

Absolutely Positively  
**Wellington City Council**

Me Heke Ki Pōneke

# Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee

## Agenda

9:30am Thursday, 16 February 2023

Ngake (16.09)

Level 16, Tahiwī

113 The Terrace

Wellington



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## **MEMBERSHIP**

Mayor Whanau  
Councillor Abdurahman  
Councillor Calvert  
Councillor Free (Chair)  
Pouiwi Hohaia  
Pouiwi Kelly  
Councillor McNulty (Deputy Chair)  
Councillor Paul

### **Have your say!**

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

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## AREA OF FOCUS

The Koata Hātepe | Regulatory Processes Committee has responsibility for:

- 1) Naming places in accordance with the naming policy, except for regionally significant decisions.
- 2) Development contribution remissions.
- 3) Leases, licences, and easements.
- 4) Objections to classifications under the Dog Control Act 1996.
- 5) Suburb boundaries.
- 6) Traffic resolutions.
- 7) Temporary road closures.
- 8) Road stopping.
- 9) Approving the list of Resource Management Act commissioners and the associated appointment guidelines.

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

**Quorum:** 4 members



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## 1. Meeting Conduct

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### 1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

### 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 14 December 2022 will be put to the Koata 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 Koata Hātepe | Regulatory Processes Committee.***

The Chairperson shall state to the meeting:

1. The reason why the item is not on the agenda; and

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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 Koata Hātepe | Regulatory Processes Committee.

***Minor Matters relating to the General Business of the Koata 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 Koata Hātepe | Regulatory Processes Committee for further discussion.

### **1.6 Public Participation**

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

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



## 2. General Business

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### 1. A REQUEST FOR THE POSTPONEMENT OF DEVELOPMENT CONTRIBUTIONS FOR 47 VIVIAN STREET

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#### Kōrero taunaki | Summary of considerations

##### Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee is to consider the development contributions postponement request for 47 Vivian Street.

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

Aligns with the following strategies and priority areas:

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

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

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

##### Relevant Previous decisions

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

##### Significance

Low public significance as an operational decision affecting one development.

##### Financial considerations

- Nil       Budgetary provision in Annual Plan / Long-term Plan       Unbudgeted \$319,719.47

2. Please summarise the funding or revenue implications and what the source of the funding is. Further detail can be outlined in the subsequent section “Financial Implications”. The policy is a funding tool under the Long-term Plan and the charges collected through the policy are estimated in the Long-term Plan to be around \$3.5 million per annum. The application is for a postponement of payment of a \$319,719.47 incl GST. This postponement has not been included in Council’s budget forecasts.

##### Risk

- Low       Medium       High       Extreme

3. Outline the overall level of risk, summarising the risk section from later in the paper. 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 postponement in this instance may result in more developers applying for postponements.

Author	Nicole Tydda, Manager Customer Service and Business Support
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Authoriser	Liam Hodgetts, Chief Planning Officer
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### **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion

That Koata Hātepe | Regulatory Processes Committee:

- 1) Note the provisions at clause 2.6 of the Development Contributions Policy 2015-16 allowing the Council to agree to postpone development contributions.
- 2) Note the request and the reasons provided by the applicant in the attached email.
- 3) Decline the request to postpone development contributions.

### **Whakarāpopoto | Executive Summary**

4. In September 2019 Council received a building consent for a new nine story apartment building with commercial space on the ground floor.
5. The development was assessed for development contributions which amount to \$319,719.47 under the 2015-2016 Development Contributions Policy ("The Policy").
6. In December 2022, Council received a request to postpone the payment of development contribution and allow the code compliance certificate to be released prior to the contribution being paid, due to spiralling costs of building the development.
7. The 2015-16 Policy provides for Council to consider a request for postponement of development contributions at its complete discretion under section 2.6.
8. The applicants are asking the committee to consider using their discretion to postpone their development contributions and allow the code compliance certificate to be released prior to payment in full.
9. Officers consider the request would set a dangerous precedent due to the scale of the request and have therefore recommended the request be declined.

### **Takenga mai | Background**

10. In September 2019 the applicant applied for a building consent to construct a nine storey apartment building with commercial space that will connect into Council's infrastructure network at 47 Vivian Street.
11. The development was assessed for development contributions which amount to \$319,719.46 (GST inclusive) under the 2015-2016 Development Contributions Policy.
12. The apartment will comprise of 85 residential units and 61m<sup>2</sup> of commercial space on the ground floor.
13. The applicant has applied for the code of compliance certificate which triggered the invoice for development contributions.
14. The applicant has advised that they can no longer afford to pay the development contributions, due to higher than expected building costs, prior to the code compliance certificate being issued and has proposed that we release the certificate and that they will enter into a payment plan with Council to pay off the development contributions.

15. As well as the outstanding development contributions of \$319,719.47 the applicant also has an outstanding debt of \$33,636.61 for processing of the building consent. The full amount outstanding for the consent is \$353,356.08. (GST inclusive)

### **Kōrerorero | Discussion**

16. The Policy states that development contributions must be paid before the code compliance certificate is issued.
17. 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
18. The applicant has stated that the build over ran by 13th months due to shortages of building materials and tradespeople, resulting in a significant over run of costs.
19. The applicant also states that this is a build to rent development so they will not be receiving any significant money from the sale of the apartments.
20. The applicant believes that they will be able to pay off \$10,000 a month. If we take the building consent processing fees into account, it will take the applicant 3 years to pay off the debt.
21. Since 2020 the Committee has considered two applications for postponement due to financial hardship, both were granted. The largest of which was \$ 5,494.94, this is significantly less than the current application.
22. However, in this case the development contributions are for a significant amount, and whilst the applicant is not seeking a remission for the development contributions, postponing the payment will result in a higher than planned debt balance which is placing pressure on Councils already constrained balance sheet. The interest attributable to the additional debt being carried by council will have a negative rates impact.
23. Officers recommend declining the postponement of development contributions as this request is sizeable and would set a precedent, and the postponement has not been included in Council's budget forecasts. Granting of the postponement would result in an increase in Councils budgeted debt levels. Officers note that the applicant also has an outstanding debt of \$33,636.61 (GST inclusive) for the processing of the building consent.
24. However if a postponement is granted, officers suggest that Council should secure the debt with a land charge against the title under the Statutory Land Charges Registration Act 1928.

### **Kōwhiringa | Options**

25. The Policy enables the postponement of payment at the Council's complete discretion and states that these decisions will not be regarded as creating precedent or expectations.
26. Officers believe there are three possibilities.
  - Decline the request for a postponement.
  - Agree to postpone the development contributions in full, allowing the release of the code compliance certificate and officers registering the land charges; or
  - Agree to postpone the development contributions in part. The applicant can pay an agreed percentage of the development contributions and The Committee can approve a postponement for the remaining amount, allowing the release of the

code compliance certificate and the officers can arrange for land charges to be registered against the title.

27. The applicant will be liable for the full amount of development contributions either way.

## **Whai whakaaro ki ngā whakataunga | Considerations for decision-making**

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

28. The Development Contribution Policy 2015-16 has been considered, and it appears that clause 2.6 enables the Council to grant a postponement of payment at its discretion.
29. There is also a clause 3.2.10 that talks to "payment delay", and provides conditions for delay, including that the development have 10 or more units. However, it requires the building to remain unoccupied, which result in the applicants not being able to generate income to pay off the debt.

### **Engagement and Consultation**

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

### **Implications for Māori**

31. 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**

32. Granting the postponement will result in an increase in Councils budgeted debt levels as the capital revenue from Development Contributions is used to reduce debt as per Councils Revenue and Financing policy. There is also a potential opportunity cost of carrying this debt over three years as councils balance sheet is nearing capacity. This postponement has not been included in Council's budget forecasts.
33. Therefore, if a postponement is given the cost to Council is the additional interest expense which will require rates funding. This postponement has not been included in Council's budget forecasts.

### **Legal considerations**

34. The approach in this report is considered to comply with the policy, and related Local Government Act 2002 provisions

### **Risks and mitigations**

35. While 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 postponement may result in more developers applying for these.

### **Disability and accessibility impact**

36. There is no disability and accessibility impact.

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

37. There is no climate change impact or considerations

### **Communications Plan**

38. There is no communication plan.

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

39. There is no health and safety impact.

### **Ngā mahinga e whai ake nei | Next actions**

40. Council officers will either charge development contributions or postpone them as per the Committees decision.

### **Attachments**

Attachment 1. Request for postponement of Development Contributions [↓](#)  Page 14

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**Nicole Tydda**

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**From:** Alex Khera <alex@khera.co.nz>  
**Sent:** Tuesday, 27 December 2022 11:20 pm  
**To:** Nicole Tydda  
**Subject:** Request for postponement and Payment plan - SR 446876 - Fees required before issue of CCC  
**Attachments:** Fee request letter SR446876.pdf; TW 446876 - 17.pdf; TW 446876 - 16.pdf; SR446876 Fee breakdown.pdf; SR446876 Fee reconciliation.pdf

Hi Nicole

Please treat this email as a request for postponement of the fees due to below

- This build has now run over by 13 Months
- The reasons for running over time has been lack of availability of building materials and lack of availability of tradesmen
- As a result of the overrun of time, shortage of building materials and trades men etc I have also had a significant over run on the budget.
- This is a build to rent development ( held by me about 90% of the building )ie I wouldn't be getting any significant \$ from the sale of the apartments.
- In addition also the increase in cost of building material and interest rates has also added to the increase in costs adding to the stress

In view of the above can I request a payment plan where in I can pay \$10k – per month to WCC and would request that the CCC could be released as soon as practically possible

Regards

a  
021 831 955

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**From:** Samantha Pratt <Samantha.Pratt@wcc.govt.nz>  
**Sent:** Wednesday, 21 December 2022 3:46 pm  
**To:** Alex Khera <alex@khera.co.nz>  
**Cc:** flinn@cmp.net.nz  
**Subject:** SR 446876 - Fees required before issue of CCC

Kia ora,

A final review of fees has been completed prior to issue of Code Compliance Certificate (CCC). There are additional fees required before we can issue the CCC.

Please see attached the fee breakdown, invoices and fee request letter.

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The outstanding balance to pay is: **\$353,356.08**

Payment can be made by:

- Direct credit to account **06 0582 0106111 00** with your consent number as reference
- Online through our website [here](#)
- Over the phone by credit card, by phoning **04 801 4311**
- EFTPOS, credit cards or cash at Council Offices

Please let me know if you have any questions.

Ngā mihi

**Samantha Pratt**

BCC Administration Officer | Building Compliance & Consents | Wellington City Council

P 04 801 4311

E [bccinspectors@wcc.govt.nz](mailto:bccinspectors@wcc.govt.nz) | W [Wellington.govt.nz](http://Wellington.govt.nz) |  

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## • PROPOSED ROAD CLOSURES

### Kōrero taunaki | Summary of considerations

#### Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee.

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

Aligns with the following strategies and priority areas:

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

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

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

#### Relevant Previous decisions

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

#### Significance

The decision is **rated 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	Maria Taumaa, Street Activities Coordinator
Authoriser	Sean Woodcock, Customer, Compliance and Business Service Manager Siobhan Procter, Chief Infrastructure Officer

## **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion

That Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Agree to close the following road for this event (as listed below) to vehicles and cyclists including motorised scooters, subject to the conditions listed in the proposed Road Closure Impact Reports:

**a. Newtown Festival Side Street showcase**

9.00 am Saturday 4 March 2023 to 10.00 pm Sunday 5 March 2023

- Emmett Street (All)
- Wilson Street from in front of number 5 (not including driveway) to Riddiford Street including the off-street public carpark
- Newtown Avenue from in front of number 15 to in front of number 23 Newtown Avenue
- Donald McLean laneway at 5 Donald McLean Street
- Gordon Place (All)

9.00 am Saturday 1 April 2023 to 10.00 pm Sunday 2 April 2023

- Emmett Street (All)
- Wilson Street from in front of number 5 (not including driveway) to Riddiford Street including the off-street public carpark
- Newtown Avenue from in front of number 15 to in front of number 23 Newtown Avenue
- Donald Mclean laneway at 5 Donald McLean Street
- Gordon Place (all)

6.00 am Friday 14 July 2023 to 8.30 pm Sunday 16 July 2023 Celebrate Matariki

- Emmett Street (All)
- Wilson Street from in front of number 5 (not including driveway) to Riddiford Street including the off-street public carpark
- Newtown Avenue in front of number 15 to in front of number 23 Newtown Avenue
- Donald Mclean laneway at 5 Donald McLean Street
- Gordon Place (all)

**b. Summer Session at the Basin**

6.00 am to 5.00pm Saturday 4 March 2023

- Slip lane closure (Between Buckle Street and Ellice Street) 6.00 am Tuesday 28 February to 5.00 pm Tuesday 7 March

**c. Beers at the Basin**

6.00 am Tuesday 21 November 2023 to 5.00 pm Tuesday 28 November 2023

- Slip lane closure (between Buckle Street and Ellice Street).

**d. Gazley Volkswagen Wellington Marathon**

Sunday 25 June 2023 6.00 am to 1.00 pm

- Seaward lane closures 2 Lanes – Westpac stadium traffic lights, south along Waterloo Quay 6.00 am to 10.00 am.
  - Customhouse Quay, Jervois Quay, to start of Cable Street. Two lanes will be closed between 6.00 am to 10.00 am, reducing to one lane until 1.00 pm.
    - This is for outward section of all races using two of the three lanes on Jervois Quay, when it will gradually funnel down to one lane at Cable Street.
    - Residents, business owners, Te Papa visitors and market goers will have controlled access.
  - Seaward lane closures Waterloo Quay from Hinemoa Street traffic lights south along Waterloo Quay to intersection with Whitmore Street. Lane closure would be in place between 6.00 am to 1.00 pm.
  - Cable Street to Oriental Parade 6.00 am to 10.00 am.
  - Oriental Parade to Evans Bay parade (between Cable Street and Cobham Drive (full road closure would be in place between 6.00 am to 12.00 pm).
    - Landward lane for normal westbound traffic would be open from approximately 6.00 am to 11.00 am (residents and business owners will have controlled access).
  - Shelly Bay Road between Miramar Avenue and Scorching Bay.
    - 7.00 am to 11.30 am (residents and business owners will have controlled access).
  - Road Closure ends north of Scorching Bay so public can access playground and car parking are unaffected. Marshals will help residents access Herd Street from 7.30 am to 11.30 am.
  - Controlled waterfront access from Herd Street through Chaffers Marina, Frank Kitts Park, Queens Wharf to Bluebridge ferry terminal between 9.00 am to 1.00 pm. Traffic management will manage any variations required (this is for the return journey only).
3. Note that any amendments to the proposed recommendations may require further consultation with affected parties as well as verification from a Council traffic engineer that the amendment is not likely to result in an unsafe outcome for the public or an unreasonable impact on peoples' movement within, and around the event.

## **Whakarāpopoto | Executive Summary**

2. To recommend for approval several proposed road closures to facilitate events across the city over the coming months.

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### **Takenga mai | Background**

3. 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.
4. 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.

### **Kōrerorero | Discussion**

5. This report has been prepared in accordance with the procedures that were approved by the committee on 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 and assess the merits and need for a road closure.
  - The Council advertises its intention to close the road in the public notice column of the local newspaper and a Council social media platforms.
  - Together with the event organiser, council officers ensure consultation with affected stakeholders is 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 officers 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.

### **Kōwhiringa | Options**

6. Option 1: Agree to the temporary road closures  
Option 2: Agree to the temporary road closures with amendments.  
Option 3: Do not agree to the temporary road closures.

Options 2 and 3 carry a risk that we may need to re-consult with affected stakeholders as well as check with a Council traffic engineer as to the viability of the changes from a safety and movement perspective.

## 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 Channels
  - Facebook
  - Have Your Say
  - Twitter

Details are part of the Impact Reports.

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

- Advanced roadside event signage
- Media Releases
- Council Website
- Council Social Media Channels

Event organisers are working with resident groups where applicable, community groups, local retailers and businesses have been advised of their intention to close the road.

The Proposed Road closure is subject to the Government Covid – 19 guideline announcements.

### Implications for Māori

#### There are no Te Titiri O Waitangi implications. Financial implications

11. Not applicable

### Legal considerations

12. Not applicable.

### Risks and mitigations

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

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### Disability and accessibility impact

14. 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

15. Each event organiser is required to add their consideration to their road closure Impact Report.

### Communications Plan

16. Residents and retailers affected by the road closures will be notified by letter drop or contacted by event organiser.

### Health and Safety Impact considered

17. 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

18. 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, run 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.	Newtown Festival Side Impact <a href="#">↓</a> 	Page 23
Attachment 2.	Newtown Side Street Advert <a href="#">↓</a> 	Page 27
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**PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT**

***NEWTOWN FESTIVAL SIDE STREET SHOWCASE  
VARIOUS DATES LISTED BELOW***

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**1. Description of Event**

The “Side-Street Showcase” uses some of the side street closures already consented for the full Newtown Festival on 5 March 2023 (postponement date 2 April 2023).

If the main Newtown Festival happens in March (or in April) as planned, the first Side Street showcase event will be held at Matariki (July 2023). For Newtown Festival grant funding applications organisers need to be able to reference this contingency road closure application to be able to redeploy any allocated funding towards one of these options.

This event is less expensive, more manageable and flexible should changing COVID restrictions mean stalls or crowd number must be limited. Each street zone can be separately fenced for controlled free entry and can easily rest to align with any new potential public health configurations. No arterial roads are closed, or buses diverted.

**The proposed road closures to vehicles and cyclists, are as follows: Newtown Festival Side Street Show Case:**

**9am Saturday 4 March 2023 to 10pm Sunday 6 March 2023**

Emmett Street (All)

Wilson Street from in front of number 5 (not including driveway) to Riddiford Street including the off-street public carpark

Newtown Avenue from in front of number 15 to in front of number 23 Newtown Avenue

Donald McLean Laneway at 5 Donald McLean Street

Gordon Place (All)

**9am Saturday 1 April 2023 to 10pm Sunday 2 April 2023**

Emmett Street (All)

Wilson Street from in front of number 5 (not including driveway) to Riddiford Street including the off-street public carpark

Newtown Avenue from in front of number 15 to in front of number 23 Newtown Avenue

Donald McLean Laneway at 5 Donald McLean Street

Gordon Place (All)

**9am Friday 14 July 2023 to Saturday 8.30pm 15 July 2023 and Sunday 16 July 2023 to Celebrate Matariki**

## REGULATORY PROCESSES COMMITTEE

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

Emmett Street (All)

Wilson Street from in front of number 5 (not including driveway) to Riddiford Street including the off-street public carpark.

Newtown Avenue from in front of number 15 to in front of number 23 Newtown Avenue

Donald Mclean Laneway at 5 Donald Mclean Street

Gordon Place All

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 Newtown Festival Side Show will run along the same lines as the Annual Newtown Festival but on a smaller scale. Newtown Festival won a Wellington Airport community award in 2015, the 150 food and drink stalls 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 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.

### 2. Events Directorate Support

The Events Unit has no objection to this event.

## 2. Proposal Notice and Consultation

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

- Dominion Post, 14 January 2023
- Social Media, 16 January 2023
- Twitter, 16 January 2023
- Facebook, 16 January 2023
- Have your say, 16 January 2023

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

## 3. Objections

There have been no objections to this road closure request.

## 4. Traffic Impact Assessment



## REGULATORY PROCESSES COMMITTEE

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### 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 Saturday 9am 4 March 2023 to 10pm Sunday 5 March 2023, 9am Saturday 1 April 2023 to 10pm Sunday 2 April 2023, 9am Friday 14 July 2023 to 8.30pm Sunday 16 July 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.
- 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 9am 4 March 2023 to 10pm Sunday 5 March 2023, Saturday 1 April 2023 to 10pm Sunday 2 April 2023, 9am Friday 14 July 2023 to 8.30pm Sunday 16 July 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.

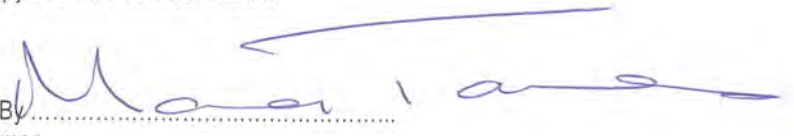
## REGULATORY PROCESSES COMMITTEE

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

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

### Attachments

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

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

**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke

## Public notice request form

BUS: Ad Bookings

<b>Date notice is to run</b>	Saturday 14 January 2023
<b>Publication</b>	<input checked="" type="checkbox"/> The Dominion Post <input type="checkbox"/> Not sure – quotes required
<b>Purchase order #</b>	
<b>Re-run job number</b>	
<b>Approver</b>	

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### **Proposal to Close Roads**

The Regulatory Processes Committee will meet on Thursday 16 February 2023 to consider the following temporary road closure for Events.

#### **Newtown Festival Side Street Showcase**

Saturday 4 March 2023 9am to Sunday 5 March 2023 10pm

**Emmett Street** (all of Emmett)

**Wilson Street** from in front of number 5 (not including driveway) to Riddiford Street including the off-street public carpark.

**Newtown Avenue** from in from in front of number 15 to in front of number 23 Newtown Avenue.

**Donald Mclean Laneway** at 5 Donald Mclean Street  
Gordon Place (All)

Saturday 1 April 2023 9am to Sunday 2 April 2023 10pm

**Emmett Street** (all of Emmett)

**Wilson Street** from in front of number 5 (not including driveway) to Riddiford Street including the off-street public carpark.

**Newtown Avenue** from in from in front of number 15 to in front of number 23 Newtown Avenue.

**Donald Mclean Laneway** at 5 Donald Mclean Street  
Gordon Place (All)

Friday 14 July 2023 9am to Saturday 15 July Sunday 16 July 2023 to 8.30pm to celebrate Matariki

**Emmett Street** (all of Emmett)

**Wilson Street** from in front of number 5 (not including driveway) to Riddiford Street including the off-street public carpark.

**Newtown Avenue** from in from in front of number 15 to in front of number 23 Newtown Avenue.

**Donald Mclean Laneway** at 5 Donald Mclean Street  
Gordon Place (All)

Summer Session at the Basin – Saturday 4 March 2023

Tuesday 28<sup>th</sup> February 2023 6am to Tuesday 7<sup>th</sup> March 2023 5pm

Slip Lane Closure (Between Buckle Street and Ellice Street)

Beers at the Basin Saturday 25 November 2023

Tuesday 21 November 2023 6am to Tuesday 28 November 2023 5pm

Slip Lane Closure (Between Buckle Street and Ellice Street.

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 27 January 2023. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email [Street.activities@wcc.govt.nz](mailto:Street.activities@wcc.govt.nz)

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

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**NOTES**

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**DEADLINES**

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

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

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Event Name: Newtown Festival Side Street Showcase From: 4/03/2023 9:00:00 am Until: 5/03/2023 10:00:00 pm  
Event Type: Road Closure  
Event Details:



Event Name: Newtown Festival Side Street Showcase From: 1/04/2023 9:00:00 am Until: 2/04/2023 10:00:00 pm  
Event Type: Road Closure  
Event Details:



Event Name: Newtown Festival Side Street Showcase From: 14/07/2023 9:00:00 am Until: 16/07/2023 8:30:00 pm  
Event Type: Road Closure  
Event Details: Sunday will celebrate Matariki



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## PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

### *SUMMER SESSION AT THE BASIN* *6AM TUESDAY 28 FEBRUARY 2023 TO 5PM TUESDAY 7 MARCH 2023*

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#### 1. Description of Event

Wellington's newest summer festival is coming to the iconic Basin Reserve this summer! "Summer Session at the Basin" has something for everyone. A great range of beverages, delicious food and live music – the perfect combination for a stunning day in the sun with friends. Some of NZ's top musicians will be providing live music to keep the festival alive and the vibes high.

**The proposed road closures to vehicles and cyclists, are as follows: Summer Session at the Basin: 6am Tuesday 28 February 2023 to 5pm Tuesday 7<sup>th</sup> March 2023**

- Slip Lane (Between Buckle Street and Ellice Street)

Please refer to the map attachment for further detail.

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

#### Climate Change

"Summer Session at the Basin" will need to close the slip road at the Basin Reserve. In assessing the impact of the climate, the following has been considered. Closing the slip road will have a minimal impact on the flow of traffic within the area and not generate any increased pollution and greenhouse gas production. The roading capacity will not be diminished and there would be minimal impact on walking and cycling within the area. With no added congestion there would be no increased emissions.

Like other events run by Arada Promotions, Summer Session will be using a single cup per attendee system, whereby they re-use their cup for the duration of the festival. All vendors are using compostable serve ware and work under the guidance of Nonstop Solutions. Nonstop solutions will be managing all aspects of waste at the festival, this includes a hand-sort of the waste back of house to work towards a high landfill diversion rate and minimize the environmental impact. Being a centrally located venue, attendees are encouraged to walk or car-pool.

#### 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 14 January 2023

## REGULATORY PROCESSES COMMITTEE

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

- Social Media, Monday 16 January 2023
- Twitter, 16 January 2023
- Facebook, 16 January 2023
- Have your say, 16 January 2023

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 6am on Tuesday 28 February 2023 to 5pm Tuesday 7<sup>th</sup> 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.

## REGULATORY PROCESSES COMMITTEE

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

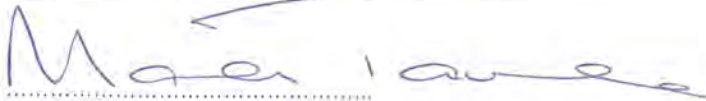
- The event organiser must provide Council with an event hazard / risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport 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 Summer Session at the Basin 6am Tuesday 28 February 2023 to 5 pm Tuesday 7 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

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



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

## Public notice request form

BUS: Ad Bookings

<b>Date notice is to run</b>	Saturday 14 January 2023
<b>Publication</b>	<input checked="" type="checkbox"/> The Dominion Post <input type="checkbox"/> Not sure – quotes required
<b>Purchase order #</b>	
<b>Re-run job number</b>	
<b>Approver</b>	

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## Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 16 February 2023 to consider the following temporary road closure for Events.

### Newtown Festival Side Street Showcase

Saturday 4 March 2023 9am to Sunday 5 March 2023 10pm

**Emmett Street** (all of Emmett)

**Wilson Street** from in front of number 5 (not including driveway) to Riddiford Street including the off-street public carpark.

**Newtown Avenue** from in from in front of number 15 to in front of number 23 Newtown Avenue.

**Donald Mclean Laneway** at 5 Donald Mclean Street  
Gordon Place (All)

Saturday 1 April 2023 9am to Sunday 2 April 2023 10pm

**Emmett Street** (all of Emmett)

**Wilson Street** from in front of number 5 (not including driveway) to Riddiford Street including the off-street public carpark.

**Newtown Avenue** from in from in front of number 15 to in front of number 23 Newtown Avenue.

**Donald Mclean Laneway** at 5 Donald Mclean Street  
Gordon Place (All)

Friday 14 July 2023 9am to Saturday 15 July Sunday 16 July 2023 to 8.30pm to celebrate Matariki

**Emmett Street** (all of Emmett)

**Wilson Street** from in front of number 5 (not including driveway) to Riddiford Street including the off-street public carpark.

**Newtown Avenue** from in from in front of number 15 to in front of number 23 Newtown Avenue.

**Donald Mclean Laneway** at 5 Donald Mclean Street  
Gordon Place (All)

Summer Session at the Basin – Saturday 4 March 2023

Tuesday 28<sup>th</sup> February 2023 6am to Tuesday 7<sup>th</sup> March 2023 5pm

Slip Lane Closure (Between Buckle Street and Ellice Street)

Beers at the Basin Saturday 25 November 2023

Tuesday 21 November 2023 6am to Tuesday 28 November 2023 5pm

Slip Lane Closure (Between Buckle Street and Ellice Street.

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 27 January 2023. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email [Street.activities@wcc.govt.nz](mailto:Street.activities@wcc.govt.nz)

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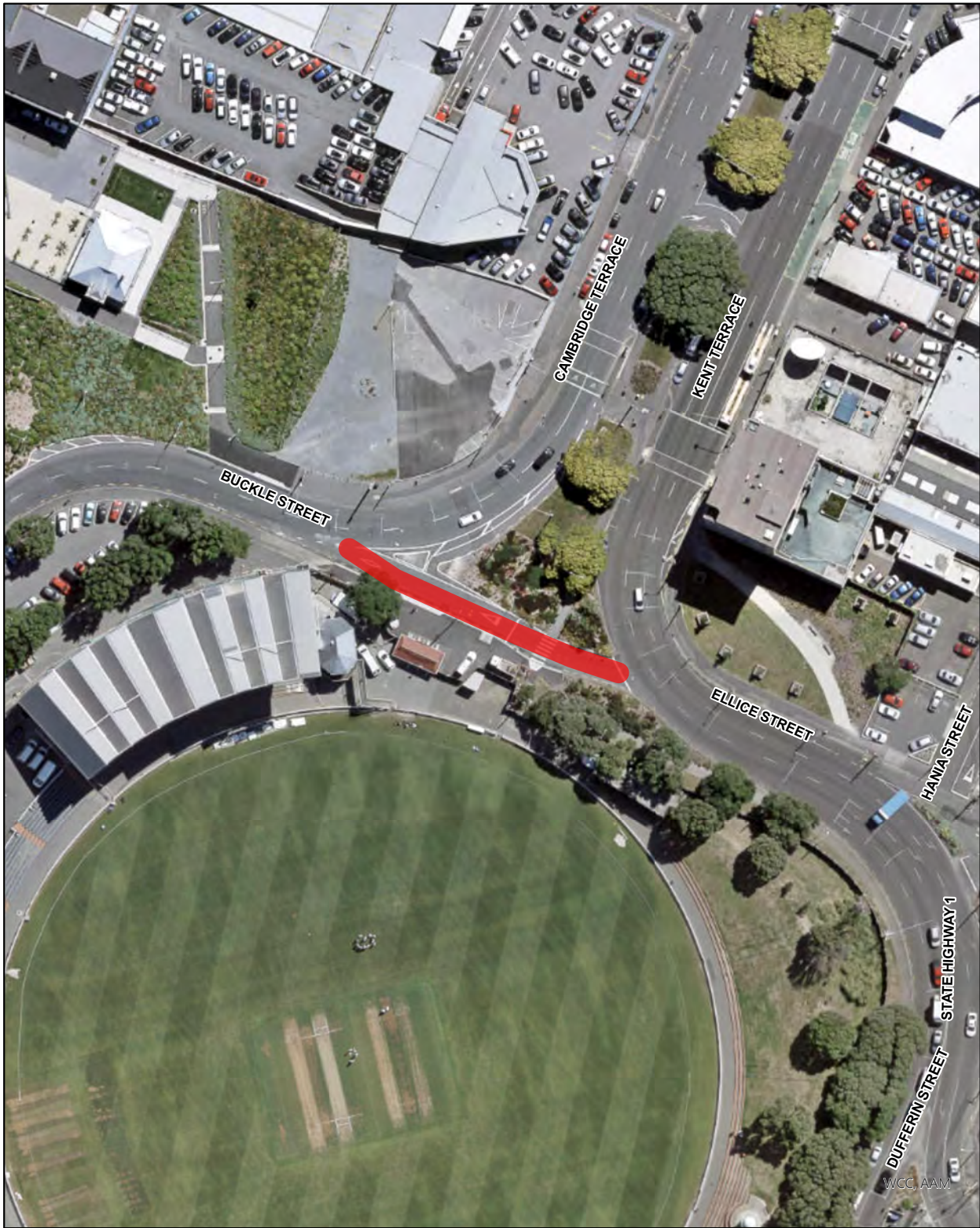
**This proposed road closure is subject to the Government Covid-19 guidelines regarding events of this nature.**

**NOTES**

**DEADLINES**

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

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



Event Name: Summer Session at the Basin From: 28/02/2023 6:00:00 am Until: 7/03/2023 5:00:00 pm  
Event Type: Road Closure  
Event Details: 6am - 5pm Daily Between the Aforementioned Dates

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**REGULATORY PROCESSES COMMITTEE**

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

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**PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT**

**GAZLEY VOLKSWAGEN WELLINGTON MARATHON  
6AM TO 1PM SUNDAY 25 JUNE 2023**

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**1. Description of Event**

This event has been part of the Wellington City events calendar for many years and has been run over this route since 2003 when the event shifted to the current Sky Stadium venue. The Wellington Marathon has grown to more than 4000 participants. It is now a member of the "Big Five" marathon events, alongside the Auckland, Queenstown, Rotorua and Christchurch. The event attracts more than 2000 visitors every year, while locally it is the Wellington region's major winter festival. Due to covid 19 this event was not held in 2020, and 2021.

In 2023, the event will follow the same route with the same controls as in previous events, the full application for All roading controls including course description, course planning and event's background and benefits to Wellington.

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

**The proposed road closures to vehicles and cyclists, are as follows: Gazley Volkswagen Wellington Marathon: 6am to 1pm Sunday 25 June 2023.**

- **Seaward Lane Closures 2 Lanes** – (Westpac Stadium traffic lights, south along Waterloo Quay 6am to 10am)
- **Customhouse Quay, Jervois Quay to Cable Street-** (Two lanes will be closed between 6am to 10am, reducing to one lane until 1.00pm)
- **NB:** This is for outward section of all races using two of the three lanes on Jervois Quay, when it will gradually funnel down to one lane at Cable Street. (Residents, business owners, Te Papa visitors and market goers will have controlled access)
- **Seaward Lane Closures** - (Waterloo Quay from Westpac Stadium traffic lights south along Waterloo Quay to intersection with Whitmore Street Lane closure would be in place between 6am to 1pm.
- Cable Street to Oriental Parade 6am to 10am
- Oriental Parade to Evans Bay Parade (between Cable Street and Cobham Drive) full road closure would be in place between 6am to 12noon
- Landward lane for normal westbound traffic would be open from approximately 6am to 11am (Residents and Business owners will have controlled access)
- Shelly Bay road between Miramar Avenue and Scorching Bay 7am to 11.30am
- (Residents and Business owners will have controlled access)
- Road closure ends North of Scorching Bay so public can access cafe, playground and carparks are unaffected
- Marshals will help residents access Herd Street from 7.30am to 11.30am
- Controlled Waterfront Access from Herd Street through Chaffers marina, Frank Kitts, Queens Wharf to Bluebridge Ferry Terminal between 9am to 1pm
- Traffic Management will manage any variables required (this is for the return journey only)



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**

As an event that promotes human-powered endeavour the Wellington Marathon is a relevant community occasion, meeting increasingly important social objectives such as health and well-being community goodwill and climate change. Organisationally the event involves the wider community in such ways as utilising local service providers as much as possible and donating more than \$20,000 to local community groups and charities in exchange for the 200-plus volunteers required. Organisers meet climate-change objectives by the promotion of human powered endeavour and initiatives such as: the use of recyclable and compostable consumables, following the Greater Wellington event waste minimisations guidelines, staging the event close to regional public transport networks, promoting those transport networks, not providing waste-heavy participants goodie bags, and providing clean-up crews to leave the course "as we found it".

## **2. Events Directorate Support**

This annual sporting and community event is supported by the City Events team.

## **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 14 January 2023
- Social Media, Monday 16 January 2023
- Twitter, Monday 16 January 2023
- Facebook, Monday 16 January 2023
- Have your say, Monday 16 January 2023

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)

## REGULATORY PROCESSES COMMITTEE

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

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 6am to 1pm on Sunday 25 June 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.
- 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 event organiser must work with Coastguard Emergency services at Evans Bay Marina to ensure in an emergency, coastguard is able to enter the first driveway from State Highway 1 within the road closure.
- 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.

## REGULATORY PROCESSES COMMITTEE

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

### Attachments

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

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





## Proposal to Close Roads

The Regulatory processes Committee will meet on Thursday 16 February 2023 to consider the following temporary road closure for Events.

### **Gazley Volkswagen Wellington Marathon**

Sunday 25 June 2023 6.00am to 1.00pm,

**Seaward Lane Closures:** 2 Lanes – Westpac stadium traffic lights, south along Waterloo Quay 6.00am to 10.00am.

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

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

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

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

**Cable Street to Oriental Parade** 6.00am to 10.00am

**Oriental Parade to Evans Bay Parade (between Cable Street and Cobham Drive)** full road closure would be in place between 6.00am to 12 noon.

Landward lane for normal westbound traffic would be open from approx 6.00am to 11.00am

(Residents and business owners will have controlled access)

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

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

**Controlled Waterfront Access from Herd Street through Chaffers Marina, Frank Kitts Queens Wharf to Bluebridge Ferry Terminal** between 9.00am to 1.00pm. Traffic Management will manage any variations required. (this is for the return journey only)

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 27 January 2023. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email [Street.activities@wcc.govt.nz](mailto:Street.activities@wcc.govt.nz)

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

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

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke



**THE DOMINION POST**  
14 Jan 2023

## Proposal to Close Roads 2023 Events

The Regulatory processes Committee will meet on Thursday 16 February 2023 to consider the following temporary road closure for Events.

**Newtown Festival Side Street Showcase**  
Saturday 4 March 2023 9am - Sunday 5 March 2023 10pm  
**Emmett Street** (all of Emmett).  
**Wilson Street** from in front of number 5 (not including driveway) to Riddiford Street including the off-street public carpark.  
**Newtown Avenue** from in from in front of number 15 to in front of number 23 Newtown Avenue.  
**Donald Mclean Laneway** at 5 Donald Mclean Street.  
**Gordon Place** (All).

Saturday 1 April 2023 9am - Sunday 2 April 2023 10pm  
**Emmett Street** (all of Emmett).  
**Wilson Street** from in front of number 5 (not including driveway) to Riddiford Street including the off-street public carpark.  
**Newtown Avenue** from in from in front of number 15 to in front of number 23 Newtown Avenue.  
**Donald Mclean Laneway** at 5 Donald Mclean Street.  
**Gordon Place** (All).

Friday 14 July 2023 9am to Saturday 15 July 2023 and Sunday 16 July 2023 to 8.30pm to celebrate Matariki  
**Emmett Street** (all of Emmett).  
**Wilson Street** from in front of number 5 (not including driveway) to Riddiford Street including the off-street public carpark.  
**Newtown Avenue** from in from in front of number 15 to in front of number 23 Newtown Avenue.  
**Donald Mclean Laneway** at 5 Donald Mclean Street.  
**Gordon Place** (All).

**Summer Session at the Basin** Saturday 4 March 2023  
Tuesday 28th February 2023 6am to Tuesday 7th March 2023 5pm  
Slip Lane Closure (Between Buckle Street and Ellice Street).

**Beers at the Basin** Saturday 25 November 2023  
Tuesday 21 November 2023 6am to Tuesday 28 November 2023 5pm  
Slip Lane Closure (Between Buckle Street and Ellice Street).

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 27 January 2023. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email [Street.activities@wcc.govt.nz](mailto:Street.activities@wcc.govt.nz)

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

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

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Event Name: Gazley Marathon  
 Event Type: Road Closure  
 Event Details:

From: 25/06/2023 6:00:00 am

Until: 25/06/2023 1:00:00 pm

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## REGULATORY PROCESSES COMMITTEE

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

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### PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

#### *BEERS AT THE BASIN 6AM TUESDAY 21 NOVEMBER 2023 TO 5PM TUESDAY 28 NOVEMBER 2023*

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#### 1. Description of Event

"Beers at the Basin" is a local summer festival that is now in its 7<sup>th</sup> year. Hosted at one of Wellington's most iconic venues, the Basin Reserve, "Beers" is an event showcasing some of the best craft breweries, local wineries, street food and music that NZ has to offer. Visitors attend from all around the region and NZ wide, with an average demographic of 25 plus. The festival has become a mainstay on the Wellington Summer calendar.

The proposed road closures to vehicles and cyclists, are as follows: **Beers at the Basin: 6am Tuesday 21 November 2023 to 5 pm Tuesday 28 November 2023.**

- Slip Lane (between Buckle Street and Ellice Street)

Please refer to the map attachment for further detail.

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

#### Climate Change

In assessing the impact of the climate, the following has been considered; Closing the slip lane will have a minimal impact on the flow of traffic within the area and not generate any increased pollution and greenhouse gas production. The roading capacity will not be diminished and there would be a minimal impact on walking and cycling within the area. With no added congestion there would be no increased emissions.

#### 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 14 January 2023
- Social Media, Monday 16 January 2023
- Twitter, Monday 16 January 2023
- Facebook, Monday 16 January 2023
- Have your say, Monday 16 January 2023



This is a regular annual event and 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 6am Tuesday 21 November 2023 to 5pm Tuesday 28 November 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

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

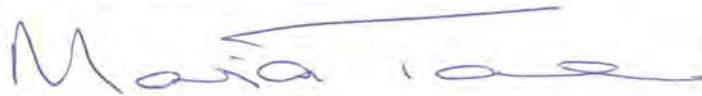
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide 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 6am Tuesday 21 November 2023 to 5pm Tuesday 28 November 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

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



**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke

## Public notice request form

BUS: Ad Bookings

<b>Date notice is to run</b>	Saturday 14 January 2023
<b>Publication</b>	X <input type="checkbox"/> The Dominion Post <input type="checkbox"/> Not sure – quotes required
<b>Purchase order #</b>	
<b>Re-run job number</b>	
<b>Approver</b>	

### **Proposal to Close Roads**

The Regulatory Processes Committee will meet on Thursday 16 February 2023 to consider the following temporary road closure for Events.

#### **Newtown Festival Side Street Showcase**

Saturday 4 March 2023 9am to Sunday 5 March 2023 10pm

**Emmett Street** (all of Emmett)

**Wilson Street** from in front of number 5 (not including driveway) to Riddiford Street including the off-street public carpark.

**Newtown Avenue** from in from in front of number 15 to in front of number 23 Newtown Avenue.

**Donald Mclean Laneway** at 5 Donald Mclean Street  
Gordon Place (All)

Saturday 1 April 2023 9am to Sunday 2 April 2023 10pm

**Emmett Street** (all of Emmett)

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**Newtown Avenue** from in from in front of number 15 to in front of number 23 Newtown Avenue.

**Donald Mclean Laneway** at 5 Donald Mclean Street  
Gordon Place (All)

Friday 14 July 2023 9am to Saturday 15 July Sunday 16 July 2023 to 8.30pm to celebrate Matariki

**Emmett Street** (all of Emmett)

**Wilson Street** from in front of number 5 (not including driveway) to Riddiford Street including the off-street public carpark.

**Newtown Avenue** from in from in front of number 15 to in front of number 23 Newtown Avenue.

**Donald Mclean Laneway** at 5 Donald Mclean Street  
Gordon Place (All)

Summer Session at the Basin – Saturday 4 March 2023

Tuesday 28<sup>th</sup> February 2023 6am to Tuesday 7<sup>th</sup> March 2023 5pm

Slip Lane Closure (Between Buckle Street and Ellice Street)

Beers at the Basin Saturday 25 November 2023

Tuesday 21 November 2023 6am to Tuesday 28 November 2023 5pm

Slip Lane Closure (Between Buckle Street and Ellice Street.

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 27 January 2023. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email [Street.activities@wcc.govt.nz](mailto:Street.activities@wcc.govt.nz)

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

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**NOTES**

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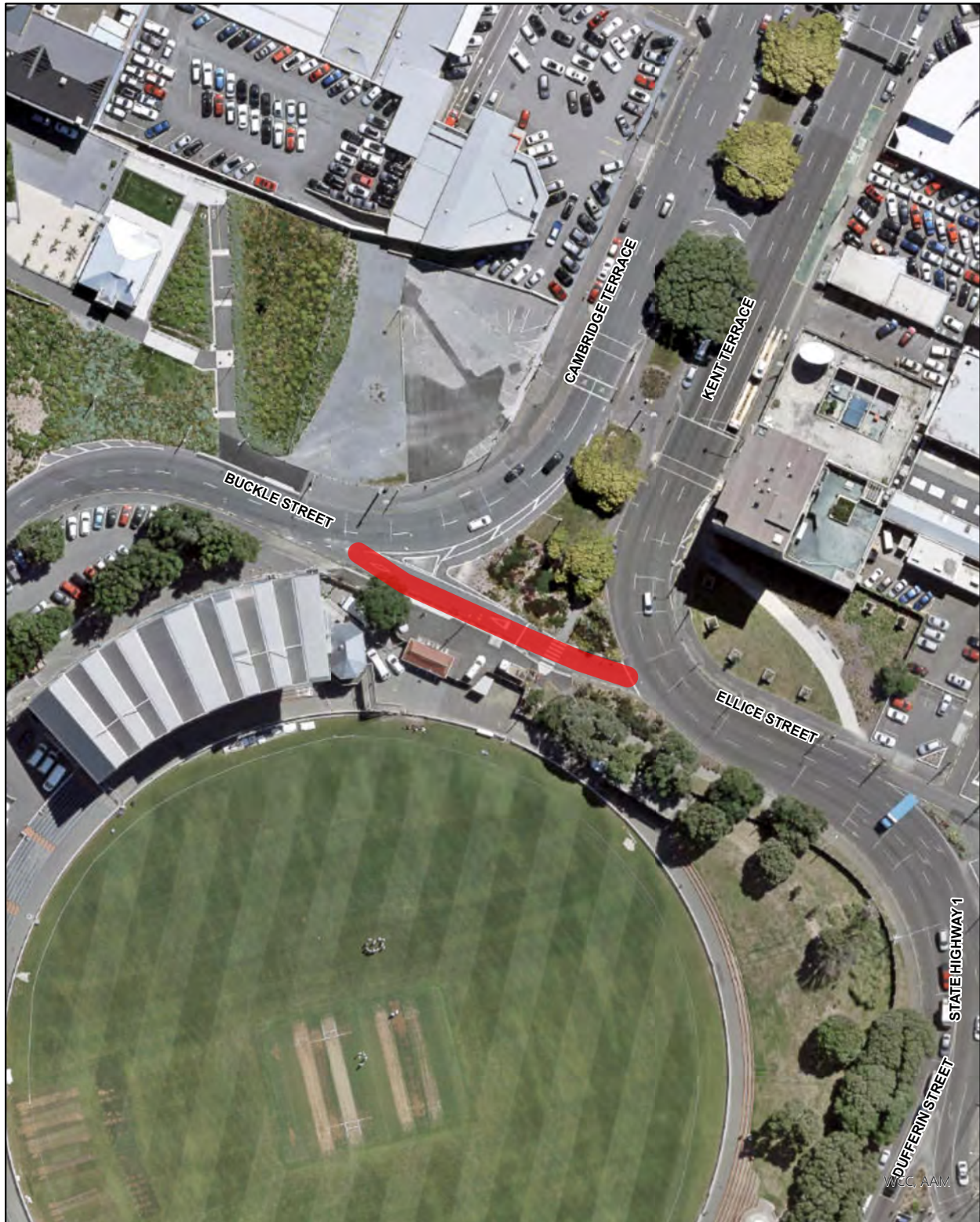
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**DEADLINES**

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

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

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Event Name: Beers at the Basin

From: 21/11/2023 6:00:00 am

Until: 28/11/2023 5:00:00 pm

Event Type: Road Closure

Event Details: 6am - 5pm Daily Between the Aforementioned Dates

## 2. NAME FOR PRIVATE RIGHT-OF-WAY IN PAPARANGI

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### Kōrero taunaki | Summary of considerations

#### Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee recommends a name for a new private right-of-way to be developed off Bushland Grove in Paparangi.

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

Aligns with the following strategies and priority areas:

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

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

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

#### Relevant Previous decisions

No relevant previous decisions that pertain to the decision being considered in this paper have been identified.

#### Significance

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

The criteria that apply, as set out in the Council's Significance and Engagement Policy (June 2018), are:

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

Community interest: Targeted engagement with pertinent stakeholders was undertaken.

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

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

#### Financial considerations

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

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| term Plan |

2. There are no financial implications of note.

**Risk**

|  Low |  Medium |  High |  Extreme

3. The risk from naming this private right-of-way is nil. Not naming it could increase the risk of harm to people and/or property if an adverse event occurs, since emergency services may struggle to locate a property if addresses are not able to be assigned to the new properties at the right-of-way.

Authors	Carline Thomas, Land & Customer Information Advisor Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Nadia Webster, Manager Data & Insights James Roberts, Chief Digital Officer



## Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information;
- 2) Agree to name the private right-of-way being developed off Bushland Grove in Paparangi, **Ara Pīpīwharauoa**, as shown on F Plan 3126.

## Whakarāpopoto | Executive Summary

4. This report recommends the name **Ara Pīpīwharauoa** for a private right-of-way being developed off Bushland Grove in Paparangi (F Plan 3126 refers).
5. Ngāti Toa had originally gifted the name **Pīpīwharauoa** to the Porirua City Council (PCC), however the name is unused to date. PCC has advised they are happy for it to be used in Wellington, with Ngāti Toa's approval. Ngāti Toa has generously granted that approval.
6. Naming the right-of-way will enable addresses to be assigned in accord with relevant policies, standards, and legislation. Crucially, it will facilitate wayfinding.

## Takenga mai | Background

7. Not applicable.

## Kōrerorero | Discussion

8. A private right-of-way (ROW) being developed at number 8 Bushland Grove in Paparangi will provide access to more than 5 properties. It now needs to be named in accord with the Australia/New Zealand Addressing Standard AS/NZS 4819:2011 and Council's Naming Policy: Te Māpihi Maurea.
9. The developer originally suggested the name **Pīpīwharauoa** for another ROW being developed at number 6 Bushland Grove. In proposing this name, the developer commented that: *"pipiwharauoa are also known as Shining Cuckoo. They are a migrating bird that is rumored to have lead voyaging Maori to the shores of New Zealand. They are commonly found in Seton Nossiter park arriving in spring after spending the winter months in the Pacific Islands mainly in Fiji, Tonga and Samoa"*.
10. The properties that have now been constructed at number 6 Bushland Grove were subsequently able to be assigned addresses off Bushland Grove following advice from Land Information New Zealand (LINZ) indicating this would be acceptable (LINZ have oversight of implementation of the Addressing Standard).
11. Greater Wellington Regional Council (GWRC) maintains a register of road names in the region and provides a check of names for uniqueness in the region on behalf of councils in the Greater Wellington region. The advice from GWRC was that **Pīpīwharauoa** was already reserved for use by Porirua City Council (PCC).
12. PCC has been contacted with a request to use the name **Pīpīwharauoa** in Wellington. PCC has advised they are willing to allow Wellington to use this name, provided Ngāti Toa endorse this use since the name was gifted to PCC by Ngāti Toa.

13. Ngāti Toa have generously approved the name **Pīpīwharauoa** for the ROW being developed at number 8 Bushland Grove. It would be used with the approved road name type for right-of-ways of 'Ara', that is, as **Ara Pīpīwharauoa**.
14. Other stakeholders contacted with regards to names for the ROW were Ngā Hau e Whā o Paparāangi, the Newlands Paparangi Progressive Association, the Seton Nossiter Park Working Group, and the Woodridge Planters. The latter two community groups were consulted because Bushland Grove gives access to the Seton Nossiter Park. Both are actively involved in restoring native flora and fauna to the Park.
15. The Marae Komiti of Ngā Hau e Whā o Paparāangi suggested the names, **Ara Manu Waiata** and **Ara Mamaku**. **Mamaku** has already been used for two other roads in the Wellington region however, the Komiti also initially endorsed the use of **Ara Tī Kōuka**. The Komiti advised their support for the use of **Ara Pīpīwharauoa** at this location subsequent to the approval of Ngāti Toa with regards to its use.
16. Other names suggested by stakeholders were **Ara Kōhūhū**, **Ara Tereina**, **Nossiter Way**, and **Gully Way**. Of these, **Ara Kōhūhū** was unavailable, being already reserved for use by PCC, while **Nossiter Way** was seen as unsuitable by most stakeholders since Seton Nossiter, a former longstanding Wellington City councillor after whom the Seton Nossiter Park and Reserve is named, didn't live in the area during his lifetime.
17. The Seton Nossiter Park Working Group suggested names that aligned with the general theme in the Newlands/Paparangi area. Many of the roads in the area bear the names of children in families living in the area at the time of much of its initial development during the 1960s and of people associated with the developer in this area. The names that were suggested are either duplicated elsewhere in the Wellington region or are the names of living people, however, and are therefore unsuitable for use.
18. In reference to the wooden railway viaduct constructed across the gully in the late 19<sup>th</sup> century, the Woodridge Planters suggested the name **Ara Tereina**. The concrete abutments of this viaduct can still be observed in Seton Nossiter Park, adjacent to Bushland Grove. One of the access points to the Park is beside number 8 Bushland Grove. The Planters also suggested the names of several people who have been active in the community, however these are either already in use elsewhere in the area or are those of living people.
19. The name of a Johnsonville resident, Fred Hamer (QSM), New Zealand's longest-serving steam train and diesel locomotive driver, who passed away in October last year, was also suggested by the Woodridge Planters. As well as his long service record, Fred was noted for having stayed calm during an engine fire in a tunnel on the Remutaka railway line and keeping his passengers safe, however Council officers felt the link with Paparangi was insufficiently strong to advance this proposal. The Planters have advised their support for **Ara Pīpīwharauoa**.
20. **Gully Way** and **Ara Tereina** were initially supported by the Newlands Paparangi Progressive Association subject to endorsement from iwi. The Association did not support either **Nossiter Way** or **Ara Tī Kōuka**. The Association has advised their appreciation of Ngāti Toa's generous support of the name **Ara Pīpīwharauoa** for this ROW and are happy to also support this name.

## **Kōwhiringa | Options**

21. Options available to the Regulatory Processes Committee include endorsement of the recommendation of this report to name the private right-of-way at number 8 Bushland Grove, **Ara Pīpīwharauoa**. This name has been approved for use at this location by Ngāti Toa and is supported by the majority of other stakeholders. It reflects the local fauna in the area and will contribute to increasing the visibility and use of te reo Māori in Wellington. It is, therefore, both relevant and meets the provisions of relevant legislation, policies, and standards. The latter include Council's Tūpiki Ora: Māori Strategy and Te Tauihu: Te Reo Māori Policy, in respect of the principles represented through each of these documents and promoting the taonga that is te reo Māori, as well as Section 10 of the Local Government Act 2002, particularly S10(1)(b) in respect of the promotion of the social, environmental well-being of the community.
22. Alternatively, the Regulatory Processes Committee may decide to choose another name for this ROW. The names listed above are all available for use and may be chosen with minimal risk of duplication in the greater Wellington region.
23. If neither of the options above are selected then consultation will resume as appropriate.

## **Whai whakaaro ki ngā whakataunga | Considerations for decision-making**

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

24. Paragraphs 8 and 19 above outline the alignment of the recommended name with relevant Council strategies and policies.

### **Engagement and Consultation**

25. This matter sits in the middle of the International Association of Public Participation (IAP2) Spectrum as shown in Council's Significance and Engagement Policy. This Policy guides that stakeholders should be involved "throughout the process to ensure that public concerns and aspirations are consistently understood and considered" (p. 171). The engagement undertaken here has sought to ensure that the decision to recommend the name **Ara Pīpīwharauoa** has had "regard to the views of the community and those affected by the decision" (p. 171).
26. Stakeholders consulted in this matter were the developer, Ngāti Toa, Ngā Hau e Whā o Paparāangi, the Newlands Paparangi Progressive Association, the Seton Nossiter Park Working Group, and the Woodridge Planters. The 'Principles of Consultation', 6(a) to (e), outlined on page 172 of Council's Significance and Engagement Policy, were followed during the consultation. Principle 6(f) will be followed post-decision.

### **Implications for Māori**

27. Ngāti Toa and Ngā Hau e Whā o Paparāangi were consulted with regards to the names presented here as discussed above. The recommended name meets the provisions of Council's Tūpiki Ora: Māori Strategy and Te Tauihu: Te Reo Māori Policy, in respect of the principles represented through each of these documents. It will promote the taonga that is te reo Māori through greater awareness of te reo in Wellington. The use of te reo Māori for the names of flora and fauna in Aotearoa New Zealand will be advanced through the use of the name recommended here for the private ROW at number 8 Bushland Grove.

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### **Financial implications**

28. No financial implications have been identified that are pertinent to this matter.

### **Legal considerations**

29. Allocation of street names is a statutory function of Council under Section 319A of the Local Government Act 1974. Naming roads and ROWs permits the allocation of addresses according to the Local Government Act 1974 (S319(b)) and the Addressing Standard AS/NZS 4819:2011.
30. Addresses facilitate wayfinding for visitors to an area. To the extent that this enables community well-being by reducing the risk presented by the possibility of a fatal delay in attending an emergency event, the naming of roads and ROWs meets the provisions of Section 10(1)(b) of the Local Government Act 2002.

### **Risks and mitigations**

31. This proposal is rated as low risk on Council's risk framework. There is a low possibility that a high-risk event could occur if naming is delayed or departs from the guidelines in the Policy. Emergency services could struggle to quickly locate the site if an accident involving site construction workers or builders occurs, for example.

### **Disability and accessibility impact**

32. No impacts in respect of disability or accessibility have been identified, other than that naming this ROW will enable wayfinding for visitors to an area. This will assist caregivers and emergency services to readily locate the home of anybody with a disability living in this ROW.

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

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

### **Communications Plan**

34. An extensive notification list includes Land Information New Zealand, Fire Emergency New Zealand (FENZ), New Zealand Post, and courier services.
35. Stakeholders will be contacted to advise the Committee's decision and provided with a link to the minutes of the meeting once this is available.

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

36. Health and safety for residents and the general public will be facilitated by naming this private ROW. Visitors to the area, including emergency services, will be able to locate their destination more readily.

### **Ngā mahinga e whai ake nei | Next actions**

37. Should the recommendation of this report be endorsed, addresses will be allocated to the new properties being accessed via this ROW. Council will ensure the appropriate signage showing the name of this private ROW is displayed and purchasers of properties in the ROW will be asked to display their allocated address number, as per Clause 16 of Council's Public Places Bylaw 2022. Relevant parties to whom the name

will be notified include Land Information New Zealand, FENZ, and New Zealand Post, as well as stakeholders previously identified in this report, at paragraph 23.

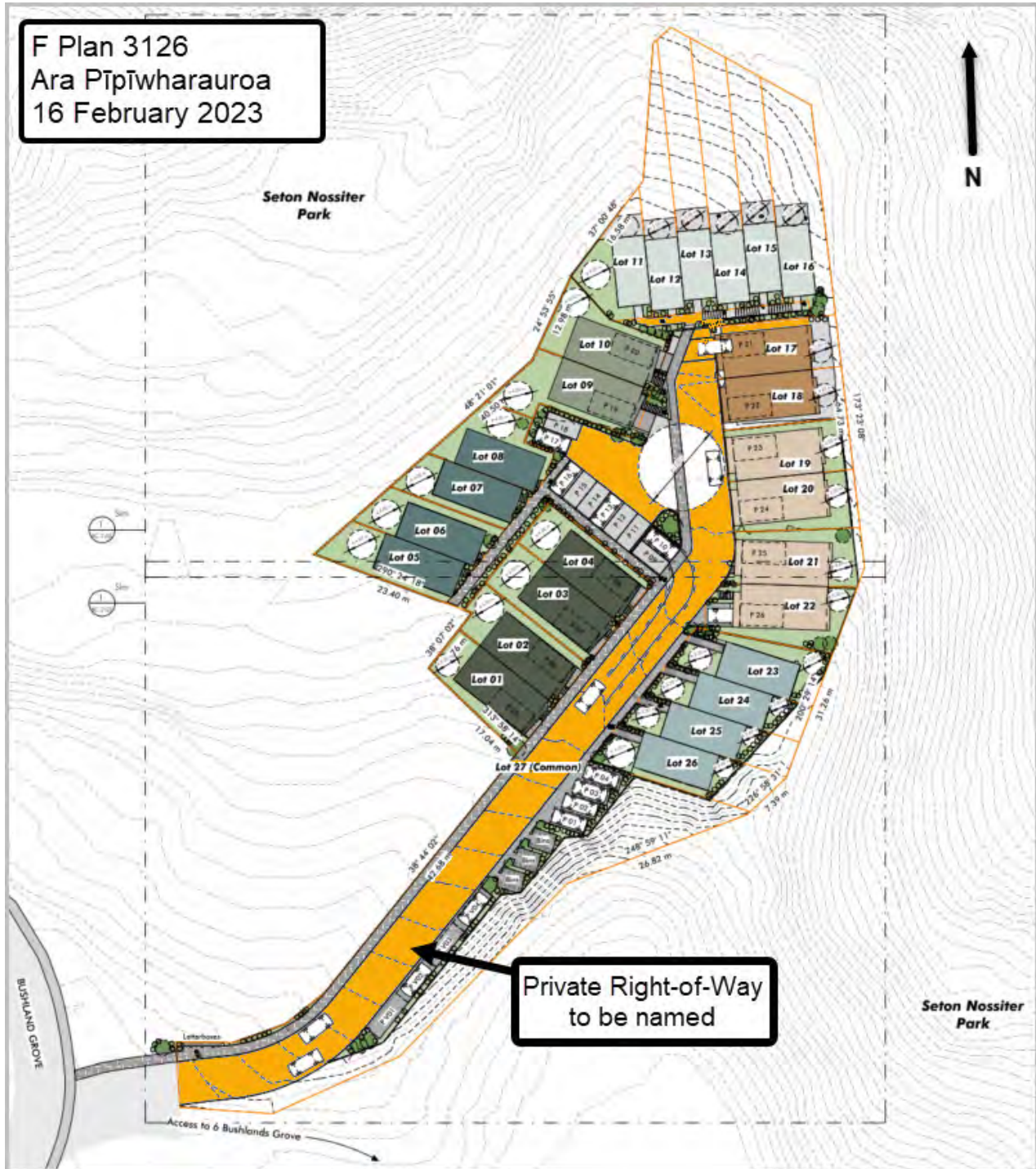
38. Should the Committee reject the recommendation here, then consultation will recommence as appropriate.

## **Attachments**

Attachment 1. F Plan 3126 [↓](#) 

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### 3. NEW LEASES FOR EXISTING LESSEES: MIRAMAR TENNIS CLUB INCORPORATED, CHURTON PARK TENNIS AND RECREATIONAL CLUB INCORPORATED, JOHNSONVILLE TENNIS CLUB INCORPORATED

#### Kōrero taunaki | Summary of considerations

##### Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee request approval for new ground leases for existing lessees Miramar Tennis Club Incorporated, Churton Park Tennis and Recreational Club Incorporated and Johnsonville Tennis Club Incorporated.

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

Aligns with the following strategies and priority areas:

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

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

##### Relevant Previous decisions

- Council approved a new lease for Miramar Tennis Club Incorporated in 2002.
- Council approved a new lease for Churton Park Tennis and Recreational Club Incorporated in 2002.
- Council approved a new lease for Johnsonville Tennis Club Incorporated in 2003.

##### Significance

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

The proposed new ground leases are for existing lessees who own their buildings. Their activities align with the relevant Acts, Management Plans and Policies.

##### 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 |
|---|---------------------------------|-------------------------------|----------------------------------|

Authors	Parrish Evans, Community Recreation Leases Advisor
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	Sanjay Patel, Sports and Clubs Partnership Lead
Authoriser	Paul Andrews, Manager Parks, Sports & Rec Kym Fell, Chief Customer and Community Officer



## **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion

That Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information.
- 2) Agree to grant a new ten year ground lease with one right of renewal for ten years to the existing lease holder Miramar Tennis Club Incorporated pursuant to the Wellington City Council Lease Policy for Community and Recreation Groups and the Reserves Act 1977.
- 3) Agree to grant a new ten year ground lease with one right of renewal for ten years to the existing lease holder Churton Park Tennis and Recreational Club Incorporated pursuant to the Wellington City Council Leases Policy for Community and Recreation Groups and the Reserves Act 1977.
- 4) Agree to grant a new five year ground lease with one right of renewal for five years to the existing lease holder Johnsonville Tennis Club Incorporated pursuant to the Wellington City Council Leases Policy for Community and Recreation Groups and the Reserves Act 1977.
- 5) Note that approval to grant leases on Reserve land is conditional on:
  - a. Public notification as required under section 119 and 120 of the Reserves Act 1977.
  - b. No sustained objections resulting from the above notification.
- 6) Agree that legal and advertising costs are met by the lessee (where applicable).

## **Whakarāpopoto | Executive Summary**

### **Miramar Tennis Club Incorporated**

2. Miramar Tennis Club Incorporated ("MTC") was established in 1932. MTC's leased site is located on Recreation Reserve land at Miramar Park, Darlington Road, Miramar. MTC's leased area consists of six tennis courts and a clubroom which is owned by MTC.
3. MTC offers a wide range of opportunities for the community to participate in tennis. This includes casual play, organized social nights, interclub teams, junior and senior competitive teams. The club are affiliated to and have a strong relationship with Tennis Central. MTC also engages with the wider community around the local schools and colleges to encourage and activate the students to play tennis. MTC has a proactive and engaged committee which has led to great management of their assets and a strong community with over 180 members.
4. In 2002 MTC was granted a new lease for ten years with one right of renewal for ten years. The lease expired 29th of June 2022 and MTC has requested a new lease. Officers have worked with MTC over the last year to collect information about the club and ensure their activities are consistent with the Reserves Act, Suburban Reserves Management Plan and Council's Leases Policy for Community and Recreation Groups.
5. The proposed leased area measures approximately 3,767m<sup>2</sup> on land legally described as Lot 1 DP 48554 WN18D/1419 and Lot 2 DP 89983 WN57C/382. Rent will be charged at \$2,395.07 + GST per annum as per Council's Leases Policy.

- 
6. Officers recommend a new lease term of ten years with one renewal term of ten years, the standard tenure under the Leases Policy for Community and Recreation Groups.

**Churton Park Tennis and Recreational Club Incorporated**

7. Churton Park Tennis and Recreational Club Incorporated (“CPT”) was established in 1978. CPT leased site is located on Recreation Reserve land at Lakewood Reserve. CPT leased area consists of three tennis courts and a clubroom which is owned by CPT.
8. CPT promotes tennis to their community through various events and initiatives which includes bookable tennis courts, coaching and group lessons for both junior and adults, college and students group sessions, and yearly open days. They have high quality tennis courts and a clubroom that is regularly used by members and community groups. CPT has a committed governance team that has put an emphasis on proactive maintenance plans for their facility and junior membership recruitment and retention. This is reflected in their ability to maintain members and provide a high-quality tennis facility.
9. In 2002 CPT was granted a new lease for ten years with one right of renewal for ten years. The lease expired 29th of June 2022 and CPT has requested a new lease. Officers have worked with CPT over the last year to collect information about the club and ensure the activities are consistent with the Reserves Act, Northern Reserves Management Plan and Council’s Leases Policy for Community and Recreation Groups.
10. The proposed leased area measures approximately 2102m<sup>2</sup> on land legally described as Lot 1 DP 49752 WN15A/85. Rent will be charged at \$1,637.26 + GST per annum.
11. Officers recommend a new lease term of ten years with one renewal term of ten years, the standard tenure under the Leases Policy for Community and Recreation Groups.

**Johnsonville Tennis Club Incorporated**

12. Johnsonville Tennis Club Incorporated (“JTC”) was established in 1904. JTC leased site is located on Recreation Reserve land at Johnsonville Memorial Park & Play area. The leased area consists of three tennis courts, a hitting wall area, and a clubroom which is owned by JTC.
13. JTC is made up of 7 committee members that have helped develop and organize club days, interclub matches, and social tournaments with the community. JTC has also developed strong connections to the other local tennis clubs and offers their courts for utilization during off peak times. The committee has focused on proactive asset management, and this is reflected in the quality of their courts and facility. JTC has developed a comprehensive asset maintenance and renewal plan for the next ten years which focuses on court development, exterior pavers to support health and safety, and interior upgrades.
14. In 2003 JTC was granted a lease for ten years with one right of renewal for ten years. The current lease expires June 2023 and Officers and JTC have discussed a new 5 year lease with one right of renewal for 5 years. Officers have worked with the JTC over the past 6 months to collect information about their club and ensure the activities are consistent with the Reserves Act, Northern Reserves Management Plan and Council’s Leases Policy for Community and Recreation Groups.
15. The proposed leased area measures approximately 2,004m<sup>2</sup> on land legally described as Lot 36, 44 and 45 DP 242 WN34/224. Rent will be charged at \$1,519.41 + GST per annum.

16. Officers recommend a new lease term of five years with one renewal of five years based on the Leases Policy for Community and Recreation Groups and the Reserves Act 1977.

## **Takenga mai | Background**

### **Johnsonville Tennis Club Incorporated**

17. Johnsonville has been identified as a metropolitan centre and outer growth suburb in Wellington City Council's spatial plan. It is a strategic priority for growth and significant intensification is expected over the next 10 years and beyond.
18. As part of planning for growth, in 2022 Council commissioned a qualitative assessment of public open space in Johnsonville. The assessment identified a lack of public open space within the Johnsonville Town Centre area and that this will be further magnified with future population growth and intensification.
19. The assessment identifies an opportunity to explore expanding and redeveloping Memorial Park and Wanaka Street Gardens which includes the JTC Site.
20. To enable possible future expansion of Memorial Park and Wanaka Street Gardens a five-year lease with one right of renewal for five years is recommended.
21. Officers have met with the club committee who understand the rationale for the shorter tenure.
22. If JTC needs to be relocated at the end of their lease, Council will support the club to find a solution.

## **Kōrerorero | Discussion**

23. Officers assess applications for a new lease on Reserve land following the Reserves Act 1977, the Northern Reserves Management Plan, the Suburban Reserves Management Plan, and the Wellington City Council Leases Policy.

### **Lease Policy Compliance**

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

All lessees offer a recreational activity – They promote active lifestyle and provide a facility for members of the community to play tennis.
  - b. **Organisational structure: The group must be an incorporated society or trust**

All lessees are Incorporated Societies.
  - c. **Membership: The group must be sustainable in terms of membership and/or users of the service for the term of the lease.**

Based on the recommendation from the Wellington Facilities Review 2014, an indicator that a tennis club is sustainable is a ratio of 30+ members to 1 court. Council officers assess the sustainability of a club based on this recommendation as well as the efficiency of the club's governance to adapt to regional and national tennis membership trends.

- MTC has 181 affiliated and social members. This number has been stable for the past few years. MTC is putting effort into promoting and retaining junior memberships.
- CPT has 92 members which is just under their maximum memberships number which is 120 for their three courts. They have had good retention over the past few years and no concerns about future membership numbers at this time.
- JTC has 65 members which includes junior, senior, casual and life members. With the growing population of the Johnsonville area and JTC committee focused approach on increasing and retaining junior members, Council Officers feel comfortable with the club being successful for the duration of the new lease.

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

Officers have been working closely with the lessees to ensure that they are in a financial position to maintain their buildings and leased area to a suitable standard. All three tennis clubs have healthy cash reserves and an achievable maintenance plan for the next 10 years.

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

- MTC has demonstrated great utilization of their courts and clubhouse. They provide lots of opportunity for casual and open play and partner closely with community groups and schools to promote tennis as a recreation activity. They also offer their clubhouse to community and recreation groups to run events.
- CPT is operating just under their maximum membership potential for their three courts. They consistently provide a high-quality experience to their members by maintaining their facilities to a high standard. CPT offers their clubhouse for community and recreation groups looking to run events.
- JTC committee is working hard on engaging and promoting their club especially around junior memberships. They run open days and connect with local schools in the region. JTC has also built strong relationships with other tennis clubs in the region and offer their courts to be used by the clubs on off peak hours.

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

Tennis is a recreation activity and therefore a legitimate fit for Recreation Reserve land.

**g. Community demand: There must be demonstrated support and need within the community for the activity**

MTC, CPT, JTC demonstrate strong community engagement and provide affordable membership fees. Their courts and organized functions are well

utilized and attended by the community. The proposed new ground leases were shared with Tennis Central, the Regional Sport Organization, who has provided their support for the three tennis clubs. In addition to Tennis Central the clubs are affiliated members of Tennis NZ and implement their vision “To ensure tennis is to be accessible to all and to build community through the sport.”

## **Kōwhiringa | Options**

25. Koata Hātepe | Regulatory Processes Committee has the following options:
- Approve Miramar Tennis Club Incorporated new lease on Recreation Reserve land for ten years with one right of renewal for ten years (Conditional on the outcome of public consultation based in the Reserves Act 1977 and the Leasing Policy).
  - Approve Churton Park Tennis and Recreational Club Incorporated new lease on Recreation Reserve land for ten years with one right of renewal for ten years (Conditional on the outcome of public consultation based in the Reserves Act 1977 and the Leasing Policy).
  - Approve Johnsonville Tennis Club Incorporated new lease on Recreation Reserve land for five years with one right of renewal for five years (Conditional on the outcome of public consultation based in the Reserves Act 1977 and the Leasing Policy).
  - Decline Miramar Tennis Club Incorporated new lease on Recreation Reserve land for ten years with one right of renewal for ten years (not recommended).
  - Decline Churton Park Tennis and Recreational Club Incorporated new lease on Recreation Reserve land for ten years with one right of renewal for ten years (not recommended).
  - Decline Johnsonville Tennis Club Incorporated new lease on Recreation Reserve land for five years with one right of renewal for five years (not recommended).

## **Whai whakaaro ki ngā whakataunga | Considerations for decision-making**

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

26. The proposed new leases are consistent with the Suburban and Northern Reserve Management Plans and Council’s Leases Policy.

### **Engagement and Consultation**

27. The approval of a new lease for an existing lessee is assessed as low significance per the Significance and Engagement Policy.
28. If the recommendations in this report are supported, officers will begin public consultation as per the Leases Policy and Reserves Act 1977 requirements, including:
- Letters to Mana Whenua
  - Letters to relevant residents’ groups
  - Notice on WCC website “Have Your Say”
  - Notice in the Dominion Post
29. The period for public consultation will be 30 days. Following the receipt of feedback officers will meet with submitters as required to discuss any matters raised.

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### Implications for Māori

30. There are no specified sites of significance in the immediate vicinity of the leased areas. Mana Whenua are aware that the new leases are scheduled for review through a regular Mana Whenua hui, and Mana Whenua will be formally consulted on the new leases pursuant to the Leases Policy.

### Financial implications

31. These applications are for ground leases and there are no significant financial implications for Council.

### Legal considerations

32. The applications are consistent with the Reserve Act 1977.

### Risks and mitigations

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

### Disability and accessibility impact

34. None of the clubrooms are currently accessible for people with disabilities. This has been identified in the Council's Community Facility Network Plan, and Council officers will work closely with clubs that own their buildings on implementing accessibility options.

### Climate Change impact and considerations

35. These applications are for the continuation of an existing activity. There are no specific climate change impacts or considerations.

### Communications Plan

36. As per above, this application will be publicly notified as per Council's Leases Policy and the Reserves Act 1977.



### Health and Safety Impact considered

37. The lessees have updated Health and Safety plans.

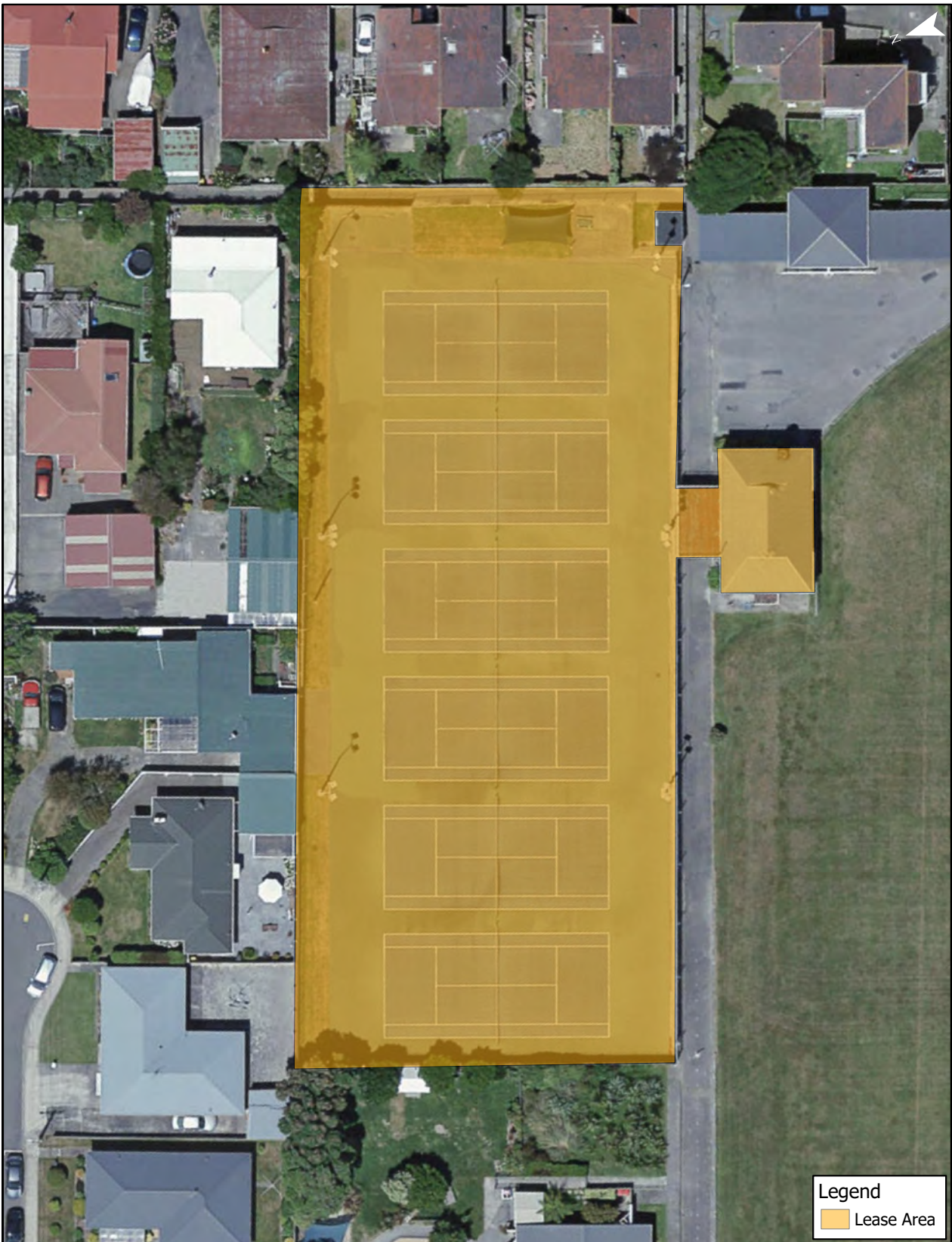
### Ngā mahinga e whai ake nei | Next actions

38. Following committee's approval, officers will undertake the following next steps:
- Public consultation of the proposed leases as required under the Reserves Act 1977 and Leases Policy.
  - The outcome of consultation will be reported back to Committee if there are any sustained objections.
  - Documents will be negotiated, drafted, and signed by Council.

### Attachments

- |               |   |         |
|---------------|---|---------|
| Attachment 1. | Leased Map Area - Miramar Tennis Club <a href="#">↓</a>                        | Page 72 |
| Attachment 2. | Leased Map Area - Churton Park Tennis and Recreational Club <a href="#">↓</a>  | Page 73 |




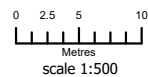


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**Miramar Tennis Club**

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

**Legend**  
 Lease Area



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

ORIGINAL MAP SIZE: A4  
AUTHOR: Joya15  
DATE: 18/01/2023

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





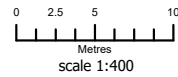
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### Churton Park Tennis Club

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

#### Legend

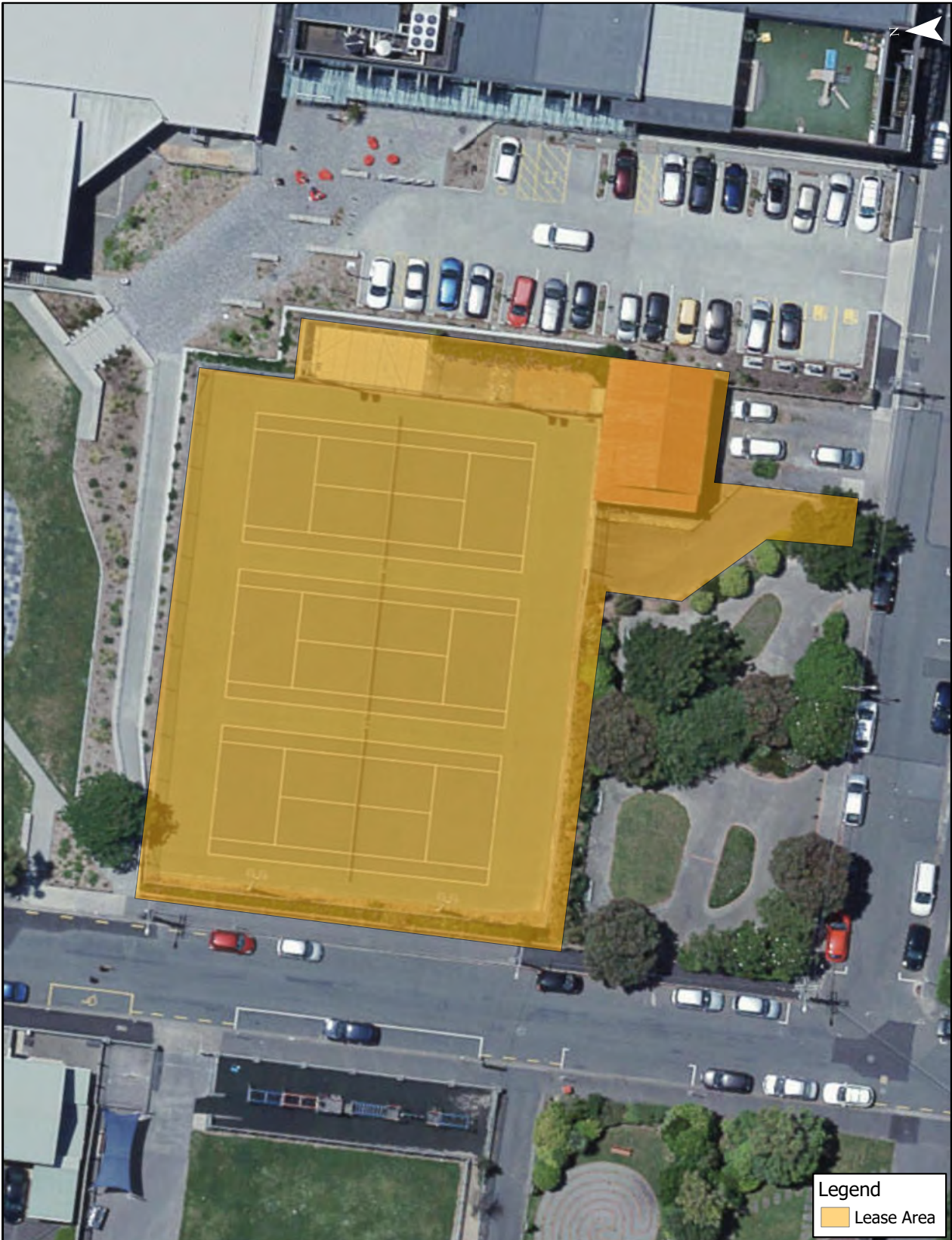
Lease Area



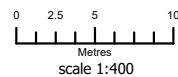
MAP PRODUCED BY:  
Wellington City Council  
101 Wakefield Street  
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4  
AUTHOR: Joya15  
DATE: 16/01/2023

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



**Legend**  
 Lease Area



**Johnsonville Tennis Club**

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

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

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4.

## 5. TRAFFIC RESOLUTIONS

### Kōrero taunaki | Summary of considerations

#### Purpose

- Briefly outline the purpose of the paper  
This report to Koata Hātepe | Regulatory Processes Committee.

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

Aligns with the following strategies and priority areas:

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

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

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

#### Relevant Previous decisions

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

#### Significance

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

#### Financial considerations

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

#### Risk

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

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

## **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion

That Koata 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. TR01-23 Te-Wharepōuri Street, Adelaide Road intersection Berhampore - No Stopping At All Times, Give-way control
  - b. TR02-23 Creswick Terrace, Northland – No Stopping At All Times
  - c. TR05-23 Link Road, Newlands – No Stopping At All Times; New Bus Stop marking (#3520)
  - d. TR06-23 Hill Street, Thorndon – Residents Parking Restriction Change
  - e. TR07-23 Wigan Street, Te Aro – Proposed Motorcycle Parking
  - f. TR09-23 Grasslees Reserve, Tawa - Mobility parking confirmation
  - g. TR11-23 Mervyn Kemp, Tawa Library – P120 EV Vehicles At All Times, On Charge Only
  - h. TR12-23 Ngaio Town Hall, Library – P120 EV Vehicles At All Times, On Charge Only
  - i. TR13-23 Waitoa Road, Hataitai - Mobility Parking; Change of Class Restriction (Amended)
  - j. TR 17-23 Doctor Taylor Terrace, Johnsonville – No Stopping At All Times, Mobility Parking relocation; P180 Parking Restriction
  - k. TR19-23 Stanley Street, Berhampore - P15 Parking Restrictions; No Stopping At All Times
  - l. TR20-23 Colombo Street, Newtown - Mobility Parking; P10 Time Limited Parking
  - m. TR21-23 Hindipur Terrace, Broadmeadows - No Stopping At All Times
  - n. TR27-23 Taft Street, Brooklyn – Proposed P10 time limited parking restriction

## **Whakarāpopoto | Executive Summary**

2. A total of eighteen proposed traffic resolutions were issued for consultation between Friday 25 November 2022 and Thursday 8 December 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, fourteen traffic resolutions are being recommended for approval (refer to recommendations).
3. Four traffic resolutions were deferred or withdrawn for the following reasons:
  - TR04-23 Wallace Street, Mt Cook – No Stopping At All Times was withdrawn as we have redesigned the planned footpath extension at the bus stop which will allow us to maintain the existing carparking arrangement.

- TR14-23 Tawa Street, Tawa - P120 Time Limited Parking; Install Bus Stops was deferred in order to investigate alternate options with regards to the proposed bus stop arrangements.
- TR15-23 Chesterton Street and Burgess Road, Johnsonville – No Stopping At All Times was deferred to the next Koata Hātepe | Regulatory Processes Committee in April 2023 due to not all residents receiving a copy of the proposal prior to consultation opening.
- TR16-23 Chesterton Street and Chapman Street intersection, Johnsonville – No Stopping At All Times was deferred to the next Koata Hātepe | Regulatory Processes Committee in April 2023 due to not all residents receiving a copy of the proposal prior to consultation opening.

### **Takenga mai | Background**

4. Eighteen proposed traffic resolutions were publicly advertised in the Dominion Post on Friday 25 November 2022. Copies were delivered to 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**

5. 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**

6. The attached 'Traffic Resolutions Summary Table RPC February 2023 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**

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

### **Engagement and Consultation**

8. Eighteen proposed traffic resolutions were publicly advertised in the Dominion Post on Friday 25 November 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

9. Not applicable

### Financial implications

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

### Legal considerations

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

### Risks and mitigations

12. None identified

### Disability and accessibility impact

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

### Climate Change impact and considerations

14. We need to move more people with fewer vehicles in Wellington, especially at peak travel times. We are looking at ways to give buses more priority while making sure walking, cycling and other transport options are not unduly affected. The benefits of the bus related resolutions will be realised by more people using public transport, less traffic and therefore reduced greenhouse gas emissions.

### Communications Plan

15. Affected residents will be advised of works through our standard works notification process.






### Health and Safety Impact considered












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

### Ngā mahinga e whai ake nei | Next actions

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

### Attachments

Attachment 1.	Traffic Resolutions Summary Table RPC February 2023 <a href="#">↓</a> 	Page 81
Attachment 2.	Table of Traffic Resolutions Legal Description February RPC 2023 <a href="#">↓</a> 	Page 87
Attachment 3.	TR01-23 Te-Wharepōuri Street, Adelaide Road intersection Berhampore - No Stopping At All Times, Give-way control <a href="#">↓</a> 	Page 94
Attachment 4.	TR02-23 Creswick Terrace, Northland - No Stopping At All Times <a href="#">↓</a> 	Page 100
Attachment 5.	TR05-23 Link Road, Newlands – No Stopping At All Times; New Bus Stop marking (#3520) <a href="#">↓</a> 	Page 106

Attachment 6.	TR06-23 Hill Street, Thorndon– Residents Parking Restriction Change <a href="#">↓</a> 	Page 113
Attachment 7.	TR07-23 Wigan Street, Te Aro– Proposed Motorcycle Parking <a href="#">↓</a> 	Page 117
Attachment 8.	TR09-23 Grasslees Reserve, Tawa - Mobility parking confirmation <a href="#">↓</a> 	Page 124
Attachment 9.	TR11-23 Mervyn Kemp, Tawa Library – P120 EV Vehicles At All Times, On Charge Only <a href="#">↓</a> 	Page 129
Attachment 10.	TR12-23 Ngaio Town Hall ,Library – P120 EV Vehicles At All Times, On Charge Only <a href="#">↓</a> 	Page 135
Attachment 11.	TR13-23 Waitoa Road, Hataitai - Mobility Parking; Change of Class Restriction (Amended) <a href="#">↓</a> 	Page 140
Attachment 12.	TR17-23 Doctor Taylor Terrace, Johnsonville – No Stopping At All Times, Mobility Parking relocation; P180 Parking Restriction <a href="#">↓</a> 	Page 146
Attachment 13.	TR19-23 Stanley Street, Berhampore - P15 Parking Restrictions; No Stopping At All Times <a href="#">↓</a> 	Page 152
Attachment 14.	TR20-23 Colombo Street, Newtown - Mobility Parking; P10 Time Limited Parking <a href="#">↓</a> 	Page 156
Attachment 15.	TR21-23 Hindipur Terrace, Broadmeadows - No Stopping At All Times <a href="#">↓</a> 	Page 162
Attachment 16.	TR27-23 Taft Street, Brooklyn– Proposed P10 time limited parking restriction <a href="#">↓</a> 	Page 170

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**Traffic Resolutions Summary Table RPC February 2023**

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR01-23	Te-Wharepōuri Street, Adelaide Road intersection, Berhampore	Unrestricted	Give Way/ No Stopping At All Times	Safety/ Efficiency	Residents	- 2 x unrestricted parking spaces	N/A	Te-Wharepōuri Street = 420 Adelaide Road = 8,885	N/A	<ul style="list-style-type: none"> <li>Improves safety for vehicles at the intersection.</li> <li>Net parking impact - removal of two unrestricted parking spaces.</li> <li>Pedestrian impact - positive. Improves pedestrian visibility for vehicles turning from Adelaide Road onto Te-Wharepōuri Street.</li> </ul>	This proposal is to install 10 metres of No Stopping At All Times road markings along Adelaide Road and converting an existing uncontrolled intersection into give-way controlled intersection. Council has received a petition from residents of Te-Wharepōuri Street. regarding the lack of visibility at its intersection with Adelaide Road. When drivers are turning right onto Adelaide Road, there is a vehicle merging area where the driver's view is obstructed and compromised. After a site investigation and an analysis of sight distance, our engineering team has identified the need to extend 10m of No Stopping At All Times road markings on the southern leg of the intersection and convert the existing intersection into a Give-Way controlled intersection. The proposed changes will positively improve safety by providing adequate visibility at this intersection.	No = 1 Yes = 3
TR02-23	Creswick Terrace, Northland	Unrestricted	No Stopping At All Times	Safety/ Accessibility	Residents	- 5 x unrestricted parking spaces	N/A	460	N/A	<ul style="list-style-type: none"> <li>Improves safety and accessibility for vehicles and emergency services</li> <li>Net parking impact - removal of five unrestricted parking spaces.</li> <li>Pedestrian impact - no change.</li> </ul>	This proposal is to install No Stopping At All Times (broken yellow lines). Council and Creswick Valley Residents Association have received safety concerns from residents living along Creswick Terrace which is a local road with medium parking demand. The road width of Creswick Terrace varies, however, there is a section of the road (between properties nos. 93 to 98B) where the road width measures between 5.4m to 7m which is unsuitable for two vehicles to safely park on both sides of the road and causing accessibility issues, particularly for emergency service vehicles. To improve safety and accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along two sections of the road between property nos. 93 to 95 and between nos. 98A to 98B, as per the attached plans.	Yes = 3
TR05-23	Link Road, Newlands	Unrestricted	No Stopping At All Times	Safety/ Accessibility	GWRC	- 5 x unrestricted parking spaces	N/A	360	Boarding 33 Alighting 319	<ul style="list-style-type: none"> <li>Improved safety and accessibility for all users of the transport network.</li> <li>Bus patron impact – positive from improved</li> </ul>	This proposal is to install two sections of 37metres and 36metres of No Stopping At All Times (broken yellow lines) along the northern side of Link Road, and mark the existing 15metres of bus stop with two new sections of 7metres of broken yellow lines for entry and exit tapers along the southern side of Link Road.	No = 1 Yes = 3

Traffic Resolutions Summary Table RPC February 2023

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback	
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)			
											<p>accessibility and reliability for bus users with safe access to and from the bus stops.</p> <ul style="list-style-type: none"> <li>Net parking impact – loss of 5 unrestricted kerbside spaces.</li> </ul>	<p>We have received a request from Greater Wellington Regional Council as buses are having difficulties travelling through this narrow section of Link Road. The existing road width along this section measures approximately 7 metres. With the current parking arrangement allowing vehicles to park on both sides of the road, the remaining lane width of approximately 3 metres is difficult for a bus to travel through. This difficulty is further exacerbated when buses are traveling around the bends.</p>	
TR06-23	Hill Street, Thorndon	Residents Parking	Residents Parking	Accessibility/ Efficiency	Residents	N/A	N/A	1,960	N/A	<ul style="list-style-type: none"> <li>Improves utilisation of on-street parking.</li> <li>Net parking impact – parking restriction changes only.</li> </ul>	<p>This proposal is to change existing Residents Parking (At All Times) to Resident Parking (Mon-Fri 8am to 6pm) outside nos. 24 and 26. Council has received a request from residents of Hill Street to review the parking restrictions along the road, including an assessment of its operating hours. The outcome of the engineering investigation revealed that the existing Residents Parking outside properties no. 24 to 26 have low parking occupancy outside business hours. To best benefit residents of the road who do not have parking permits, Council is proposing to change the parking restrictions to operate between 8 am to 6 pm (Monday to Friday) for Authorised Resident Vehicles. Outside these restrictions, visitors of the road would be able to park.</p>	No feedback received	
TR07-23	Wigan Street, Te Aro	Time Limited	Class Restricted	Accessibility	Public	- 1 x Coupon parking space  + 1 Motorcycle parking space	N/A	700	N/A	<ul style="list-style-type: none"> <li>Improves accessibility for motorcycle users and increased support for local businesses.</li> <li>Net parking impact – Convert one coupon parking space into Motorcycle Parking.</li> </ul>	<p>This proposal is to convert one coupon parking into a P180 Motorcycle Parking on the south side of Wigan Street outside property no.29 (Light House Cinema). Council has received a request from a member of the public to convert the current coupon parking area into motorcycle parking outside property no.29 (Light House Cinema) on Wigan Street. There is high motorcycle parking demand, however, there are no designated parking spaces for these types of vehicles. To improve parking in the area, it has been proposed to implement a P180 motorcycle parking to improve motorcycle parking availability in the area and encourage legal motorcycle parking.</p>	Yes = 8	

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Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR09-23	Grasslees Reserve, Tawa	Unresolved Mobility Parking	Resolved Mobility Parking	Accessibility	Council Parking Services	No change	N/A	200	N/A	<ul style="list-style-type: none"> <li>Maintains accessibility for mobility parking users of Grasslees Reserve.</li> <li>Net parking impact – no change, confirmation of parking restrictions.</li> <li>Pedestrian impact - no change.</li> </ul>	This proposal is to resolve two mobility parking spaces within the Grasslees Reserve parking area. The mobility parking spaces were established many years ago and were originally installed when there was a revitalisation of the Grasslees Reserve. Officers received concerns from Council Parking Services that the mobility parking spaces within the Grasslees Reserve were not resolved and could not be enforced. It is important that people with disabilities, particularly those not able to use public transport or active modes have access to recreational facilities. In resolving the two mobility parking spaces, Council is ensuring people with limited mobility have accessible parking provisions.	Yes = 1
TR11-23	Mervyn Kemp, Tawa Library	Off-street parking	EV Vehicles only parking	Accessibility/Sustainability	Council	Change of use to 3 x parking spaces to EV P120 charging/parking spaces	N/A	N/A	N/A	<ul style="list-style-type: none"> <li>Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles.</li> <li>Net parking impact - minor reduction of parking available for vehicles that do not need to be charged.</li> <li>Pedestrian impact - no change. Infrastructure will not impact any designated pedestrian corridors.</li> </ul>	This proposal is to install three EV chargers in the off-street car parking spaces and change the parking conditions for these 3 spaces to P120, EV vehicles only. Transport accounts for 48.3% of carbon emissions from Wellington. Switching from a petrol or diesel to an EV can be one of the biggest opportunities for an individual to reduce their emissions. Electric Vehicles (EVs) are a growing presence in our city. In 2017, 9% of <a href="#">new vehicle registrations</a> in NZ were battery EV or plug-in hybrids. This has increased to 27% over the first 5 months of 2022. This upwards trend is expected to increase as technology improves and we continue in our work in emissions reduction from the transport sector. Our charging facilities need to keep up with this increasing demand.	Yes = 5
TR12-23	Ngaio Town Hall/Library	Off-street parking	EV Vehicles only parking	Accessibility/Sustainability	Council	Change of use to 2 x parking spaces to EV	N/A	N/A	N/A	<ul style="list-style-type: none"> <li>Installation of a network of chargers addresses the real/perceived barrier of a lack of</li> </ul>	This proposal is to install 2 EV chargers in the Ngaio Town Hall/Library carpark and change the parking restrictions on these two bays to P120, EV vehicles only.	Yes = 4

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Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback	
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)			
						P120 charging/parking spaces					EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. <ul style="list-style-type: none"> <li>• Net parking impact - minor reduction of parking available for vehicles that do not need to be charged.</li> <li>• Pedestrian impact - no change. Infrastructure will not impact any designated pedestrian corridors.</li> </ul>	WCC is delivering 60 22.5 kW chargers across the city to enable more people to access charging facilities. Many people do not have off-street parking available to them, so will need publicly accessible chargers. This change is in accordance with the Council's Te Atakura Implementation Plan and Parking Policy. The change in parking settings (P120, EV only) is consistent with our parking enforcement abilities and consistent with wider council-controlled parking settings in EV charging-equipped bays. It ensures that the bays are used for the intended purpose, and we have a turnover to enable a range of users to utilise the facility. This area currently has a paucity of EV charging facilities.	
TR13-23	Waitoa Road, Hataitai	Time limited Parking	Time limited Parking/ Mobility Parking	Accessibility	AAG	-2 x P30 parking spaces, +1 x mobility parking, 1 x P30 parking spaces	N/A	4,545	N/A	<ul style="list-style-type: none"> <li>• Improve parking accessibility for people with mobility parking permit.</li> <li>• Net parking impact – no loss of parking availability except for change of class restriction.</li> <li>• Pedestrian impact – no change to existing pedestrian facilities.</li> </ul>	This proposal is to convert an existing P30 to P60 Mobility Parking. We have received a request from AAG (Accessibility Advisory Group) member to provide a mobility park within Hataitai shopping area as there is currently no mobility parking in this area.	Yes = 1	
TR17-23	Doctor Taylor Terrace, Johnsonville	Time limited Parking/ Mobility Parking/ No Stopping At All Times	Time limited Parking/ Mobility Parking/ No Stopping At All Times	Safety	School	-4 x unrestricted parking spaces	N/A	1,054	N/A	<ul style="list-style-type: none"> <li>• Improving the safety for school children and users of Johnsonville Memorial Park.</li> <li>• Promotion of a slow-speed environment.</li> <li>• Net parking impact: loss of four</li> </ul>	This proposal is to install a new raised pedestrian platform, install 21 metres of No Stopping At All Times, relocate the existing Mobility Parking, and install new P180 Parking Restrictions. Council has received safety concerns from St Brigid's School and the public associated with the lack of a safe pedestrian crossing point along Doctor Taylor Terrace. When drivers travel along the road, visibility is limited due to the parked vehicles on both sides of the road. The lack of forward visibility creates a safety hazard for children in particular, as	Yes = 2	

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Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback	
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)			
											unrestricted parking spaces.	their sightline towards oncoming traffic is obstructed by parked vehicles on the road. To improve pedestrian safety and promote a slow-speed environment, Council officer is proposing to install a raised pedestrian platform. This will result in additional No Stopping At All Times restrictions and the relocation of the mobility parking further north of its current location. The proposed changes will also benefit users of Johnsonville Memorial Park, which is opposite St. Brigid's School.	
TR19-23	Stanley Street, Berhampore	Time limited Parking/ No Stopping At All Times	Time limited Parking/ No Stopping At All Times	Safety/ Accessibility	Public	-2 x unrestricted parking spaces	N/A	1,126	N/A	<ul style="list-style-type: none"> <li>Improves parking turnover during school drop/pick up hours.</li> <li>Net parking impact – removal of two unrestricted parking spaces.</li> </ul>	This proposal is to install P15 Parking Restrictions, Monday-Friday 8:30 am to 3:00 pm (during school term only) outside no.31 Stanley Street, install 5 metres of No Stopping At All Times outside no.30 Stanley Street, and install 5 meters of No Stopping At All Times outside no. 31 Stanley Street. We have received a request from the public to convert the existing unrestricted parking into P15 time limited parking restriction to promote on-street parking turnover in the area, particularly during school pick-up/drop-off hours, when parking is problematic and difficult. Parking demand in the area is medium/high. An extension of the No Stopping At All Times road markings is proposed to improve driver visibility to the existing Kea Crossing located outside property no. 31 Stanley Street, where students of Berhampore Primary School cross the road.	No feedback received	
TR20-23	Colombo Street, Newtown	Time Limited/ Class restricted	Class restricted/ Time Limited	Accessibility	Council	-1 x unrestricted parking space	N/A	4,545	N/A	<ul style="list-style-type: none"> <li>Improve parking accessibility for wheelchair users.</li> <li>Net parking impact – loss of one unrestricted parking space.</li> <li>Pedestrian impact – no change as there is no alteration to the pedestrian facilities.</li> </ul>	This proposal is to convert an existing P30 parking space outside the community centre in Rintoul Street to a mobility parking space. The existing Mobility Parking outside no. 1 Colombo Street is located on a gradient which is unsuitable for wheelchair users. To improve accessibility for wheelchair users, Council Officers are proposing to relocate the mobility parking onto Rintoul Street (around the corner of Colombo Street), at a point of approximately 40 metres from its current location. With the removal of the mobility parking on Colombo Street, we are proposing to extend the P10 time limited parking spaces.	Yes = 1	
TR21-23	Hindipur Terrace,	Unrestricted	No Stopping At All Times	Safety/ Accessibility	Public	-4 unrestricted	N/A	170	N/A	<ul style="list-style-type: none"> <li>Improves safety and accessibility for</li> </ul>	This proposal is to install 30 metres on the eastern side and 47 metres on the western side of No	No = 3 Yes = 2	

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Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
								Weekday Traffic Volume	Weekly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
	Broadmeadows					parking spaces				vehicles travelling on Hindipur Terrace. <ul style="list-style-type: none"> <li>Net parking impact: removal of four unrestricted parking spaces.</li> </ul>	Stopping At All Times (broken yellow lines) along Hindipur Terrace and to resolve the existing parking restrictions (No stopping At All Times road markings) at the intersection of Nalanda Crescent with Hindipur Terrace	
TR27-23	Taft Street, Brooklyn	Unrestricted	Time Limited	Safety/ Accessibility	School	Change only to time limited restriction	N/A	300	N/A	<ul style="list-style-type: none"> <li>Improves safety and accessibility for the school during the drop-off and pick-up periods.</li> <li>Net parking impact – No loss of parking except for time limit restriction during school term only.</li> <li>Pedestrian impact – positive by improving the drop-off and pick-up area to allow school children to alight and board from the adjacent footpath.</li> </ul>	This proposal is to install P10 time limited parking restriction, between 8am to 9am and 2.15pm to 3.15pm (School Term only) and to have unrestricted parking outside of these times and during school holiday periods. Council has received requests from St. Bernard's School for parking improvements along Taft Street, during the school drop-off and pick up periods. There are existing parking and traffic congestion problems for parents during dropping off and picking up periods at the school. Currently, the school has no designated pick up and drop off area. To improve parking turn-over and reduce congestion problems during the school drop-off and pick-up periods, Council Officers are proposing the P10 parking restriction during school term only.	Yes = 1

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<b>a)</b>	<b>TR01-23 Te-Wharepouri Street, Adelaide Road intersection Berhampore - No Stopping At All Times, Give-way control</b>		
	<i>Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Adelaide Road</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 6.5 metres at its intersection with Te-Wharepouri Street (Grid coordinates X=1748585728.20m Y=5424333104.020m) and extending in a southerly direction following the western kerb line for 10 metres.</i>
	<i>Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Te-Wharepouri Street</b>	<i>Give way Control</i>	<i>At its western approach to its intersection with Adelaide Road.</i>
<b>b)</b>	<b>TR02-23 Creswick Terrace, Northland – No Stopping At All Times</b>		
	<i>Add to Schedule D of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Creswick Terrace</b>	<i>No Stopping At All Times</i>	<i>North side, commencing its intersection with Norfolk Street (Grid coordinates X=1747011572.51m, Y=5428399951.98m) and extending in a southerly direction following the northern kerb line for 35 metres.</i>
	<b>Creswick Terrace</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 68 metres west of its intersection with Norfolk Street (Grid coordinates X= 1747011572.51m, Y= 5428399951.98m) and extending in a southerly direction following the western kerb line for 32 metres.</i>
<b>c)</b>	<b>TR05-23 Link Road, Newlands – No Stopping At All Times; New Bus Stop marking (#3520)</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Link Road</b>	<i>No Stopping, At All Times</i>	<i>North side, commencing 86m east of its intersection with Glanmire Road (Grid coordinates x= 1,752,806.70 m, y= 5,434,267.35m) and extending in easterly direction following the northern kerb line for 37m.</i>
	<b>Link Road</b>	<i>No Stopping, At All Times</i>	<i>North side, commencing 146m east of its intersection with Glanmire Road (Grid coordinates x= 1,752,806.70 m, y= 5,434,267.35m) and extending in easterly direction following the northern kerb line for 36m.</i>
	<b>Link Road</b>	<i>No Stopping, At All Times</i>	<i>South side, commencing 180m east of its intersection with Glanmire Road (Grid coordinates x= 1,752,812.95 m, y= 5,434,262.65m) and extending in</i>

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			<i>easterly direction following the southern kerb line for 7m.</i>
	<i>Link Road</i>	<i>No Stopping, At All Times</i>	<i>South side, commencing 202m east of its intersection with Glanmire Road (Grid coordinates x= 1,752,812.95 m, y= 5,434,262.65m) and extending in easterly direction following the southern kerb line for 7m.</i>
<b>d)</b>	<b>TR06-23 Hill Street, Thorndon– Residents Parking Restriction Change</b>		
	<i>Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<i>Hill Street</i>	<i>Residents Parking At All times</i>	<i>North side, commencing 53.5 metres east of its intersection with Guildford Terrace (Grid coordinates x= 1748681.4 m, y= 5428986.7 m), and extending in an easterly direction following the northern kerb line for 30.5 metres.</i>
	<i>Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<i>Hill Street</i>	<i>Residents Parking Monday to Friday 8:00am – 6:00pm, except for vehicles displaying an authorized resident's vehicle parking permit.</i>	<i>North side, commencing 53.5 metres east of its intersection with Guildford Terrace (Grid coordinates x= 1748681.4 m, y= 5428986.7 m), and extending in an easterly direction following the northern kerb line for 30.5 metres.</i>
<b>e)</b>	<b>TR07-23 Wigan Street, Te Aro – Proposed Motorcycle Parking</b>		
	<i>Delete from Schedule (A) Time Limited of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<i>Wigan Street</i>	<i>Coupon Parking</i>	<i>South side, commencing 112.1 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m) and extending in a westerly direction following the southern kerb line for 5 metres.</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<i>Wigan Street</i>	<i>Motorcycle Parking, P 180</i>	<i>South side, commencing 112.1 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m) and extending in a westerly direction following the southern kerb line for 5 metres.</i>
<b>f)</b>	<b>TR09-23 Grasslees Reserve, Tawa - Mobility parking confirmation</b>		
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>



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	Grasslees Reserve	Mobility Parking, At All Times	South side, commencing 32 metres southeast of its intersection with Luckie Street (Grid coordinates X=1,753,394.09m Y=5,441,496.35m) and extending in an easterly direction following the southern kerb line for 12 metres.
<b>g)</b>	<b>TR11-23 Mervyn Kemp, Tawa Library – P120 EV Vehicles At All Times, On Charge Only</b>		
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	Mervyn Kemp (Tawa) Library	P120 EV Vehicles Only At All Times (On Charge Only)	(Grid coordinates x= 1,753,122.75m, y= 5,440,655.83m) 3 parking spaces on the eastern side of the car park (closest to the building)
<b>h)</b>	<b>TR12-23 Ngaio Town Hall/Library – P120 EV Vehicles At All Times, On Charge Only</b>		
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	Ngaio Town Hall- Library	P120 EV Vehicles Only At All Times (On Charge Only)	(Grid Coordinates X=1748576.26, Y= 5431955.64) 2 parking spaces 4th and 5th on the southern end of the car park.
<b>i)</b>	<b>TR13-23 Waitoa Road, Hataitai, - Mobility Parking; Change of Class Restriction</b>		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule.</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Waitoa Road</b>	P30	North side, commencing 27 metres east of its intersection with Hataitai Road (Grid Coordinates X= 1750213.792, Y= 5425938.16) and extending in an easterly direction following the northern kerb line for 14.5 metres
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Waitoa Road</b>	Mobility Parking P60 At All Times	North side, commencing 27 metres east of its intersection with Hataitai Road (Grid coordinates X= 1750213.792, Y= 5425938.16), and extending in an easterly direction following the northern kerbside for 6 metres.
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Waitoa Road</b>	P30	North side, commencing 33 metres east of its intersection with Hataitai Road and extending in an easterly

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			<i>direction following the northern kerbline for 5 metres.</i>
<i>j)</i>	<b>TR 17-23 Doctor Taylor Terrace, Johnsonville – No Stopping At All Times, Mobility Parking relocation; P180 Parking Restriction</b>		
	<i>Delete from Schedule B (Mobility Parking) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Doctor Taylor Terrace</b>	<i>Mobility Parking (Mon-Fri, 8:30-9:30am; 2:30-3:30pm).</i>	<i>West side, commencing 204 metres from its intersection with Broderick Road (Grid coordinates x= 1,751,133.4 m, y= 5,434,783.0 m), and extending in a northerly direction following the western kerbline for 7 metres.</i>
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Doctor Taylor Terrace</b>	<i>P180</i>	<i>East side, commencing 14 metres south of its intersection with Frankmoore Avenue (Grid Coordinates X= 1,751,195.8239 m, Y= 5,435,034.2011 m) and extending in a southerly direction following the eastern kerbline for 35 metres.</i>
	<i>Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Doctor Taylor Terrace</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 193.5 metres north of its intersection with Broderick Road and extending in a northerly direction following the western kerbline for 13.5 metres.</i>
	<b>Doctor Taylor Terrace</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 53 metres from its intersection with Frankmoore Avenue and extending in a southerly direction for 13 metres</i>
	<i>Add to Schedule B (Mobility Parking) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Doctor Taylor Terrace</b>	<i>Mobility Parking (Mon-Fri, 8:30-9:30am; 2:30-3:30pm).</i>	<i>West side, commencing 31 metres from its intersection with Frankmoore Avenue (Grid coordinates x= 1,751,191.722m, y= 5,435,034.986m) and extending in a northerly direction following the western kerb line for 6 metres.</i>
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Doctor Taylor Terrace</b>	<i>P180</i>	<i>East side, commencing 14 metres south of its intersection with Frankmoore Avenue (Grid Coordinates X= 1,751,195.8239 m, Y= 5,435,034.2011 m) and extending in a southerly direction following the eastern kerbline for 24 metres</i>
	<i>Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>

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	<b>Doctor Taylor Terrace</b>	<i>No Stopping At All Times</i>	<i>Western side, commencing along the Doctor Taylor Terrace (Grid coordinates X= 1,751,177.793m Y= 5,434,985.143m) and extending in southern direction following the western kerb line for 16 metres</i>
	<b>Doctor Taylor Terrace</b>	<i>No Stopping At All Times</i>	<i>Eastern side, commencing along the Doctor Taylor Terrace (Grid coordinates X= 1,751,184.061m Y= 5,434,983.851m) and extending in southern direction following the eastern kerb line for 15 metres</i>
	<b>Doctor Taylor Terrace</b>	<i>No Stopping At All Times</i>	<i>Western side, commencing along the Doctor Taylor Terrace (Grid coordinates X= 1,751,178.984m Y= 5,434,990.785m) and extending in northern direction following the western kerb line for 8.5 metres</i>
	<b>Doctor Taylor Terrace</b>	<i>No Stopping At All Times</i>	<i>Eastern side, commencing along the Doctor Taylor Terrace (Grid coordinates X= 1,751,185.252m Y= 5,434,989.494m) and extending in northern direction following the eastern kerb line for 8.5 metres</i>
<b>k)</b>	<b>TR19-23 Stanley Street, Berhampore - P15 Parking Restrictions; No Stopping At All Times</b>		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Stanley Street</b>	<i>Monday to Friday 8:30am – 3:00pm during school terms.</i>	<i>East side, following the kerbline 25 metres south of its intersection with Britomart Street (Grid coordinates, x= 1,748,368.98m, y= 5,424,131.11m), and extending in a southerly direction for 22 metres.</i>
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Stanley Street</b>	<i>P15, Monday to Friday 8.30am – 3.00pm during school terms.</i>	<i>East side, following the kerbline 25 metres south of its intersection with Britomart Street (Grid coordinates, x= 1,748,368.98m, y= 5,424,131.11m), and extending in a southerly direction for 17 metres.</i>
	<i>Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Stanley Street</b>	<i>No Stopping At All Times</i>	<i>Westside, commencing 45 metres south of its intersection with Britomart Street (Grid coordinates X= 1,748,356.81 m Y= 5,424,129.92 m) and extending in a southerly direction following the western kerbline for 15 metres</i>
	<b>Stanley Street</b>	<i>No Stopping At All Times</i>	<i>East side, commencing 45 metres south of its intersection with Britomart</i>

**Table of Traffic Resolutions Legal Description February RPC 1 2023**

			Street (Grid coordinates X= 1,748,367.77 m Y= 5,424,129.92 m) and extending in a southerly direction following the eastern kerbline for 15 metres
<b>l)</b>	<b>TR20-23 Colombo Street, Newtown - Mobility Parking; P10 Time Limited Parking</b>		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Colombo Street</b>	Except for Vehicles Displaying an Operation Mobility Card, Monday to Saturday, 8:00am - 6:00pm	South side, commencing 105.5 metres south of its intersection with Manley Terrace and extending in an easterly direction following the southern kerbline for 6.5 metres.
	<i>Delete from Schedule A (Time Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Colombo Street</b>	P10 At All Times	South side, commencing 112 metres south of its intersection with Manley Terrace and extending in an easterly direction following the southern kerbline for 7 metres.
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Rintoul Street</b>	Mobility Parking At All Times Displaying an Operation Mobility Permit Only	West side, commencing 22 metres south of its intersection with Colombo Street (Grid coordinates X= 1,748,901.45m Y= 5,425,028.77m) and extending in a southerly direction following the western kerb line for 6 metres.
	<i>Add to Schedule A (Time Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Colombo Street</b>	P10 At All Times	South side, commencing 112 metres south of its intersection with Manley Terrace Street (Grid coordinates X= 1,748,901.45m Y= 5,425,028.77m) and extending in an easterly direction following the southern kerbline for 14 metres.
<b>m)</b>	<b>TR21-23 Hindipur Terrace, Broadmeadows – No Stopping At All Times</b>		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Nalanda Crescent</b>	No Stopping, At All Times	South side of the Nalanda Crescent at its intersection with Hindipur Terrace (Grid coordinates x= 1,750,340.71m, y=5,433,674.51m) and extending in a westerly direction following the southern kerb line for 8 metres.
	<b>Hindipur Terrace</b>	No Stopping, At All Times	West side of the Hindipur Terrace at its intersection with Nalanda Crescent (Grid coordinates x= 1,750,340.71m,

**Table of Traffic Resolutions Legal Description February RPC 1 2023**

			<i>y=5,433,674.51m) and extending in a southerly direction following the western kerb line for 14 metres.</i>
	<b>Nalanda Crescent</b>	<i>No Stopping, At All Times</i>	<i>South side of the Nalanda Crescent at its intersection with Hindipur Terrace (Grid coordinates x= 1,750,346.61m, y=5,433,673.93m) and extending in a easterly direction following the southern kerb line for 10 metres.</i>
	<b>Hindipur Terrace</b>	<i>No Stopping, At All Times</i>	<i>East side of the Hindipur Terrace at its intersection with Nalanda Crescent (Grid coordinates x= 1,750,346.61m, y=5,433,673.93m) and extending in a southerly direction following the eastern kerb line for 39 metres.</i>
	<b>Hindipur Terrace</b>	<i>No Stopping, At All Times</i>	<i>West side of the Hindipur Terrace commencing 42 metres from its intersection with Nalanda Crescent (Grid coordinates x= 1,750,340.71m, y=5,433,674.51m) and extending in a southerly direction following Western kerb line for 47 metres.</i>
	<b>Hindipur Terrace</b>	<b>No Stopping, At All Times</b>	<i>East side of the Hindipur Terrace commencing 76 metres from its intersection with Nalanda Crescent (Grid coordinates x= 1,750,340.71m, y=5,433,674.51m) and extending in a southerly direction following the northeastern kerb line for 15 metres.</i>
<b>n)</b>	<b>TR27-23 Taft Street, Brooklyn – Proposed P10 time limited parking restriction</b>		
	<i>Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Taft Street</b>	<i>P10, 8am to 9am and 2.15pm to 3.15pm School Terms Only</i>	<i>North Side, commencing 36metres east of its intersection with Ohiro Road (Grid coordinates X= 1,747,587,971.m, Y= 5,425,479,792.m and extending in an easterly direction following the northern kerb line for 25 metres.</i>

**We are proposing a change in your area**

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood. To make a provision for the Christmas period 2022 and January 2023 holiday period we are consulting for 14 days from 25 November to 8 December 2022.

**Proposal:**

<b>Reference</b>	TR01-23 Te-Wharepōuri Street, Adelaide Road intersection, Berhampore – No Stopping At All Times, Give-way control
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Te-Wharepōuri Street / Adelaide Road intersection, Berhampore</li> </ul>
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install 10 metres of No Stopping At All Times road markings along Adelaide Road and converting an existing uncontrolled intersection into give-way controlled intersection.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>Council has received a petition from residents of Te-Wharepōuri Street. regarding the lack of visibility at its intersection with Adelaide Road. When drivers are turning right onto Adelaide Road, there is a vehicle merging area where the driver's view is obstructed and compromised.</li> <li>After a site investigation and an analysis of sight distance, our engineering team has identified the need to extend 10m of No Stopping At All Times road markings on the southern leg of the intersection and convert the existing intersection into a Give-Way controlled intersection.</li> <li>The proposed changes will positively improve safety by providing adequate visibility at this intersection.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety for vehicles at the intersection.</li> <li>Net parking impact - removal of two unrestricted parking spaces.</li> <li>Pedestrian impact - positive. Improves pedestrian visibility for vehicles turning from Adelaide Road onto Te-Wharepōuri Street.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 420 (Te-Wharepōuri Street) and 8,885 (Adelaide Road)</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Friday 25 November 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul>

## We are proposing a change in your area

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Wellington City Council  
Me Hele Ki Pōneke

	<p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 25 November 2022 and finishes at 5.00 pm Thursday 8 December 2022.</b></p> <ul style="list-style-type: none"><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Friday 9 December 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee meeting on 16 February 2023.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

**We are proposing a change in your area**

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**Traffic Resolution Plan: TR01-23 Te-Wharepouri Street / Adelaide Road intersection, Berhampore – No Stopping At All Times, Give-way control**





## We are proposing a change in your area

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### Legal Description:

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

Column One	Column Two	Column Three
<b>Adelaide Road</b>	No Stopping At All Times	West side, commencing 6.5 metres at its intersection with Te-Wharepouri Street (Grid coordinates X=1748585728.20m Y=5424333104.020m) and extending in a southerly direction following the western kerb line for 10 metres.

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

<b>Te-Wharepouri Street</b>	Give way Control	At its western approach to its intersection with Adelaide Road.
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**Prepared By:** Babitha Babu **Transport Engineer**  
**Approved By:** Zackary Moodie **(Team Leader Transport Engineering)**  
**Date:** 01/02/2023

## FEEDBACK RECEIVED

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### Feedback

**Name: Richard**  
**Suburb: Island Bay**  
**Agree: Yes**

I cycle up here every day (despite improvements to the Newtown to City, it's still faster to go straight over from Island Bay) and the sight lines by this intersection are dicey and it's very narrow - a lot of close passes happen here between v slow moving bikes and accelerating vehicles. (See Dangerspace.nz for reported close passes) - at least one a week. No stopping would really help! I can appreciate that for drivers turning right out of Te Wharepouri would be really difficult currently as well so this would help.

### Officer's response:

Thank you for your feedback on TR01-23 Te-Wharepōuri Street, Adelaide Road intersection, Berhampore – No Stopping At All Times, Give-way control

**Name: Scop**  
**Suburb: Island Bay**  
**Agree: No**

1. This intersection should be a compulsory stop (not giveaway). Adelaide road is busy and there is a lot to look for at this intersection including people on bikes and pedestrians. Drivers of motor vehicles need to stop and look especially for cyclists travelling South (downhill) at higher speeds than might be expected.

2. The proposed limit line should be further back to so as not to impede pedestrians proceeding along Adelaide Road

### Officer's response:

Thank you for your feedback on TR01-23 Te-Wharepōuri Street, Adelaide Road intersection, Berhampore – No Stopping At All Times, Give-way control.

Stop controls according to national traffic guidelines are implemented in situations where the driver cannot see a vehicle approaching from a point of 9m or less. With the extension of broken yellow lines, visibility from Te-Wharepōuri to cars traveling along Adelaide Road will be greater than 9m – as such, the Give Way control should remain.

The limit line should be 1.5m back from the carriageway, we have added a continuity line to the plan to define the carriageway.

**Name: bsa**  
**Suburb: Island Bay,**  
**Agree: Yes**

## FEEDBACK RECEIVED

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Please make this change – it'll also make it much safer cycling up hill

**Officer's response:**

Thank you for your feedback on TR01-23 Te-Wharepōuri Street, Adelaide Road intersection, Berhampore – No Stopping At All Times, Give-way control

**Name:** jmar

**Suburb:** Mount Cook

**Agree:** Yes

Will provide greater visibility and room for people biking uphill.

**Officer's response:**

Thank you for your feedback on TR01-23 Te-Wharepōuri Street, Adelaide Road intersection, Berhampore – No Stopping At All Times, Give-way control

**We are proposing a change in your area**



Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood. To make a provision for the Christmas period 2022 and January 2023 holiday period we are consulting for 14 days from 25 November to 8 December 2022.

**Proposal:**

<b>Reference</b>	TR02-23 Creswick Terrace, Northland – No Stopping At All Times
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Creswick Terrace, Northland – between property nos. 93 to 98B.</li> </ul>
<b>What we’d like to do</b>	<ul style="list-style-type: none"> <li>Install No Stopping At All Times (broken yellow lines).</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>Council and Creswick Valley Residents Association have received safety concerns from residents living along Creswick Terrace which is a local road with medium parking demand.</li> <li>The road width of Creswick Terrace varies, however, there is a section of the road (between properties nos. 93 to 98B) where the road width measures between 5.4m to 7m which is unsuitable for two vehicles to safely park on both sides of the road and causing accessibility issues, particularly for emergency service vehicles.</li> <li>To improve safety and accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along two sections of the road between property nos. 93 to 95 and between nos. 98A to 98B, as per the attached plans.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety and accessibility for vehicles and emergency services</li> <li>Net parking impact - removal of five unrestricted parking spaces.</li> <li>Pedestrian impact - no change.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 460.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Friday 25 November 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 25 November 2022 and finishes at 5.00 pm Thursday 8 December 2022.</b></li> <li>What we do with your personal information:</li> </ul>

## We are proposing a change in your area

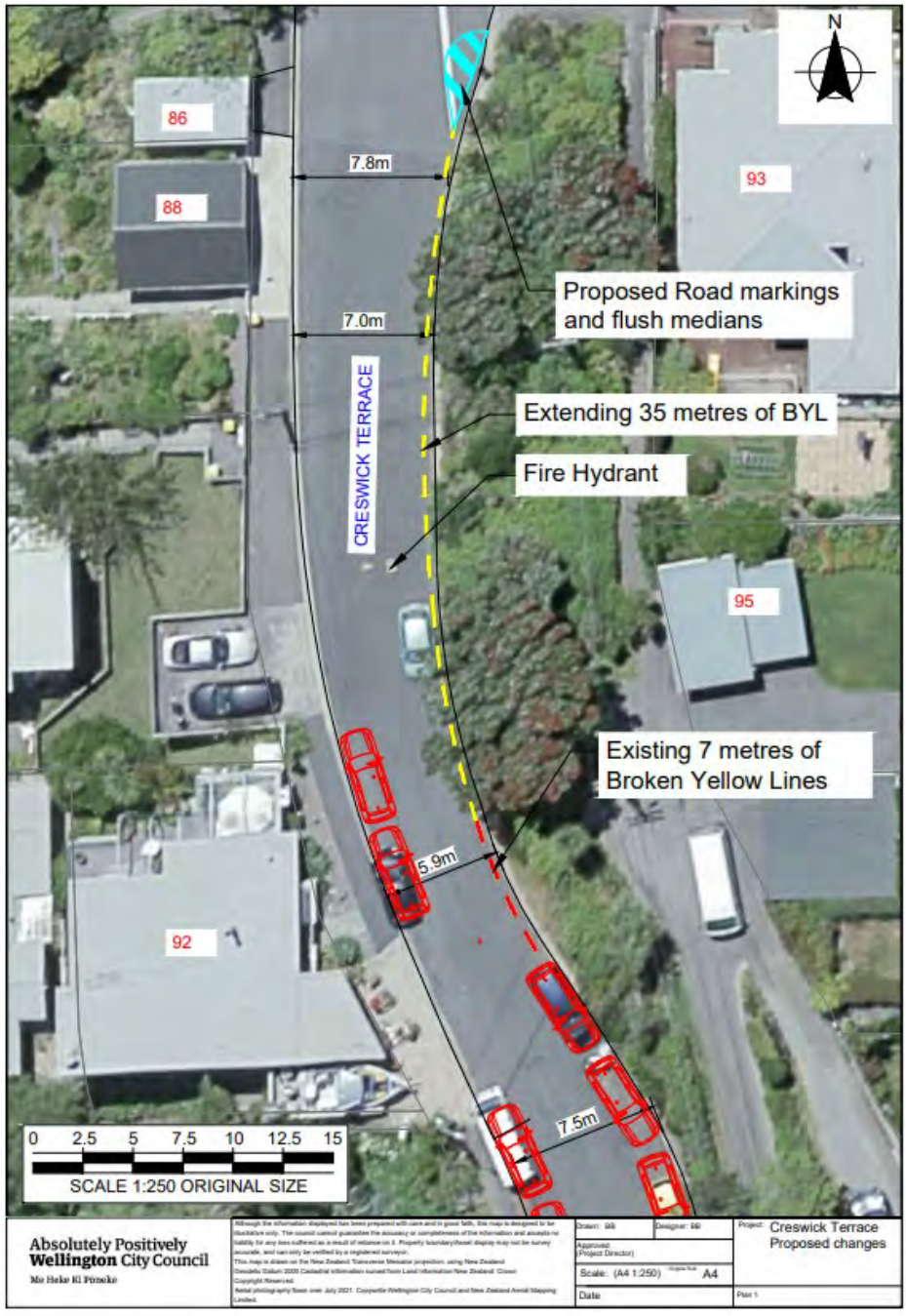
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	<p>All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Friday 9 December 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee meeting on 16 February 2023.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

**We are proposing a change in your area**

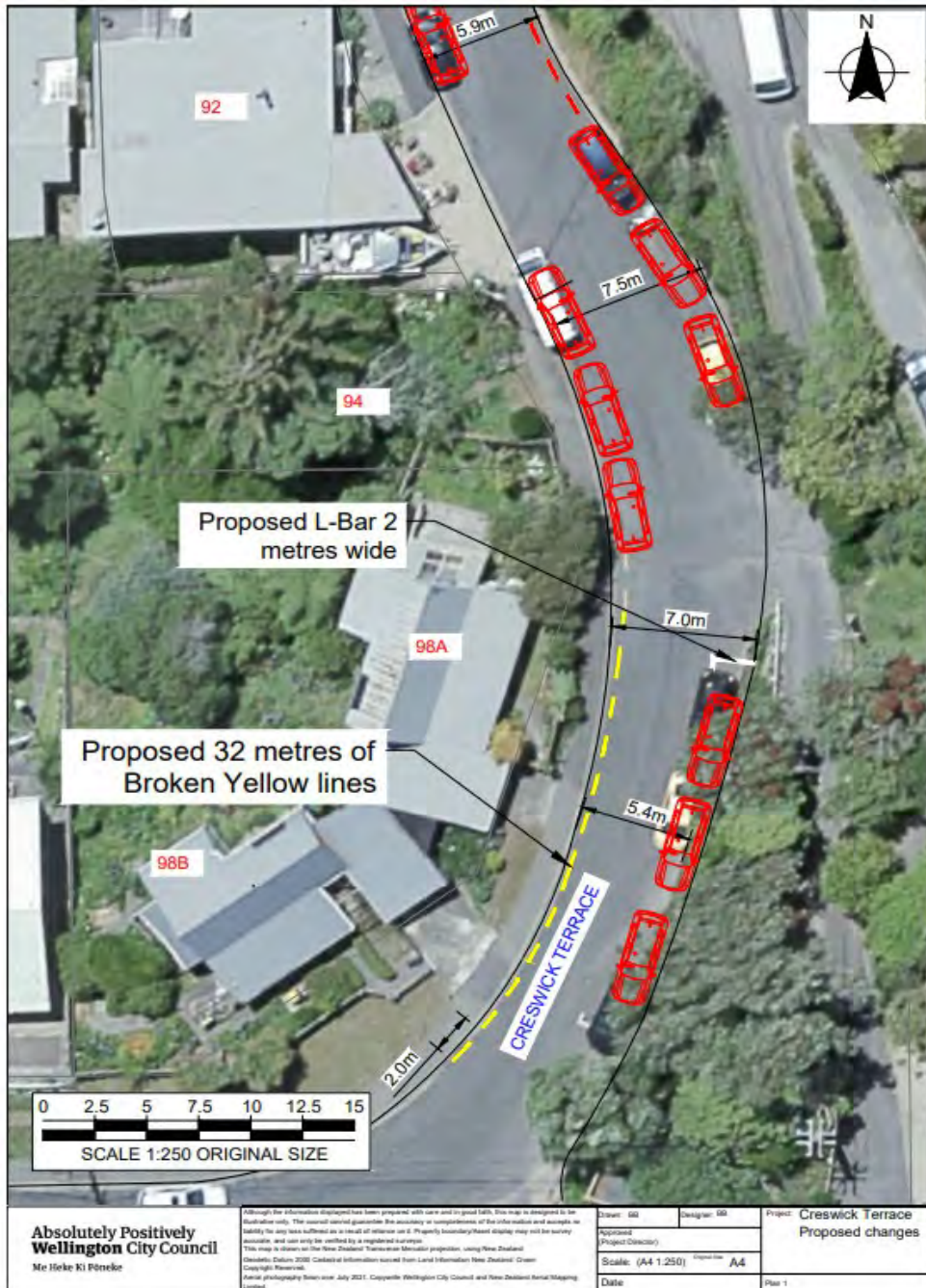
**Absolutely Positively Wellington City Council**  
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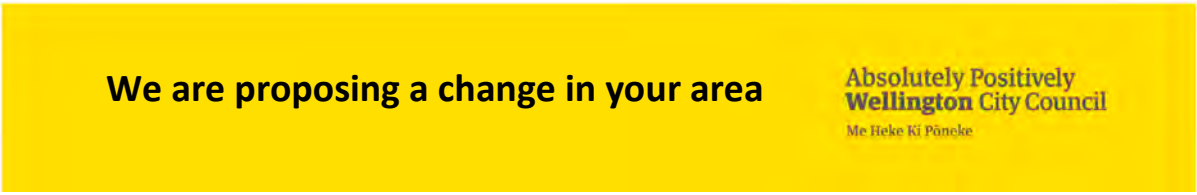
**Traffic Resolution Plan: TR02-23 Creswick Terrace, Northland- No Stopping At All Times**



We are proposing a change in your area

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**Legal Description:**

*Add to Schedule D of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Creswick Terrace</b>	<i>No Stopping At All Times</i>	<i>North side, commencing its intersection with Norfolk Street (Grid coordinates X= 1747011572.51m, Y= 5428399951.98m) and extending in a southerly direction following the northern kerb line for 35 metres.</i>
<b>Creswick Terrace</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 68 metres west of its intersection with Norfolk Street (Grid coordinates X= 1747011572.51m, Y= 5428399951.98m) and extending in a southerly direction following the western kerb line for 32 metres.</i>

**Prepared By:** Babitha Babu (Transport Engineer)

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

**Date:** 01/02/2023



## FEEDBACK RECEIVED

### Feedback

**Name:** Gillian and Chris  
**Suburb:** Not stated  
**Agree:** Yes

We share the safety concerns raised in relation to Creswick Terrace.

We support the proposed changes.

### Officer's response:

Thank you for your feedback on TR02-23 Creswick Terrace, Northland – No Stopping At All Times

**Name:** Scop  
**Suburb:** Island Bay  
**Agree:** Yes

No comment.

### Officer's response:

Thank you for your submission on TR02-23 Creswick Terrace, Northland – No Stopping At All Times

**Name:** Sara on behalf of Creswick Valley Residents Association  
**Suburb:** Northland  
**Agree:** Yes

The proposed changes were developed with input from CVRA and some of the residents of Creswick Tce between number 93 - 98B, in discussions with Council officers. This proposal formalises the layout that works best now, based on the experience and observations of the residents who have lived here for many years and drive/ride that road daily.

As stated in the TR the objective of the changes is to ensure access for emergency services, moving trucks, rubbish trucks and the like, in a narrow section of the road.

We therefore support the changes.

We do however note the following:

- in our original discussions there was thought to reduce the number of car parks by #94 (the empty section) from three to two. We would support this change in the future if there were problems for service vehicles in that area.

### Officer's response:

Thank you for your submission on TR02-23 Creswick Terrace, Northland – No Stopping At All Times and your support in gaining collective support of the residents and CVRA. Our proposal has been designed with vehicle tracking checks to safely allow emergency services to pass through.

**We are proposing a change in your area**

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood. To make a provision for the Christmas period 2022 and January 2023 holiday period we are consulting for 14 days from 25 November to 8 December 2022.

**Proposal:**

<b>Reference</b>	TR05-23 Link Road, Newlands – No Stopping At All Times; New Bus Stop marking (#3520)
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Link Road, Newlands – outside nos.48 to 52, nos.38 to 42 and nos.29 to no.31.</li> </ul>
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install two sections of 37 metres and 36 metres of No Stopping At All Times (broken yellow lines) along the northern side of Link Road.</li> <li>Mark the existing 15metres of bus stop with two new sections of 7metres of broken yellow lines for entry and exit tapers along the southern side of Link Road.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received a request from Greater Wellington Regional Council as buses are having difficulties travelling through this narrow section of Link Road.</li> <li>The existing road width along this section measures approximately 7 metres. With the current parking arrangement allowing vehicles to park on both sides of the road, the remaining lane width of approximately 3 metres is difficult for a bus to travel through. This difficulty is further exacerbated when buses are traveling around the bends.</li> <li>To ensure there is adequate carriageway space for a bus to safely travel through this section of road, we propose the installation of broken yellow lines.</li> <li>To improve the operation of the bus services on this route and to improve road safety, we are proposing marking of the bus stop to enable bus drivers to safely manoeuvre their buses at the bus stop as vehicles are currently parking at these unmarked bus stop.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improved safety and accessibility for all users of the transport network.</li> <li>Bus patron impact – positive from improved accessibility and reliability for bus users with safe access to and from the bus stops.</li> <li>Net parking impact – loss of 5 unrestricted kerbside spaces.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles</li> <li>Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.</li> </ul>

## We are proposing a change in your area

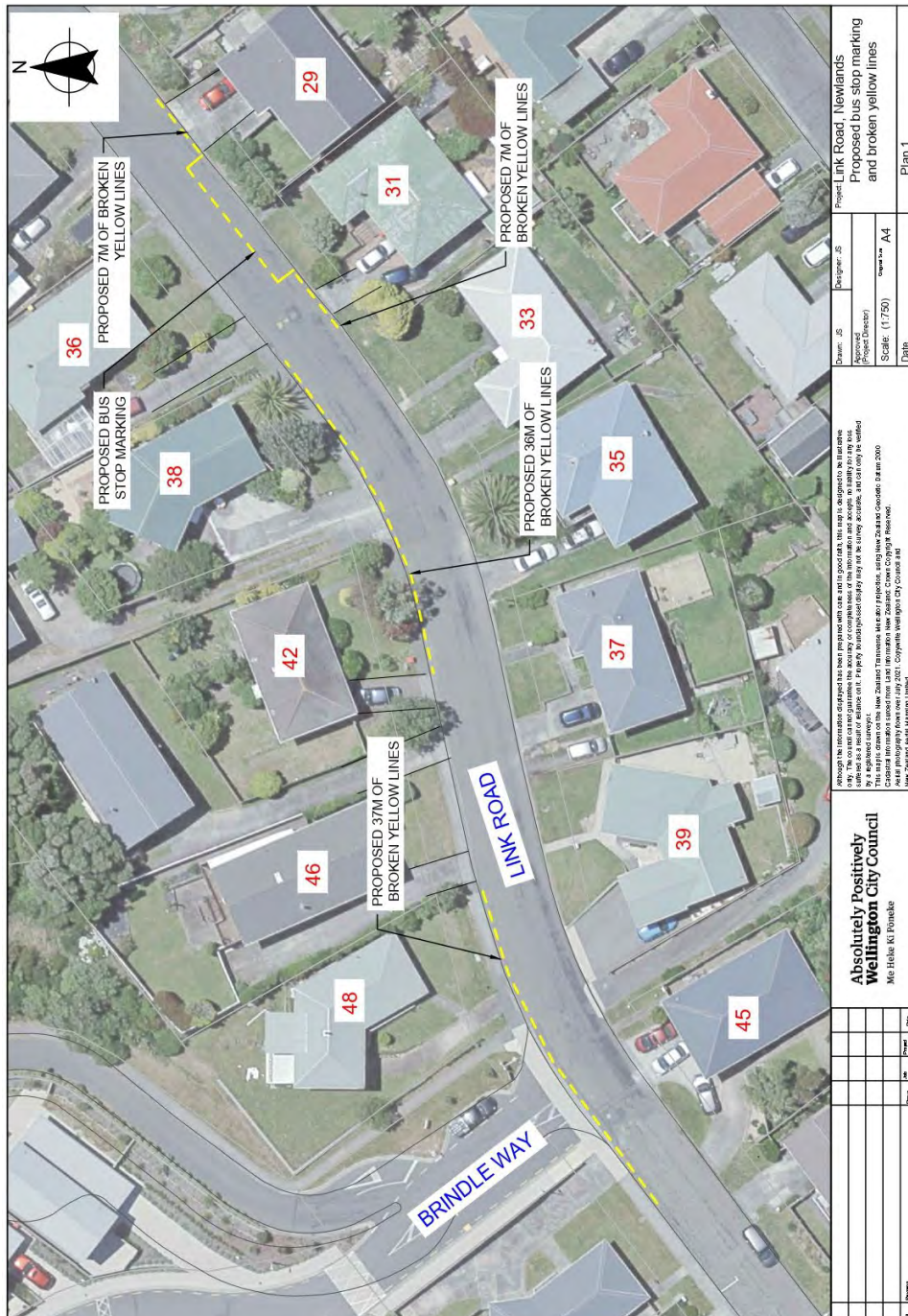
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<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count – 360.</li><li>• Bus patronage count – Boarding = 33; Alighting = 319.</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Friday 25 November 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
<b>Feedback</b>	<ul style="list-style-type: none"><li>• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 25 November 2022 and finishes at 5.00 pm Thursday 8 December 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Friday 9 December 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee meeting on 16 February 2023.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

**We are proposing a change in your area**

**Absolutely Positively Wellington City Council**  
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**Traffic Resolution Plan: TR05-23 Link Road, Newlands – No Stopping At All Times; New Bus Stop marking (#3520)**



## We are proposing a change in your area

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Wellington City Council  
Me Heke Ki Pāneke

### Legal Description:

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

Column One	Column Two	Column Three
<b>Link Road</b>	<i>No Stopping, At All Times</i>	<i>North side, commencing 86m east of its intersection with Glanmire Road (Grid coordinates x= 1,752,806.70 m, y= 5,434,267.35m) and extending in easterly direction following the northern kerb line for 37m.</i>
<b>Link Road</b>	<i>No Stopping, At All Times</i>	<i>North side, commencing 146m east of its intersection with Glanmire Road (Grid coordinates x= 1,752,806.70 m, y= 5,434,267.35m) and extending in easterly direction following the northern kerb line for 36m.</i>
<b>Link Road</b>	<i>No Stopping, At All Times</i>	<i>South side, commencing 180m east of its intersection with Glanmire Road (Grid coordinates x= 1,752,812.95 m, y= 5,434,262.65m) and extending in easterly direction following the southern kerb line for 7m.</i>
<b>Link Road</b>	<i>No Stopping, At All Times</i>	<i>South side, commencing 202m east of its intersection with Glanmire Road (Grid coordinates x= 1,752,812.95 m, y= 5,434,262.65m) and extending in easterly direction following the southern kerb line for 7m.</i>

**Prepared By:** Jobanjit Singh **(Transport Engineer Assistant)**

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

**Date:** 01/02/2023

## FEEDBACK RECEIVED

**Absolutely Positively  
Wellington City Council**  
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### Feedback

**Name: Elizabeth and Brian  
Suburb: Newlands  
Agree: Yes**

Thank you for letting us know about changes you are proposing to make to our neighbourhood. We strongly support the proposed changes with a couple of additional requests.

As long term residents of 54 Link Road (50 years plus) we have noted the increasing traffic and congestion in Link Road.

In March 2020 we wrote to WCC requesting:

1. "L" Bars be added outside our property. WCC job number 2888708
2. Bus stop 3774 outside 54 link Road be marked on the road WCC job number 2888709
3. A survey is done to assess the congestion and whether yellow lines should be added at places in the street. WCC job number 2888713

Your response of 6 March 2020 advised:

"To address your concerns:

- We will be installing an L-bar to the right hand side of your driveway. If vehicles continue to park over your accessway we can investigate Broken Yellow Lines for your driveway.
- The WCC is currently working on a program to have all unmarked bus stops assessed and marked out, the Bus stop outside your address will be part of this.
- At present Link Road has a low ADT (Average Daily Traffic) so we will not be looking to install Broken Yellow Lines on the side of the road here without a request from the wider community."

Additional requests

1. That the broken yellow lines proposed outside nos 48 to 52 be extended to the "L" Bar outside 54. On a daily basis cars park on the southern side opposite 52-54 causing difficulty for the buses moving out of Bus stop 3774
2. That Bus stop 3774 be marked on the Road as part of the proposed changes and indeed as indicated would be done. (refer previous correspondence). Also, that consideration be given to extending the yellow lines either side of the Bus stop as is being proposed for Bus stop 3520. This would allow buses to enter and exit the bus stop safely.

We fully support the proposed changes and request your support for our additional requests.

## FEEDBACK RECEIVED

### Officer's response:

Thank you for your feedback on TR05-23 Link Road, Newlands– No Stopping At All Times.

1. We have limited the broken yellow lines where safety is major and to avoid excessive parking loss. In case of parked vehicles between properties 52-54, driver could pass on this section of the road through the driveways of property no.47.

2. Officers will consider marking Bus stop #3774 as a separate investigation as this is out of the scope of this proposed Traffic Resolution.

**Name: Joan**

**Suburb: Newlands**

**Agree: Yes**

Totally agree with the need for yellow lines on Link Road especially for the buses. However, consideration should be given to broken yellow lines starting at 52 to 58 Link Road, NOT 48 to 52.

Yellow lines should also be at 35 to 29 NOT 38 to 42.

Reasoning for this is there is no pathway on the uneven numbered side of Link Road. The pathway is on the even numbered side, and we need to keep this free for parents dropping children off. Children use Brindle Way to walk to Bellevue School and it is safer for their parents to drop them off on the footpath side rather than having to cross the road.

Please put broken yellow lines on the strip outside 45 Link Road where the drain is because the drain becomes blocked during heavy rainfall and especially when vehicles are parked there.

### Officer's response:

Thank you for your feedback on TR05-23 Link Road, Newlands– No Stopping At All Times.

The section of road from no.52 to no.58 is straight and has adequate carriageway space for a bus to safely travel through.

Officers have considered both sides of the street. The proposed broken yellow lines will provide the best access for buses with the minimum loss of kerbside parking. The footpath adjacent to the parking spaces from no.54 to no.60 is still available for the drop off of children accessing Brindle Way.

After reviewing the location of the drain outside no.45 Link Road a decision was made to not install broken yellow lines in this location. The periodical event of heavy rain does not justify the permanent loss of parking.

**Name: Angela**

**Suburb: Newlands**

**Agree: No**

## FEEDBACK RECEIVED

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

I am a resident on Link Road, and we would like to propose the broken yellow lines are requested to be on the "odd" numbered side of Link Road for the following reasons:

- Move to the other/odd number side of the road as less cars park on the odd side of the road due to no footpath, so less impact to home residents and the majority of home residents have parking for more than 1 car on the odd side of the road.
- Move to the other/odd number side of the road due to safety reasons, as parents from Bellevue school and kindergarten park on the footpath side of the road when dropping and collecting school children so they don't have to cross this busy road. Cars are often parked outside these houses for this reason. In general, it is safer to get out of the car and straight on the footpath on the same side of the road to the school and kindergarten (no crossing the road) for children and adults. People tend to park on the side of the road with a footpath.
- Continuation of current broken yellow lines from the beginning of Link Road, so follows the same side of the road, over and down the hill.
- Noting there are more than 5 unrestricted kerbside parks affected, this would be more like 7 based on the amount of cars we see parked on this side of the road.

There would be less impact to the current residents and visitors to the street i.e school/kindergarten parents if the yellow broken lines were moved to the other side of the street, based on current users of this street.

Please let us know if there is a chance for further consultation to discuss.

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

Thank you for your feedback on TR05-23 Link Road, Newlands– No Stopping At All Times.

Officers have considered both sides of the street. The proposed broken yellow lines will provide the best access for buses with the minimum loss of kerbside parking.

The section of road from no.52 to no.58 is straight and has adequate carriageway space for a bus to safely travel through.

**Name: Ellen Blake on behalf of Living Streets Aotearoa**  
**Suburb: Wellington**  
**Agree: Yes**

Living Streets Aotearoa supports this traffic resolution that will improve bus journey for at least the 350 people using this stop daily.

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

Thank you for your feedback on TR05-23 Link Road, Newlands– No Stopping At All Times.



## We are proposing a change in your area

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood. To make a provision for the Christmas period 2022 and January 2023 holiday period we are consulting for 14 days from 25 November to 8 December 2022.

### Proposal:

<b>Reference</b>	TR06-23 Hill Street, Thorndon– Residents Parking Restriction Change
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Hill Street, Thorndon - nos. 24 &amp; 26</li> </ul>
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>To change existing Residents Parking (At All Times) to Resident Parking (Mon-Fri 8am to 6pm) outside nos. 24 and 26.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>Council has received a request from residents of Hill Street to review the parking restrictions along the road, including an assessment of its operating hours.</li> <li>The outcome of the engineering investigation revealed that the existing Residents Parking outside properties no. 24 to 26 have low parking occupancy outside business hours. To best benefit residents of the road who do not have parking permits, Council is proposing to change the parking restrictions to operate between 8 am to 6 pm (Monday to Friday) for Authorised Resident Vehicles. Outside these restrictions, visitors of the road would be able to park.</li> <li>These changes are expected to be positive for road users as there is a better utilisation of the parking in the area, which is a valuable public asset.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves utilisation of on-street parking.</li> <li>Net parking impact – parking restriction changes only.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 1,960.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Friday 25 November 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul> <p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 25 November 2022 and finishes at 5.00 pm Thursday 8 December 2022.</b></p>

**We are proposing a change in your area**

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

	<ul style="list-style-type: none"> <li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> </ul>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>1. Feedback collated by Friday 9 December 2022.</li> <li>2. The proposal will go to the Regulatory Processes Committee meeting on 16 February 2023.</li> <li>3. If approved, the proposal will be installed within the following three months.</li> </ol>

We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Traffic Resolution Plan: TR06-23 Hill Street, Thorndon– Residents Parking Restriction change



**We are proposing a change in your area**

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

**Legal Description:**

*Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Hill Street</b>	Residents Parking At All times	North side, commencing 53.5 metres east of its intersection with Guildford Terrace (Grid coordinates x= 1748681.4 m, y= 5428986.7 m), and extending in an easterly direction following the northern kerb line for 30.5 metres.

*Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
<b>Hill Street</b>	Residents Parking Monday to Friday 8:00am – 6:00pm, except for vehicles displaying an authorized resident's vehicle parking permit.	North side, commencing 53.5 metres east of its intersection with Guildford Terrace (Grid coordinates x= 1748681.4 m, y= 5428986.7 m), and extending in an easterly direction following the northern kerb line for 30.5 metres.

**Prepared By:** Jobanjit Singh **(Transport Engineer Assistant)**

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

**Date:** 01/02/2023

**NO FEEDBACK RECEIVED**

## 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. To make a provision for the Christmas period 2022 and January 2023 holiday period we are consulting for 14 days from 25 November to 8 December 2022.

### Proposal:

<b>Reference</b>	TR07-23 Wigan Street, Te Aro – Proposed Motorcycle Parking
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Wigan Street, Te Aro – no.29 outside Light House Cinema.</li> </ul>
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Convert one coupon parking into a P180 Motorcycle Parking on the south side of Wigan Street outside property no.29 (Light House Cinema).</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>Council has received a request from a member of the public to convert the current coupon parking area into motorcycle parking outside property no.29 (Light House Cinema) on Wigan Street.</li> <li>There is high motorcycle parking demand, however, there are no designated parking spaces for these types of vehicles. To improve parking in the area, it has been proposed to implement a P180 motorcycle parking to improve motorcycle parking availability in the area and encourage legal motorcycle parking.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves accessibility for motorcycle users and increased support for local businesses.</li> <li>Net parking impact – Convert one coupon parking space into Motorcycle Parking.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count –700.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Friday 25 November 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> <li><b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 25 November 2022 and finishes at 5.00 pm Thursday 8 December 2022.</b></li> <li>What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including</li> </ul>

**We are proposing a change in your area**

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	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.
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Friday 9 December 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee meeting on 16 February 2023.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

# We are proposing a change in your area

## Traffic Resolution Plan: TR07-23 Wigan Street, Te Aro – Proposed Motorcycle Parking



**We are proposing a change in your area**



**Legal Description**

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

Column One	Column Two	Column Three
<b>Wigan Street</b>	<i>Coupon Parking</i>	<i>South side, commencing 112.1 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m) and extending in a westerly direction following the southern kerb line for 5 metres.</i>

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

Column One	Column Two	Column Three
<b>Wigan Street</b>	<i>Motorcycle Parking, P 180</i>	<i>South side, commencing 112.1 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m) and extending in a westerly direction following the southern kerb line for 5 metres.</i>

**Prepared By:** Jobanjit Singh **(Transport Engineer Assistant)**

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

**Date:** 01/02/2023



## FEEDBACK RECEIVED

### Feedback

**Name:** Patrick on behalf of Cycling Action Network  
**Suburb:** Te Aro  
**Agree:** Yes

Cycling Action Network supports this change. Current bicycle parking is sometimes unusable due to motorcycles parked there.

### Officer's response:

Thank you for your feedback on TR07-23 Wigan Street, Te Aro– Proposed Motorcycle Parking.

**Name:** Erica  
**Suburb:** Berhampore  
**Agree:** Yes

I often bike from Berhampore to go to Lighthouse Cinema but recently the bike parks have been full of scooters leaving little to no parking for bikes. I also noticed that scooters are being parked on the nearby footpaths. There is a clear need for scooter/motorcycle parking in this area for cinema users/staff and Massey students/staff.

### Officer's response:

Thank you for your feedback on TR07-23 Wigan Street, Te Aro– Proposed Motorcycle Parking.

**Name:** HarrietteM  
**Suburb:** Berhampore  
**Agree:** Yes

Bikeparks are often full of scooters leaving no secure bike storage while going to the movies at Lighthouse

### Officer's response:

Thank you for your feedback on TR07-23 Wigan Street, Te Aro– Proposed Motorcycle Parking.

**Name:** Stephen  
**Suburb:** Newtown  
**Agree:** Yes

Scooter/motorcycle parking is important as well as bike parking. Currently there is no scooter or motorcycle parking, so the bike park is often filled with scooters. As a movie goer who cycles proving options for both cyclists and scooter/motorcycles will mean we can all park and settle down for a good film 🍿. The last film I watched at lighthouse Cuba was Robert Eggers The Northman. It was excellent with a final scene (spoilers) of two men fighting naked on a volcano 🌋. Brilliant stuff. The other movie I watched at lighthouse Cuba was George Millard Ten Thousand Years of Longing, you can miss that one. Please consider my submission along with its bonus movie review.

## FEEDBACK RECEIVED

**Absolutely Positively  
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Me Heke Ki Pōneke

**Officer's response:**

Thank you for your feedback on TR07-23 Wigan Street, Te Aro– Proposed Motorcycle Parking.

**Name: Jill**  
**Suburb: Not Stated**  
**Agree: Yes**

As someone who visits the Lighthouse Cinema freq it's become very frustrating that motorcycles are parking in the Bike parking.

The signage there needs to be changed to At All Times'.

As according to Duncan Pratt (WCC) they can't ticket the motorcycles after 6pm, cos the sign doesn't have At All Times!!!

So, I also support motorcycle parking in the street as 3-4 will fit in one car park so makes sense!!!  
And will give them somewhere to park instead of in the bike parking!!!!

Finally, please also extend parking in Disability to at All Times. As again this finishes at 6pm.

**Officer's response:**

Thank you for your feedback on TR07-23 Wigan Street, Te Aro– Proposed Motorcycle Parking.

Mobility parking is restricted to At All Times and is provided for mobility parking users only.

**Name: bsa**  
**Suburb: Island Bay**  
**Agree: Yes**

Yes please – give the motorbikes their own spot, so the cycle parking is freed up.

**Officer's response:**

Thank you for your feedback on TR07-23 Wigan Street, Te Aro– Proposed Motorcycle Parking.

**Name: Ellen Blake on behalf of Living Streets Aotearoa**  
**Suburb: Wellington**  
**Agree: Yes**

Living Streets Aotearoa supports this parking as we are aware there is an issue with motorbikes parked on the Wigan Street footpath currently. Opportunities to park motorbikes legally is needed in many places around Wellington.

## FEEDBACK RECEIVED

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

**Officer's response:**

Thank you for your feedback on TR07-23 Wigan Street, Te Aro– Proposed Motorcycle Parking.

**Name:** jmar

**Suburb:** Mount Cook

**Agree:** Yes

This will encourage a more efficient use of the road space.

**Officer's response:**

Thank you for your feedback on TR07-23 Wigan Street, Te Aro– Proposed Motorcycle 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. To make a provision for the Christmas period 2022 and January 2023 holiday period we are consulting for 14 days from 25 November to 8 December 2022.

### Proposal:

<b>Reference</b>	TR09-23 Grasslees Reserve, Tawa - Mobility parking confirmation
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Grasslees Reserve between Luckie Street and Davies Street, Tawa</li> </ul>
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Resolute two mobility parking spaces within the Grasslees Reserve parking area.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>The mobility parking spaces were established many years ago and were originally installed when there was a revitalisation of the Grasslees Reserve. Officers received concerns from Council Parking Services that the mobility parking spaces within the Grasslees Reserve were not resolute and could not be enforced.</li> <li>It is important that people with disabilities, particularly those not able to use public transport or active modes have access to recreational facilities.</li> <li>In resoluting the two mobility parking spaces, Council is ensuring people with limited mobility have accessible parking provisions.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Maintains accessibility for mobility parking users of Grasslees Reserve.</li> <li>Net parking impact – no change, confirmation of parking restrictions.</li> <li>Pedestrian impact - no change.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 200.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Friday 25 November 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 25 November 2022 and finishes at 5.00 pm Thursday 8 December 2022.</b></li> <li>What we do with your personal information:</li> </ul>

## We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

	<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>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Friday 9 December 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee meeting on 16 February 2023.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

**We are proposing a change in your area**

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

**Traffic Resolution Plan: TR09-23 Grasslees Reserve - Mobility parking confirmation**

**Mobility parking spaces to be resolved**

**GRASSLEES RESERVE**

**LUCKIE STREET**

**P At All Times**

**P At All Times**

**SCALE 1:250 ORIGINAL SIZE**

Project	CP	Project	TR09-23 Grasslees Reserve
Approved	ZM	Project	mobility parking confirmation
Project Director		Scale	1:250
		Version	A4
		Date	07/11/2022
			Plan 1

Although the information contained has been prepared with care and is correct to the best of our knowledge, the Council cannot guarantee the accuracy or completeness of the information and accepts no liability for any loss or damage caused by reliance on it. Property boundaries/lot numbers may not be survey accurate, and can only be verified by a registered surveyor.  
 This map is drawn on the New Zealand Transport Authority's aerial photography, using New Zealand Coordinate Datum 2000. Aerial photography taken over July 2021. Copyright Wellington City Council and New Zealand Mapping Limited.

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

Author	Checked	Date

## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Grasslees Reserve</b>	Mobility Parking, At All Times	<i>South side, commencing 32 metres southeast of its intersection with Luckie Street (Grid coordinates X=1,753,394.09m Y=5,441,496.35m) and extending in an easterly direction following the southern kerb line for 12 metres.</i>

**Prepared By:** Corey Pugh (Reserves Planner)  
**Approved By:** Zackary Moodie (Team Leader Transport Engineering)  
**Date:** 01/02/2023

## **FEEDBACK RECEIVED**

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

### **Feedback**

**Name:** Ellen Blake on behalf of Living Streets Aotearoa

**Suburb:** Wellington

**Agree:** Yes

Living Streets Aotearoa supports these parks. Appropriate access to greenspace is essential for all people.

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

Thank you for your feedback on TR09-23 Grasslees Reserve, Tawa - Mobility parking confirmation.



## We are proposing a change in your area

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood. To make a provision for the Christmas period 2022 and January 2023 holiday period we are consulting for 14 days from 25 November to 8 December 2022.

### Proposal:

<b>Reference</b>	TR11-23 Mervyn Kemp, Tawa Library – P120 EV Vehicles At All Times, On Charge Only
<b>Location – where we propose to make the change</b>	Three off-street parking spaces at the rear (east) of the Mervyn Kemp Library, Tawa.
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>• Install three EV chargers in the off-street car parking spaces</li> <li>• Change the parking conditions for these three spaces to P120, EV vehicles only.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• Transport accounts for 48.3% of carbon emissions from Wellington. Switching from a petrol or diesel to an EV can be one of the biggest opportunities for an individual to reduce their emissions.</li> <li>• Electric Vehicles (EVs) are a growing presence in our city. In 2017, 9% of <a href="#">new vehicle registrations</a> in NZ were battery EV or plug-in hybrids. This has increased to 27% over the first 5 months of 2022. This upwards trend is expected to increase as technology improves and we continue in our work in emissions reduction from the transport sector.</li> <li>• Our charging facilities need to keep up with this increasing demand.</li> <li>• WCC is delivering 60 22.5 kW chargers across the city to enable more people to access charging facilities. Many people do not have off-street parking available to them, so will need publicly accessible chargers.</li> <li>• This change is in accordance with the Council's Te Atakura Implementation Plan and Parking Policy.</li> <li>• The change in parking settings (P120, EV only) is consistent with our parking enforcement abilities and consistent with wider council-controlled parking settings in EV charging-equipped bays. It ensures that the bays are used for the intended purpose, and we have a turnover to enable a range of users to utilise the facility.</li> <li>• This area currently has a paucity of EV charging facilities.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>• <b>Strategic Drivers:</b> <ul style="list-style-type: none"> <li>○ Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles.</li> <li>○ Supporting EV vehicles is a strong indicator from WCC of low-carbon transport.</li> </ul> </li> <li>• <b>Net parking impact</b> - minor reduction of parking available for vehicles that do not need to be charged.</li> <li>• <b>Pedestrian impact</b> - no change. Infrastructure will not impact any designated pedestrian corridors.</li> </ul>

We are proposing a change in your area

<p><b>How this relates to the parking policy</b></p>	<ul style="list-style-type: none"> <li>• Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes</li> <li>• Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.</li> <li>• Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.</li> </ul>
<p><b>Additional Information</b></p>	<ul style="list-style-type: none"> <li>• The location of the chargers at this location has been selected to             <ul style="list-style-type: none"> <li>○ maximise the use of public funding with regards to infrastructure costs.</li> <li>○ Provide safe and unobstructed access to chargers.</li> <li>○ Provide future-proofing so that this site can be upgraded to hold more chargers in the future if required.</li> <li>○ Provide EV chargers in an area which currently lacks facilities.</li> </ul> </li> <li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Friday 25 November 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<p><b>Feedback</b></p>	<ul style="list-style-type: none"> <li>• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 25 November 2022 and finishes at 5.00 pm Thursday 8 December 2022.</b></li> <li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> </ul>
<p><b>Next Steps</b></p>	<ol style="list-style-type: none"> <li>1. Feedback collated by Friday 9 December 2022.</li> <li>2. The proposal will go to the Regulatory Processes Committee meeting on 16 February 2023.</li> <li>3. If approved, the proposal will be installed within the following three months.</li> </ol>

We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Traffic Resolution Plan: TR11-23 Mervyn Kemp, Tawa Library – P120 EV Vehicles At All Times, On Charge Only



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
Mervyn Kemp (Tawa) Library	<i>P120 EV Vehicles Only At All Times (On Charge Only)</i>	<i>(Grid coordinates x= 1,753,122.75m, y= 5,440,655.83m) 3 parking spaces on the eastern side of the car park (closest to the building)</i>

**Prepared By:** Peter Jones      **Advisor, Zero Carbon**

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

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

**Date:** 01/02/2023

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Feedback

**Name:** Sue  
**Suburb:** Tawa  
**Agree:** Yes

Absolutely agree, this will be so helpful to us! Thank you.

### Officer's response:

Thank you for your feedback on TR11-23 Mervyn Kemp, Tawa Library – P120 EV Vehicles At All Times, On Charge Only.

**Name:** Dohicky  
**Suburb:** Johnsonville  
**Agree:** Yes

Tawa has no ev chargers, we travel there every week for kids activities but have no options to charge our car while we are waiting, these charges are well needed.

### Officer's response:

Thank you for your feedback on TR11-23 Mervyn Kemp, Tawa Library – P120 EV Vehicles At All Times, On Charge Only.

**Name:** Anna  
**Suburb:** Tawa  
**Agree:** Yes

I particularly agree with the introduction of EV chargers to the rear of the Mervyn Kemp library in Tawa, this is an excellent location. Given these are fast chargers however, I am not sure that 120 min is required? Possibly 60-90 minutes is more appropriate to avoid people parking at the charging when not charging.

### Officer's response:

Thank you for your feedback on TR11-23 Mervyn Kemp, Tawa Library – P120 EV Vehicles At All Times, On Charge Only.

P120 was selected at this site as 1) it is the most consistently used time restriction associated with EV charging facilities at Council premises; 2) 120 minutes is in line with the expected use of destinations of this type. This is so people can access the facilities without their use being disrupted by moving their vehicle.

## **FEEDBACK RECEIVED**

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

**Name: Ellen Blake on behalf of Living Streets Aotearoa**  
**Suburb: Wellington**  
**Agree: Yes**

Living Streets Aotearoa support the location of these EV chargers in a dedicated vehicle parking area away from the footpath.

**Officer's response:**

Thank you for your feedback on TR11-23 Mervyn Kemp, Tawa Library – P120 EV Vehicles At All Times, On Charge Only.

**Name: Maddz**  
**Suburb: Johnsonville**  
**Agree: Yes**

No comment.

**Officer's response:**

Thank you for your feedback on TR11-23 Mervyn Kemp, Tawa Library – P120 EV Vehicles At All Times, On Charge Only.

## We are proposing a change in your area

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood. To make a provision for the Christmas period 2022 and January 2023 holiday period we are consulting for 14 days from 25 November to 8 December 2022.

### Proposal:

<b>Reference</b>	TR12-23 Ngaio Town Hall/Library – P120 EV Vehicles At All Times, On Charge Only
<b>Location – where we propose to make the change</b>	Two parking spaces in the Ngaio Town Hall/Library carpark (as indicated on map)
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>• Install two EV chargers in the Ngaio Town Hall/Library carpark</li> <li>• Change the parking restrictions on these two bays to P120, EV vehicles only.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• Transport accounts for 48.3% of carbon emissions from Wellington. Switching from a petrol or diesel to an EV can be one of the biggest opportunities for an individual to reduce their emissions.</li> <li>• Electric Vehicles (EVs) are a growing presence in our city. In 2017, 9% of <a href="#">new vehicle registrations</a> in NZ were battery EV or plug-in hybrids. This has increased to 27% over the first 5 months of 2022. This upwards trend is expected to increase as technology improves and we continue in our work in emissions reduction from the transport sector.</li> <li>• Our charging facilities need to keep up with this increasing demand.</li> <li>• WCC is delivering 60 22.5 kW chargers across the city to enable more people to access charging facilities. Many people do not have off-street parking available to them, so will need publicly accessible chargers.</li> <li>• This change is in accordance with the Council's Te Atakura Implementation Plan and Parking Policy.</li> <li>• The change in parking settings (P120, EV only) is consistent with our parking enforcement abilities and consistent with wider council-controlled parking settings in EV charging-equipped bays. It ensures that the bays are used for the intended purpose, and we have a turnover to enable a range of users to utilise the facility.</li> <li>• This area currently has a paucity of EV charging facilities.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>• <b>Strategic Drivers:</b> <ul style="list-style-type: none"> <li>○ Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles.</li> <li>○ Supporting EV vehicles is a strong indicator from WCC of low-carbon transport.</li> </ul> </li> <li>• <b>Net parking impact</b> - minor reduction of parking available for vehicles that do not need to be charged.</li> <li>• <b>Pedestrian impact</b> - no change. Infrastructure will not impact any designated pedestrian corridors.</li> </ul>

We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

<p><b>How this relates to the parking policy</b></p>	<ul style="list-style-type: none"> <li>• Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes</li> <li>• Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.</li> <li>• Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.</li> </ul>
<p><b>Additional Information</b></p>	<ul style="list-style-type: none"> <li>• The location of the chargers at this location has been selected to             <ul style="list-style-type: none"> <li>○ maximise the use of public funding with regards to infrastructure costs</li> <li>○ Provide safe and unobstructed access to chargers</li> <li>○ Provide future-proofing so that this site can be upgraded to hold more chargers in the future if required</li> <li>○ Provide EV chargers in an area which currently lacks facilities</li> </ul> </li> <li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Friday 25 November 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<p><b>Feedback</b></p>	<ul style="list-style-type: none"> <li>• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul> <p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 25 November 2022 and finishes at 5.00 pm Thursday 8 December 2022.</b></p> <ul style="list-style-type: none"> <li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> </ul>
<p><b>Next Steps</b></p>	<ol style="list-style-type: none"> <li>1. Feedback collated by Friday 9 December 2022.</li> <li>2. The proposal will go to the Regulatory Processes Committee meeting on 16 February 2023.</li> <li>3. If approved, the proposal will be installed within the following three months.</li> </ol>



We are proposing a change in your area

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Wellington City Council  
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Traffic Resolution Plan: TR12-23 Ngaio Town Hall/Library – P120 EV Vehicles At All Times, On Charge Only



## 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
Ngaio Town Hall- Library	<i>P120 EV Vehicles Only At All Times (On Charge Only)</i>	(Grid Coordinates X=1748576.26, Y=5431955.64) 2 parking spaces 4 <sup>th</sup> and 5 <sup>th</sup> on the southern end of the car park.

**Prepared By:** Peter Jones      **Advisor, Zero Carbon**

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

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

**Date:** 01/02/2023

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Feedback

**Name:** Sue  
**Suburb:** Tawa  
**Agree:** Yes

This would also be very helpful, as our GP is in Ngaio, and family, so being able to charge there would be great, as the nearest chargers are currently Jville or in Wellington CBD.

### Officer's response:

Thank you for your feedback on TR12-23 Ngaio Town Hall/Library – P120 EV Vehicles At All Times, On Charge Only.

**Name:** Dohicky  
**Suburb:** Johnsonville  
**Agree:** Yes

Having some chargers in ngaio would be great.

### Officer's response:

Thank you for your feedback on TR12-23 Ngaio Town Hall/Library – P120 EV Vehicles At All Times, On Charge Only.

**Name:** Maddz  
**Suburb:** Johnsonville  
**Agree:** Yes

No comment

### Officer's response:

Thank you for your feedback on TR12-23 Ngaio Town Hall/Library – P120 EV Vehicles At All Times, On Charge Only.

**Name:** Ellen Blake on behalf of Living Streets Aotearoa  
**Suburb:** Wellington  
**Agree:** Yes

Living Streets Aotearoa support the location of these EV chargers in a dedicated vehicle parking area away from the footpath.

### Officer's response:

Thank you for your feedback on TR12-23 Ngaio Town Hall/Library – P120 EV Vehicles At All Times, On Charge Only.

**We are proposing a change in your area**

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood. To make a provision for the Christmas period 2022 and January 2023 holiday period we are consulting for 14 days from 25 November to 8 December 2022.

**Proposal:**

<b>Reference</b>	<ul style="list-style-type: none"> <li>TR13-23 Waitoa Road, Hataitai - Mobility Parking; Change of Class Restriction (Amended)</li> </ul>
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Waitoa Road, Hataitai, – outside nos.26 and no.28</li> </ul>
<b>What we’d like to do</b>	<ul style="list-style-type: none"> <li>Convert an existing P30 to P60 Mobility Parking.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received a request from AAG (Accessibility Advisory Group) member to provide a mobility park within Hataitai shopping area as there is currently no mobility parking in this area.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improve parking accessibility for people with mobility parking permit.</li> <li>Net parking impact – no loss of parking availability except for change of class restriction.</li> <li>Pedestrian impact – no change to existing pedestrian facilities.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 4,545.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Friday 25 November 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 25 November 2022 and finishes at 5.00 pm Thursday 8 December 2022.</b></li> <li>What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right</li> </ul>

## We are proposing a change in your area

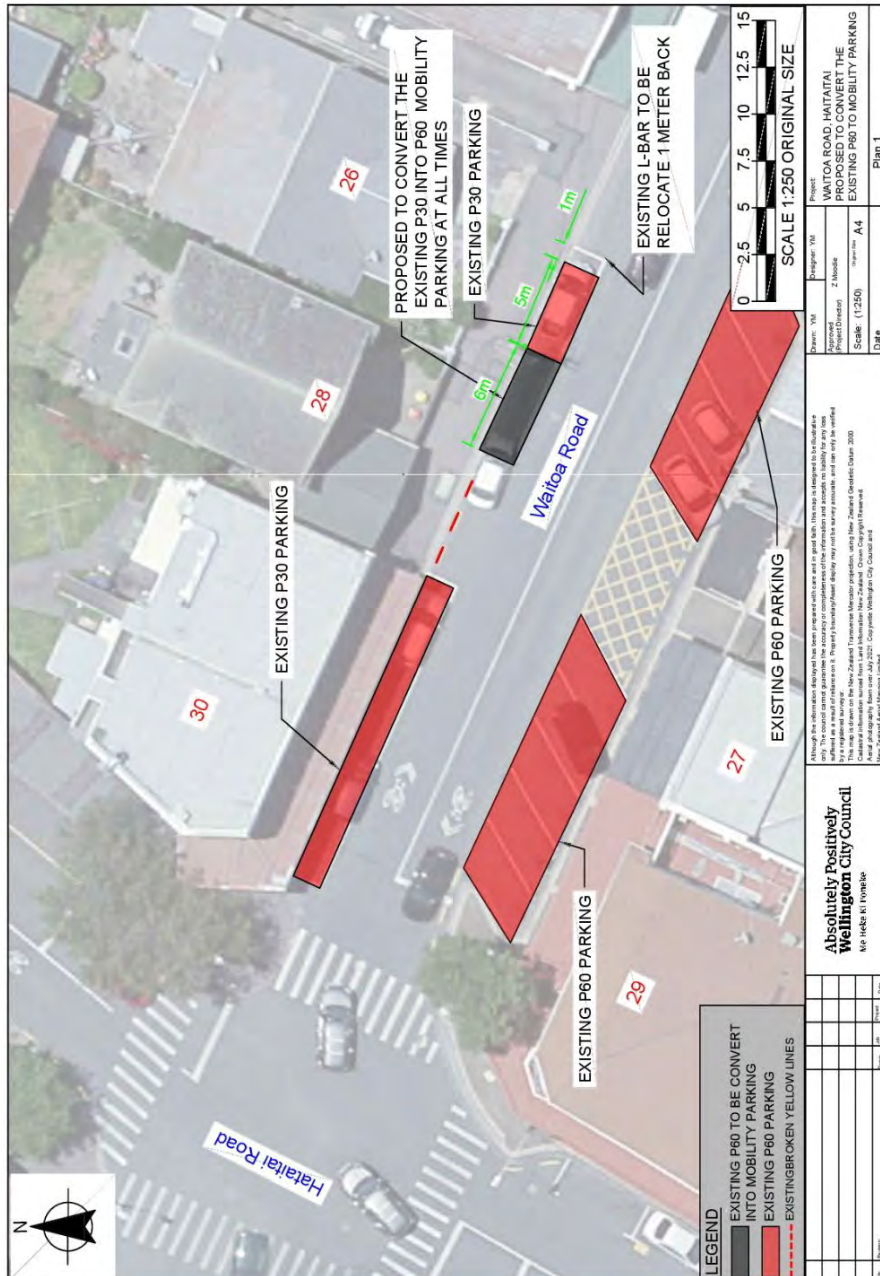
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Me Heke Ki Pāneke

	to access and correct personal information. Wellington, with submitters having the right to access and correct personal information.
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Friday 9 December 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee meeting on 16 February 2023.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

**We are proposing a change in your area**

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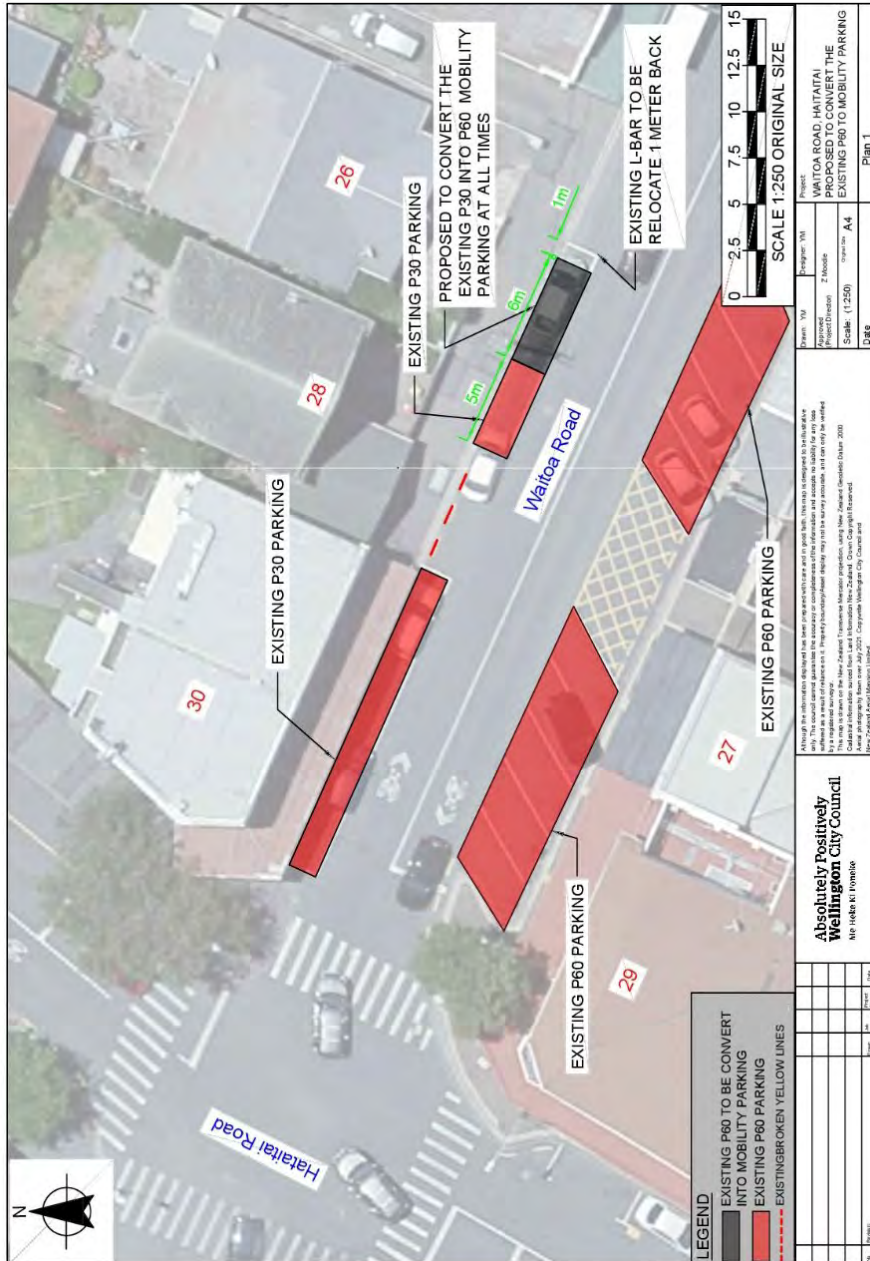
**AMENDED PLAN:TR13-23 Waitoa Road, Hataitai, - Mobility Parking; Change of Class Restriction**



We are proposing a change in your area

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Original Plan:TR13-23 Waitoa Road, Hataitai, - Mobility Parking; Change of Class Restriction



**We are proposing a change in your area**

**Legal Description:**

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

Column One	Column Two	Column Three
<b>Waitoa Road</b>	P30	North side, commencing 27 metres east of its intersection with Hataitai Road (Grid Coordinates X= 1750213.792, Y= 5425938.16) and extending in an easterly direction following the northern kerb line for 14.5 metres

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

Column One	Column Two	Column Three
<b>Waitoa Road</b>	Mobility Parking P60 At All Times	North side, commencing 27 metres east of its intersection with Hataitai Road (Grid coordinates X= 1750213.792, Y= 5425938.16), and extending in an easterly direction following the northern kerbside for 6 metres.

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

Column One	Column Two	Column Three
<b>Waitoa Road</b>	P30	North side, commencing 33 metres east of its intersection with Hataitai Road and extending in an easterly direction following the northern kerbline for 5 metres.

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

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

**Date:** 01/02/2023



## FEEDBACK RECEIVED

### Feedback

**Name:** Maree

**Suburb:** Not Stated

**Agree:** Yes

I am not a mobility park user but support a mobility park in the Hataitai shopping area.

However, based on the WCC Mobility Parking Guidelines, the park would be much more accessible for users in front of 28 Waitoa Road (instead of #26) because:

- The parking space in front of 28 Waitoa Rd is closer to the shops and pedestrian crossing than the space in front of 26 Waitoa Rd.
- The parking space in front of 28 Waitoa Rd provides easy rear access to a wheelchair accessible vehicle (and boot of a car) because the yellow no-parking lines/driveway at 28 Waitoa mean the space behind/west of the park at 28 Waitoa should always be clear. The driveway also acts as a natural "kerb ramp" for users.

The parking space in front of 26-28 Waitoa Rd fits 2 large parking spaces so it seems odd to put the mobility park in the furthest away of those parks, and where other drivers might park too close behind the mobility park impeding rear access to vehicles in the mobility park.

### Officer's response:

Thank you for your feedback on TR13-23 Waitoa Road, Hataitai - Mobility Parking; Change of Class Restriction.

- An amendment has been made to the location of the proposed parking space and is now situated at no.28 Waitoa Road.
- The location of the proposed mobility parking space is to meet our mobility parking standards which must not exceed a maximum of 3.0% gradient.

**We are proposing a change in your area**



Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood. To make a provision for the Christmas period 2022 and January 2023 holiday period we are consulting for 14 days from 25 November to 8 December 2022.

**Proposal:**

<b>Reference</b>	TR 17-23 Doctor Taylor Terrace, Johnsonville – No Stopping At All Times, Mobility Parking relocation; P180 Parking Restriction
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>• Doctor Taylor Terrace – outside no. 33 (St. Brigid’s School) and outside Johnsonville Memorial Park.</li> </ul>
<b>What we’d like to do</b>	<ul style="list-style-type: none"> <li>• Install a new raised pedestrian platform.</li> <li>• Install 21 metres of No Stopping At All Times.</li> <li>• Relocate the existing Mobility Parking.</li> <li>• Install new P180 Parking Restrictions.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• Council has received safety concerns from St Brigid’s School and the public associated with the lack of a safe pedestrian crossing point along Doctor Taylor Terrace.</li> <li>• When drivers travel along the road, visibility is limited due to the parked vehicles on both sides of the road. The lack of forward visibility creates a safety hazard for children in particular, as their sightline towards oncoming traffic is obstructed by parked vehicles on the road.</li> <li>• To improve pedestrian safety and promote a slow-speed environment, Council officer is proposing to install a raised pedestrian platform. This will result in additional No Stopping At All Times restrictions and the relocation of the mobility parking further north of its current location.</li> <li>• The proposed changes will also benefit users of Johnsonville Memorial Park, which is opposite St. Brigid’s School.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>• Improving the safety for school children and users of Johnsonville Memorial Park.</li> <li>• Promotion of a slow-speed environment.</li> <li>• Net parking impact: loss of four unrestricted parking spaces.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>• Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.</li> <li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> <li>• Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>• Average daily traffic count: 1,054 vehicles per day.</li> <li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am</li> </ul>

## We are proposing a change in your area

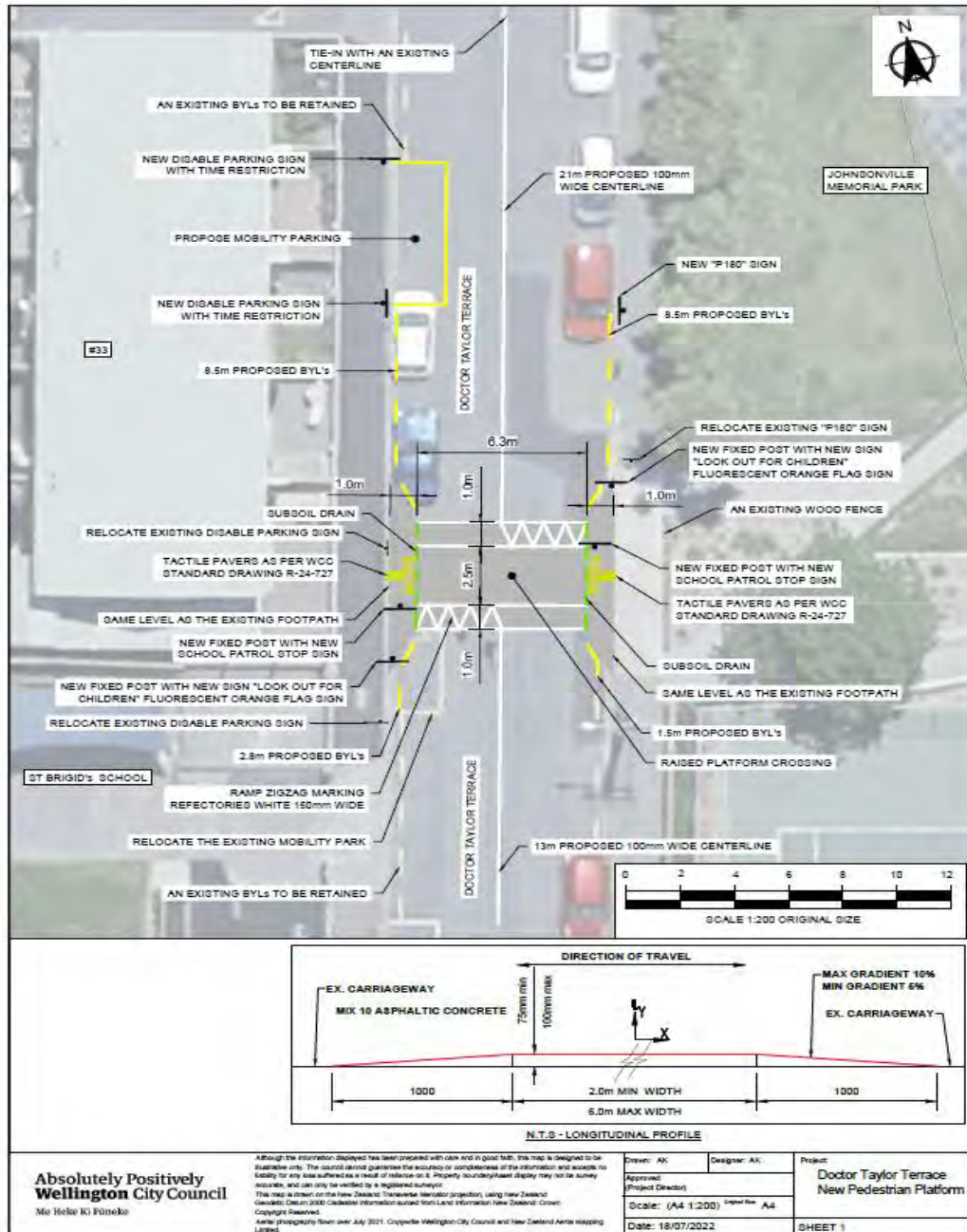
Absolutely Positively  
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	<p>Friday 25 November 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</p>
<b>Feedback</b>	<ul style="list-style-type: none"><li>• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>. <b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 25 November 2022 and finishes at 5.00 pm Thursday 8 December 2022.</b></li><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Friday 9 December 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee meeting on 16 February 2023.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

**We are proposing a change in your area**

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

**Traffic Resolution Plan: TR 17-23 Doctor Taylor Terrace, Johnsonville – No Stopping At All Times, Mobility**



## We are proposing a change in your area

### Legal Description:

Delete from Schedule B (Mobility Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Doctor Taylor Terrace	Mobility Parking (Mon-Fri, 8:30-9:30am; 2:30-3:30pm).	West side, commencing 204 metres from its intersection with Broderick Road (Grid coordinates $x= 1,751,133.4$ m, $y= 5,434,783.0$ m), and extending in a northerly direction following the western kerbline for 7 metres.

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

Column One	Column Two	Column Three
Doctor Taylor Terrace	P180	East side, commencing 14 metres south of its intersection with Frankmoore Avenue (Grid Coordinates $X= 1,751,195.8239$ m, $Y= 5,435,034.2011$ m) and extending in a southerly direction following the eastern kerbline for 35 metres.

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

Column One	Column Two	Column Three
Doctor Taylor Terrace	No Stopping At All Times	West side, commencing 193.5 metres north of its intersection with Broderick Road and extending in a northerly direction following the western kerbline for 13.5 metres.
Doctor Taylor Terrace	No Stopping At All Times	East side, commencing 53 metres from its intersection with Frankmoore Avenue and extending in a southerly direction for 13 metres

Add to Schedule B (Mobility Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Doctor Taylor Terrace	Mobility Parking (Mon-Fri, 8:30-9:30am; 2:30-3:30pm).	West side, commencing 31 metres from its intersection with Frankmoore Avenue (Grid coordinates $x= 1,751,191.722$ m, $y= 5,435,034.986$ m) and extending in a northerly direction following the western kerb line for 6 metres.

**We are proposing a change in your area**



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

Column One	Column Two	Column Three
Doctor Taylor Terrace	P180	East side, commencing 14 metres south of its intersection with Frankmoore Avenue (Grid Coordinates X= 1,751,195.8239 m, Y= 5,435,034.2011 m) and extending in a southerly direction following the eastern kerbline for 24 metres

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

Column One	Column Two	Column Three
Doctor Taylor Terrace	No Stopping At All Times	Western side, commencing along the Doctor Taylor Terrace (Grid coordinates X= 1,751,177.793m Y= 5,434,985.143m) and extending in southern direction following the western kerb line for 16 metres
Doctor Taylor Terrace	No Stopping At All Times	Eastern side, commencing along the Doctor Taylor Terrace (Grid coordinates X= 1,751,184.061m Y= 5,434,983.851m) and extending in southern direction following the eastern kerb line for 15 metres
Doctor Taylor Terrace	No Stopping At All Times	Western side, commencing along the Doctor Taylor Terrace (Grid coordinates X= 1,751,178.984m Y= 5,434,990.785m) and extending in northern direction following the western kerb line for 8.5 metres
Doctor Taylor Terrace	No Stopping At All Times	Eastern side, commencing along the Doctor Taylor Terrace (Grid coordinates X= 1,751,185.252m Y= 5,434,989.494m) and extending in northern direction following the eastern kerb line for 8.5 metres

**Prepared By:** Amit Kochar **(Intermediate Transport Engineer)**

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

**Date:** 01/02/2023

## FEEDBACK RECEIVED

### Feedback

**Name:** Ellen Blake on behalf of Living Streets Aotearoa  
**Suburb:** Wellington  
**Agree:** Yes

Living Streets Aotearoa support the installation of the raised pedestrian crossing to make travel safer for nearby schools and residents.

### Officer's response:

Thank you for your feedback on TR 17-23 Doctor Taylor Terrace, Johnsonville – No Stopping At All Times, Mobility parking relocation and P180 restrictions.

**Name:** Principal on behalf of St Brigid's School  
**Suburb:** Johnsonville  
**Agree:** Yes

St Brigid's School raised concern about the safety issues of Dr Taylor Terrace as it is extremely busy due to its location and there is reduced visibility due to the number of parked cars along both sides of the road. Many members of our school community cross this road to access the school as well as members of the local community.

We feel that the proposed design of the raised pedestrian crossing is a very good one. We believe it will help reduce the level of danger for the community as the crossing will provide greater visibility for those crossing the road, slow the traffic down and create a presence of a point in the road being where people cross. The school will 'man' the crossing with orange lollipops before school and after school times when there is even greater traffic and students, and parents are crossing in large groups.

Personally, I believe that the crossing would also be an asset to the community. Many members of the community use our school as a thoroughfare at all times during the day and this proposed crossing will lift the accessibility of the local community amenities and safety for all.

Thank you for considering our feedback.

### Officer's response:

Thank you for your feedback on TR 17-23 Doctor Taylor Terrace, Johnsonville – No Stopping At All Times, Mobility parking relocation and P180 restrictions.

## 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. To make a provision for the Christmas period 2022 and January 2023 holiday period we are consulting for 14 days from 25 November to 8 December 2022.

### Proposal:

<b>Reference</b>	TR19-23 Stanley Street, Berhampore - P15 Parking Restrictions; No Stopping At All Times
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Stanley Street, Berhampore – outside property no. 31 (Berhampore Primary School &amp; Community Emergency Hub)</li> </ul>
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install P15 Parking Restrictions, Monday-Friday 8:30 am to 3:00 pm (during school term only) outside no.31 Stanley Street.</li> <li>Install 5 metres of No Stopping At All Times outside no.30 Stanley Street.</li> <li>Install 5 meters of No Stopping At All Times outside no. 31 Stanley Street.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received a request from the public to convert the existing unrestricted parking into P15 time limited parking restriction to promote on-street parking turnover in the area, particularly during school pick-up/drop-off hours, when parking is problematic and difficult.</li> <li>Parking demand in the area is medium/high. With the proposed P15 time limited parking restrictions, road users would benefit from this proposal to promote parking turnover.</li> <li>An extension of the No Stopping At All Times road markings is proposed to improve driver visibility to the existing Kea Crossing located outside property no. 31 Stanley Street, where students of Berhampore Primary School cross the road.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves parking turnover during school drop/pick up hours.</li> <li>Net parking impact – removal of two unrestricted parking spaces.</li> </ul>
<b>How this relates to the parking policy</b>	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.
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 1,126.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Friday 25 November 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> <li><b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 25 November 2022 and finishes at 5.00 pm Thursday 8 December 2022.</b></li> <li>What we do with your personal information:</li> </ul>



## We are proposing a change in your area

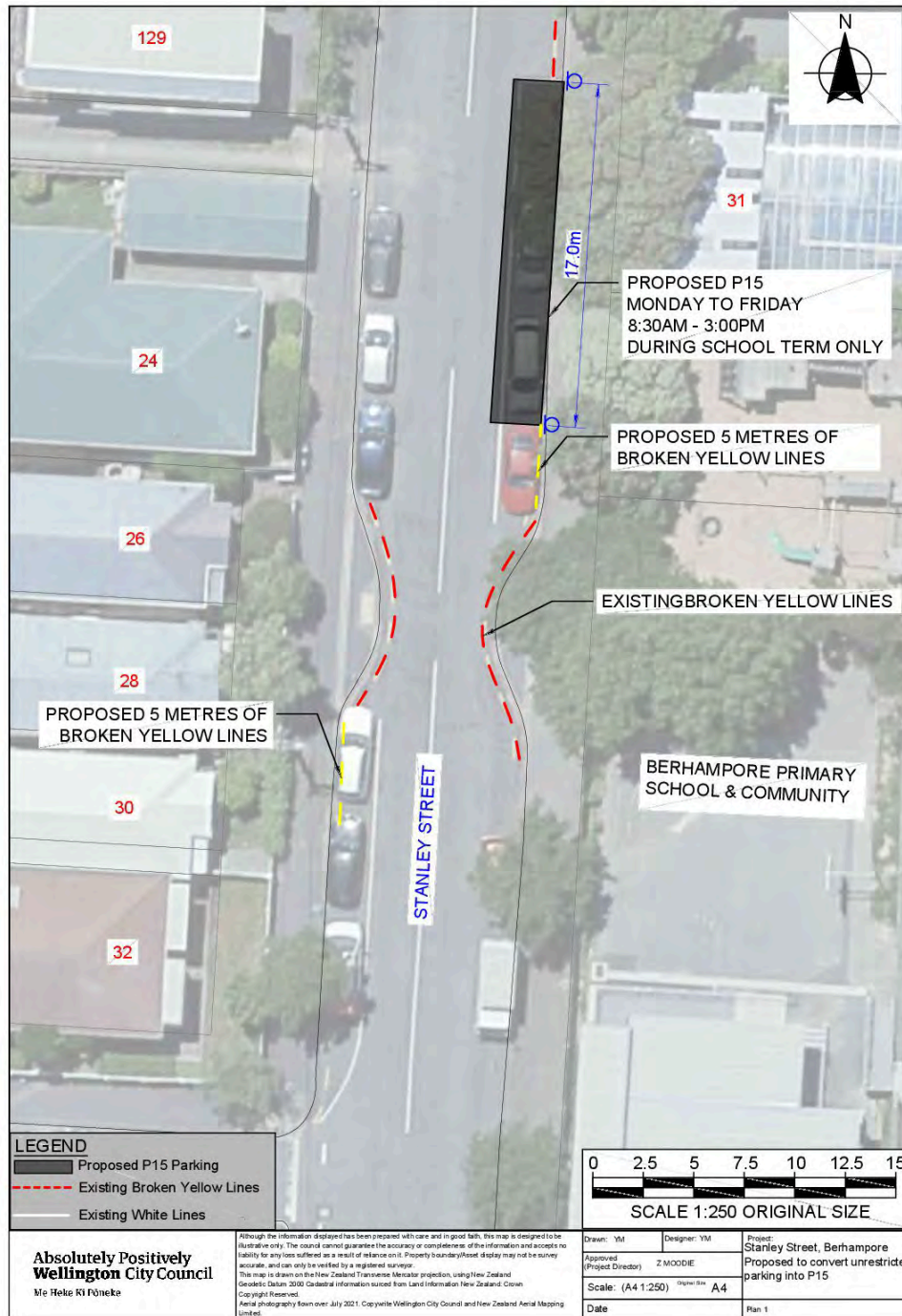
Absolutely Positively  
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	<p>All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Friday 9 December 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee meeting on 16 February 2023.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

**We are proposing a change in your area**

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**Traffic Resolution Plan: TR19-23 Stanley Street, Berhampore – P15 Parking Restrictions; No Stopping At All Times**



## We are proposing a change in your area

### Legal Description:

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

Column One	Column Two	Column Three
<b>Stanley Street</b>	Monday to Friday 8:30am – 3:00pm during school terms.	East side, following the kerbline 25 metres south of its intersection with Britomart Street (Grid coordinates, x= 1,748,368.98m, y= 5,424,131.11m), and extending in a southerly direction for 22 metres.

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

Column One	Column Two	Column Three
<b>Stanley Street</b>	P15, Monday to Friday 8.30am – 3.00pm during school terms.	East side, following the kerbline 25 metres south of its intersection with Britomart Street (Grid coordinates, x= 1,748,368.98m, y= 5,424,131.11m), and extending in a southerly direction for 17 metres.

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

Column One	Column Two	Column Three
<b>Stanley Street</b>	No Stopping At All Times	Westside, commencing 45 metres south of its intersection with Britomart Street (Grid coordinates X= 1,748,356.81 m Y= 5,424,129.92 m) and extending in a southerly direction following the western kerbline for 15 metres
<b>Stanley Street</b>	No Stopping At All Times	East side, commencing 45 metres south of its intersection with Britomart Street (Grid coordinates X= 1,748,367.77 m Y= 5,424,129.92 m) and extending in a southerly direction following the eastern kerbline for 15 metres

Prepared By: Yohannes Mesfun

(Graduate Transport Engineer)

Approved By: Zackary Moodie

(Team Leader Transport Engineering)

Date: 01/02/2023

**\_NO FEEDBACK RECEIVED**

## 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. To make a provision for the Christmas period 2022 and January 2023 holiday period we are consulting for 14 days from 25 November to 8 December 2022.

### Proposal:

<b>Reference</b>	TR20-23 Colombo Street, Newtown - Mobility Parking; P10 Time Limited Parking
<b>Location – where we propose to make the change</b>	Colombo Street, Newtown – outside no.1 (Community Centre) Rintoul Street, Newtown – outside no.30 (Community Centre)
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>To convert an existing P30 parking space outside the community centre in Rintoul Street to a mobility parking space.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>The existing Mobility Parking outside no. 1 Colombo Street is located on a gradient which is unsuitable for wheelchair users.</li> <li>To improve accessibility for wheelchair users, Council Officers are proposing to relocate the mobility parking onto Rintoul Street (around the corner of Colombo Street), at a point of approximately 40 metres from its current location.</li> <li>With the removal of the mobility parking on Colombo Street, we are proposing to extend the P10 time limited parking spaces.</li> <li>The proposed new Mobility Parking will have minimal parking loss as its relocation will be onto an unrestricted parking space.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improve parking accessibility for wheelchair users.</li> <li>Net parking impact – loss of one unrestricted parking space.</li> <li>Pedestrian impact – no change as there is no alteration to the pedestrian facilities.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 4,545 (Rintoul Street) and 1,048 (Colombo Street)</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Friday 25 November 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul>

## We are proposing a change in your area

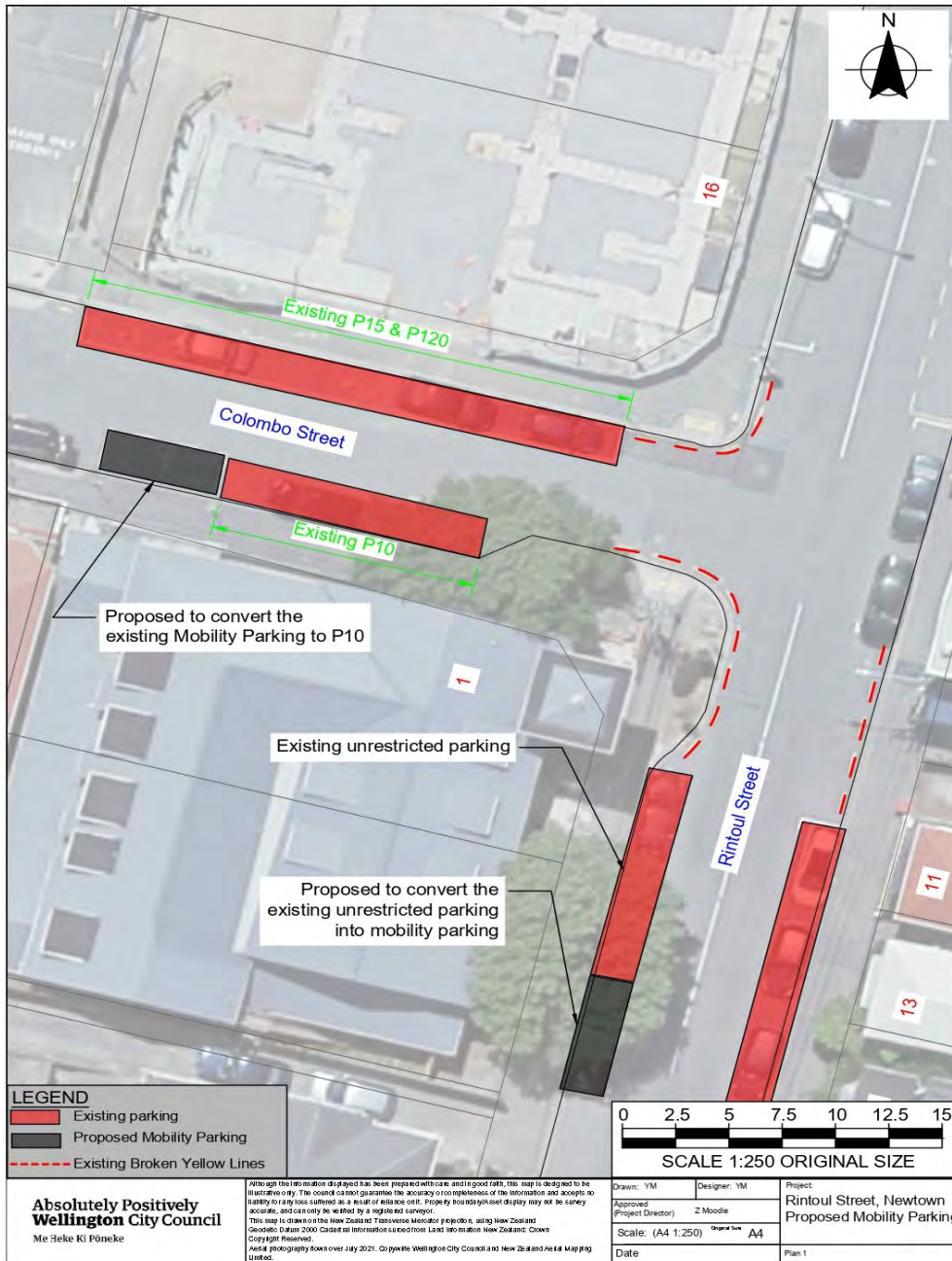
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Wellington City Council  
Me Heke Ki Pōneke

	<p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 25 November 2022 and finishes at 5.00 pm Thursday 8 December 2022.</b></p> <ul style="list-style-type: none"><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Friday 9 December 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee meeting on 16 February 2023.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

**We are proposing a change in your area**

**Absolutely Positively Wellington City Council**  
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**Traffic Resolution Plan: TR20-23 Colombo Street, Newtown– Mobility Parking; P10 Time Limited Parking**



## We are proposing a change in your area

### Legal Description:

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

Column One	Column Two	Column Three
<b>Colombo Street</b>	Except for Vehicles Displaying an Operation Mobility Card, Monday to Saturday, 8:00am - 6:00pm	South side, commencing 105.5 metres south of its intersection with Manley Terrace and extending in an easterly direction following the southern kerbline for 6.5 metres.

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

Column One	Column Two	Column Three
<b>Colombo Street</b>	P10 At All Times	South side, commencing 112 metres south of its intersection with Manley Terrace and extending in an easterly direction following the southern kerbline for 7 metres.

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

Column One	Column Two	Column Three
<b>Rintoul Street</b>	Mobility Parking At All Times Displaying an Operation Mobility Permit Only	West side, commencing 22 metres south of its intersection with Colombo Street (Grid coordinates X= 1,748,901.45m Y= 5,425,028.77m) and extending in a southerly direction following the western kerb line for 6 metres.

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

Column One	Column Two	Column Three
<b>Colombo Street</b>	P10 At All Times	South side, commencing 112 metres south of its intersection with Manley Terrace Street (Grid coordinates X= 1,748,901.45m Y= 5,425,028.77m) and extending in an easterly direction following the southern kerbline for 14 metres.

**We are proposing a change in your area**

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**Wellington City Council**  
Me Heke Ki Pōneke

<b>Prepared By:</b>	Yohannes Mesfun	<b>(Graduate Transport Engineer)</b>
<b>Approved By:</b>	Zackary Moodie	<b>(Team Leader Transport Engineering)</b>
<b>Date:</b>	01/02/2023	



## FEEDBACK RECEIVED

Absolutely Positively  
**Wellington City Council**  
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### Feedback

**Name:** jmar

**Suburb:** Mount Cook

**Agree:** Yes

No comment.

### Officer's response:

Thank you for your submission on TR20-23 Colombo Street, Newtown - Mobility Parking; P10 Time Limited Parking.

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Wellington City Council**  
Me Heke Ki Pōneke

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**Proposal:**

<b>Reference</b>	TR21-23 Hindipur Terrace, Broadmeadows - No Stopping At All Times
<b>Location – where we propose to make the change</b>	<ul style="list-style-type: none"> <li>Hindipur Terrace, Broadmeadows – between nos. 1 to 3 and between nos. 4 to 10.</li> </ul>
<b>What we’d like to do</b>	<ul style="list-style-type: none"> <li>Install 30 metres on the eastern side and 47 metres on the western side of No Stopping At All Times (broken yellow lines) along Hindipur Terrace.</li> <li>Resolve the existing parking restrictions (No stopping At All Times road markings) at the intersection of Nalanda Crescent with Hindipur Terrace.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>Council has received a request from the public associated with accessibility difficulties along Hindipur Terrace. When vehicles are parked on both sides of the road, emergency service vehicles are unable to pass through.</li> <li>The existing road width measures approximately 6.6 metres. With vehicles parking on both sides of the road, the available carriageway reduces to 2.5 metres for vehicles to travel through.</li> <li>To ensure there is adequate carriageway space for a vehicle to safely travel through this section of road and have unhindered access for emergency service vehicles we are proposing the installation of No Stopping At All Times restrictions.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety and accessibility for vehicles travelling on Hindipur Terrace.</li> <li>Net parking impact: removal of four unrestricted parking spaces.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 170.</li> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Friday 25 November 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> <li><b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 25 November 2022 and finishes at 5.00 pm Thursday 8 December 2022.</b></li> <li>What we do with your personal information:</li> </ul>

## We are proposing a change in your area

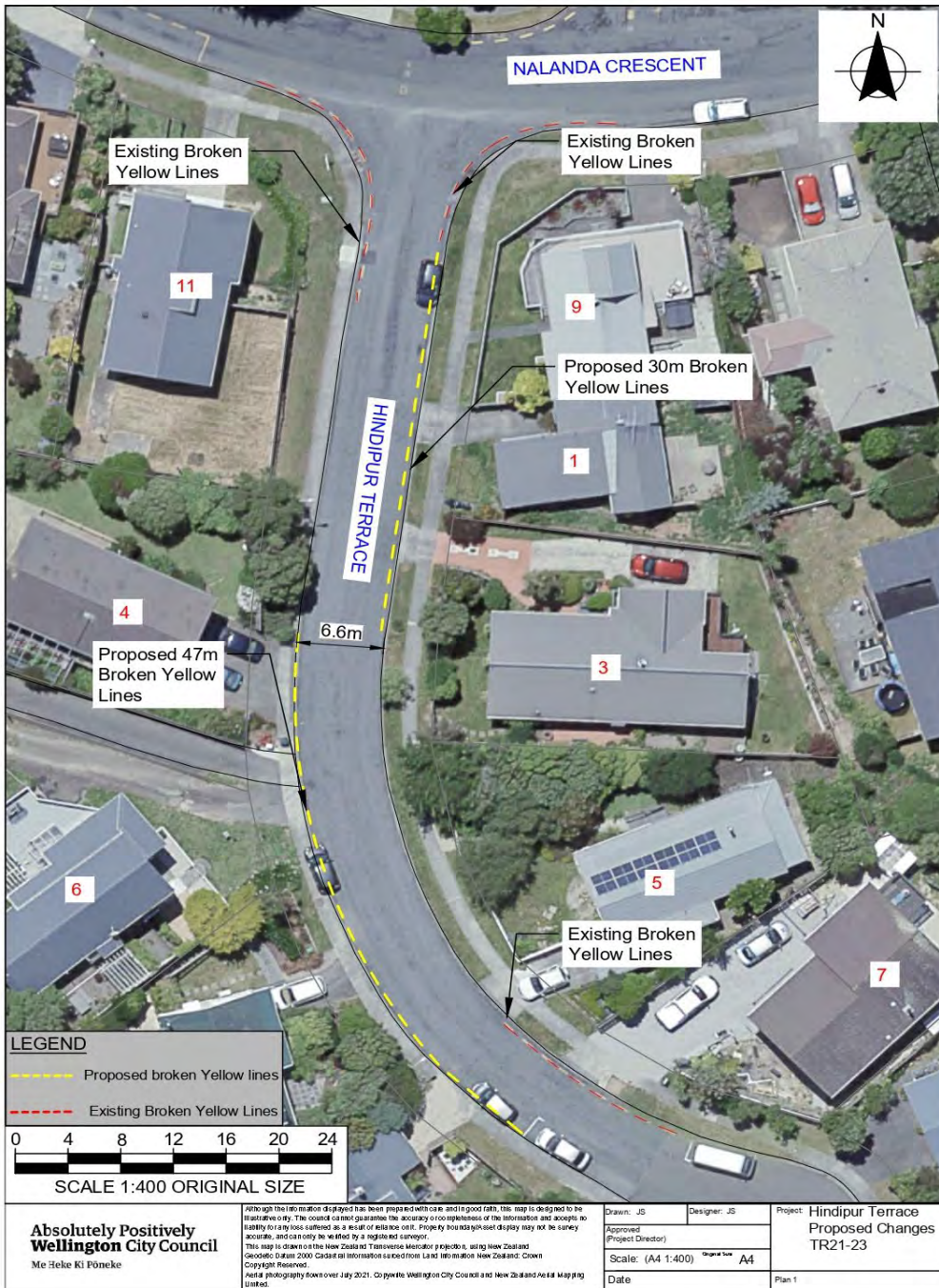
Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

	<p>All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Friday 9 December 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee meeting on 16 February 2023.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

**We are proposing a change in your area**

**Absolutely Positively Wellington City Council**  
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**Traffic Resolution Plan: TR21-23 Hindipur Terrace, Broadmeadows – No Stopping At All Times**



## We are proposing a change in your area

### Legal Description:

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

Column One	Column Two	Column Three
<b>Nalanda Crescent</b>	No Stopping, At All Times	South side of the Nalanda Crescent at its intersection with Hindipur Terrace (Grid coordinates x= 1,750,340.71m, y=5,433,674.51m) and extending in a westerly direction following the southern kerb line for 8 metres.
<b>Hindipur Terrace</b>	No Stopping, At All Times	West side of the Hindipur Terrace at its intersection with Nalanda Crescent (Grid coordinates x= 1,750,340.71m, y=5,433,674.51m) and extending in a southerly direction following the western kerb line for 14 metres.
<b>Nalanda Crescent</b>	No Stopping, At All Times	South side of the Nalanda Crescent at its intersection with Hindipur Terrace (Grid coordinates x= 1,750,346.61m, y=5,433,673.93m) and extending in a easterly direction following the southern kerb line for 10 metres.
<b>Hindipur Terrace</b>	No Stopping, At All Times	East side of the Hindipur Terrace at its intersection with Nalanda Crescent (Grid coordinates x= 1,750,346.61m, y=5,433,673.93m) and extending in a southerly direction following the eastern kerb line for 39 metres.
<b>Hindipur Terrace</b>	No Stopping, At All Times	West side of the Hindipur Terrace commencing 42 metres from its intersection with Nalanda Crescent (Grid coordinates x= 1,750,340.71m, y=5,433,674.51m) and extending in a southerly direction following Western kerb line for 47 metres.
<b>Hindipur Terrace</b>	No Stopping, At All Times	East side of the Hindipur Terrace commencing 76 metres from its intersection with Nalanda Crescent (Grid coordinates x= 1,750,340.71m, y=5,433,674.51m) and extending in a southerly direction following the northeastern kerb line for 15 metres.

**We are proposing a change in your area**

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

<b>Prepared By:</b>	Jobanjit Singh	<b>(Transport Engineer Assistant)</b>
<b>Approved By:</b>	Zackary Moodie	<b>(Team Leader Transport Engineering)</b>
<b>Date:</b>	01/02/2023	

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pāneke

### Feedback

**Name: Zippity**

**Suburb: Broadmeadows**

**Agree: No**

A simple way to resolve the parking/accessibility issue on Hindipur Terrace is to remove the grass verge/berm on the northern side of the cul-de-sac. This would provide an additional 1.5 metres of carriageway, without the loss of the four existing parking spaces.

### Officer's response:

Thank you for your feedback on TR21-23 Hindipur Terrace, Broadmeadows– Proposed No Stopping At All Times.

Our focus is safety and accessibility through the street, ensuring all vehicles including emergency vehicles, and service vehicles can navigate the street without getting stuck due to parked vehicles.

It is against Council policy to widen the road for the purpose of storing private vehicles. We therefore will not consider changing the road or footpath in any capacity for this purpose.

**Name: Neville and Jose**

**Suburb: Broadmeadows**

**Agree: Yes**

I fully support the proposal and would like to see it actioned earlier than suggested.

We have been having congestion issues in the street for some years now. It has likely occurred as a result of houses being rented to a number of individuals and people storing stuff in their garages and parking their cars on the road. I personally regularly have trouble getting in/out of my drive including last week receiving a delivery of wood. I also witnessed a garbage truck hit a car when doing the weekly rubbish collection. I thought the rubbish collectors would have reported it to WCC and action taken. It is a shame having to restrict visitor's short term parking, as it is the more permanent/daily cars that are causing the problem. May be as a first step, would be to ask people to park on their own property however I don't believe this would solve the problem long term - thus I support your proposal. An alternative could be to convert the burn on the eastern side of the road into parking.

### Officer's response:

Thank you for your feedback on TR21-23 Hindipur Terrace, Broadmeadows– Proposed No Stopping At All Times.

It is against Council policy to widen the road for the purpose of storing private vehicles. We therefore will not consider changing the road or footpath in any capacity for this purpose.

## FEEDBACK RECEIVED

**Absolutely Positively  
Wellington City Council**  
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**Name: Ronil  
Suburb: Broadmeadows  
Agree: No**

We are occupiers at 10a Hindipur Terrace.

Be kindly informed that the changed recommended on 10a Hindipur Terrace, will affect us badly. This is because we have two elderly people who are severely limited by their medical condition. One is on dialysis and needs to take extreme caution when walking but more importantly when going up a slope. The other is limited with severe knee problems. They are both in their mid-70s.

We humbly request you to consider the following proposal:

- 1) You can put marking up to 10 Hindipur Terrace, as there is already yellow line (from No 5 to 7). This exemption will allow us to park near lightpost on 10a.
- 2) In view of the fact an ambulance comes to pick and drop my dad for dialysis and my mum carries a Disability Card, whether disability car space created to facilitate two of the most disabled people in the street.

Also please note: We have observed the bottlenecks to be mostly around 5 Hindipur.

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

Thank you for your feedback on TR21-23 Hindipur Terrace, Broadmeadows– Proposed No Stopping At All Times.

- 1) We can remove the broken yellow lines outside your driveway.

Land Transport (Road User) Rule 2004

#### **6.9: Obstructing vehicle entrances and exits**

A driver or person in charge of a vehicle must not stop, stand, or park the vehicle to obstruct entry to or exit from any driveway.

For the purposes of this clause, a vehicle parked alongside any part of a kerb crossing provided for a driveway or within 1 m of the prolongation of the side of a driveway must be regarded as obstructing entry or exit.

- 2) A Mobility Car Park is outside the scope of this traffic resolution. Once support from the residents in the street has been received via a Request for Action form for a mobility car park (this has been sent to the requester via email), we can investigate and look at making a proposal to Council however this will need to be done under a new traffic resolution.



## FEEDBACK RECEIVED

**Name:** P  
**Suburb:** Broadmeadows  
**Agree:** Yes

I concur with the proposed changes. We have lived on the street for over 20 years and vehicular access has become an increasing problem in recent months: the area at the entrance to the street is quite tricky to navigate when there is fog in the evenings, sometimes both left and right proximity indicators sounding even in a small car. It is unfair to expect rubbish trucks to navigate such constrained spaces. While acknowledging that people for various reasons do need to park on the street and would prefer to do so, the footpaths are in generally good condition and the distances to areas where there is available parking are in the range commuters already accept to get to public transport.

**Officer's response:**

Thank you for your feedback on TR21-23 Hindipur Terrace, Broadmeadows– Proposed No Stopping At All Times.

**Name:** Chris  
**Suburb:** Not Stated  
**Agree:** No

I wish to give feedback regarding Hindipur Tce being too narrow, and the intention to remedy this by taking out car parks.

With regard to Hindipur Tce being too narrow, the answer is to fix the problem properly.

When the street was constructed, the Council designed and/or approved a road width that was too narrow by 1.5 metres, and with a 1.5 metres wide grass verge down one side of the road! Installing yellow 'no parking' lines in the street is a 'patch-up' way of attempting to remedy the problem. To fix the problem properly, the road needs to be widened by 1.5 metres, taking out the grass verge to do so.

It would be logical for the Council to investigate why the street was designed to be too narrow to begin with, and steps taken to ensure that such a design flaw is not repeated elsewhere.

**Officer's response:**

Thank you for your feedback on TR21-23 Hindipur Terrace, Broadmeadows– Proposed No Stopping At All Times.

Our focus is safety and accessibility through the street, ensuring all vehicles including emergency vehicles, and service vehicles can navigate the street without getting stuck due to parked vehicles.

It is against Council policy to widen the road for the purpose of storing private vehicles. We therefore will not consider changing the road or footpath in any capacity for this purpose.

**We are proposing a change in your area**

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood. To make a provision for the Christmas period 2022 and January 2023 holiday period we are consulting for 14 days from 25 November to 8 December 2022.

**Proposal:**

<b>Reference</b>	TR27-23 Taft Street, Brooklyn – Proposed P10 time limited parking restriction
<b>Location – where we propose to make the change</b>	Taft Street, Brooklyn – outside no.38 (St Bernard’s School).
<b>What we’d like to do</b>	<ul style="list-style-type: none"> <li>• Install P10 time limited parking restriction, between 8am to 9am and 2.15pm to 3.15pm (School Term only).</li> <li>• Unrestricted parking outside of these times and during school holiday periods.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• Council has received requests from St. Bernard’s School for parking improvements along Taft Street, during the school drop-off and pick up periods.</li> <li>• There are existing parking and traffic congestion problems for parents during dropping off and picking up periods at the school. Currently, the school has no designated pick up and drop off area.</li> <li>• To improve parking turn-over and reduce congestion problems during the school drop-off and pick-up periods, Council Officers are proposing the P10 parking restriction during school term only.</li> </ul>
<b>Impact</b>	<ul style="list-style-type: none"> <li>• Improves safety and accessibility for the school during the drop-off and pick-up periods.</li> <li>• Net parking impact – No loss of parking except for time limit restriction during school term only.</li> <li>• Pedestrian impact – positive by improving the drop-off and pick-up area to allow school children to alight and board from the adjacent footpath.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>• Support city place-making, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>• Average daily traffic count – 300.</li> <li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Friday 25 November 2022 at <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on <a href="https://www.letstalk.wellington.govt.nz/">https://www.letstalk.wellington.govt.nz/</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul>

## We are proposing a change in your area

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

	<p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 25 November 2022 and finishes at 5.00 pm Thursday 8 December 2022.</b></p> <ul style="list-style-type: none"><li>• What we do with your personal information: All submissions (<b>including your name</b>, but not contact details) are provided <b>in their entirety</b> to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Friday 9 December 2022.</li><li>2. The proposal will go to the Regulatory Processes Committee meeting on 16 February 2023.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

**We are proposing a change in your area**

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

**Traffic Resolution Plan: TR27-23 Taft Street, Brooklyn – P10 Time Limited Parking Restriction for Drop Off and Pick Up**



## We are proposing a change in your area

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### Legal Description:

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

Column One	Column Two	Column Three
<b>Taft Street</b>	<i>P10, 8am to 9am and 2.15pm to 3.15pm School Terms Only</i>	<i>North Side, commencing 36metres east of its intersection with Ohiro Road (Grid coordinates X= 1,747,587,971.m, Y= 5,425,479,792.m and extending in an easterly direction following the northern kerb line for 25 metres.</i>

**Prepared By:** Sean Clark (Transport Engineer Assistant)

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

**Date:** 01/02/2023

## **FEEDBACK RECEIVED**

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

### **Feedback**

**Name: Principal on behalf of St Bernard's School**

**Suburb: Brooklyn**

**Agree: Yes**

The parking zone will make a huge difference to us. Pick times in particular are really busy and sometimes my heart is in my mouth with the turning and stopping and starting. The zone will make the school much safer.

We are also conscious that 11 new dwellings are soon to be built across the road from the school which will add extra stress to parking which is already so busy. We get people parking on the street and then walking up to the bus stop and there is a building company down the road that parks up to 8 vehicles sometimes.

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

Thank you for your feedback on TR27-23 Taft Street, Brooklyn– Proposed P10 time limited parking restriction.

# ACTIONS TRACKING

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## Kōrero taunaki

### Summary of considerations

#### Purpose

1. This report provides an update on the past actions agreed by the Koata Hātepe | Regulatory Processes Committee, or its equivalent, at its previous meetings.

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

Aligns with the following strategies and priority areas:

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

#### Relevant Previous decisions

Not applicable.

#### Financial considerations

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

#### Risk

- Low       Medium       High       Extreme

Author	Marcella Freeman, Democracy Advisor
Authoriser	Siobhan Procter, Chief Infrastructure Officer

## Taunakitanga

### Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.

### Whakarāpopoto | Executive Summary

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

### **Takenga mai | Background**

5. At the 13 May 2021 Council meeting, the recommendations of the Wellington City Council Governance Review (the Review Report) were endorsed and agreed to be implemented.
6. On 25 October 2022 through memorandum, the 2022-2025 committee structure chosen by Mayor Tory Whanau was advised. This included establishment of the Koata Hātepe | Regulatory Processes Committee.
7. The Koata Hātepe | Regulatory Processes Committee fulfills the functions of the Pūroro Hātepe | Regulatory Processes Committee of the 2019-2022 triennium.
8. 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**

9. Of the 28 resolutions of the Pūroro Hātepe | Regulatory Processes Committee, equivalent to the Koata Hātepe | Regulatory Processes Committee, meeting in December 2022:
  - 15 are in progress
  - 13 are complete
10. 63 in progress actions were carried forward from the last action tracking report. Of these:
  - 51 are still in progress
  - 12 have been completed
11. Further detail is provided in Attachment One.

### **Attachments**

Attachment 1. [Actions Tracking](#)  

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Date	ID	Committee	Title	Clause number	Clause	Status	Comment
10/11/2021	137	Koata Hātepe   Regulatory Processes Committee	2.1 The Parade Upgrade - Design Options	2iv	Note that officers will come back with some further information on options to improve place making in the Village Centre 2022 and then undertake the work in the 2022-2023 year.	Completed	Options for the public space improvements project are being developed which will be provided to the committee as information.  To be presented at December 14th Regulatory Process Committee
10/08/2022	389	Koata 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: <ul style="list-style-type: none"> <li>Polish Christmas Market</li> <li>Thorndon Fair</li> <li>T20 vs Bangladesh Cricket</li> <li>Wellington Cycle Classic 2023</li> <li>England Test Cricket</li> <li>Newtown Festival 2023</li> <li>Sri Lanka Test Cricket</li> </ul>	Completed	
10/08/2022	399	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2g	TR87-22 – Rintoul Street, Newtown – Proposed P10 pick up and drop off parking spaces.	In progress	Work instructions were sent to the contractor. Waiting for the installation.
10/08/2022	408	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2p	TR124-22 – Victoria Street, Te Aro – Authorised vehicles only, At All Times.	Completed	The work instructions were sent to the contractor
10/08/2022	414	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2v	TR131-22 – Aitken Street, Pipitea – Proposed P5 Loading zone.	In progress	Completion is pending. The P5 will be installed with the completion of the new Archives building
10/08/2022	421	Koata Hātepe   Regulatory Processes Committee	2.4 Proposed Road Stopping - Land Adjoining 28 Hapua Street, Hataitai	2	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.	In progress	Ongoing - Legal agreement drafted, to be finalised and signed.
8/06/2021	431	Koata 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.
11/08/2021	556	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2b	TR84-21 Ohiro Road, Todman Street, Cleveland Street Intersection, Brooklyn – Signal improvements; various parking changes (Amended)	In progress	[on hold] This intersection is being upgraded. Changes to be made as part of the upgrade  Scheduled for completion February
11/08/2021	557	Koata 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	See comment for line 556.
8/09/2021	558	Koata 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.
8/09/2021	559	Koata 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.
10/11/2021	560	Koata Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	4	Note that the committee recommends that Garden Road is a high priority for an area based parking review and possible new residents parking scheme.	In progress	
10/11/2021	561	Koata 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 Owhiro District held on ROT WN22D/110), is not required for a public work and is surplus to Committee's operational requirements. b. Agree to dispose of the Land by sale or partial exchange for approximately 3m2 of the owners adjoining land currently part of 3 Short Street (Section 47 Owhiro District held on ROT WN22D/110, the Applicant's Land). c. Agree to acquire the Applicant's Land. d. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping, the disposal of the Land, and the acquisition of the Applicant's Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.	In progress	Still in the survey/draft legal agreement stage.
9/02/2022	562	Koata Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	2d	TR05-22 Bay Road, Kibirnie – Relocation of mobility parking, new loading zone	In progress	On-hold. With urban designers undertake civil works.

9/02/2022	563	Koata Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	2n	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
9/02/2022	564	Koata Hātepe   Regulatory Processes Committee	2.1 Traffic Resolutions	2p	TR18-22 Drummond Street, Mount Cook – Car share parking spaces	In progress	Likely another 3-4 weeks until completed as of 2/12/22 The proposal will be installed with the Newton-City cycleway project.
9/02/2022	565	Koata 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.	Completed	Community Garden has signed new lease. Picking up Thursday 1st of December 2022
13/04/2022	573	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2p	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: p) TR40-22 Onepu Road Lyall Bay Relocation of Bus Stop 6330	In progress	Instructions sent to contractors (waiting installation)
8/06/2022	582	Koata Hātepe   Regulatory Processes Committee	2.3 Proposed Road Closures	2a	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	Completed	
8/06/2022	583	Koata Hātepe   Regulatory Processes Committee	2.3 Proposed Road Closures	2b	Johnsonville Christmas Parade	Completed	
8/06/2022	586	Koata Hātepe   Regulatory Processes Committee	2.3 Proposed Road Closures	2e	Alexandra Hill Climb	In progress	
8/06/2022	587	Koata Hātepe   Regulatory Processes Committee	2.3 Proposed Road Closures	2f	Cuba Dupa 2023	In progress	
8/06/2022	588	Koata 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	
8/06/2022	600	Koata Hātepe   Regulatory Processes Committee	2.4 Traffic Resolutions	2o	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: o. TR68-22 Kelburn Parade, Kelburn – Bus Stop #4915 relocation	In progress	[on hold] Waiting for the construction of the University building
8/06/2022	604	Koata Hātepe   Regulatory Processes Committee	2.4 Traffic Resolutions	2u	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: u. TR74-22 Wakefield Street, Te Aro – Metered Mobility Parks	In progress	Being installed with the new Takina convention centre changes
8/06/2022	608	Koata 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	
7/09/2022	837	Koata Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closures	1	Receive the information	Completed	
7/09/2022	838	Koata Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closures	2	Agree to close roads for the following events (as listed below) to vehicles and cyclists including motorised scooters, subject to the conditions listed in the proposed Road Closure Impact Reports. • Wilson Street Pop-Up • Filming CBD • Newtown Avenue Block Fest • Khandallah Fair • Domestic Cricket • Miramar Peninsula Cycle 2023 • Pride Parade	In progress	
7/09/2022	839	Koata Hātepe   Regulatory Processes Committee	2.1 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	
7/09/2022	842	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2b	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: TR102-22 ASB Arena – P120 EV Vehicles Only	Completed	Signage updated and chargers installed
7/09/2022	843	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2c	TR103-22 Nairville Rec Centre - P120 EV Vehicles Only	In progress	Works are scheduled to be completed by the 8th February 2023
7/09/2022	844	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2d	TR104-22 Karori Rec Centre - P120 EV Vehicles Only	Completed	Signage updated and chargers installed
7/09/2022	845	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2e	TR105-22 Kilbirnie Rec Centre - P120 EV Vehicles Only	In progress	Awaiting sign off by Officers.
7/09/2022	846	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2f	TR106-22 Otari-Wiltons Bush Car Park - P120 EV Vehicles Only	Completed	Due to challenges with implementation due to existing underground infrastructure, works are not able to proceed as planned and have therefore been cancelled. As a result, this TR has been deferred. All stakeholders who were consulted in the TR process will be notified by letter of the deferral by COP 20th Jan 2023. Officers are investigating alternative car parks at Otari-Wiltons Bush car park. If another viable site for EV charger installation is found, they will be entered into a Traffic Resolution.
7/09/2022	847	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2g	TR117-22 Lucknow Terrace, Khandallah– Proposed Parking Changes	In progress	On Hold for further discussion with Residents
7/09/2022	848	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2h	TR118-22 Happy Valley Road, Owairo Bay – New layout for Bus stop (#7796 & #6796)	In progress	
7/09/2022	849	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2i	TR132-22 – Fairlie Terrace, Kelburn - Change parking class restricted	Completed	
7/09/2022	850	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2j	TR 137-22 Hobson Street, Thorndon - Proposed parking time restriction change	In progress	
7/09/2022	851	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2k	TR141-22 Tirangi Road, Rongotai – New Bus Stop Layout (#7345 & #6345)	In progress	
7/09/2022	852	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2l	TR142-22 Waitoa Road, Hataitai - New layout for Bus Stop (#6535)	In progress	
7/09/2022	853	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2m	TR143-22 Murchison Street, Owairo Bay - New layout for Bus Stop (#7146)	In progress	

7/09/2022	854	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2n	TR144-22 Waitoa Road, Hataitai - New layout for Bus Stop (#7535)	In progress	
7/09/2022	855	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2o	TR146-22 Cockayne Road, Ngaio - New layout for Bus Stop (#4410)	In progress	
7/09/2022	856	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2p	TR147-22 Melksham Drive, Churton Park - New layout for new Bus Stop	In progress	
7/09/2022	857	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2q	TR148-22 Burma Road, Johnsonville – New bus stop layout (#3810)	In progress	
7/09/2022	858	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2r	TR148-22 Burma Road, Johnsonville – New bus stop layout (#3810)	In progress	
7/09/2022	859	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2s	TR150-22 Melksham Drive, Churton Park - New Bus Stop	In progress	
7/09/2022	860	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2t	TR151-22 Endeavour Street and Yule Street– Intersection Layout and Control Changes	In progress	
7/09/2022	861	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2u	TR152-22 Chamberlain Road, Karori - No Stopping At All Times	In progress	
7/09/2022	862	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2v	TR-164-22 Ohiro Road, Brooklyn- No Stopping At All Times	In progress	
7/09/2022	863	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2w	TR165-22 Apuka Street, Brooklyn – No Stopping At All Times	In progress	
7/09/2022	866	Koata Hātepe   Regulatory Processes Committee	2.2 Traffic Resolutions	2z	TR169-22 Dixon Street (between Taranaki and Cuba Streets), Te Aro – Time Limited, No Stopping At All Times, Metered Parking, Loading Zone, Emergency Parking, Motorbike Parking and Mobility Parking	Completed	Part of the street is still under a TMP for the pump station work on Inglewood Place. Once the construction is complete the street parking will revert to the new TR layout.
7/09/2022	869	Koata Hātepe   Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2a	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: TR 153-22 Pipitea Street, Thorndon – Bike Parking Corral.	In progress	Bike Corrals are due to be installed early in 2023
7/09/2022	870	Koata Hātepe   Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2b	TR 155-22 Waring Taylor Street, Wellington Central – Bike Parking Corral.	In progress	Bike Corrals have been converted from parking to bike parking as of 3 Feb 23, Sheffield stands to be installed throughout February, public e-bike share to commence mid Feb
7/09/2022	871	Koata Hātepe   Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2c	TR 156-22 Johnston Street, Wellington Central – Bike Parking Corral.	In progress	Bike Corrals have been converted from parking to bike parking as of 3 Feb 23, Sheffield stands to be installed throughout February, public e-bike share to commence mid Feb
7/09/2022	872	Koata Hātepe   Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2d	TR 157-22 Victoria Street, Wellington Central – Bike Parking Corral.	In progress	Bike Corrals have been converted from parking to bike parking as of 3 Feb 23, Sheffield stands to be installed throughout February, public e-bike share to commence mid Feb
7/09/2022	873	Koata Hātepe   Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2e	TR 158-22 Boulcott Street, Wellington Central – Bike Parking Corral.	In progress	Bike Corrals have been converted from parking to bike parking as of 3 Feb 23, Sheffield stands to be installed throughout February, public e-bike share to commence mid Feb
7/09/2022	874	Koata Hātepe   Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2f	TR 159-22 Corner of Ghuznee St and Victoria St, Te Aro – Bike Parking Corral	In progress	Bike Corrals have been converted from parking to bike parking as of 3 Feb 23, Sheffield stands to be installed throughout February, public e-bike share to commence mid Feb
7/09/2022	875	Koata Hātepe   Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2g	TR 160-22 College Street, Te Aro – Bike Parking Corral.	In progress	Bike Corrals have been converted from parking to bike parking as of 3 Feb 23, Sheffield stands to be installed throughout February, public e-bike share to commence mid Feb
7/09/2022	876	Koata Hātepe   Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2h	TR 161-22 Tory Street, Te Aro – Bike Parking Corral.	In progress	Bike Corrals have been converted from parking to bike parking as of 3 Feb 23, Sheffield stands to be installed throughout February, public e-bike share to commence mid Feb
7/09/2022	877	Koata Hātepe   Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2i	TR 162-22 Wellington Railway Station, Pipitea – E-scooter Parking Corral.	In progress	Bike Corrals have been converted from parking to bike parking as of 3 Feb 23, Sheffield stands to be installed throughout February, public e-bike share to commence mid Feb
7/09/2022	878	Koata Hātepe   Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2j	TR 163-22 Stout Street, Wellington Central – Bike Parking Corral	In progress	Bike Corrals have been converted from parking to bike parking as of 3 Feb 23, Sheffield stands to be installed throughout February, public e-bike share to commence mid Feb
7/09/2022	879	Koata Hātepe   Regulatory Processes Committee	2.3 Traffic Resolutions - Bike Corrals	2k	TR 171-22 Abel Smith Street, Wellington Central – Bike Parking Corral.	In progress	Bike Corrals have been converted from parking to bike parking as of 3 Feb 23, Sheffield stands to be installed throughout February, public e-bike share to commence mid Feb
14/12/2022	1087	Koata Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closures	1	Receive the information	Completed	
14/12/2022	1088	Koata Hātepe   Regulatory Processes Committee	2.1 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: • Island Bay Festival Sunday 12 February 2023 • Round the Bays Sunday 19 February 2023	In progress	
14/12/2022	1089	Koata Hātepe   Regulatory Processes Committee	2.1 Proposed Road Closures	3	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 amended is not likely to cause unreasonable impact on traffic.	In progress	
14/12/2022	1090	Koata Hātepe   Regulatory Processes Committee	2.2 New ground lease for Victoria Bowling Club	1	Receive the information; and	Completed	
14/12/2022	1091	Koata Hātepe   Regulatory Processes Committee	2.2 New ground lease for Victoria Bowling Club	2	Recommend that Te Kaunihera o Pōneke   Council approve a new lease pursuant to the Wellington Town Belt Act 2016 for Victoria Bowling Club Incorporated for a 10-year term with a further renewal term of 10 years	In progress	Meeting with club to finalise terms of the lease
14/12/2022	1092	Koata Hātepe   Regulatory Processes Committee	2.3 THE PARADE, ISLAND BAY - TOWN CENTRE IMPROVEMENTS	1	Receive the information	Completed	
14/12/2022	1093	Koata Hātepe   Regulatory Processes Committee	2.3 THE PARADE, ISLAND BAY - TOWN CENTRE IMPROVEMENTS	2	Adopt the following amended Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: a. TR98-22 (amended) The Parade, Island Bay – time-restricted parking, amending the 8:00am to 8:00pm restriction time to be 8:00am to 6:00pm. b. TR178-22 The Parade, Island Bay – Town Centre Safety Improvements	Completed	
14/12/2022	1094	Koata Hātepe   Regulatory Processes Committee	2.3 THE PARADE, ISLAND BAY - TOWN CENTRE IMPROVEMENTS	3	Agree to progress and deliver the public spaces improvements for the Island Bay town centre and Mersey Street shop	Completed	
14/12/2022	1101	Koata Hātepe   Regulatory Processes Committee	2.4 Proposed Road Stopping - Land Adjoining 76 Orangi Kaupapa Road, Northland	1	Receive the information	Completed	

14/12/2022	1103	Koata Hātepe   Regulatory Processes Committee	2.4 Proposed Road Stopping - Land Adjoining 76 Orangi Kaupapa Road, Northland	2	2) Recommend to Council that it: a. Declare the 239m <sup>2</sup> (subject to survey) of unformed legal road land in Orangi Kaupapa Road (the Land), adjoining 76 Orangi Kaupapa Road (Lot 9 DP 549446, held on ROT 946215), is not required for a public work and is surplus to Council's operational requirements. b. Agree to dispose of the Land subject to Council first approaching Taranaki Whānui ki te Upoko o te Ika, and then Ngāti Toa, to gauge their interest in the land proposed for disposal. c. Delegate to the Chief Executive Officer the power to conclude all matters in relations to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.	In progress
14/12/2022	1104	Koata Hātepe   Regulatory Processes Committee	2.4 Proposed Road Stopping - Land Adjoining 76 Orangi Kaupapa Road, Northland	3	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 Koata Hātepe   Regulatory Processes Committee for consideration.	In progress
14/12/2022	1105	Koata Hātepe   Regulatory Processes Committee	2.5 Ngaio Connection walk, bike and bus improvements - traffic resolution for approval	1	Receive the information	Completed
14/12/2022	1106	Koata Hātepe   Regulatory Processes Committee	2.5 Ngaio Connection walk, bike and bus improvements - traffic resolution for approval	2	Note the submissions	Completed
14/12/2022	1107	Koata Hātepe   Regulatory Processes Committee	2.5 Ngaio Connection walk, bike and bus improvements - traffic resolution for approval	3	Note the summary of submissions, and responses to themes and design feedback shown in Attachments 1 and 2	In progress
14/12/2022	1108	Koata Hātepe   Regulatory Processes Committee	2.5 Ngaio Connection walk, bike and bus improvements - traffic resolution for approval	4	Agree to make the following changes to the Ngaio Connection walk, bike and bus improvements Traffic Resolution as a result of feedback received through the consultation: a. remove the middle stage (extension of clearway times on Kaiwharawhara Road from 4-7pm to 2-9pm) and commence the final stage of the project in March 2024 b. change the P30 car parks on Kaiwharawhara Road to P60. c. replace two car parks at the bottom of Cameron Street on the eastern side with no stopping restrictions. d. delete from the Traffic Resolution the conversion of four P60 angle car parks to two P60 parallel parks at the bottom of Cameron Street. e. remove 40 metres of cycleway at the western end of Crofton Road and install three P10 car parks. f. move bus stop 5447 outside 52 Kenya Street south by 14 metres and install one unrestricted car park. g. delete from the Traffic Resolution 18 metres of no stopping restrictions at 28 Kaiwharawhara Road and reinstate three P30 car parks. h. retain a loading zone at 53 – 55 Kaiwharawhara Road).	In progress
14/12/2022	1110	Koata Hātepe   Regulatory Processes Committee	2.5 Ngaio Connection walk, bike and bus improvements - traffic resolution for approval	5	Adopt the Traffic Resolution set out in Attachment 3, incorporating the changes set out in recommendation 4.	In progress
14/12/2022	1112	Koata Hātepe   Regulatory Processes Committee	2.5 Ngaio Connection walk, bike and bus improvements - traffic resolution for approval	6	Set a permanent speed limit for Cameron Street between Kaiwharawhara Road and the intersection with Brash/Hervey and Satchell Way to 30km/h, coming into force when design changes are installed in 2023, pending Waka Kotahi approval.	In progress
14/12/2022	1115	Koata Hātepe   Regulatory Processes Committee	2.5 Ngaio Connection walk, bike and bus improvements - traffic resolution for approval	7	Set a permanent speed limit on Crofton Road between 11 Ottawa Road through the Ngaio roundabout to 2 Kenya Street to 30km/h, coming into force when design changes are installed in 2023, pending Waka Kotahi approval.	In progress
14/12/2022	1129	Koata Hātepe   Regulatory Processes Committee	2.6 Aro Valley Connection Walk, Bike and Bus Improvements - Traffic Resolution Approval	1	Receive the information	Completed
14/12/2022	1130	Koata Hātepe   Regulatory Processes Committee	2.6 Aro Valley Connection Walk, Bike and Bus Improvements - Traffic Resolution Approval	2	Note the submissions	Completed
14/12/2022	1131	Koata Hātepe   Regulatory Processes Committee	2.6 Aro Valley Connection Walk, Bike and Bus Improvements - Traffic Resolution Approval	3	Note the summary of submissions, and responses to themes and design feedback shown in Attachments 1 and 2.	Completed
14/12/2022	1132	Koata Hātepe   Regulatory Processes Committee	2.6 Aro Valley Connection Walk, Bike and Bus Improvements - Traffic Resolution Approval	4	Agree to make the following changes to the Aro Valley Traffic Resolution as a result of feedback received through the consultation: a. designate 4 additional residents' parking spaces in Adams Terrace; b. change 17 coupon parking spaces on Aro Street (north side from 118 to 146 Aro St) into 8 residents parks (132 – 146) and 9 P120 residents parks (118 – 130b). c. install 200 metres of 'cycle shoulder' on the uphill section of Raroa Crescent from Northland Tunnel Road to Moana Road to close a gap in the network, supported by no stopping restrictions (broken yellow lines). d. extend a section of footpath by 50 metres on the Raroa Crescent uphill leading to Northland Tunnel Road and designate it as a shared path. e. Deliver the project in two stages rather than three, as proposed in the draft Traffic Resolution which was consulted on, by bringing the Aro Street cycleway and bus stop changes forward into stage 2 (early 2024) and shifting the Raroa Road changes from stage 1 (2023) to stage 2 (early 2024) pending approval of a subsequent traffic resolution (recommended below). f. build a 10-metre-long kerb build-out in front of Aro Café to create more space for people waiting for the bus and resolve the current pedestrian pinch point. This requires moving the bus stop at 90-92 Aro Street forward (east) by 6 metres, and into the lane and involves moving one carpark in front of the existing bus stop, to behind the new bus stop. g. Agree that the period between stage 1 and stage 2 will be eight months.	In progress
14/12/2022	1133	Koata Hātepe   Regulatory Processes Committee	2.6 Aro Valley Connection Walk, Bike and Bus Improvements - Traffic Resolution Approval	5	Undertake a new traffic resolution proposing to introduce a Residents Parking scheme into Raroa Road and extend no parking restrictions on the north side of Raroa Road from Norna Crescent down to 93 Raroa Road. This work would be installed in stage 2.	In progress
14/12/2022	1134	Koata Hātepe   Regulatory Processes Committee	2.6 Aro Valley Connection Walk, Bike and Bus Improvements - Traffic Resolution Approval	6	Set a permanent speed limit of 30 km/h on Aro Street between 148 Aro Street and Willis Street, coming into force when design changes are installed in 2023, pending Waka Kotahi approval	In progress

14/12/2022	1135	Koata Hātepe   Regulatory Processes Committee	2.6 Aro Valley Connection Walk, Bike and Bus Improvements - Traffic Resolution Approval	7	Adopt the Traffic Resolution set out in Attachment 3, incorporating the recommendations changes listed in 4) above	In progress
14/12/2022	1136	Koata Hātepe   Regulatory Processes Committee	2.6 Aro Valley Connection Walk, Bike and Bus Improvements - Traffic Resolution Approval	8	Investigate the correcting of the name Epuni Street to Te Puni Street as part of Aro Valley transformations in the future.	In progress
14/12/2022	1148	Koata Hātepe   Regulatory Processes Committee	2.7 Actions Tracking	1	Receive the information	Completed
14/12/2022	1149	Koata Hātepe   Regulatory Processes Committee	2.8 Forward Programme	1	Receive the information	Completed



# FORWARD PROGRAMME

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## Kōrero taunaki

### Summary of considerations

#### Purpose

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

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

Aligns with the following strategies and priority areas:

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

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

#### Relevant Previous decisions

Not applicable.

#### Financial considerations

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

#### Risk

- Low       Medium       High       Extreme

Author	Marcella Freeman, Democracy Advisor
Authoriser	Siobhan Procter, Chief Infrastructure Officer

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### **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.

**Whakarāpopoto | Executive Summary**2. The Forward Programme sets out the reports planned for Koata Hātepe | Regulatory Processes Committee meetings in the next two months that require committee consideration.

3. The Forward Programme is a working document and is subject to change on a regular basis.

### **Kōrerorero | Discussion**

4. Thursday 6 April 2023

- Approval to appoint preferred candidates for the Wellington District Licensing Committee (Chief Infrastructure Officer)
- LGWM Thorndon Quay Traffic Resolutions (Chief Planning Officer)
- Brooklyn Hill Permanent Improvements (Chief Planning Officer)
- Traffic Resolutions (Chief Infrastructure Officer)
- Proposed Road Closures (Chief Infrastructure Officer)

5. Thursday 11 May 2023

- Traffic Resolutions (Chief Infrastructure Officer)
- Proposed Road Closures (Chief Infrastructure Officer)
- Kilbirnie Connections - transitional bike and pedestrian improvements traffic resolution (Chief Planning Officer)
- Chaytor Street - Proposed Improvements (Chief Infrastructure Officer)
- Thorndon Connections - traffic resolution for transitional walk, bike and bus improvements (Chief Planning Officer)

### **Attachments**

Nil