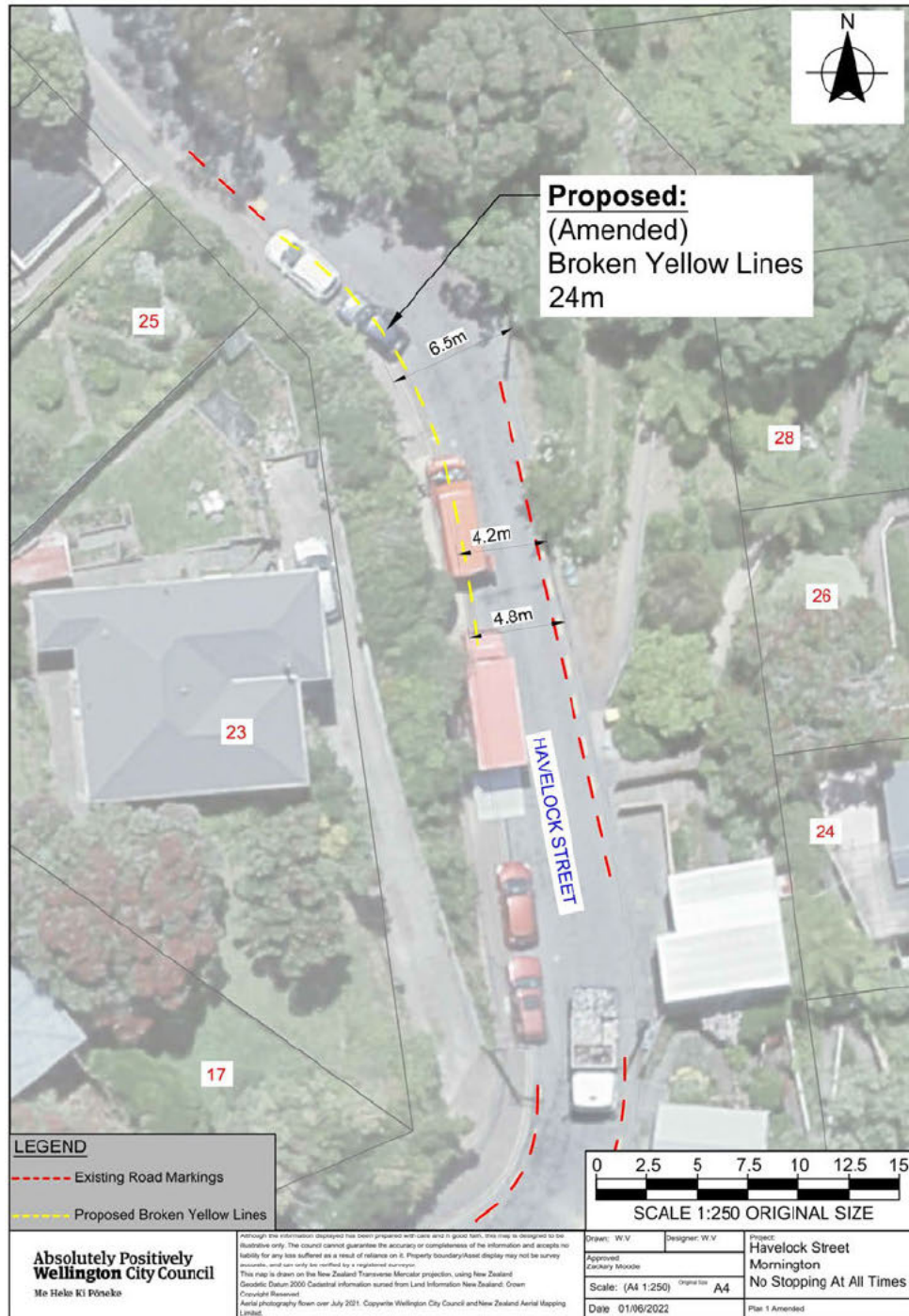
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	<p>https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 June 2022 and finishes at 5.00 pm Sunday 10 July 2022.</p> <ul style="list-style-type: 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 11 July 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022.3. If approved, the proposal will be installed within the following three months.

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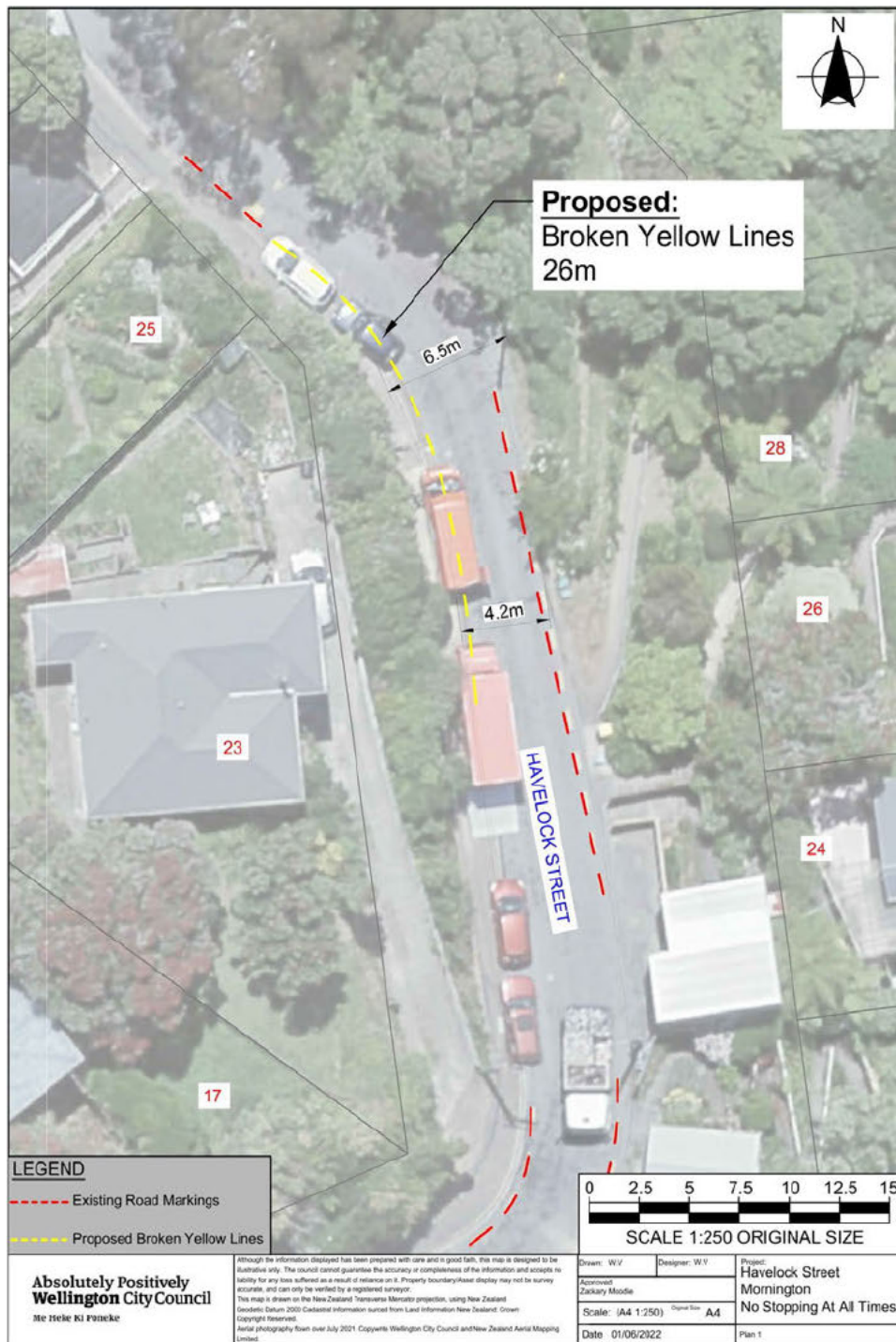
Amended Traffic Resolution Plan: TR126-22 Havelock Street, Mornington – No Stopping At All Times



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Original Traffic Resolution Plan: TR126-22 Havelock Street, Mornington – No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
Havelock Street	<i>No Stopping At All Times</i>	<i>North Side, commencing 192 metres north-east of its intersection with Farnham St. (Grid Coordinates X= 1,747,757.3204 m, Y 5,424,435.768 m) and extending for 5 metres in a northerly direction.</i>

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

Column One	Column Two	Column Three
Havelock Street	<i>No Stopping At All Times</i>	<i>West Side, commencing 166 metres north of its intersection with Farnham St. (Grid Coordinates X = 1,747,757.3204 m, Y = 5,424,435.768 m) and extending in a northerly direction following the western kerbline for 31 metres.</i>

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

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

Date: 11/05/2022

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Feedback Received:

Name: Patrick Morgan (Cycling Action Network)

Suburb: Te Aro

Agree: Yes

We support this.

Officer's Response: Thank you for your feedback.

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

Strongly support. This is another street with totally inadequate footpath provision, so cars need to be kept off.

But I note that one of the reasons people park on the footpath is because you have been encouraging them to do so by not enforcing the rules and putting out public statements that effectively say it's ok as long as a skinny person can squeeze through.

Officer's Response: Thank you for your feedback.

Parking officers attend scheduled problem areas and callouts from the public as they occur. This parking behaviour will be heavily enforced going forward due to the new council parking policy, which has banned all parking on all council footpath and berm areas. If you notice this parking behaviour, please call 04 499 4444 with the details of the vehicle and our parking wardens will attend.

Name: Mike Mellor (Living Streets Aotearoa)

Suburb:

Agree: Yes

We support this.

Officer's Response: Thank you for your feedback.

Name: Jason & Melissa Neale

Suburb: Mornington

Agree:

I have attached far end Havelock Street, Mornington residents' response, feedback, comments and photos combined into one document for 24 onwards.

In summary:

- Residents using street parking have put forward a compromise with "focus on safety and accessibility through the street" allowing access for large emergency vehicles at 2.7m, legal parking and full use of footpath.

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- Request is for a five-metre reduction (one standard carpark) opposite 28, 30 and 32 access pathways.
- I had an almost 80% response through talking to people and invitation to street meeting at 28 Havelock Street, on Saturday, 9th July at 3.15pm. I have kept comments from both sides. Do note 25 not affected with long private drive although may be asked to maintain bank and overgrowth.

Dear Regulatory Processes Committee,

Residents have discussed the proposed “No Stopping At All Times” at an open to all meeting at 28 Havelock Street and verbally (door to door) 78% have provided feedback summarised below, those most affected have put forward the below compromise which maintains safety and accessibility through the street.

All residents requested berms to be improved and/or widened to improve vehicle accessibility in general, WCC puts checks in place to regularly maintain footpath access, cut back current bank overgrowth (see photo's) and the bank strengthened to prevent slips.

Reference	TR126-22 Havelock Street, Mornington – No Stopping At All Times
Compromise affected residents	<ul style="list-style-type: none"> • 21 metres instead of 26 metres of No Stopping At All Times on Havelock Street Note: <ul style="list-style-type: none"> ➤ Net parking impact is closer to 6 vehicles, not 4 unauthorised (if parked on footpath) as stated in WCC proposal.
Location - No Stopping lines	<ul style="list-style-type: none"> • Reduction of 5 metres from proposed 26 metres (1 standard carpark, based on Petone parking length 5m x width 2.2m) furthest from 25 Havelock Street existing yellow lines. • Yellow lines to stop opposite number 28, 30 (32) footpath access at start of council reserve maintained by residents providing access to road, footpath, and street parking. • Reference photo shows countdown truck with sufficient space with legally parked car outside number 28, 30 (32). Note: <ul style="list-style-type: none"> ➤ Road to berm at top of 28, 30 is wider than shown in illustration (approx. 6 metres). ➤ Residents have also asked for narrow berm's opposite footpaths to be sealed on any roading upgrade or maintenance improving access for emergency vehicles and road use in general from 28 to 36 Havelock Street.
Key feedback residents with street parking	<ul style="list-style-type: none"> • Maintains “focus on safety and accessibility through the street” allowing access for large emergency vehicles at 2.7m, legal parking and full use of footpath. • Resident at 28 suffers from asthma with six medical events requiring close access to private vehicle for husband to take her to Emergency Department. A legal parking space opposite property reduces risk off a long walk whilst suffering from short breathing. • Those at house meeting agreed to work together regarding considering others when parking legally. Two SUV already are left the bigger legal parking spaces providing over 3 metre access for emergency vehicles. • Other residents have purchased smaller cars less than 1.8m wide.

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Impact	<ul style="list-style-type: none"> Net parking impact higher than started in proposal and will result in more residents parking further away from houses. Concern raised for those before 24 in rental properties with young children potentially having to park further away from their properties on side of street without footpath. Affected residents disappointed no residential parking option, Engineering team referred to WCC website which clearly states not available in Mornington. Many residents cannot use public transport to get to their work or need vans as part of their trades.
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Resident Feedback / Comments

Havelock Street residents directly affected with reduced parking who either attended open resident meeting Saturday, 9th July at 28 Havelock Street and/or provided verbal concerns are shaded below.

Street Number			
24 (No footpath side)	2 private vehicles, 2 work vans	2 work vans	Double garage (Vehicles)
26 (No footpath side)	2 private vehicles		Street parking
28 (No footpath side)	1 private vehicle (Small)		Street parking
30 (No footpath side)	1 private vehicle (Small)		Street parking
32 (No footpath side)	1 private vehicle (SUV)		Street parking
34 (No footpath side)	1 private vehicles (SUV)		Street parking
36a (No footpath side)	1 private vehicle (Medium)		Street parking
36b (No footpath side)	1 private vehicle (Medium)		Street parking
38 (No footpath side)	1 private vehicle (Small)		Parked off-street on private drive
Street Number			
23	Private vehicles		Parked off-street on private drive
25	N/A		Back section access
27	2 private vehicles		Double garage
29	1 private vehicle		Street parking
31a	1 private vehicle		Garaged
31b	1 private vehicle		Street parking
33	1 Private vehicle		Garaged
35	1 private vehicle (Small)		Street parking
37	Unknown		Double garage

Unbiased feedback and comments are summarised below from 14 residents (78%) from 18 properties listed above.

- An increase in rental properties on street with work vans has increased the number of vehicles requiring parking. Those attending agreed to work together to better utilise legal parking available.
- 3 households raised concerns with ambulance and fire emergency services access to the end of Havelock Street. One commented on an incident 3 years ago with ambulance was unable to reach house, yellow line on corner close to 25 should mitigate this risk of occurring again.

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- Number 28 raised issue of having legal parking close to house with six occasions resident having severe Asthma was able to walk slowly to car and then be taken to Wellington Hospital (Documented and occurred monthly over a period of six months) change of weather often triggers Asthma issues.
- 2 households raised the issue of rubbish collection been missed, although on occasion this has also been caused by bad parking or large vehicles at the start of the street (as stated above yellow lines on corner should resolve this issue)
- Only one commented on ability to use the footpath, however all acknowledged some would have concerns.
- Residents from 24 to 36a commented they do not use the footpath, partly due to the side of street they access the road.
- Several residents have purchased smaller vehicles (see reference photo's).
- Most residents asked for the street to be widened with some commenting the footpath should be removed (understand not an option from Transport Engineering response however comments recorded).
- Those attending meeting at house, all requested the WCC maintain the footpath, strong comments made regarding overgrown bank between 23 to 25, poor lighting (partly due to overgrowth).
- Request if yellow lines assurance provided that the bank would be maintained to ensure good access for all not an overgrown footpath.

Other considerations:

- On average over the last two weeks 6 to 7 vehicles have parked overnight in the proposed "No stopping At All Times", these vehicles will be displaced and impact on limited parking spaces close to the above residential house.
- Distance shown in photo at 4.2m is a pinch point, more roading available and berms could be improved for better vehicle access in general.
- No Stopping At All Times move parking issues along street, we already have Uber and Apex rentals vehicles using Havelock Street for safe storage whilst not in use.
- Issue raised affected residents at the other part of street and in particular those with young children having to monitor to get to cars (these rentals properties are on side without footpath between 18 and 22, Havelock Street)
- Residents also raised concerns those attending family events, extramural and sport activities at night are likely to need to park further away with parking taking and not happy to be walking long distances in dark and wet conditions.
- Shift workers also expressed similar concerns that less parking would result in more random parking of those at start of street or unable to find parking in Farham Street, resulting in having to park a further away.

Reference Photo's:

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Countdown truck



Smaller vehicles chosen by local residents



Overgrowth hard to see in photo, blocks path for walkers this is also the problem corner with vehicles parking on footpath and also preventing drain from been cleaned (often by local residents).

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Request to cut back flax and overhang outside 30 shown above to provide better access for Fire Engine or larger vehicle, note residents at 28, 30 and 32 regularly maintain this council reserve and access to their properties. Flax a little harder to cut back and maintain without the correct equipment and tools.

Officer's Response: Thank you for your feedback.

The plan has been reviewed and will remove 2 metres of No Stopping Lines from the proposed plan. This will add enough kerb length to retain one more unrestricted carpark and keep the narrowest width (4.2m) of the road clear.

Pending the approval of this Traffic Resolution, once the No Stopping Lines have been installed and the footpath is clear, please contact WCC with location details and pictures of the foliage obstructing the footpath. A service request will be created so our Trees Team can attend this area.

We appreciate your efforts to come together and provide feedback.
Nga mihi

Name: Penny Pepperell

Suburb: Mornington

Agree: Yes

This is not a submission - I know they have closed - but to provide some background context should it be useful at the Regulatory Review Committee hearing.

I have only just seen a copy of the submission by a few residents who may be affected by the proposed no parking restrictions around the problem corner on this street. I expect I was not

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approached to attend the meeting as I live right at the end of the street and have a double garage (erected by us to replace a falling down single garage about 34 years ago). The submitters may or may not be aware that I emailed parking enforcement in February this year emphasising the problem after the fire engine was unable to get around the corner to help with a very large slip occurring behind my property on the night of the cyclone. This happened at midnight 12 February. It was a wild night and I expect most residents did not hear the fire engine (my upstairs neighbour was sound asleep when a fireman checked, and unaware the hillside below her house disappearing). Fortunately, the fire service was able to assist with shovels after walking to the house. A number of years ago an ambulance could not get through to attend to my upstairs neighbour. I wonder if the mentioned reference of one resident to an ambulance unable to reach a house three years ago relates to the night nearly 4 years ago when my husband died suddenly from heart failure and all the emergency services (fire, ambulance and police) arrived. I wasn't out checking on the street.

I am 100% behind this long overdue proposal. I have been in this house for 36 years and have noticed the huge increase in car storing along it. Granting concessions to a few residents would be counterproductive. Locals park right over the footpaths where the existing yellow lines are, as it is. The mention of vehicles parked over the drain so it cannot be cleared by locals amuses me. I am pretty sure that I am the only local that ever clears that drain. In advance of a recent bad weather warning, I cleared a massive build-up from the side I could get to around the car parked on it. Later I cleared the rest after the owner must have got the hint and moved the car back from the drain - without bothering to clear it of course. Similarly, in regard to growth overhanging the footpath. A couple of years ago I cut back overhanging trees making footpath access on the yellow marked corner below no 17, very difficult. To my amazement, a vehicle promptly parked itself on the footpath in the space I had cleared for pedestrians! Anyway, my point is simply that assurances by residents to be considerate parkers cannot be relied upon.

I would, however, agree with the submitters that the berm on the road outside numbers 28 to 34 could be improved to encourage better parking. Maybe markers to show the edge of the bank would be sufficient. As it is, a vehicle parking lawfully opposite the garage to 31 makes turning around nigh impossible. This end of the street sees many vehicles using it as turn-around space. Some people come into the street not realising it is a dead end but there is also the usual traffic including rubbish trucks (the drivers manage in very difficult conditions in a lot of Wellington streets).

Officer's Response: Thank you for your feedback.

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Kia ora,

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Proposal:

Reference	TR127-22 Cockayne Road, Khandallah- Mobility Parking
What we'd like to do	<ul style="list-style-type: none"> Resolute the existing mobility parking and other parking restrictions within the park so they may be enforced.
Why we are proposing the change	<ul style="list-style-type: none"> Concerns have been raised by a Wellington City Council Parking Services over the unenforceable mobility and other restrictions within Nairnville Park Carpark. This proposal is to resolute the existing mobility and other restrictions to ensure they are enforceable.
Location – where we propose to make the change	Cockayne Road, Khandallah – (Nairnville Park Carpark)
Impact	<ul style="list-style-type: none"> Improve parking provision for the park. Net parking impact – no loss of parking availability for residents except to resolute the existing mobility parking.
How this relates to the parking policy	<ul style="list-style-type: none"> Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 1,405 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 27 June 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, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 June 2022 and finishes at 5.00 pm Sunday 10 July 2022. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City

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	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 11 July 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022.3. If approved, the proposal will be installed within the following three months.

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LEGEND

- - - Existing Broken yellow lines
- [Red Box] Existing unrestricted parking
- [Yellow Dashed Line] Existing Broken Yellow Lines to be resolved
- [Grey Box] Proposed to be resolved the existing parking

Proposed Changes:

- Propose to resolve the existing 13.5 metres of Broken Yellow Lines
- Existing unrestricted parking
- Propose to resolve the existing "Staff Parking Only" parking
- Propose to resolve the existing 23 metres of Broken Yellow Lines
- Propose to resolve the existing "Staff Parking Only" parking
- Propose to resolve the existing mobility parking
- Existing Bus Stop

Scale: 1:400 ORIGINAL SIZE

North Arrow: N

Project Information:

Client	Wellington City Council
Project Name	Lucknow Terrace Khandallah
Project Description	Proposed to resolve the existing mobility parking
Scale	1:400
Author	A4
Date	27 October
Version	V01

Disclaimer: Although the information contained herein has been prepared with care and to good faith, this map is designed to be illustrative only. It does not constitute a guarantee or warranty of accuracy. Property boundaries/land parcels may not be entirely accurate, and can only be relied upon as a guide to location only. This map is provided for informational purposes only. No liability shall be accepted by the City of Wellington for any loss or damage arising from the use of this map.

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Legal Description:

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

Column One	Column Two	Column Three
Nairnville Park Carpark	<i>Mobility Parking At All Times, Displaying an Operation Mobility Permit Only</i>	South side, of its intersection with Cockayne Road (Grid Coordinates $x = 1,749,700,55m$, $y = 5,432,024,12m$) and extending in a westerly direction following the southern kerbline for 6 metres.
Nairnville Park Carpark	<i>Staff Parking Only</i>	South side, commencing 21 metres west from its intersection with Cockayne Road (Grid Coordinates $x = 1,749,700,55m$, $y = 5,432,024,12m$) and extending in a westerly direction following the southern kerbline for 6 metres.
Nairnville Park Carpark	<i>Staff Parking Only</i>	South side, commencing 60 metres west from its intersection with Cockayne Road (Grid Coordinates $x = 1,749,700,55m$, $y = 5,432,024,12m$) and extending in a westerly direction following the southern kerbline for 3 metres.

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

Column One	Column Two	Column Three
Nairnville Park Carpark	<i>No Stopping At All Times</i>	South side, commencing 30 metres west from its intersection with Cockayne Road (Grid Coordinates $x = 1,749,700,55m$, $y = 5,432,024,12m$) and extending in a westerly direction following the southern kerbline for 23 metres.
Nairnville Park Carpark	<i>No Stopping At All Times</i>	North side, commencing 57 metres west from its intersection with Cockayne Road (Grid Coordinates $x = 1,749,700,55m$, $y = 5,432,024,12m$) and extending in a southerly direction following the northern kerbline for 13.5 metres.

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

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

Date:

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Feedback Received:

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

Strongly support. Being able to enforce mobility parking is, unfortunately, vital.

Officer's Response: Thank you for your feedback on TR127-22 Cockayne Road, Khandallah- Mobility Parking

We appreciate the feedback you have submitted on this proposal.

Name: Mike Mellor (Living Streets Aotearoa)

Suburb:

Agree: Yes

We support the provision of mobility parking.

Officer's Response: Thank you for your feedback on TR127-22 Cockayne Road, Khandallah- Mobility Parking

We appreciate the feedback you have submitted on this proposal.

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Kia ora,

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

Proposal:

Reference	TR128-22– Coutts Street, Rongotai - Proposed parking time restriction changes and No Stopping Restrictions
What we'd like to do	<ul style="list-style-type: none"> • Add "Mon – Fri, During School term only" onto the existing "Bus Stop" signage. • Install new "P15 At Other Times" sign inside the bus stop box as there's an existing fire hydrant. • To install 12 metres of broken yellow lines outside Rongotai College.
Why we are proposing the change	<ul style="list-style-type: none"> • We have received a request from the Rongotai College Principal, to change the existing bus stop restrictions outside Rongotai College. • Currently Stop 7343 on Coutts St is an alighting stop only for morning services 751 & 774 (double decker operated) 8:00am - 9:00 am, there are no afternoon departures.
Location – where we propose to make the change	Coutts Street, Rongotai – outside Rongotai College
Impact	<ul style="list-style-type: none"> • Improve parking provision for the school. • Net parking impact – there will be no loss of parking availability for residents except for the period change in the parking restriction.
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 – 5,638 • 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 27 June 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, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. • Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 June 2022 and finishes at 5.00 pm Sunday 10 July 2022. • What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing

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	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 11 July 2022.2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022.3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR128-22– Coutts Street, Rongotai - Proposed parking time restriction change and No Stopping Restriction



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Legal Description:

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

Column One	Column Two	Column Three
Coutts Street	No Stopping At All Times	South side, commencing 45 metres east of its intersection with Salek Street (Grid Coordinates $x = 402111m$, $y = 797744m$) and extending in an easterly direction following the southern kerbline for 17 metres.

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

Column One	Column Two	Column Three
Coutts Street	Bus Stop Monday to Friday, 8:00am - 9:00am During School Term only	South side, commencing 33.5 metres from its intersection with Mamari Street, (Grid Coordinates $X = 1,750,801,14m$, $y = 5,423,993,01m$), and extending in a southerly direction for 15 metres.
Coutts Street	Bus Stop Monday to Friday, 8:00am - 9:00am During School Term only, P15 At All Other Times	South side, commencing 33.5 metres from its intersection with Mamari Street, (Grid Coordinates $X = 1,750,801,14m$, $y = 5,423,993,01m$), and extending in a southerly direction for 10 metres.

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

Column One	Column Two	Column Three
Coutts Street	No Stopping At All Times	South side, commencing 45 metres east of its intersection with Salek Street (Grid Coordinates $x = 1,750,745,73m$, $y = 5,424,027,93m$) and extending in an easterly direction following the southern kerbline for 17 metres.

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

Feedback Received:

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Name: Paula Warren

Suburb: Kelburn

Agree: Not Stated

It appears that you intend to place the two notices in different places, adding another piece of clutter to a footpath that is already narrowed by the bus shelter. The hydrant (looking at Google Maps) is flat to the ground. Are you proposing to make the sign flat to the ground as well? Why can't they both be on the same pole? We need less, not more, clutter in our footpaths.

Officer's Response: Thank you for your feedback on TR128-22– Coutts Street, Rongotai - Proposed parking time restriction changes and No Stopping Restrictions

We cannot install them in one pole as the bus stop sign covers the whole bus stop and the P15 is only some portion of the parking. However, it will not create any problem on the footpath as it has enough height (2.5m). The fire hydrant is just to indicate in the plan and there will be no sign for it. Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

Name: Mike Mellor (Living Streets Aotearoa)

Suburb:

Agree: Neutral

We do not oppose this, but why not put both the school bus stop and P15 signs on the same pole, reducing footpath clutter and making it clear what "At Other Times" on the P15 sign means?

Officer's Response: Thank you for your feedback on TR128-22– Coutts Street, Rongotai - Proposed parking time restriction changes and No Stopping Restrictions

We cannot install them in one pole as the bus stop sign covers the whole bus stop and the P15 is only some portion of the parking. However, it will not create any problem on the footpath as it has enough height (2.5m).

"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.

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

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Kia ora,

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

Proposal:

Reference	TR 129-22 – Omar Street, Khandallah - Proposed no stopping at all times
What we'd like to do	<ul style="list-style-type: none"> • Install 5 metres of "No Stopping At All Times" along Omar Street
Why we are proposing the change	<ul style="list-style-type: none"> • We have received a request regarding parked vehicles opposite no.14's driveway obstructing their ability to enter and exiting their driveway. • The proposed broken yellow lines will improve the access.
Location – where we propose to make the change	Omar Street, Khandallah – outside no.14
Impact	<ul style="list-style-type: none"> • Improve the access to a resident • Net parking impact – removal of one 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 – 496 • 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 27 June 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, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. • Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 June 2022 and finishes at 5.00 pm Sunday 10 July 2022. • What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

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Next Steps

1. Feedback collated by Monday 11 July 2022.
2. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022.
3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR 129-22 – Coutts Street, Khandallah – Proposed No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
Omar Street	No Stopping At All Times	South side, commencing 133 metres south of its intersection with Rangoon Street, (Grid Coordinates X= 1,750,573.48m, y= 5,433,054.60m), and extending in a southerly direction for 5 metres.

Prepared By: Yohannes Mesfun (Graduate Transport Engineer)

Approved By: Zackary Moodie (Team Leader Transport Engineering)

Date:

Feedback Received:

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Name: Mark and Annabel Wilton

Suburb: Khandallah

Agree: Yes

We support the installation of the broken yellow lines as requested by the owners of 14 Omar Street.

Further, the broken yellow lines should also be installed between the existing broken yellow lines opposite 10 and 12 Omar Street and the proposed new 5 metres of yellow lines as indicated in red on the traffic resolution plan.

It makes no sense to have a gap between the existing yellow lines and the proposed new yellow lines.

Could you also please extend the existing yellow lines another 5 or so metres further down Omar Street. The existing yellow lines in front of our house at 10 Omar Street are too short to allow proper access to our garage.

Further, could you at the same time of installing the proposed new yellow lines above, please repaint the existing yellow lines as they have faded and some of the lines have been removed when the road surface was patched/repaired.

Officer's Response: Thank you for your feedback on TR 129-22 – Omar Street, Khandallah - Proposed no stopping at all times

The gap between the existing and proposed broken yellow lines is more than enough space for one car to park, so no need to remove it as we want to maintain some parking for visitor on that street too.

The existing broken yellow lines will be enough to be able get in/out to your driveway without any problem, so we will not extend the existing broken yellow line. The road width outside no.10 is about 8 metres which is more than enough to access your driveway.

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

Name: Justine Turnbull

Suburb: Khandallah

Agree: Yes

I would like to email feedback in support of TR 129-22, proposed no stopping at all times along Omar Street.

We are the owners of 14 Omar Street who submitted the request. We have purchased the property in April and have since found that it's not possible to enter or exit our garage if cars are parked immediately across or near to across our garage on the opposite side of the street. We have an Electric Vehicle so access to our garage to charge our EV is essential.

The entry and exit to our garage is made further difficult due to the narrow garage door opening, which means we need to drive into/out of the garage in a straight line meaning more room is needed at the street for turning the vehicle to line up to the entrance.

As such, we have engaged a builder to widen the entrance to our garage which is costing approx. \$10k. I hope you can appreciate the effort at our own cost to ensure the garage is more accessible from the street.

I hope you can also appreciate the commitment we have to our environment and our government's policies by purchasing an EV thus requiring garage access, and that you can support our effort.

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I notice the length of 'no stopping at all times' is only 5 metres. I strongly encourage a site visit for your team to assess properly whether 5 metres will be sufficient to facilitate the safe and efficient movement of our vehicle, considering the above comments.
Thank you for your support.

Officer's Response: Thank you for your feedback on TR 129-22 – Omar Street, Khandallah - Proposed no stopping at all times
The proposed 5 metres of broken yellow lines will be enough to improve the access, so we will not add another broken yellow line. The road width outside your driveway is about 8 metres which is more than enough to get in/out without problem after installation of 5 metres of broken yellow lines opposite the driveway.
Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

Name: Kevin and Natusko Whitmore
Suburb: Khandallah
Agree: Yes

We are writing in response to TR 129-22. We believe the broken yellow lines are warranted; however, the proposed 5 metre length is too short and should be extended to connect with the broken yellow lines on 10-12 Omar Street. Based on experience, the proposed length will still make it hard for the owners of 14 Omar St to remove their car from their garage unless extended.

Officer's Response: Thank you for your feedback on TR 129-22 – Omar Street, Khandallah - Proposed no stopping at all times
The proposed 5 metres of broken yellow lines will be enough to improve the access, so we will not add another broken yellow line. The road width outside no.14 is about 8 metres which is more than enough to get in/out without any problem after installation of 5 metres of broken yellow lines opposite the driveway.
Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

Name: Steph Law
Suburb: Khandallah
Agree: Yes

I am very supportive of the TR noted above. I would also ask you to consider other parts of Omar St going forward. I live at 22 Omar and my drive is on a steep sloop down. If there are any cars parked between 20 and 22, I am all but unsighted when exiting my driveway especially if I am reversing out.

Officer's Response: Thank you for your feedback on TR 129-22 – Omar Street, Khandallah - Proposed no stopping at all times
The road width outside no.22 is about 14 metres which is more than enough to get in/out without any problem while car is parking opposite your driveway.
Council acknowledges the concerns you raised and appreciates the feedback you have submitted on this proposal.

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Name: Patrick Morgan (Cycling Action Network)

Suburb: Te Aro

Agree: Not Stated

The proposed BYLs are opposite number 12 so it's unclear how this makes a difference.

Officer's Response: Thank you for your feedback on TR 129-22 – Omar Street, Khandallah - Proposed no stopping at all times

Sorry, that's a mistake on the plan and we'll change it.

We appreciate the feedback you have submitted on this proposal.

Name: Paula Warren

Suburb: Kelburn

Agree: Yes

Support. I note that the numbers of your picture and the ones on Google maps don't match.

Officer's Response: Thank you for your feedback on TR 129-22 – Omar Street, Khandallah - Proposed no stopping at all times

Sorry, that's a mistake on the plan and we'll change it.

We appreciate the feedback you have submitted on this proposal.

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Kia ora,

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

Proposal:

Reference	TR131-22 Aitken Street, Pipitea – Proposed P5 Loading Zone
What we'd like to do	<ul style="list-style-type: none"> Replace the former Defence House drop-off facility on the northern side of Aitken Street, with a P5 Loading Zone to serve the new DIA Archives New Zealand Building.
Why we are proposing the change	<ul style="list-style-type: none"> The new DIA Archives New Zealand Building is expected to generate occasional demand for visitors including some arriving by coach (e.g. school parties etc.), along with day-to-day delivery of goods and services. The proposed loading zone located on Aitken Street adjacent to the buildings main entrance will be used to accommodate occasional coaches to facilitate pick-up and drop-off of visitors, allowing for safe transfer between the building and the kerbside. The loading zone will also provide adequate facilities for day-to-day delivery of goods and services. The dedicated visitor drop-off provision will serve the new building which is capable of accommodating buses and will provide less reliability on other coach parking in the vicinity, such as that on Mulgrave Street outside Old St Paul's.
Location – where we propose to make the change	Aitken Street, Pipitea - outside no. 2-12 Aitken Street.
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for visitors being dropped off at the new building and provide adequate space for the delivery of goods and services. Net parking impact – No removal of parking, removing existing broken yellow lines to accommodate a 27 metre P5 loading zone. Pedestrian Impact – no net impact, noting sufficient footpath width will be maintained between the building and the proposed drop-off zone. Support access for all – the new drop-off zone will conveniently accommodate any mobility impaired users being dropped off/picked up at the site.
How this relates to the parking policy	<ul style="list-style-type: none"> Prioritising short stay parking over all day commuter parking. 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 shift in type of transport used – supports a shift to using taxi/ride share over private vehicle access and parking in the CBD.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 2,500 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

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	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. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 June 2022 and finishes at 5.00 pm Sunday 10 July 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	<ul style="list-style-type: none"> Feedback collated by Monday 11 July 2022. The proposal will go to the Regulatory Processes Committee on Wednesday 10 August 2022. If approved, the proposal will be installed within the following three months.

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Legal Description:

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

Column One	Column Two	Column Three
Aitken Street	<i>No Stopping At All Times</i>	North side, commencing from its intersection with Guthrie Street (Grid Coordinates X=2659011.009342 m, Y=5990683.640556 m) and extending in an easterly direction following the kerbline for 66.5 metres.

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

Column One	Column Two	Column Three
Aitken Street	<i>No Stopping At All Times</i>	North side, commencing from its intersection with Guthrie Street (Grid Coordinates X=2659011.009342 m, Y=5990683.640556 m) and extending in an easterly direction following the kerbline for 31.5 metres.
Aitken Street	<i>No Stopping At All Times</i>	North side, commencing 58.5 meters east of its intersection with Guthrie Street (Grid Coordinates X= 2659069.381m, Y= 5990680.294m) and extending in an easterly direction for 8 meters, to its intersection with Mulgrave Street

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

Column One	Column Two	Column Three
Aitken Street	<i>P5 Loading Zone At All Times</i>	North side, commencing 31.5 meters east of its intersection with Guthrie Street (Grid Coordinates X= 2659042.423m, Y= 5990681.693m) and extending in an easterly direction following the kerbline for 27 metres.

Prepared By: Jamie Whittaker (Principal transportation planner, Stantec)
Approved By: Zackary Moodie (Team Leader Transport Engineering)
Date:

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Paula Warren

Suburb: Kelburn

Agree: Not opposed

Not opposed, but there does seem to be a lot of fiddling with this area, and it doesn't work well for pedestrians at the moment. Can we please have a precinct plan for how this area will work in future for pedestrians, deliveries, etc.

Officer's Response: Thank you for your feedback on Traffic Resolution TR131 -22 Aitken Street, Pipitea – Proposed P5 Loading Zone.

The proposed new building at the corner of Aitken Street and Mulgrave Street includes a new pedestrian plaza to the north, with some associated improved pedestrian connections to the adjacent central area buildings in the immediate vicinity. This will provide some overall improvement to pedestrian amenity within this part of the City, noting that the bulk of servicing and deliveries for the new building will be achieved away from the public street and via a dedicated on-site loading dock and servicing area accessed off Guthrie Lane.

Name: Mike Mellor (Living Streets Aotearoa)

Suburb:

Agree: No

We oppose this reduction in pedestrian space. The statement "Pedestrian impact – no net impact" is not accurate, since the net effect is loss of footpath space without replacement; and neither is "Prioritising short stay parking over all-day commuter parking": the prioritisation is actually short-stay parking over pedestrian space.

Officer's Response: Thank you for your feedback on Traffic Resolution TR131 -22 Aitken Street, Pipitea – Proposed P5 Loading Zone.

The proposed arrangements will retain an approximately 2.5m wide footpath long the adjacent section of the loading zone/drop-off area in front of the new building, in line with the Waka Kotahi NZ Transport Agency 'Pedestrian Planning and Design Guide'.

The proposed new building on the corner of Aitken Street and Mulgrave Street includes a dedicated on-site loading dock and servicing area accessed off Guthrie Lane that will accommodate the bulk of servicing related activities. The primary purpose of the proposed Aitken Street loading zone therefore is for drop-off and pick-up of people, including those with limited mobility, needing to access the new building or surrounding activities.

Name: jmar

Suburb: Mount Cook

Agree: No

I strongly disagree with the un-necessary removal of footpath space for this sort of vehicle use. 1. I disagree that there will be "no net impact" to pedestrians, as there is no extra pedestrian space proposed to offset the loss of footpath space. 2. The proposed design of the loading zone is very poor compared to the "former Defence House drop-off facility" on the northern side of Aitken

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Street. The former drop-off area was separated from the road with bollards, reducing the number of vehicles using it to only genuine service vehicles, and at all other times reverted to being used by pedestrians. The proposed loading zone design would bar pedestrians from using this space permanently. 3. Taking footpath space away for a loading zone instead of reallocating road or parking space in the central area contradicts the council's "sustainable transport hierarchy" where pedestrian space is top priority. 4. There are multiple other ways a loading zone could be installed by reallocating the ample parking or unused road space on Aitken Street, or if there is no other way, blocking off the proposed loading zone with bollards to ensure it is only used by genuine service vehicles.

Officer's Response: Thank you for your feedback on Traffic Resolution TR131 -22 Aitken Street, Pipitea – Proposed P5 Loading Zone.

The proposed arrangements will retain an approximately 2.5m wide footpath long the adjacent section of the loading zone/drop-off area in front of the new building, in line with the Waka Kotahi NZ Transport Agency 'Pedestrian Planning and Design Guide'.

The proposed new building on the corner of Aitken Street and Mulgrave Street includes a dedicated on-site loading dock and servicing area accessed off Guthrie Lane that will accommodate the bulk of servicing related activities. The primary purpose of the proposed Aitken Street loading zone therefore is for drop-off and pick-up of people, including those with limited mobility, needing to access the new building or surrounding activities.

It is noted that the plan included in the traffic resolution is indicative only, with the final design that will need to be developed being appropriately assessed from a pedestrian safety perspective to ensure a suitable outcome can be delivered.

Traffic Resolutions Summary Table RPC August 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)		
TR80-22	Norwich Street, Wadestown	Unrestricted Parking	No Stopping At All Times	Safety, Accessibility	Public	-19	N/A	510	#4936(140 on board); #4935 (162 on board); #5935(1 on board).	<ul style="list-style-type: none"> Improves safety and accessibility for residents and bus drivers Net parking impact – removal of approximately 19 parking spaces. 	<ul style="list-style-type: none"> Install 83 metres of broken yellow lines on the eastern side of the road, outside no.9 to no.15 and outside no.19 to no.27. Install 26 metres of broken yellow lines on the western side of the road, between properties nos. 30 to 34. Formalise the bus stops located at the intersections of Norwich Street/Mairangi Road; Wilton Road/Norwich Street and Mairangi Road/Norwich Street. Bus Stop IDs: 4936; 4935 and 5935. 	
TR81-22	Raroa Road, Kelburn	Unrestricted Parking	No Stopping At All Times	Safety, Accessibility	Public	-14	N/A	7434	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles. Net parking impact – removal of approximately 14 parking spaces. 	<ul style="list-style-type: none"> Install 39 metres of broken yellow lines on the north-western side of Raroa Road outside no. 129 to no. 133 and 35 metres of broken yellow lines on the south-eastern side, outside no. 148 to no. 150. 	
TR82-22	Salamanca Road, Kelburn	Unrestricted Parking	P180 Time Limited parking	Accessibility	Public	N/A	N/A	N/A	N/A	<ul style="list-style-type: none"> Improves accessibility for users of the facilities at Club Kelburn. Net parking impact: <ul style="list-style-type: none"> - P180 - 40 Parking spaces - P180 Mobility Parking – 1 Parking space - Club Kelburn Staff Parking – 3 Parking spaces 	<ul style="list-style-type: none"> Convert 40 unrestricted parking spaces into P180 restricted parking within the Club Kelburn carpark. Convert 3 unrestricted parking spaces into staff parks within the Club Kelburn carpark. Change 1 unrestricted parking spaces into P180 mobility park within the Club Kelburn carpark. Confirm existing No Stopping Restrictions in the Club Kelburn carpark. 	
TR83-22	Northland Road, Northland	P60 Time restricted	P15 Time Restricted	Accessibility	Public	N/A	N/A	3735	N/A	<ul style="list-style-type: none"> In the view of business owners, it improves the accessibility of customers to the businesses. Net parking impact – time restriction changes only. 	<ul style="list-style-type: none"> Convert the existing P60 To P15 Parking 	

Traffic Resolutions Summary Table RPC August 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
TR84-22	Glanmire Road, Newlands	Unrestricted Parking	No Stopping A All Times	Safety, Accessibility	Public	-5	N/A	2008	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles. Net parking impact - removal of approximately five unrestricted parking spaces. 	<ul style="list-style-type: none"> Install 30m of broken yellow lines on the southern side of the bend located on the approaches to property no. 42 Glanmire Road.
TR85-22	Rintoul Street, Newtown	P5 Time Restrictions 8am – 8.30pm	P5 Time Restriction 7am – 8.30pm Mon – Sat; 7.30am – 8.30pm Sun	Accessibility	Public	0	N/A	7674	N/A	<ul style="list-style-type: none"> Improves accessibility to the dairy and provide higher turnover of vehicles during the dairy store hours. Net parking impact – Change of current P5 times. 	<ul style="list-style-type: none"> Change P5 restricted car park from Monday to Sunday 8am - 8:30pm to Monday to Saturday 7am - 8:30pm and Sunday 7:30am - 8:30pm.
TR87-22	Rintoul Street, Newtown		P10, 8-9am 3-4pm School Days Only	Accessibility, Safety	Public	0	N/A	3,058	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for (vehicles, school kids entering the school etc). Net parking impact – No impact change, time change only Pedestrian impact – positive, improved for school kids to have a short distance to walk from cars to the school entrance. 	<ul style="list-style-type: none"> Install 4 X P10 parking spaces between 8-9am, 3-4pm School days only
TR88-22	Lyllall Parade, Lyall Bay	Unrestricted parking	8 metres of Broken Yellow Lines, No Stop road markings. 4 metres of Broken Yellow Lines outside Seaview Takeaway.	Safety	Public	-1	N/A	10,447	N/A	<ul style="list-style-type: none"> Improves safety of the existing pedestrian crossing. Net parking impact – removal of 1 unrestricted park. 	<ul style="list-style-type: none"> Install 8 metres of Broken Yellow Lines, remove 1 unrestricted parking, and install “No Stop” road markings. Install 4 metres of Broken Yellow Lines outside Seaview Takeaway. To ensure there is sufficient visibility for the drivers to see the pedestrians using the pedestrian crossing.

Traffic Resolutions Summary Table RPC August 2022

Traffic Resoluti on (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
TR90-22	Hania Street, Mount Victoria	Coupon Parking	P10 Monday-Friday 3:15pm to 5:30pm and Saturdays 9am to 12pm with coupon parking at all other times.	Accessibility	Public	0	N/A	1343	N/A	<ul style="list-style-type: none">Improves parking turnover.Net parking impact – no loss of parking.	<ul style="list-style-type: none">Convert coupon parking space into P10 Monday-Friday 3:15pm to 5:30pm and Saturdays 9am to 12pm with coupon parking at all other times to mitigate congestion issues during pick-up and drop off hours.	
TR91-22	Avon Street & Melbourne Road, Island Bay		Stop control on Avon Street at its intersection with Melbourne Road.	Safety, Accessibility	Public	N/A	N/A	510	N/A	<ul style="list-style-type: none">Improves safety and accessibility for vehiclesReduces crash likelihood at the intersection	<ul style="list-style-type: none">The layout of Avon Street with Melrose Road causes driver confusion hence drivers have a false impression that the road continues straight and as visibility is limited, the traffic from Melbourne Road is ignored.Installing a Stop control on Avon Street will increase driver awareness’s to the intersection and therefore, it will improve the safety at this intersection by reducing the probability of crashes in the area.	
TR92-22	Tasman Street, Mount Cook	P30 time restricted parking	Coupon Parking	Accessibility	Public	0	N/A	10447	N/A	<ul style="list-style-type: none">Improve public parking availability in the area.Net parking impact – there will be no loss of parking availability except for parking time restriction change.	<ul style="list-style-type: none">Improve public parking availability in the area.Net parking impact – there will be no loss of parking availability except for parking time restriction change.	
TR93-22	Oriel Avenue, Tawa	Unrestricted parking	Install pedestrian refuge island. Install 27 metres & 35 metres of broken yellow lines on both sides of Oriel Avenue.	Safety, Accessibility	Public	-5	N/A	1634	N/A	<ul style="list-style-type: none">Net parking impact – removal of 5 unrestricted parking spaces.Pedestrian impact – improves safety and accessibility for pedestrian to cross the road on Oriel Avenue.	<ul style="list-style-type: none">We have received safety concerns from Redwood School and students regarding unsafe roads to walk and to cross on especially between Gonville Street and Greyfriars Crescent on Oriel Ave.	

Traffic Resolutions Summary Table RPC August 2022

Traffic Resoluti on (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
TR94-22	Harrold Street, Highbury	Unrestricted parking	No parking	Safety, Accessibility	Public	-7	N/A	330	N/A	<ul style="list-style-type: none">Improves safety and accessibility for vehicles on Harrold Street.Net parking impact – removal of 7 unrestricted parking space.	<ul style="list-style-type: none">The road width in this street measures approximately 5 metres. With the current parking arrangement allowing vehicles to park on both sides of the road this only leaves a lane width of 1 metre for vehicles to travel through.To ensure there is adequate space for a vehicle to safely travel through this street and also unhindered access for emergency service vehicles we propose the installation of broken yellow lines.	
TR122-22	Chaytor Street, Karori		Bus priority lane during the morning peak period		WCC	N/A	N/A	13281	N/A	<ul style="list-style-type: none">No impact as this TR is re-resolute existing bus lanes restrictions so they can be legally enforced.	<ul style="list-style-type: none">Install bus priority lanes in Wellington City is to give priority to buses on arterial roads where buses are routinely caught in traffic queues during the morning peak period.	
TR123-22	Gavaskar Place, Khandallah	Unrestricted parking	No Stopping At All Times	Safety, Accessibility	Public	-3	N/A	N/A	N/A	<ul style="list-style-type: none">Improves safety and accessibility for service trucks and emergency vehiclesNet parking impact – removal of three unrestricted parking spaces.	<ul style="list-style-type: none">In response to the feedback, we received from Councils initial consultation for TR59-22, we are now proposing broken yellow lines on the opposite side of the road following the western kerb line.Officers propose to install No Stopping broken yellow lines along one side on the road to ensure adequate space for refuse/recycling trucks and emergency vehicle to access the street.	
TR124-22	154 Victoria Street, Te Aro		Authorised vehicles Only, At All Times	Safety, Accessibility	Wellingt on Water	0	N/A	N/A	N/A	<ul style="list-style-type: none">Improves safety and accessibility for Wellington Water drainage vehicles.Pedestrian impact – positive impact providing more footpath space but also ensuring no vehicles are parked in this location unless for maintenance of the pump station or an emergency.Allows for potential use of public space for events and/or trading in public places.	<ul style="list-style-type: none">Wellington Water on many occasions have found private vehicles blocking access to the hatches due to vehicles parking on the public footpath where the hatches are located.We propose the installation of signage for no parking except for Authorised Vehicles only, so that Wellington Water can safely access the wastewater pump station during regular maintenance and emergency events and deter people from parking in this location.	

Traffic Resolutions Summary Table RPC August 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
TR125-22	Bolton Street & The Terrace, Wellington Central	No Priority Control	Give Way control intersection	Safety	Public	N/A	N/A	2040 (Bolton Street), 9518 (The Terrace)	N/A	<ul style="list-style-type: none"> Safer turning for vehicles at this intersection 	<ul style="list-style-type: none"> The investigation undertaken by our Council engineers indicates that the current layout of the intersection is not considered safe, with a total of four recorded crashes over the past five years (2017-2022). A Give Way control at the intersection of Bolton Street with The Terrace will help improve driver conspicuously for drivers and reduce the crash likelihood.
TR126-22	Havelock Street, Mornington	Unrestricted Parking	No Stopping At All Times	Safety, Accessibility	Public	-4	N/A	N/A	N/A	<ul style="list-style-type: none"> Improves safety and accessibility for emergency vehicles and pedestrians. Net parking impact – removal of 4 unrestricted carparks Pedestrian impact – positive. Pedestrians regain full use of the footpath. 	<ul style="list-style-type: none"> The road width on the bend outside no.25 measures 6.5m which results in vehicles regularly parking on the footpath obstructing pedestrian access and access for large emergency vehicles. The road width outside no.23 measures 4.2m which also results in vehicles parking on the footpath. Officers have determined the road width is too narrow for parking on both sides of the bend outside no.25 and too narrow for parking either side outside no.23. Therefore, officers propose installing No Stopping Broken Yellow Lines on Havelock Street to improve vehicle accessibility and an unobstructed footpath for pedestrians.
TR127-22	Cockayne Road, Khandallah	Mobility parking	Confirm Mobility parking and signage installed.	Accessibility	WCC	0	N/A	1405	N/A	<ul style="list-style-type: none"> Improve parking provision for the park. Net parking impact – no loss of parking availability for residents except to resolute the existing mobility parking. 	<ul style="list-style-type: none"> Concerns have been raised by a Wellington City Council Parking Services over the unenforceable mobility parks within Nairnville Park Carpark. This proposal is to confirm the existing mobility parks to ensure they are enforceable.
TR128-22	Coutts Street, Rongotai	Parking Time restrictions	Mon – Fri, During School term only” “Bus Stop” signage New “P15 At Other Times”	Safety	Public	0	N/A	5638	N/A	<ul style="list-style-type: none"> Improve parking provision for the school. Net parking impact – there will be no loss of parking availability for residents except for the period change in the parking restriction. 	<ul style="list-style-type: none"> Add “Mon – Fri, During School term only” onto the existing “Bus Stop” signage. Install new “P15 At Other Times” sign inside the bus stop box as there’s existing fire hydrant. To install 12 metres of broken yellow lines outside Rongotai College. Currently Stop 7343 on Coutts St is an alighting stop only for morning services 751 & 774 (double decker operated) 8:00am - 9:00 am, there’s no afternoon departures. That’s wasting 14 metres of parking spaces outside school terms and after 9:00am.

Traffic Resolutions Summary Table RPC August 2022

Traffic Resoluti on (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
TR 129-22	Omar Street, Khandallah	No Restrictions	No stopping at all times	Safety Accessibility	Public	-1	N/A	496	N/A	<ul style="list-style-type: none">Improve the access to a residentNet parking impact – removal of one unrestricted parking spaces.Pedestrian impact – no change as there is no alteration to the pedestrian facilities.	<ul style="list-style-type: none">Install 5 metres of No Stopping At All Times along Omar Street	
TR131-22	2 – 12 Aitken Street, Pipitea	Broken Yellow Line	P5 Loading Zone	Safety Accessibility	Public	0	N/A	2500	N/A	<ul style="list-style-type: none">Improves safety and accessibility for visitors being dropped off at the new building and provide adequate space for the delivery of goods and services.Net parking impact – No removal of parking, removing existing broken yellow lines to accommodate a 27 metre P5 loading zone.Pedestrian Impact – no net impact, noting sufficient footpath width will be maintained between the building and the proposed drop-off zone.Support access for all – the new drop-off zone will conveniently accommodate any mobility impaired users being dropped off/picked up at the site.	<ul style="list-style-type: none">Replace the former Defence House drop-off facility on the northern side of the Aitken Street, with a P5 Loading Zone to serve the new DIA Archives New Zealand Building.The dedicated visitor drop-off provision will serve the new building which is capable of accommodating buses and will provide less reliability on other coach parking in the vicinity, such as that on Mulgrave Street outside Old St Paul's.	

DEVELOPMENT CONTRIBUTIONS REMISSION REQUEST FOR 65 SPENMOOR STREET

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Hātepe | Regulatory Processes Committee to consider the development contribution remission request for 65 Spenmoor Street (SR496218).

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

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

Significance

Low public significance as an operational decision affecting one household.

Financial considerations

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

2. The policy is a funding tool under the Long-term Plan and the charges collected through the policy are estimated in the Long-term Plan to be around \$3.5 million per annum. The application is for a remission of a \$3,750.15.

Risk

- ☒ Low ☐ Medium ☐ High ☐ Extreme

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

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Pūroro Hātepe | Regulatory Processes Committee:

- 1) Receive the information
- 2) Note that provisions at clause 2.6 of the Development Contributions Policy 2015-16 allow the Council to agree to remit or postpone payment of development contributions.
- 3) Agree to decline the remission request for 65 Spenmoor Street.
- 4) Agree to postpone development contributions for 1 year (from invoice date), allowing for the release of the code compliance certificate for service request number SR496218 prior to development contributions being paid.
- 5) Agree to this postponement and release of the code compliance certificate on the understanding that if development contributions are not paid within 1 year, Council Officers will endeavour to secure an encumbrance registered on the relevant title.

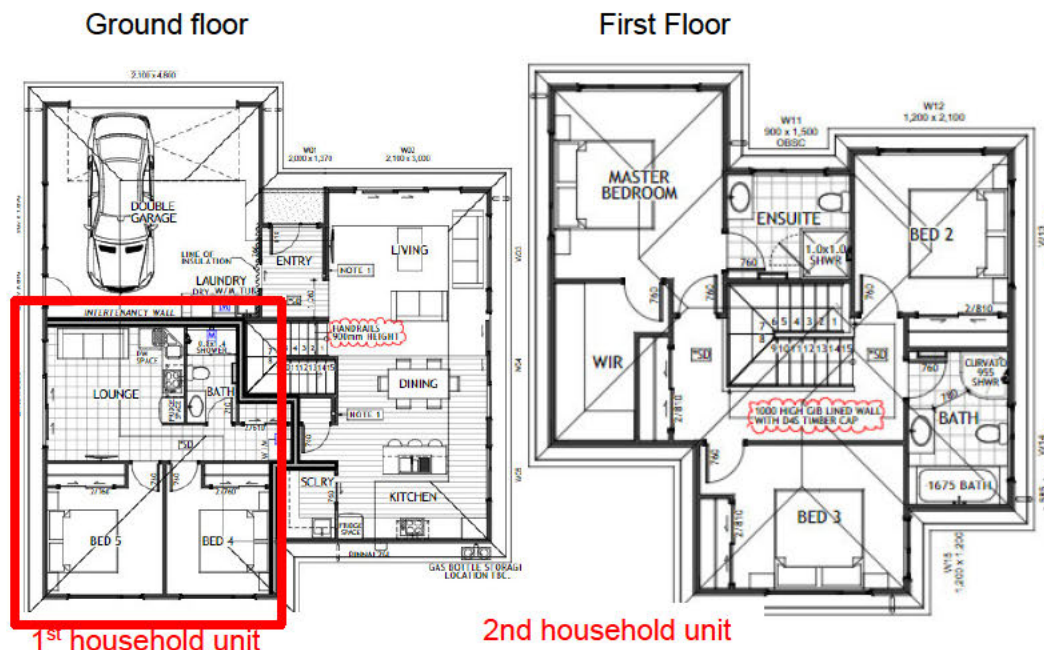
Whakarāpopoto | Executive Summary

1. In July 2021 the applicant applied for a building consent to construct a two-storey dwelling, comprising two household units, connecting into Council's infrastructure network at 65 Spenmoor Street, Newlands.
2. The development was assessed for development contributions which amount to \$3,750.15 under the 2015-2016 Development Contributions Policy ("The Policy").
3. In May 2022 the applicant's builder went into liquidation, leaving the applicant with a development that is only 30% complete and with a financial loss of \$220k.
4. The applicant plans to find a new builder to complete the project and is requesting that Council remit development contributions to help ease the financial burden.
5. The Policy provides for Council to consider a request for remission of development contributions under section 2.6.
6. Officers recommend declining the remission but instead offering a postponement allowing the code of compliance to be issued prior to the development contributions being paid.
7. The Policy states that development contributions must be paid prior to the code of compliance certificate being released. A postponement would allow the applicant to defer the payment of \$3750.15, which avoids passing the cost onto ratepayers

Takenga mai | Background

8. In October 2020 the applicant applied for a building consent to construct a two-unit dwelling that connects into Council's infrastructure network at 65 Spenmoor Street, Newlands.
9. The development was assessed for development contributions which amount to \$3,750.15 under the 2015-2016 Development Contributions Policy ("The Policy").
10. The applicant's builder went into liquidation in the middle of the build, leaving the applicant an incomplete house and a financial loss of \$220k.

11. The applicant is an unsecured creditor so is unlikely to recover any money.
12. The applicant now needs to secure a new builder and their first home is now going to cost significantly more. They are asking Council to help ease the burden by remitting the development contributions.
13. The plans:



Kōrerorero | Discussion

14. Council officers sympathise with the applicant, for their terrible situation, however development contributions are used to fund infrastructure needed to cater for new developments. If the applicant does not pay development contributions the cost will fall to the rate payer.
15. The purpose of the The Policy is to ensure that a fair, equitable and proportionate share of the cost of that infrastructure is funded by the development creating the need for it.
16. Officers recognise that the applicant has been put in a tough situation and we propose that Council help the applicant by offering a postponement rather than a remission.
17. The Policy states that development contributions must be paid before the code compliance certificate is issued.
18. However, section 2.6. of The Policy also states that The Council may postpone payment on development contributions at its complete discretion and that applications made under this part will be considered on their own merits and any previous decisions of the Council will not be regarded as creating precedent or expectations
19. The applicant states that all help would be appreciated. If Council postpones the payment of development contributions for a year, it will allow the applicant to secure their Code of Compliance allowing the bank to release their final payment and allowing

the applicant to insure the home and move into the property. It will also give the applicant a year to save up for the development contributions.

20. Council officers would support a postponement on the proviso that: Council Officers will secure an encumbrance registered on the relevant title at the applicants cost if the development contributions are not paid off within a year.

Kōwhiringa | Options

21. The Policy enables the remission or postponement of development contributions at the Council's complete discretion and states that these decisions will not be regarded as creating precedent or expectations.
22. The Committee can choose to remit the development contributions in part or full or to postpone the development contributions payment and release the code compliance certificate prior to payment of development contributions or not.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

23. The Development Contribution Policy 2015-16 has been considered, and clause 2.6 enables the Council to grant a remission or postponement of payment at its discretion.

Engagement and Consultation

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

Implications for Māori

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

Financial implications

26. If a remission is given the cost to Council is \$3,750.15 of lost income. If a postponement is granted the applicant will be liable for the full amount of development contributions, the payment will just be delayed by a year

Legal considerations

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

Risks and mitigations

28. Even though the Policy states a remission or postponement decision made by the Council will not be regarded as creating precedent or expectations, there is certainly a risk that granting a remission or postponement in this instance may result in more developers applying for these.

Disability and accessibility impact

29. There is no disability and accessibility impact.

Climate Change impact and considerations

30. There is no climate change impact or considerations.

Communications Plan

31. There is no communication plan.

Health and Safety Impact considered

32. There is no health and safety impact.

Ngā mahinga e whai ake nei | Next actions

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

Attachments

Attachment 1. Development Contribution Remission Request for
65 Speenmoor Street SR 496218 - *Redacted*

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PROPOSED ROAD STOPPING - LAND ADJOINING 28 HAPUA STREET, HATAITAI

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Hātepe | Regulatory Processes Committee asks the committee to recommend to Council that it stops and sells approximately 25m² (subject to survey) of unformed legal road land adjoining 28 Hapua Street, Hataitai (the Land). Refer to Attachment 1 for the location plan.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

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

N/A

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 on the Council being able to perform its role.

Financial considerations

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

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

Risk

☒ Low ☐ Medium ☐ High ☐ Extreme

3. Overall, the road stopping process is considered to be low risk.

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. Declare the approximately 25m² (subject to survey) of unformed legal road land in Hapua Street (the Land), adjoining 28 Hapua Street (being Lot 1 DP 449440, held on ROT 569671), is not required for a public work and is surplus to Council's operational requirements.
 - b. Agree to dispose of the Land.
 - c. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matter, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale of exchange, imposing any reasonable covenants, and anything else necessary.
- 3) Note that if objections are received to the road stopping, and the applicant wished to continue, a further report will be presented to the Regulatory Processes Committee for consideration.

Whakarāpopoto | Executive Summary

1. The owners of 28 Hapua Street, Hataitai (the Owners) have applied to purchase legal road land adjoining their property.
2. The approximately 25m² of legal road land (the Land) proposed to be stopped and sold is shown outlined red on Attachment 2.
3. Utility providers and relevant Council business units have been consulted. All support the proposal subject to standard conditions (where applicable).
4. Initial consultation letters were sent to the adjoining neighbours and, at the time of writing this report, no responses had been received.
5. If the Council agrees with the recommendations of the Regulatory Processes Committee, the road stopping will then be publicly notified. At that time, any neighbours, organisations, or any other member of the public will have the opportunity to make a submission.

Takenga mai | Background

6. The subject property sits above the carriageway with established roadside vegetation between the formed carriage way and the dwelling.
7. The legal description for 28 Hapua Street is Lot 1 DP 449440 and is held on ROT 569671.

8. The Land is currently used by the Owners under an encroachment licence and contains the applicant's deck and part of the dwelling. Refer to Attachment 3 for Street Views.

Kōrerorero | Discussion

9. Advisors from Council's Transport Network Team have confirmed the Land is not required for future road widening or public access purposes. They supported the proposal subject to 18m of legal road land being retained (measured from the opposite side property boundary). Isolation strips will be required on the extensions of the 26/28 and 28/30 Hapua Street side boundaries. Refer to Attachment 2 for isolation strips shown in green.
10. Should the road stopping proposal be successful, the Land will be amalgamated with 28 Hapua Street, with its current use not proposed to change.
11. Road stopping is provided for under Sections 310 and 342 and the Tenth Schedule of the Local Government Act 1974 (LGA).
12. The Council, under Section 40 of the Public Works Act 1981 (PWA), 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any public work. Section 345 of the LGA provides Council with the statutory power to dispose of stopped road.
13. Relevant Council business units have been consulted and none wish to retain the Land.
14. Officers are giving Herenga ā Nuku Aotearoa – the Outdoor Access Commission the opportunity to comment on the road stopping proposals early in the process. The Commission raised no public access issues relating to the proposal for road stopping adjoining 28 Hapua Street.
15. As is normal practise in the early stages of the road stopping process, officers have written to the adjoining property owners to notify them that Council had received the road stopping applications. All the owners will be consulted again when formal public consultation is carried out later in the road stopping process.
16. If Council approves the above, officers will establish whether any offer back obligations under Section 40 of the PWA exist.

Kōwhiringa | Options

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

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

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

Engagement and Consultation

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

Implications for Māori

22. The Land is not noted in Council's current or draft District Plans as being of significance to Māori.
23. 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 Rangatira.

Financial implications

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

Legal considerations

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

Risks and mitigations

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

Disability and accessibility impact

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

Climate Change impact and considerations

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

Communications Plan

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

Health and Safety Impact considered

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

Ngā mahinga e whai ake nei | Next actions

31. The proposed next steps, subject to the Council's approval of the recommended option, are to:
 - a. Conclude a Section 40 PWA investigation.

-
- b. Prepare a Survey Office Plan.
 - c. Prepare a Sale and Purchase Agreement.
 - d. Begin the public notification process.

Attachments

Attachment 1.	Location Plan ↓ 	Page 242
Attachment 2.	Aerial ↓ 	Page 243
Attachment 3.	Street Views ↓ 	Page 244

LocalMaps Print



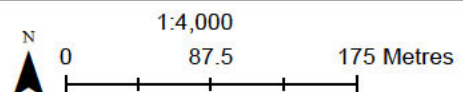
June 23, 2022

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

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

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



Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

LocalMaps Print



December 17, 2021

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

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



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Me Heke Ki Pōneke





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

- ☒ 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

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

Kōrerorero | Discussion

3. 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:

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

Relevant Previous decisions

Not applicable.

Financial considerations

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

Risk

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

Author	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

1. This report lists the dates of previous committee meetings and the items discussed at those meetings.

-
2. 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).
 3. All actions will be included in the subsequent monthly updates but completed actions will only appear once.

Takenga mai | Background

4. 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.
5. 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

6. Of the 44 resolutions of the Pūroro Hātepe | Regulatory Processes Committee in June 2022:
 - 28 are in progress
 - 16 are complete
7. 33 in progress actions were carried forward from the last action tracking report. Of these:
 - 31 are still in progress
 - 2 have been completed
8. Further detail is provided in Attachment One.

Attachments

Attachment 1. Actions Tracking - August [↓](#) 

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#	Date	Meeting	Report	Clause	Status	Comment
5	Tuesday, 8 June 2021	Pūroro Hātepe Regulatory Processes Committee	2 2 Traffic Resolutions - Implementation of Annual Plan/Long Term Plan Committee Decisions	2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Committee Consolidated Bylaw 2008:	In progress	
7	Tuesday, 8 June 2021	Pūroro Hātepe Regulatory Processes Committee	2 2 Traffic Resolutions - Implementation of Annual Plan/Long Term Plan Committee Decisions	g. TR72-21 Oriental Parade, Wellington – Convert coupon parking to P10hrs metered parking	In progress	Signage has been installed and so have parking meters. Meters are activated and payment can be made - We are working on an alternative solution for install of gateways. Delivery of the sensors has been delayed (covid shipping) we are working on an alternative to get install done.
8	Tuesday, 8 June 2021	Pūroro Hātepe Regulatory Processes Committee	2 2 Traffic Resolutions - Implementation of Annual Plan/Long Term Plan Committee Decisions	k. TR76-21 Hill Street, Thorndon – Convert coupon parking to P120 metered parking	In progress	Signage and meters installed. Bay Plates are installed. Is currently paid parking at this location, but can't install sensors due to Major cabling works scheduled under a TMP right through Hill st. Aim to install sensors once cabling works completed.
9	Tuesday, 8 June 2021	Pūroro Hātepe Regulatory Processes Committee	2 2 Traffic Resolutions - Implementation of Annual Plan/Long Term Plan Committee Decisions	3. Note that officers will monitor occupancy and turnover of parking spaces near Kelburn campus being changed to P10hrs metered and will report back to committee six months after the changes are implemented.	In progress	6 month report will be required won't be due until March 2022 -6 months after we go live.
12	Tuesday, 8 June 2021	Pūroro Hātepe Regulatory Processes Committee	2 3 Traffic Resolutions	2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Committee Consolidated Bylaw 2008:	In progress	
16	Wednesday, 11 August 2021	Pūroro Hātepe Regulatory Processes Committee	2 2 Traffic Resolutions	2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Committee Consolidated Bylaw 2008:	In progress	
18	Wednesday, 11 August 2021	Pūroro Hātepe Regulatory Processes Committee	2 2 Traffic Resolutions	b) TR84-21 Ohiro Road, Todman Street, Cleveland Street Intersection, Brooklyn – Signal improvements; various parking changes (Amended)	In progress	This intersection is being upgraded. Changes to be made as part of the upgrade
26	Wednesday, 11 August 2021	Pūroro Hātepe Regulatory Processes Committee	2 2 Traffic Resolutions	3. Agree to amend Schedule A (Time limited) for TR84-21 Ohiro Road, Todman Street, Cleveland Street Intersection, Brooklyn from P60, 8am-6pm, Monday-Sunday and P180, 8am-6pm, Monday-Friday to P60, 8am-4pm, Monday-Friday and P180, 8am-4pm, Monday-Friday.	In progress	

#	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)	In progress	The club have requested to go through a public consultation process with another group to share the costs.
99	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.	In progress	

#	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, Vogelstown.	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	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)
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 LGWM that the TR has been approved. Being installed with the new pedestrian crossing upgrades
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.
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	Public consultation to commence in August.

#	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, Gazley Volkswagen Wellington Marathon is complete, 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	
164	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	Complete	Installed
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	Road markings installed, awaiting signage and new kerb ramp
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	Complete	Installed
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)

#	Date	Meeting	Report	Clause	Status	Comment
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)
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)
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	
198	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.1 Background to oral submissions and decision on objections to proposed road stopping – 24 Cave Road, Houghton Bay	1) Receive the information.	Complete	

#	Date	Meeting	Report	Clause	Status	Comment
199	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.1 Background to oral submissions and decision on objections to proposed road stopping – 24 Cave Road, Houghton Bay	2) Thank all oral submitters.	Complete	
200	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.1 Background to oral submissions and decision on objections to proposed road stopping – 24 Cave Road, Houghton Bay	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).	Complete	
201	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.1 Background to oral submissions and decision on objections to proposed road stopping – 24 Cave Road, Houghton Bay	b. Delegate to the Chief Executive Officer the power to approve and conclude any action relating to Environment Court proceedings, if required.	Complete	
204	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2 2 Decision on objections to proposed road stopping - 117 Seatoun Heights Road, Miramar	1) Receive the information.	Complete	
205	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2 2 Decision on objections to proposed road stopping - 117 Seatoun Heights Road, Miramar	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)	Complete	
206	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2 2 Decision on objections to proposed road stopping - 117 Seatoun Heights Road, Miramar	b. Delegate to the Chief Executive Officer the power to approve and conclude any action relating to Environment Court proceedings, if required.	Complete	
207	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2 3 Proposed Road Closures	1) Receive the information.	Complete	
208	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2 3 Proposed Road Closures	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	In progress	
209	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2 3 Proposed Road Closures	b. Johnsonville Christmas Parade	In progress	

#	Date	Meeting	Report	Clause	Status	Comment
210	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2 3 Proposed Road Closures	c. Shelly Bay Sealed Sprint	In progress	
211	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2 3 Proposed Road Closures	d. A Very Welly Christmas	In progress	
212	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2 3 Proposed Road Closures	e. Alexandra Hill Climb	In progress	
213	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2 3 Proposed Road Closures	f. Cuba Dupa 2023	In progress	
214	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2 3 Proposed Road Closures	g. St James Theatre Re-opening	Complete	
215	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2 3 Proposed Road Closures	3) Recommendations in this report should not be amended without first carrying out further consultation with affected parties and verification from the council's Traffic Engineers that the amendment is not likely to cause unreasonable impact on traffic.	In progress	
216	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	1) Receive the information.	Complete	
217	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	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	In progress	
218	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	b. TR51-22 Station Road, Khandallah – No Stopping At All Times	In progress	
219	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	c. TR52-22 Tinakori Road, Thorndon - No Stopping At All Times	In progress	

#	Date	Meeting	Report	Clause	Status	Comment
220	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	d. TR53-22 Ganges Road, Khandallah - Time Restricted change to Loading zone Parking	In progress	
221	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	e. TR54-22 Waru Street, Khandallah - No Stopping At All Times	Complete	Installed
222	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	g. TR57-22 Braemar Terrace, Johnsonville – No Stopping At All Times	In progress	
223	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	h. TR58-22 Chaffers Street, Te Aro – Bus layover parking	In progress	
224	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	i. TR62-22 View Road, Houghton Bay – No Stopping At All Times	In progress	
225	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	j. TR63-22 Highbury Road, Highbury – No Stopping At All Times	In progress	
226	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	k. TR64-22 Wade Street, Wadestown - No Stopping At All Times (Amended)	In progress	
227	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	m. TR66-22 Karepa Street, Brooklyn – No Stopping At All Times	In progress	
228	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	n. TR67-22 – Kellsmere Crescent, Island Bay – No Stopping At All Times	In progress	
229	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	o. TR68-22 Kelburn Parade, Kelburn – Bus Stop #4915 relocation	In progress	
230	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	q. TR70-22 Marine Parade, Seatoun - No Stopping At All Times	In progress	
231	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	r. TR71-22 Chesterton Street– No Stopping At All Times	In progress	
232	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	s. TR72-22 Park Road, Miramar – Motorcycle Parking	Complete	Installed
233	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	t. TR73-22 The Terrace, Wellington Central – Metered Mobility Parks	In progress	Road markings installed, awaiting signage and new kerb ramp
234	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	u. TR74-22 Wakefield Street, Te Aro – Metered Mobility Parks	In progress	Being installed with the new Takina convention centre changes

#	Date	Meeting	Report	Clause	Status	Comment
235	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	v. TR075-22 Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces; Remove one P120 parking space	In progress	Instructions sent to contractors (waiting installation) with amended changes which doesn't result in the loss of any parking
236	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	w. TR77-22 Newtown Avenue, Newtown – Loading Zone	In progress	
237	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	x. TR78-22 Rembrandt Avenue, Tawa – No Stopping At All Times	In progress	
238	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	3) Defer TR56-22 Wellington Central – Increase in metered parking time and TR69-22 Barnett Street Carpark to the Finance and Performance Committee of 16 June 2022.	In progress	
239	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.4 Traffic Resolutions	4) Agree that TR075-22 Frankmoore Avenue, Johnsonville is carried out without loss of car parking, while still meeting accessibility standards, noting that if measurements cannot be achieved on site the removal of one P120 parking space will be implemented.	In progress	No parking loss required after further measurements taken on site. Instructions sent to contractors (waiting installation) for changes to ensure the mobility parks meet guidelines and standards. JCA and Johnsonville Community Centre are aware of the amendments to the TR and are happy with the outcome.
240	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2 5 Name for New Private Right-of-Way, Khandallah	1) Receives the information.	Complete	
241	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2 5 Name for New Private Right-of-Way, Khandallah	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.	Complete	
242	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.6 Forward Programme	1) Receives the information.	Complete	
243	Wednesday, 8 June 2022	Pūroro Hātepe Regulatory Processes Committee	2.7 Actions Tracking	1) Receives the information.	Complete	